

**UNITED STATES TRANSPORTATION COMMAND  
(USTRANSCOM)**

**Contract No. W81GYE-06-D-0117, 18 May 2006  
w/Mods P00001 through P00011**

**DEDICATED OCEAN SHIPPING SERVICES –  
PORT OF JACKSONVILLE FL TO  
GUANTANAMO BAY, CUBA**

**Awarded to: TransAtlantic Lines Inc.**

**SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS**  
OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, AND 30

1. REQUISITION NUMBER  
W911LJ-5308-2000

PAGE 1 OF 45

2. CONTRACT NO. W81GYE-06-D-0117	3. AWARD/EFFECTIVE DATE 18-May-2006	4. ORDER NUMBER	5. SOLICITATION NUMBER W81GYE-06-R-0014	6. SOLICITATION ISSUE DATE 13-Dec-2005
7. FOR SOLICITATION INFORMATION CALL:	a. NAME CAROLYN CORRIA		b. TELEPHONE NUMBER (No Collect Calls) 703-428-2038	8. OFFER DUE DATE/LOCAL TIME 04:30 PM 13 Jan 2006
9. ISSUED BY  SDDC CONTRACTING CENTER BUSINESS SUPPORT OFFICE 200 STOVALL STREET- 12S67 ALEXANDRIA VA 22332-5000	CODE W81GYEB9	10. THIS ACQUISITION IS <input type="checkbox"/> UNRESTRICTED <input checked="" type="checkbox"/> SET ASIDE: 100 % FOR <input checked="" type="checkbox"/> SMALL BUSINESS <input type="checkbox"/> HUBZONE SMALL BUSINESS <input type="checkbox"/> 8(A)	11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED <input type="checkbox"/> SEE SCHEDULE	12. DISCOUNT TERMS
TEL: 703-428-3300 FAX: 703-428-3364		NAICS: SIZE STANDARD: 500	13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700)	
15. DELIVER TO	CODE	16. ADMINISTERED BY SDDC CONTRACTING CENTER CAROLYN CORRIA 703-428-2038 CORRIAC@SDDC.ARMY.MIL ALEXANDRIA VA	13b. RATING	14. METHOD OF SOLICITATION <input type="checkbox"/> RFQ <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP
<b>SEE SCHEDULE</b>			CODE	W81GYEB11

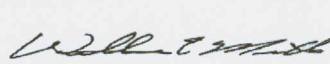
17a. CONTRACTOR/OFFEROR  TRANSATLANTIC LINES LLC (b)(6)  6 LINCOLN AVENUE GREENWICH CT 06830-5751	CODE 1MJZ1	18a. PAYMENT WILL BE MADE BY  POWER TRACK HTTP://WWW.USBANK.COM/POWERTRACK OR US BA MN	CODE
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17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER	FACILITY CODE	18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a. UNLESS BLOCK BELOW IS CHECKED <input type="checkbox"/> SEE ADDENDUM
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19. ITEM NO.	20. SCHEDULE OF SUPPLIES/ SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT
<b>SEE SCHEDULE</b>					

25. ACCOUNTING AND APPROPRIATION DATA  <b>See Schedule</b>	26. TOTAL AWARD AMOUNT (For Govt. Use Only)  <b>\$4,515,374.00</b>
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<input type="checkbox"/> 27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1. 52.212-4. FAR 52.212-3. 52.212-5 ARE ATTACHED.	ADDENDA <input type="checkbox"/> ARE <input type="checkbox"/> ARE NOT ATTACHED
<input checked="" type="checkbox"/> 27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED.	ADDENDA <input checked="" type="checkbox"/> ARE <input type="checkbox"/> ARE NOT ATTACHED
28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN <u>1</u> COPIES <input checked="" type="checkbox"/> TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN. REF:	
29. AWARD OF CONTRACT: REFERENCE <input type="checkbox"/> OFFER DATED . YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS: SEE SCHEDULE	

30a. SIGNATURE OF OFFEROR/CONTRACTOR	31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER)  	31c. DATE SIGNED  24-May-2006
30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)	30c. DATE SIGNED	31b. NAME OF CONTRACTING OFFICER (TYPE OR PRINT)  WILLIAM MILLS / CONTRACTING OFFICER  TEL: 703-428-3080 EMAIL: millsw@sddc.army.mil



SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS (CONTINUED)					PAGE 2 OF 45	
19. ITEM NO.	20. SCHEDULE OF SUPPLIES/ SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT	
	SEE SCHEDULE					
32a. QUANTITY IN COLUMN 21 HAS BEEN <input type="checkbox"/> RECEIVED <input type="checkbox"/> INSPECTED <input type="checkbox"/> ACCEPTED, AND CONFORMS TO THE CONTRACT, EXCEPT AS NOTED: _____						
32b. SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE		32c. DATE	32d. PRINTED NAME AND TITLE OF AUTHORIZED GOVERNMENT REPRESENTATIVE			
32e. MAILING ADDRESS OF AUTHORIZED GOVERNMENT REPRESENTATIVE			32f. TELEPHONE NUMBER OF AUTHORIZED GOVERNMENT REPRESENTATIVE			
			32g. E-MAIL OF AUTHORIZED GOVERNMENT REPRESENTATIVE			
33. SHIP NUMBER	34. VOUCHER NUMBER	35. AMOUNT VERIFIED CORRECT FOR	36. PAYMENT <input type="checkbox"/> COMPLETE <input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL		37. CHECK NUMBER	
<input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL						
38. S/R ACCOUNT NUMBER	39. S/R VOUCHER NUMBER	40. PAID BY				
41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT		42a. RECEIVED BY (Print)				
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER		41c. DATE		42b. RECEIVED AT (Location)		
				42c. DATE REC'D (YY/MM/DD)	42d. TOTAL CONTAINERS	



ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0002		1	Years		
OPTION	GTMO CONTRACT FFP OPTION YEAR ONE(1) GTMO DEDICATED OCEAN SHIPPING SERVICES FFP- TRANSPORTATION AND RELATED SERVICES FROM PORT OF JACKSONVILLE, FL TO GUANTANAMO BAY CUBA EFFECTIVE 01 JULY 2007 THROUGH 30 JUNE 2008. SEE THE CARES I I SYSTEM FOR THE INDIVIDUAL RATES, ORIGIN AND DESTINATION, COMMODITIES, AND ESTIMATED QUANTITIES, to support DOD Dedicated Intermodal Transportation requirements between the U.S. and NAVSTA Guantanamo Bay Cuba and return. FOB: Destination PURCHASE REQUEST NUMBER: W911LJ-5308-2000				

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NET AMT	\$0.00
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ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0003		1	Years		
OPTION	GTMO CONTRACT FFP OPTION YEAR TWO (2) GTMO DEDICATED OCEAN SHIPPING SERVICES FFP- TRANSPORTATION AND RELATED SERVICES FROM PORT OF JACKSONVILLE, FL TO GUANTANAMO BAY CUBA EFFECTIVE 01 JULY 2008 THROUGH 30 JUNE 2009. SEE THE CARES I I SYSTEM FOR THE INDIVIDUAL RATES, ORIGIN AND DESTINATION, COMMODITIES, AND ESTIMATED QUANTITIES, to support DOD Dedicated Intermodal Transportation requirements between the U.S. and NAVSTA Guantanamo Bay Cuba and return. FOB: Destination PURCHASE REQUEST NUMBER: W911LJ-5308-2000				

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NET AMT	\$0.00
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## DELIVERY INFORMATION

CLIN	DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
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0001	POP 01-JUL-2006 TO 30-JUN-2007	N/A	N/A FOB: Destination
0002	POP 01-JUL-2007 TO 30-JUN-2008	N/A	N/A FOB: Destination
0003	POP 01-JUL-2008 TO 30-JUN-2009	N/A	N/A FOB: Destination

## INSPECTION AND ACCEPTANCE TERMS

Supplies/services will be inspected/accepted at:

CLIN	INSPECT AT	INSPECT BY	ACCEPT AT	ACCEPT BY
0001	N/A	N/A	N/A	N/A
0002	N/A	N/A	N/A	N/A
0003	N/A	N/A	N/A	N/A

## ACCOUNTING AND APPROPRIATION DATA

AA: 97X4930.FD30 6 E3 35 7740 TTTS0000000 4100 22N9 W911LJ53082000 389900  
 AMOUNT: \$4,515,374.00  
 CIN 0001: \$4,515,374.00

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## 1.0 INTRODUCTION

### 1.1 Intent of Acquisition

The purpose of this acquisition is to contract for a dedicated liner service for containerized and break bulk cargo between U.S. Naval Station Guantanamo Bay, Cuba (GTMO) and Jacksonville, Florida (JaxPort). All services for required cargo will be provided according to the rates established in CARE II –SM.

### 1.2 Description of GTMO Environment

1.2.1 Physical Characteristics/Equipment. GTMO is a United States Government controlled facility. The reconstructed GTMO pier supports single and dual axles up to a maximum of 500 pounds per square foot load-bearing capacity. No Government crane, ramp, yard tractors, or any other equipment is available at NAVSTA GTMO for use by the Carrier. Water depths at pier side are normally 34 feet. Harbor seas between one to three feet are not unusual. All transportation of and intermodal equipment to be furnished at GTMO is at Carrier's expense.

1.2.2.1 Port Services. Port services in GTMO are contractor operated. Barge/vessel discharge and loading operations can be conducted 24 hours if prior authorization has been approved from the Quality Assurance Evaluator (QAE). Discharge and loading operations will normally be conducted, as required, on recognized U.S. Holidays. . There are no Government stevedore services available.

1.2.2.1 GTMO is a minimum manned contractor-serviced port. Normal port operating hours are Mon-Fri, 0800-1600 Local Time.

1.2.2.2 One Navy Harbor Pilot and three 2000SHP Tugs are available, NAVBASE provides linehandlers. U S Navy units are the only units to receive routine BROW support. USCG and commercial vessels provide their own support.

1.2.2.3 Maximum Draft for any ship going pier-side is 34 ft.

1.2.2.4 GTMO has the following berths available for use:

Berth	Length	Depth (MLW) FT AT PIER	Notes
ALPHA			
West (WPA)	300	18-30	
East (EPA)	405	32	
BRAVO			
North (NWB)	531	38	CARGO OPS
South (SWB)	531	28	CARGO OPS
CHARLIE (NPC)	365	34	CARGO FUEL

1.2.2.5 Anchorages BRAVO through CHARLIE are available with depths ranging from 36 to 48 feet, and are best seen on Chart 26230.

1.2.2.6 Diesel Fuel Marine (DFM) is available at all berths via 4-inch connection at a rate of 2000 BPH. NSFO, JP5, MOGAS, and AVGAS are also available at PIER CHARLIE.

1.2.2.7 Piers are not equipped for Collection Holding and Transfer (CHY), limited truck services are available through local contractor

1.2.2.8 Oily waste disposal is available through a local contractor.



1.2.2.9 Phone lines are available on the pier. Ships must hook up own phones. For DSN service, a memo signed by the Commanding Officer with the full name, rank and the last four of personnel authorized to use DSN.

1.2.2.10 Fresh water is limited to 25 gallons per person per day. An over-limit charge will be added if over this limit. Due to water restrictions, fresh water washdowns are prohibited in port.

1.2.2.11 Contact Port Control via Channel 12 and 16 two (2) hours prior to entering and departing port.

1.2.2.12 Ship must conduct a security call to all concerned traffic, via Channel 12 and 16, thirty (30) minutes prior to arrival and before getting underway.

1.2.2.13 Ship will be met at the southern boundary and escorted by port security.

1.2.2.14 Due to the high cost of hazardous waste management from this remote location, solid hazardous waste will only be accepted for disposal from ships only if considered by the Commanding Officer as mission essential.

1.2.2.15 POC is Navy Harbor Pilot, James Cich, Email: [CICHJP@USNBGTMO.NAVY.MIL](mailto:CICHJP@USNBGTMO.NAVY.MIL). DSN 723-3960 EXT 4898, COMM 011-53-99-4898, or as revised by the Government.

1.2.2.16 NAVSTA GTMO has 16 receptacles for plugging in refrigerated containers. These receptacles are located on the back side of Building 260, Cold Storage which is approximately 300 feet or more from Wharf Bravo where the vessel normally load/unload cargo. There are at least three or four other locations on the base where consignees take possession of refrigerated containers that do not have any plug-in receptacles and will require carrier to provide gensets/fuel to maintain the temperature of the reefer during the freetime

## **2.0 SCOPE**

### ***2.1 Transportation Services***

2.1.1 The Contractor (hereinafter known as "Carrier"), a Vessel Operating Common Carrier (VOCC), shall provide transportation of lawful cargo by U.S. flag ships or tug/barge systems between points in the Continental United States of America (CONUS) and GTMO, as established in Carrier Analysis and Rate Evaluation (CARE) Service Module, also known as CARE II-SM. The Carrier shall maintain a dedicated, regularly scheduled, self-sustaining liner term service on this route throughout the period of the Contract.

2.1.2 Types of cargo to be carried are military cargo, personal property, privately owned vehicles, mail, and any other cargo shipped by the Department of Defense (DoD) in the Defense Transportation System (DTS).

2.1.3 The Carrier will not transship or relay cargo. The Carrier shall provide both break bulk and intermodal container service, including terminal handling, all stevedoring, loading and discharging in CONUS and GTMO. At Jacksonville, the cargo shall be loaded and discharged at in JaxPort/Blount Island. At GTMO, the cargo shall be loaded and discharged with carrier provided equipment at Wharf Bravo, except when the COR/ACOR designates Wharf Uniform as an alternate. All inland points at GTMO are within 10 miles of the wharf.

2.1.4 The Carrier shall exclusively carry Government sponsored cargo, cargo shipped by Authorized Government Agents, and other Carrier cargo in support of Government operations in GTMO moving under this contract, unless otherwise authorized by the COR/ACOR. (see Paragraph 2.4), up to the capacity of the vessel(s) offered for use under this contract and accepted by the Contracting Officer.

2.1.5 The minimum space available to the Government for each outbound (CONUS to GTMO) or inbound (GTMO to CONUS) sailing shall be seventy-five (75) FEU's, which includes space adequate to accept a minimum of fifteen (15) refrigerated containers; and 2000 square feet of break bulk cargo. Each of the 40' spaces offered must be able to accommodate two 20' containers, or the vessel(s) must have additional space to accommodate the 20' container shortfall.

2.1.6 The Carrier shall maintain a fixed day service with a vessel sailing from the last CONUS port every other Thursday with arrival at GTMO the following Wednesday or an earlier fixed day of arrival offered by the Carrier for the contract period and agreed upon by the Contracting Officer. The service to GTMO from CONUS every fourteen

(14) days shall begin on the second Thursday (tentatively 13 April 2006) after the effective date of the contract. Seventy two (72) hours prior to the first sailing of this contract, the Carrier shall provide a certificate of inspection (COI) from the U.S. Coast Guard to the Contracting Officer's Representative or Alternate Contracting Officer's Representative (COR/ACOR)

2.1.7 The carrier shall only conduct loading and offloading operations at Blount Island Marine Terminal during daylight hours only, unless otherwise authorized by the on-site QAE.

## ***2.2 On-site Office Space***

The Carrier shall provide private, on-site office space for the Government's representative at the Carrier's terminal in Jacksonville, FL. This office space will include utilities, telephone, and data usage. Only telephone and utility expenses are to be submitted as a reimbursable item by the carrier to the Government. Any other expenses related to the on-site office space shall be submitted to and approved by the Contracting Officer prior to occurrence.

## ***2.3 Regulatory Compliance***

The Carrier shall file all rates and terms of this Contract with the Federal Maritime Commission (FMC), the Surface Transportation Board (STB), and/or with other governmental agencies as may have jurisdiction over the services provided by the Carrier as set forth in this Contract. The Carrier agrees to comply with such regulations of the FMC, STB, and/or other governmental agencies as may be applicable for service to the Government in the carriage of military cargo as set forth in this Contract.

## ***2.4 Acceptance and Movement of Non-Government Cargo***

The CONUS COR/ACOR shall approve/disapprove non-government (commercial) cargo for carriage by the Carrier. Non-government cargo shall be transported by the Carrier pursuant to the Carrier's commercial contract terms and conditions which are, in no way, conditioned by this Contract. The Government assumes no responsibility or liability for non-government cargo carried by the Carrier.

Non-Government cargo moving outside this contract, moving either northbound or southbound for any single sailing by the Carrier which utilizes capacity within the Government's minimum capacity requirement as specified at Paragraph 2.1, shall reduce the Government's Average Minimum Guarantee as stated in Paragraph 4.4. The volume of non-Government cargo will be computed for each round tripvoyage. Break bulk cargoes will be converted to FEUs as stated in Paragraph 4.4.

## ***2.5 Second (2nd) POV's (or alternatively a marine conveyance)***

Military personnel assigned to GTMO are permitted to utilize the contract carrier for a movement of a 2nd POV (or alternatively a marine conveyance) on a "Space Available" basis. All rates utilized to move 2nd POVs (or alternatively a marine conveyance) on a "Space Available" basis shall be established between the individual service member and the carrier. Under no circumstances shall the Carrier allow the shipment of a 2nd POV (or alternatively a marine conveyance) shipped "Space Available" to displace any Government or Government sponsored cargo. The movement of a 2nd POV (or alternatively a marine conveyance) shall be accomplished without the provision of Government reimbursement. The Carrier shall bill the owner of the 2nd POV (or alternatively a marine conveyance) separately and waives all rights to take action against the Government to recover any sums not paid by the vehicle owner.



### **3.0 SHIPMENTS BY AUTHORIZED AGENTS OF THE GOVERNMENT**

#### ***3.1 Identification of Authorized Agents***

The following provisions apply only for authorized agent shipments which include, but are not limited to, shipments of Code 3 Military by Household Goods (MHHG) International Through Bill of Lading (ITGBL) Carriers, privately owned vehicles (POV) by Global POV Carriers, and Government sponsored cargo transported by Navy Carriers between Jacksonville and GTMO. The Contracting Officer will supply a list of those entities and individuals who are authorized agents for purposes of this paragraph.

#### ***3.2 Booking of Cargo***

3.2.1 Shipments booked by authorized agents will be booked in accordance with the booking requirements of the resulting Contract as cited in Paragraph 4.1.

3.2.2 Shipper agrees to offer cargo for booking upon no less than five (5) working days notice prior to a port departure date unless a later time is agreed upon by the parties. The Carrier must accept an offering of cargo and notify the shipper of such acceptance, as specified in Paragraph 5.3.3.

3.2.3 The shipper will prepare a delivery order in a format as mutually acceptable by the parties. The delivery order shall be evidence of ownership and will constitute the contract of carriage issued to the Carrier.

#### ***3.3 Submission of Status Reports.***

Carriers must provide reports to the authorized agent that ordered the transportation services as prescribed in Paragraph 5.12; however, rather than reporting at the TCN level, the Carrier may report by delivery order when mutually agreeable by the parties.

#### ***3.4 Payment.***

The authorized agent shall make payment directly to the Carrier providing ocean service thirty days after receipt of an invoice in accordance with the Prompt Payment Act. The Carrier must invoice directly to the authorized agent for payment of services rendered to include detention. The Carrier must notify the Contracting Officer if payment is not received within forty-five (45) days after submission of invoices to the authorized agents.

### **4.0 SPECIAL INSTRUCTIONS**

#### ***4.1 Shipment Booking/Acceptance***

4.1.1 Issuance of Booking Number. In the absence of other established written procedures, issuance of a booking number by the Carrier through EDI, OCI or facsimile communication to the Government constitutes acceptance by the Carrier of the Government order. A Government order accepted in this manner will be deemed a "booking". The parties may subsequently agree to amendments/changes prior to delivery.

4.1.2 Submission of Invoices. Invoices shall be submitted in accordance with the Standard Billing Instructions for PowerTrack or in accordance with procedures in FAR 52.212-4(g) Invoices. The Carrier shall submit properly certified invoices or vouchers for outbound/inbound shipments, detention and other authorized charges to:

Military Surface Deployment Distribution Command (SDDC)  
Deployment Support Command

661 Sheppard Place, Third Floor  
ATTN: WS2-3S  
Fort Eustis, VA 22304.

Invoices shall be submitted within six (6) months from completion of shipment/service. Invoices received after that time will not be certified for payment and the Carrier waives any right to payment thereafter.

4.1.3 Detention invoices shall be submitted to the CONUS COR, and shall be fully supported with documentation that depicts the entire custody chain of the Container. These documents shall be signed (legible) by the representative of the agency/organization incurring the detention.

4.1.4 Payment shall be in accordance with the PowerTrack Business rules or in accordance with the Prompt Payment Act.

#### ***4.2 Limitation of Government Liability***

4.2.1 Dead Freight. The Government shall not be liable for payment of dead freight.

4.2.2 Alternate Transportation. Notwithstanding any other provisions of this Contract, the Government may make alternative transportation arrangements for any cargo that the Carrier cannot meet the requirements provided by the OO for that cargo (could not meet the RDD, the characteristics of cargo are such that the cargo can not move through the Carrier's commercial terminal e.g. ammo, and inability to negotiate a reasonable rate for excepted cargo as described below). The determination to make alternative transportation arrangements shall be made by the Contracting Officer after submission of a request in writing from the OO for such arrangements.

#### ***4.3 Excepted Category Cargo***

Excepted category cargoes are listed below. Pursuant to FAR 52.212-2, rates for carriage may be negotiated by the Contracting Officer prior to booking. (The Contracting Officer is not required to ship excepted category cargo with the Carrier if a reasonable rate can not be negotiated). The Carrier shall not accept excepted category cargo for shipment unless a rate for its carriage has been negotiated with the Contracting Officer. Cargo categories not excepted below and for which specific rates do not appear herein, shall be carried at the applicable General Cargo rate.

- Aircraft (unboxed) including helicopters
- Bulk Cargo (not containerized in tank cars, vehicles, or containers)
- Boats (over 40 feet in length)
- Explosives (other than Category 1.4)

#### ***4.4 Government Obligation***

4.4.1 Volume of Cargo. A projection of cargo to move under this contract is provided under CARE II -SM. SDDC does not guarantee the completeness or accuracy of the projection, as it is provided for informational purposes only.

4.4.2 Average Minimum Guarantee (AMG). The Government shall guarantee a payment of fifty-three (53) forty foot equivalent units (FEUs) per round trip voyage based on an aggregate sequential voyage average (ASVA) for the minimum service to GTMO. In the event more frequent service is accepted by the Government, such guarantee shall be adjusted proportionally. Additional sailings will not be included for the purpose of averaging the ASVA. The calculation of the ASVA in accordance with Paragraph 4.5.2.1 below, shall determine the entitlement, if any, to such minimum payments. Such minimum payments, if any shall be rendered to the Carrier at the end of each six month period of the contract based upon a COR/ACOR certification to the PCO that the ASVA for the minimum number of



voyages during the six month period falls below the minimum 53 FEUs per round trip voyage. The Government shall compensate the Carrier for each whole FEU that the ASVA falls below the 53 FEU minimum.

4.4.2.1 Application of ASVA. For purposes of calculating the rate of minimum ASVA payments, the per FEU compensation for any ASVA, during a six-month period, that falls below the guaranteed minimum of 53 FEUs per round trip voyage shall be the average of rates for one dry FEU and one reefer FEU from Jacksonville to Guantanamo port to point and from Guantanamo to Jacksonville. In calculating ASVA payments, the total of all Government and Government sponsored cargo shipped during the six-month period will be calculated. If the average number of FEUs shipped during the six-month period (both inbound and outbound) is equal to or exceeds the guaranteed minimum of 53 FEUs per round trip voyage, no ASVA will be paid by the Carrier. In the event the average number of FEUs shipped during the six-month period (both inbound and outbound) falls below the guaranteed minimum of 53 FEUs per round trip voyage, the Carrier shall be compensated for each whole FEU falling below the minimum. There will be an adjustment for each six-month cycle concerning the amount of cargo over and under the ASVA on a per specific round trip voyage. In the event that the guaranteed minimum of 53 FEUs per round trip voyage is exceeded on any specific round trip voyage during the six-month period, the amount of cargo in excess of the 53 FEU guaranteed minimum will be applied to the amount of shortfall below the 53 FEU guaranteed minimum, if any, experienced on any specific round trip voyage (during the same six-month period). The Carrier will receive a minimum ASVA payment for the six-month period, if at all, only if there is an overall shortage following this described adjustment. In calculating the average rate, no assessorial charges will be included.

4.4.2.2 Cargo Lift Certification Procedures for Payment of ASVA Minimums. The Carrier, within ten (10) working days of the end of each six month period of the contract (semi-annually), shall submit to the COR/ACOR a worksheet detailing the total cargo lifted on each voyage of the respective semi-annual period. The Carrier shall add any cargo carried on additional sailings above the minimum to the nearest minimum sailing's arrival at GTMO in the semi-annual period. Upon certification of the ASVA worksheet by the COR/ACOR (for that semi-annual period), the Carrier shall submit an invoice, if entitled, to the designated paying activity (or any subsequently identified paying office) under this contract for any certified minimum payments. Such invoice, if any, shall be accompanied by the COR/ACOR certified worksheet.

4.4.2.3 The Government undertakes to ship a minimum quantity of 1272 containers of the projected forecast movements for the one year period and for any option period exercised per year. The Government may ship additional cargo during the term of the contract up to 110% of the volume estimates for each period as the maximum amount of containers under the same rates, terms and conditions. For purposes of this contract, a shipment of cargo in a container of forty (40) foot length or longer shall be counted as one (1) FEU and a shipment of cargo in a container of twenty (20) foot length shall be counted as one-half (.5) FEU. 40 MT of Breakbulk cargo will be computed as one FEU.

#### ***4.5. Carrier Service Commitment***

4.5.1 Space Commitments: Carrier's space commitment shall be as stated at Paragraph 2.1.5.

4.5.2 Service changes.

4.5.2.1 The Carrier may modify its schedule to reflect permanent changes in equipment and in its regularly scheduled service as offered to the extent that the Carrier remains in compliance with provisions at Paragraph 2.1.

4.5.2.2 Carriers will provide the ACO a minimum of 60 days notice of an impending drydock. The Drydock Notice will include the vessels, the routes and port calls involved, the dates of the drydocking, the dates of the change in service, and a description of how carrier will maintain the same level of service, including substitution of vessels and other affected assets. Notices submitted less than 60 days before the dry docking will not be considered unless drydocking is the result of a Force Majeure situation. Exemptions will not alter established prices and other terms and conditions contained herein, applicable law and regulation will not be exempted, nor will provision be made for the carrier granted such exemption to recoup any cargo volume foregone over the exemption period during subsequent contract periods.

4.5.2.3 If the Carrier wishes to materially change its service or to substitute another vessel or other equipment initially offered for service, the Carrier must submit to the Contracting Officer within thirty (30) days of the anticipated change a written request detailing such change and the impact on the service provided. The Carrier shall not implement such a change without the written consent of the Contracting Officer.

#### ***4.6 Limitations of Carrier's Obligation***

4.6.1 Cargo Rejection. Notwithstanding any other provisions of this Contract, the Carrier shall have the right to reject explosives (other than Category 1.4); dry or liquid bulk cargo (i.e., not packaged, containerized or in vehicles); any species of live animals and other cargo deemed by the Carrier to be dangerous or obnoxious in character. Any such cargo accepted for carriage shall be freighted at the General Cargo rate.

4.6.2 Unsafe Operation. The Carrier shall not be required to receive or deliver containers at points or places where it is impracticable or unsafe to operate tractors and chassis due to conditions of roads, streets, or alleys or when prevented from doing so because of fire, acts of God, acts of war, riots, civil commotion, strikes, lockouts, stoppages or restraints of labor or other labor disturbances.

4.6.3 Hazardous Cargo. The transportation and handling of hazardous cargo for shipment shall be subject to Title 49 of the Code of Federal Regulations, Part 171, et seq. (49 CFR) and International Maritime Organization (IMO), the Dangerous Goods Code in force at the time of shipment. The Carrier shall refuse to transport hazardous cargo, either by land or by ocean, which does not conform in all aspects to these regulations and any other applicable U.S. governmental regulations.

4.6.3.1 Responsibility for Charges. When the Carrier refuses to pick up a container based on non-compliance with appropriate regulations as stated herein, the Government shall reimburse the Carrier the actual costs incurred for such container if the Carrier has made a futile trip in connection with such circumstances as a result of Government failure to comply with applicable hazardous cargo regulations.

4.6.4 Maximum Volume of Cargo. The Carrier's maximum cargo volume service obligation to the Government under the Contract schedule is the full cargo capacity of the vessel(s) offered for service.

4.6.5 Improper Government Documentation. If the Government does not provide the Carrier with the correct cargo documentation at the time and location of Carrier acceptance the Carrier shall request shipping instruction data from the manifesting activity in order that the cargo can be completely identified for onward movement. This information must be provided within one (1) working day of receipt of cargo, or earlier, if necessary to meet the scheduled vessel sailing.

## **5.0 PERFORMANCE OBJECTIVES**

### ***5.1 Expression of Performance Requirements***

Each performance requirement may contain the following three elements. In each case, when taken together, these elements constitute a performance requirement.

- **Performance Objective** – The desired outcome or result expected of the Carrier.
- **Performance Measures** – The critical characteristics or aspects of achieving the objective that will be monitored by the Government. Each objective may have one or more measures.
- **Performance Standards** – The targeted level or range of levels of performance measured.



## 5.2 Use of Performance Measures/Standards

Not every performance objective in this contract has a related performance measure or performance standard. However, every performance objective is a contractual requirement. For those performance objectives that do not specify a measure or standard the measures and standards are IAW standard commercial practices, i.e., substantial compliance with local customary trade practice. Unless otherwise noted, performance objectives without measures and standards imply standards of 100 percent. Performance measures/standards, where specified, may be used to achieve a variety of goals, including collection of data to test the practicality of a performance standard; identification of a performance standard of less than 100 percent compliance; emphasis on most critical performance objectives; collection of data to support quality assurance and contractual remedies and similar goals.

## 5.3 Carrier Submission of Vessel Schedules

**5.3.1 Performance Objective #1 Schedule Input and Maintenance.** The Carrier must maintain up-to-date vessel schedules within the Integrated Booking System (IBS). Schedules shall be input into IBS reflecting vessel schedules at least forty-five (45) days in advance of sailing.

Performance Measure:	Performance Standard:
Maintenance of Vessel Schedules	100% Updated and Accurate

The Vessel Schedule will contain the following data elements. The carrier will update and maintain data marked with a "\*":

- \* POE/POD (Indicator to show which ports on the schedule are for load and which for discharge)
- \* Scheduled Vessel Arrival Date at the port \*Scheduled Vessel Departure Date at the port
- \* Dry Cutoff Date; report for POEs only \*Reefer Cutoff Date; report for POEs only
- \* DTR vessel status code
- \* Feeder/ Direct. Indicator to show whether the port is served by the vessel named in the schedule. The name (IRCS) of the feeder vessel is also required

**5.3.1.1 Cut-off Times.** The carrier shall establish and publish its local and vessel cutoff times based on cargo receipt described in Section 5.4.

**5.3.2 Performance Objective #2 Vessel Posting to CARE II.** Vessel information provided by Carrier as part of their proposal will be posted to IBS by the start of the bookings under this contract. Carriers will input changes to information provided on vessels offered for service under this contract into IBS after receiving approval from the CO. Information required shall include:

- International Radio Call Sign (IRCS)
- Ship Name
- Vessel flag (Country)

**5.3.3 Performance Objective #3 Booking Acceptance.** The Carrier must accept cargo bookings, up to its vessel capacity, if the Government orders are received no less than five (5) working days prior to local cargo receipt time as defined in Paragraph 5.4 for a scheduled sailing. The Carrier must respond to all Government bookings on the same working day they are received, if the Carrier, prior to 1430 local time, receives the order. Carrier responses for bookings received after 1430 local time must be provided by 1200 local time the next working day.

Performance Measure	Performance Standard
Response within allotted Times	100%

#### 5.4 Container Service

Cargo Receipt Time. Non-perishable cargo must be received at the Jacksonville facility for a specific sailing by Monday at 1600, the week of the scheduled vessel departure. Perishable cargo must be received by Wednesday at 1200 the week of vessel sailing. Any material received after this period will be scheduled on the next available vessel sailing.

**5.4.1 Performance Objective #4 Spotting Empty Containers.** The Ordering Officer (OO) or onsite Contracting Officer's Representative (COR/ACOR) or Alternate COR/ACOR will provide the Carrier at least two working days notice as to where to spot an empty container unless a shorter notice is agreed upon by the carrier. The notice will include the booking number, type, size, the name and address of the shipper, the date and a specific time for spotting the container, and will specify the categories of cargo to be stuffed in container.

Performance Measure	Performance Standard
Spotting of containers within 2 hours of time specified	100%

**5.4.2 Performance Objective #5 Container Pickup.** The Carrier shall pick-up and remove a container as follows:

- Stuffed container(s) within 24 hours from notification time and date and
- Empty container(s) within 72 hours from notification time and date.

Pickup time provisions shall commence at 0800 hours on the day following carrier's receipt of notification that the container is in all respects ready to be transported, unless this requirement is waived by the OO. Time shall not run during Saturdays, Sundays, and locally observed holidays.

Performance Measure:	Performance Standard:
Timely pickup of stuffed containers as ordered	100%

**5.4.3 Performance Objective #6 Chassis Requirement.** Containers provided by the Carrier at GTMO shall be placed on chassis and shall remain with the containers (while they are in the custody of the Government) unless this requirement is waived by the OO.

**5.4.4 Performance Objective #7 GTMO Inland Delivery.** The Carrier shall contact the consignee to establish a delivery time. Unless delay is requested by the OO, the Carrier, after the discharge of the container from the vessel, will commence inland transportation for dry cargo within two (2) working days of discharge. The Carrier will complete inland transportation of refrigerated containers within one (1) working day after the container has been discharged from the vessel. Vehicles will be delivered within forty-eight (48) hours after discharged from the vessel. Time shall not run on Saturdays, Sundays, or locally observed holidays. Upon delivery, the Carrier will present the consignee with a delivery receipt designating the destination, pieces, weight, cube, description of cargo, and TCN for the container.

Performance Measure:	Performance Standard:
Commencement of inland transportation of reefers per time standards	100%

**5.4.5 Performance Objective # 8 CONUS Discharge/Inland Delivery.** All cargo shall be discharged within twenty-four (24) hours of vessel docking. All deliveries within a 250-mile radius of the POD will be completed within one (1) working day after commencement of delivery or customs/agriculture clearance, whichever is later. One additional day for each increment of 300 miles shall be acceptable.

Performance Measure:	Performance Standard:
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Completion of Inland Delivery and Timely discharge of cargo	100%
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### 5.5 Accessorial Services

The Government will pay for such services at the rates (per measurement ton) of cargo set forth in the Table of Accessorial Rates in the Schedule.

**5.5.1 Performance Objective # 9 Controlled Atmosphere Service.** The Carrier's equipment shall provide a controlled atmosphere system for refrigerated containers that meets CFR requirements. The Carrier shall provide a printout of the Tectral Control Atmosphere Report for each refrigerated container to consignee upon delivery.

Performance Measure:	Performance Standard:
Deliver Controlled Atmosphere on Reefers	100%

**5.5.2 Cargo Handling** Contractor shall provide cargo handling services that consist of stuffing, unstuffing, transloading, and consolidation of containerized cargo at Contractor designated facilities. This service shall include, without regard to type/size container, the tallying of cargo, and necessary blocking, bracing, and dunnage.

Cargo handling consists of three basic categories:

**5.5.2.1. Lift-on/Lift-off services (containers/cargo):** Services include but are not limited to grounding and mounting containers to/from chassis, flatbed trucks or rail cars. Loading and unloading of high, wide and heavy cargo to/from inland conveyances at ports and inland origin/destination.

**5.5.2.2. Re-handling of overweight cargo:** Re-handling services could also include bundling and palletizing cargo stripped from a container due to excess capacity weight of cargo and reloading into another container.

**5.5.2.3. Cargo handling at origin or destination.** Load/unload cargo into/from container/conveyance at origin/destination, block/brace/secure for safe transport; provide materials to block/brace/secure cargo; pack/mark cargo.

**5.5.2.4. Performance Objective # 10 Cargo Handling as:** The Contractor shall provide stuffing, consolidating, stripping, sorting, and transloading services as specified in the booking or as ordered by the OO.

**5.5.3. Performance Objective # 11 Provide Tally Sheets.** Carrier shall also provide the OO or QAE at origin and destination with a hard and soft copy of a tally sheet reflecting the contents of stuffed containers indicating pieces, weight, cube, nomenclature (description), assigned Transportation Control Numbers (TCNs), and seal number for each container stuffed by carrier NLT 24 hours after barge sailing. Access via secure internet is acceptable. The Carrier shall generate and affix a military shipping label (DD Form 1384) on the outside of the container and a packing list inside the door of each container.

Performance Measure:	Performance Standard:
Submission of Tally sheets	100%
Affixing labels and packing lists in container	100%

**5.5.4. Performance Objective #12 Notification of Damaged Cargo.** Carrier shall immediately notify the OO of LCL shipments arriving carrier's terminal for stuffing that are found damaged or not suitable for containerization.

**5.5.5 Performance Objective # 13 Re-spot Service.** The Carrier's re-spot service shall be provided in GTMO and shall consist of moving a Government stuffed container from the initial point of delivery within a facility to another point within that facility.

**5.5.6. Performance Objective # 14 POV Processing.** The Carrier shall document the receipt of Privately Owned Vehicles (POVs) from owner or owner's agent, process vehicles for ocean transit, and process POVs for delivery to the owner when ordered by the OO. The Carrier shall receive/issue POVs from/to service members or the Government agent at the NAVSTA GTMO terminal, and from/to service members at the Carrier's Jacksonville, FL terminal. The Jacksonville terminal shall process POVs, includes customs clearance, during the period Monday through Friday from 0800 until 1700. An inspection of the POV, similar to that which is customarily provided by a common carrier in its usual commercial service, including usual documentation, will be accomplished with the service member or his/her representative upon receipt and issue. At the time of pickup, the POV shall be returned in the same condition of cleanliness as received and noted on the receive/discharge inspection report, to include washing as required. In Jacksonville, the Carrier shall provide storage of POVs in a secure (generally closed to the public), lighted, fenced, and paved area pending pick-up by the owner/owner's agent for up to 30 days. The Government will provide storage facilities in GTMO for use by the Carrier. Storage charges will be paid at the detention rate specified in Special Terms and Conditions, Paragraph (d)(5), if storage is required, beyond thirty (30) days in the Carrier's Jacksonville facility.

Performance Measure:  
Timely and complete processing  
of POVs

Performance Standard:  
100%

**5.5.6.1 Shipping of POVs (Government Sponsored PCS Moves ONLY).** The booking of POVs with the Carrier is premised on the ability of the Carrier to achieve the RDD associated with each individual POV. The ability of the Carrier to achieve the POV RDD is determined by reference to the Assured Ocean Transit, Inland Delivery, and other time period provided herein concerning the overall movement of cargo from the time it is tendered to the Carrier by the Government at origin until it is delivered at the designated destination in the booking. In accepting a POV booking, the Carrier warrants that it can achieve delivery of the POV by the designated RDD under the terms and conditions of this contract. If the Carrier fails to deliver a POV on or before the RDD, the Contracting Officer shall assess \$30.00 damages per diem against the Carrier. Damages shall be assessed for each day that the delivery exceeds the RDD, including day of delivery, up to a maximum period of seven calendar days (maximum Carrier liability of \$210.00 per POV). The Carrier may be exonerated from this liability only under circumstances constituting Force Majeure or and Excusable Delay in accordance with (FAR 52.212-4(f) (OCT 2003). The Carrier is at all times required to deliver the POV as soon as possible following the conclusion of any Force Majeure or Excusable Delay circumstance. If the failure to achieve delivery by the RDD is partially excused, damages shall be assessed on a pro-rata basis. The Carrier bears the burden of establishing exoneration on the basis of any Force Majeure or Excusable Delay circumstance.

**5.5.6.2 Security of POV's.** The contractor shall be fully liable for all loss, damage, destruction, and pilferage/theft of a POV's exterior, interior and all properties contained there in as inventoried while they are in the care and custody of the contractor. The contractor shall, within twenty-four (24) hours of notice of occurrence, provide a report of theft, pilferage, or breach of security to the COR/ACOR. This report shall contain a description of the occurrences and the resulting actions. The contractor shall maintain accountability, control and custody of areas containing POVs. POVs awaiting shipment shall be properly stored in a secured area.

**5.5.7 Performance Objective #15 Flat-rack Service.** The Carrier guarantees the required number of flat-racks requested by the Government for each vessel sailing, provided the requirement is given to the carrier by the OO at least two (2) weeks prior to the intended sailing of the Carrier's vessel.

Performance Measure:  
Availability of Flat Racks

Performance Standard:  
100%

## **5.6 Refrigerated Containers**



5.6.1 General. Refrigerated containers, not more than two years old at contract/service inception, shall be provided by the Carrier for this service. Such containers shall be in good working order and delivered to the stuffing activity pre-cooled to the in-transit temperature specified by the Government. Reefers will be loaded on the vessel last at CONUS port of loading and offloaded first at GTMO.

5.6.2 **Performance Objective #16** Quality of Refrigerated Containers. Containers shall be maintained at an internal temperature within three (3) degrees Fahrenheit of the specified in-transit temperature from the time of initial stuffing until unstuffed at final destination. For Chilled Cargo in refrigerated containers only, the in-transit temperature specified in the booking for service shall be maintained by the Carrier at an internal temperature within plus or minus three (3) degrees Fahrenheit of the specified temperature from the time of initial stuffing until unstuffing at final destination providing that such variance does not allow cargo freezing.

Performance Measure:	Performance Standard:
% of refrigerated containers meeting requirements	100%

5.6.3 **Performance Objective #17** Temperature Recording. The Carrier shall furnish two operable continuous temperature recording instruments (to include at least one interior Ryan type recorder or equivalent and one exterior recorder) in each refrigerated container ordered. These instruments shall measure and record in a legible manner any variation in temperature of one degree Fahrenheit or more inside the container during the time it is stuffed with cargo. The original printed records of the temperature maintained during the transit from origin to destination shall be made available for inspection by the receiving activity when the container is delivered. Upon request of the consignee, a copy of the original records shall be provided to the receiving activity within five (5) working days.

Performance Measure:	Performance Standard:
Provision of Recorder inside reefer	100%
Performance Measure:	Performance Standard:
Submission of Printouts	100%

5.6.4 **Performance Objective #18** Maintenance and Fuel. It is the sole responsibility of the carrier. The Carrier shall bear the costs of maintaining its refrigerated container equipment in good working order. Reefers must arrive inspected and certified with the capability of operating at 220 and 440 electrical volts with separate wires and plugs for reefers. The carrier is responsible for delivering a container to the consignee with a full tank of fuel. This fuel shall be provided at the Carrier's expense. The carrier must also provide a back-up/redundancy/monitoring system for adequately protect the contents of the reefers during the entire transit.

5.6.4.1 The OO, at the time of booking, shall order gensets for reefer containers delivered to the consignees, that do not have reefer plugs for commercial power at their facility. A reefer genset rental rate without regards to the size of the container will be applied on a daily basis as set forth in the accessorial rates in CARE II system. Gensets and fuel tanks must be maintained by the carrier for the duration of free time while in the possession of the consignee.

## 5.7 *Hazardous Waste Material*

5.7.1 **Performance Objective #19** Provide Hazardous Waste Containers. The Carrier shall provide empty containers with applicable placards at GTMO for hazardous waste material required to be shipped to CONUS. Carrier shall be responsible for placing the appropriate placards on these containers. Hazardous material may consist of, but is not limited to, antifreeze, contaminated soil, asbestos, corrosive liquid and solids, poly-chlorinated biphenyl (PCB)'s, regulated and non-regulated flammables, and oils and lubricants.

5.7.1.1 Tank Container Service. The commodity will be containerized in Government Bulk Fuel Tank Containers and shipped on a carrier-furnished chassis. Carrier must comply with all applicable U.S. and foreign laws and/or regulations established for transportation of such cargo including but not limited to Title 49 of the Code of Federal Regulations, Part 171 et seq. (CFR et seq.) and the International Maritime Organization (IMO) regulations. If the

carrier fails to meet any obligations imposed by these regulations, then any liability resulting from the carrier's non-compliance with these regulations will be solely the carrier's responsibility.

**5.7.1.2 Transportation Documentation.** Carrier should accept only those hazardous material and/or wastes that have been manifested in accordance with 40 C.F.R. 262.20 and 262.20(b). The manifest shall stay with the shipment to its destination. The Government will arrange for pick-up and movement of the hazardous waste from the Carrier's CONUS terminal to the treatment, storage, or disposal facility (TSD).

**5.7.1.3 Spill Reporting.** In the event of an accidental discharge of the hazardous cargo during transport, the carrier is required to take immediate action to protect human health and the environment as defined in 49 C.F.R. 171.15 and must be reported verbally and in writing to the National Response Center, Office of Hazardous Material Regulations Department of Transportation, Washington, DC 20590. (See 33 CFR 153.203, 40 C.F.R. 263.31) State and local laws may require additional notifications. Carrier is liable for spills and discharges of hazardous cargo while being transported and is responsible for the cleanup. (See 40 C.F.R. 263.30 and 31).

**5.7.1.4 Storage.** Carrier may store hazardous waste material en-route for up to ten (10) days at each transfer facility as defined by 40 C.F.R. 260.10, 263.12 and 268.50 (a) (3) without becoming a TSD facility. If storage exceeds the ten days at any transfer facility, then the carrier must issue a new manifest and sign and return to the initial shipper its original manifest. Carriers that transport hazardous waste material into the United States from abroad or mix hazardous wastes of different DOT shipping descriptions into the same container must also meet the standards applicable to hazardous wastes shippers.

## **5.8 *Government — Containers***

The Government may book cargo for carriage in Government-owned or leased containers or may book carriage of empty Government-owned or leased containers. The Carrier will furnish any additional equipment, including chassis, necessary for the carriage of cargo in Government containers in accordance with the provisions of this Contract. All provisions of this Contract shall apply to the carriage of cargo in Government containers in the same manner that they apply to the carriage of cargo in the Carrier's container.

## **5.9 *Transfer of Containerized Cargo***

The Carrier shall not transfer or transload cargo from one container to another without the authorization of the PCO/COR/ACOR except when such transfer is required to safeguard the cargo during the continuation of the movement. When cargo is transferred from the original container, the Carrier shall immediately notify the SDDC activities having cognizance over the loading and discharge ports. Such notice shall contain the serial number and seal number of the original container, and of the container to which cargo was transferred, the place where the transfer occurred and the reason for the transfer. When the container to which the cargo was transferred differs in internal cubic capacity from the original container, freight shall be based upon the cubic capacity of the original container.

**5.9.1 Performance Objective #20 Container Identification.** Within thirty (30) days of the effective date of this contract, containers shall be clearly marked to indicate the name of the Carrier. Leased containers utilized under this Contract shall have the name of the Carrier, affixed with stencils or stickers, in letters of not less than three (3) inches in height. As a minimum, such identification will be affixed to each end of a leased container.

## **5.10 *Equipment Substitution***

When ordering containers from the Carrier, the OO will specify the size and type of the container required. The Carrier shall not furnish a container of a different type or size than ordered without authorization from the OO. If the OO allows the Carrier to substitute a larger size container than booked, and the loaded shipment does not exceed the



cubic capacity of the size container originally ordered, the Government shall pay for the size ordered only. If the loaded shipment exceeds the cubic capacity of the size container originally ordered, the Government will pay for the size container actually furnished.

**5.10.1 Performance Objective #21 Equipment Pools.** The Carrier must establish and maintain equipment pools, as necessary, at CONUS inland locations as designated by the contracting officer to ensure timely availability for outloading operations. The expense for operating equipment pools must be borne by the Carrier.

Performance Measure:  
Availability of Flat Racks

Performance Standard:  
100%

### **5.11 Break Bulk Service**

**Performance Objective #22 Break Bulk Service** The Carrier shall provide liner term break bulk cargo service that shall consist of receiving cargo at its facility; cargo handling; loading and transporting the cargo in its vessel; and discharging the cargo and moving it to the staging area in GTMO or Carrier's Terminal(s) in CONUS. All break bulk cargo shall be carried with protected stowage on board the Carrier-provided vessel. Break bulk cargo received as indicated in Paragraph 5.4 shall be loaded on the scheduled (booked) vessel.

### **5.12 Submission of Operational Reports**

#### **5.12.1 Load Report**

The Carrier shall provide (by mutually agreeable means) the cognizant SDDC activity and the activity responsible for cargo documentation (including the COR/ACOR) with the following information in connection with cargo loaded at each port.

**5.12.1.1 On terminal in-gate information (CONUS/OCONUS).** Cargo on terminal in-gate information shall consist of carrier name, port of loading, date cargo received at port, container number with ALPHA prefix, TCN, and seal and/or keyless lock number. This data shall be provided within four working hours of cargo receipt by the Carrier to the QAE.

**5.12.1.2 Cargo Receipt.** The Ship Master shall sign the Vessel Papers or receipt acknowledging receipt of the cargo in apparent good order and condition or he/she shall record thereon any apparent damage to or shortage of such cargo or any other specific exception to the cargo as listed on the manifest or receipt. For containerized cargo both received by the Carrier and delivered at destination under seal, the Master's receipt acknowledges only the apparent good order of the container.

**5.12.1.3. Cargo Lift Information (CONUS/OCONUS).** Cargo lift information shall consist of: name of vessel and voyage document number, container number with ALPHA prefix, TCN, port of discharge, final destination, general description of cargo (i.e., general cargo, mail/mail equipment, POV, other vehicles, refrigerated cargo, and seal and/or keyless lock number). This data shall be provided within eight working hours after vessel departure to the COR/ACOR.

**Note:** If a seal on any container has been broken and/or replaced while in the Carrier's custody, the Carrier shall notify the COR/ACOR and the designated Government representative (e.g. QAE) at the Port with a complete report as to the circumstances and the reasons therefor.

**5.12.1.4 Voyage Reconciliation.** The Carrier shall provide both the cognizant SDDC activity and local activity responsible for cargo documentation a listing of cargo to include container number and TCN of cargo which were

booked but not loaded, or loaded but not booked, and the reasons why the cargo missed their designated scheduled sailing. Such notification shall not relieve the Carrier of its obligations under this Contract to fulfill the original cargo booking commitments. Reports shall be furnished within eight hours after vessel departure to the COR/ACOR.

#### 5.12.2 Discharge Report.

The Carrier shall provide either the Supply Officer's agent at GTMO or designee at SDDC (including the COR/ACOR) with a discharge report. This report shall be provided for cargo discharged as soon as practicable after discharge, but not later than twenty-four (24) hours after discharge. Information must indicate the following for each shipment/TCN: name and voyage number of vessel, date and time cargo was discharged, date and time cargo is available for commencement of drayage or linehaul, and date, time and mode of commencement of drayage or linehaul.

#### 5.12.3 Situation Report.

The Carrier shall provide written notice within four (4) hours to the Contracting Officer, QAE, the OO and the COR/ACOR and any other designated representatives of the Government of any operational shortfall that occurs relative to the services described in this contract. Examples of operational shortfalls include sailing delays, container unavailability, strikes, receiving delays, port backlogs and equipment failures.

#### 5.12.4 Vessel Position Reports.

The Carrier shall report via e-mail specifying longitude and latitude, and distance to go at 0600 and 1800 to the distribution list provided by the Government..

#### 5.12.5 Performance Objective #23 Operational Reports.

Carrier shall submit the load, discharge, situation, vessel position reports in the frequencies noted above.

Performance Measure:  
Submission of reports on-time

Performance Standard:  
90%

### 5.13 *Electronic Data Interchange (EDI)*

#### 5.13.1 EDI and Automated Carrier Interface (ACI) System.

5.13.1.1 Booking and In-transit Status Data. The Carrier shall use Electronic Data Interchange (EDI) protocols or Ocean Carrier Interface (OCI) as the primary means for interfacing with the SDDC. SDDC will make OCI training available as required to Carriers.

Carriers electing to participate in the SDDC EDI are required to execute a Trading Partner Agreement with SDDC.

5.13.1.2 Defense Transportation Electronic Data Interchange (DTEDI). The Carrier must use the Defense Transportation Electronic Data Interchange approved Implementation Convention for the ANSI X-12 300, 301, 303, and 315 transaction sets in compliance with their approved concepts of operation. Versions 3060, 4010 or later are required. The Carrier will implement changes to business processes contained in revisions to Transaction Set Implementation Conventions and their controlling concepts of operations as may be approved by the Ocean ACI Committee. These changes must be implemented in accordance with schedules approved by the Ocean ACI Committee.



**5.13.1.3 Performance Objective # 24 Event Reporting.** Carriers shall receive booking data (300) and cancellation data (303) from SDDC, and shall send booking confirmation (301) and in-transit status (315) data to SDDC. Carriers shall provide the Government status reports for the following events:

<i>Code</i>	<i>Meaning</i>	<i>Notes</i>
EE	Empty spotted	Empty container outgate is acceptable in lieu of actual spot reports
W	Pickup of Loaded container	Required only if carrier provides origin pick-up for inland dray/linehaul
I	In-gate	At POE
VD	Vessel sails	At POE and at transshipment ports
VA	Vessel arrival	Report actual vessel arrival
UV	Vessel discharge	At POD and at trans-shipment ports
OA	Out-gate	At POD (Not applicable in GTMO)
X1	Delivery	At consignee
EC	Empty container pick-up	At consignee

In-gate, sail, arrival, discharge and out-gate events will be reported within 6 hours of the event. Other events will be reported within one business day of the event.

Performance Measure:  
Submission of reports on-time

Performance Standard:  
100%

**5.13.1.4 Performance Objective # 25 Accuracy of EDI transactions.**

Carrier shall provide accurate and complete EDI transactions for all events indicated in Paragraph 5.13.1.3.

Performance Measure:  
Accuracy of EDI  
transactions

Performance Standard:  
90%

## **6.0 INSPECTION OF COMMERCIAL SERVICES**

### **6.1 Quality Assurance Program (QAP)**

The Government will monitor the Carrier's performance under this Contract through its Quality Assurance Program (QAP), which will consist of continuing evaluation of all services including documentation provided by the Carrier. The ACO shall issue administrative instructions for this program. A copy of the Performance Requirements Summary (PRS) is incorporated as Attachment 5 to this Contract. To the extent that any conflict may arise between this plan and the substantive provisions of RFP-06-R-0014 and the resultant contract(s), then the substantive portions of the RFP and the resultant contract(s) shall apply.

#### **6.1.1 Quality Council Meetings**

In order to identify and resolve potential operational problems, review Carrier performance, and to solicit continuous process improvement ideas, a Quality Council Meeting will be conducted twice per year. Participants for these reviews include representatives of the Carrier, Ocean Cargo Booking Office (OCBO), Ocean Cargo Clearance Authority (OCCA), Shippers, as well as the Administrative Contracting Officer (ACO), Ordering Officer (OO) and the COR/ACOR.

### **6.2 Quality Control Plan**

The Carrier must establish and maintain a Quality Control Plan (QCP). The QCP shall cover as a minimum how the Carrier intends to meet the requirements and what mechanisms will be used to monitor and proactively manage DoD shipments moving in the Carrier's system to ensure quality service. The plan will also include the timely reporting of information to designated Government personnel for any potential performance shortfalls, problems/failures, and other incidents that are likely to result in loss/damage of DoD cargo or delays beyond the required delivery dates. A copy of the QCP shall be submitted to the Contracting Officer within thirty (30) calendar days from the date of contract award. The Carrier shall revise the plan and submit it to the Contracting Officer within ten (10) calendar days after notification by the Contracting Officer of deficiencies requiring corrective action.

### **6.3 Damages**

FAR 52.211-11 does not apply to this section.

**6.3.1 Refrigerated containers breakdown and spoilage.** If while in the possession of the carrier, a container does not maintain the proper setting and/or malfunctions causing cargo loss, the carrier will be liable for the total amount of the cargo loss, spoilage and transportation. If the Government deems the cargo to be urgent and replaced prior to the next vessel arriving at GTMO Naval Base and airlifts the cargo, the carrier will be responsible for the cost of the air shipment.

**6.3.2 Failure To Spot.** When the Carrier fails to spot an empty container by the designated date and time, and as a result there is not reasonable time to allow stuffing and release of the container in sufficient and reasonable time to meet the scheduled sailing date of the vessel to which the container is booked, the Carrier shall be liable for the payment of liquidated damages. The Government shall also be entitled to cancel the booking of such cargo at no cost.

**6.3.2.1** Liquidated damages for failure to spot shall be equal to the detention charges as stated in Special Terms and Conditions, Paragraph (d)(5), for each 24-hour period, or part thereof, from the time and date for spotting until the container is spotted or a new spotting date and time are agreed upon by the OO. Further, if the failure to spot does not allow for Government stuffing and release of the container in sufficient reasonable time to meet the scheduled sailing date of the vessel to which the container is booked, liquidated damages equal to detention charges for each 24-hour period, or part thereof, will apply from the completion of loading of the vessel to which the container was originally booked to the time of commencement of loading of the Carrier's next scheduled vessel to the port of destination to which the container was booked. If the Government cancels the booking, the Carrier's liability for liquidated damages shall be limited to the period ending with cancellation.

**6.3.2.2** Neither liquidated damages nor charges for Government expenses will be assessed if the Carrier can establish: 1) that the inability to spot the container as agreed is the result of the Government's failure to unstuff and release an empty container to the Carrier within a reasonable time to meet the required spotting date and 2) that it advised the OO of such inability at least seven days prior to the required spotting date..

**6.3.2.3** When the Carrier fails to spot an empty container by the designated date and time, and as a result the Government must incur overtime expenses to enable stuffing and release of the container by the Government prior to the scheduled sailing date of the vessel, the Carrier shall be liable for payment of liquidated damages equal to the total overtime expense incurred by the Government.

### **6.3.3 Overweight Containers.**

**6.3.3.1** If the Government stuffs a container with cargo weighing in excess of the container's standard maximum weight carrying capacity or in excess of any lesser weight of which it has been given notice under this Section, it shall remove, or pay the expenses of the Carrier in removing or handling the excess weight of cargo. All consequences or liabilities that may result from excessive weight of containers stuffed by the Carrier shall be the responsibility of the Carrier. All fees or other costs incident to weighing containers shall be the responsibility of the Carrier.

**6.3.3.2** The Carrier shall not refuse to carry a container that weighs in excess of the local maximum weight allowed by U.S. Federal, state, or local governments if the container can be discharged from the vessel and the excess weight of



cargo can be removed without violation of the applicable law, regulation, or ruling that established the maximum weight.

**6.3.4 Government Failure To Release Containers In a Timely Manner.** When a container which has been positioned at a Government stuffing facility is not released by the Government within a reasonable time to meet the scheduled sailing time and date of the Carrier's vessel to which it is booked, thereby precluding the container from being loaded on the vessel, the Government shall have the alternatives set forth below. In no event will the Government be liable for vessel demurrage or dead freight as a result of failure to release a container in time to meet a specified vessel sailing.

6.3.4.1 The Government may allow the Carrier to load the container on the next vessel scheduled to the booked port of debarkation and pay the Carrier detention charges set forth in the contract from the time of completion of loading of the vessel to which the container was originally booked to the time of the commencement of loading of the Carrier's next scheduled vessel to the port of debarkation to which the container is booked.

6.3.4.2 The Government may order the Carrier to move the container to another place for unstuffing. The Government shall bear all costs of such movement and shall pay detention charges set forth in the contract between the time of completion of loading of the vessel to which the container was booked and the release of the empty container.

**6.3.5 Carrier Failure To Load Containers.** When a stuffed container is released by the Government within reasonable time to meet the scheduled sailing time and date of the Carrier's vessel to which it is booked and the container is delayed, through fault of the Carrier, thereby precluding the container from being loaded on the vessel, the Government shall have the remedies set forth below.

6.3.5.1 The Government may order the Carrier to load the container on the next vessel scheduled to the same port of debarkation and hold the Carrier liable for liquidated damages equal to detention charges from time of completion of loading of the vessel to which the container was originally booked to the time of completion of loading of the Carrier's next scheduled vessel to the port of debarkation to which the container is booked.

6.3.5.2 The Government may order the Carrier to move the cargo to another place, including another Carrier's terminal, and the Carrier shall bear all cost of such movement. The Carrier shall also be liable for freight, and any other expenses, paid by the Government for movement of the cargo over that freight which would have been paid to the Carrier if it had been loaded as originally booked.

6.3.5.3 The Government may elect to return the cargo, in which case the Carrier shall move the cargo to a place designated by the OO for unstuffing and shall bear all costs for such movement and unstuffing. The Government shall not be obligated to pay for use of the container. The Carrier shall be liable for liquidated damages in an amount equal to detention charges, commencing at the time of completion of loading of the vessel to which the container was originally booked and ending when the OO notifies the Carrier of this course of action.

**6.3.6 Delay Of Scheduled Sailing.** If the scheduled sailing to which container cargo is booked is delayed more than forty-eight (48) hours, the Government shall have the alternatives set forth below.

6.3.6.1 The Government may allow cargo to move on the delayed sailing.

6.3.6.2 The Government may order the Carrier to move the containers to another place, including another Carrier's terminal. The Carrier shall bear all costs for such movement, including the removal of the containers from the vessel and placement on a chassis. The Government shall return the containers to the Carrier at the port of debarkation.

6.3.6.3 The Carrier is entitled to compensation for expenses incurred in the movement of the cargo prior to the ordered release to another ocean carrier. Carrier shall be responsible for submitting and supporting these expenses.

## 7.0 RATE RULES

### 7.1 Orders for Service

The Government will prepare all necessary papers including shipping instructions, vessel papers or manifests listing the cargo to be stowed aboard the vessel. Such papers shall be receipted by the Carrier or his agent, and shall be evidence of ownership. These documents and the booking shall be deemed to be an Order within the meaning of the Ordering Clause (See FAR 52.216-18). The OO shall provide the Carrier with written notice of the Government activities authorized to issue Orders.

### 7.2 Application of Rates

7.2.1 Expression of Rates. All rates appearing in CARE II - SM System are stated in U.S. dollars and cents per the applicable unit of measure.

7.2.2 Containerized Cargo. All rates for containers are based on liner terms.

7.2.2.1 Single Factor Rates. Single factor rates are "all-in" rates which includes ocean, linehaul and drayage that can apply to door/door, door/pier, and pier/door rate movements. Freight shall be computed by applying the applicable single factor container rate.

7.2.2.2 Bi-Factor Rates. In order to minimize number of rates, the mileage table rates may be used in conjunction with a pier to pier rate to meet CONUS door to door requirements whenever a rate is not available. For the purposes of this contract, this is referred to as a bi-factor rate. See terms of usage on the mileage table.

7.2.3 Break bulk Cargo. All rates included herein are based on a liner term basis. Cargo shall be rated based on a MT as defined as either 40 cubic feet or 2240 pounds per ton whichever will generate the highest tonnage units and revenue when applied to the dimensions and weight of cargo. Only general cargo will be rated on a weight or cube basis. Cargo booked as break bulk cargo will be so freighted at the MT rate, regardless of whether containerized for the Carrier's convenience.

#### 7.2.4 Over Dimensional and Unusual Size Cargo Service

7.2.4.1 Over dimensional cargo is defined as cargo that when booked to be shipped as a unit of cargo in/on a single container does not exceed the following maximum weight and dimensions:

Weight:	48,000 lbs.
Length:	40'0" (480")
Width:	11 0" (132")
Height:	11'6" (139")

In addition, over dimensional cargo is considered to be cargo within the above maximum dimensions and weight which has a dimension (length, width, or height) that exceeds any external dimension of the container most suitable to the cargo when loaded and measured in/on such container. Selection of the equipment used for ocean transportation shall not result in over length dimensions when the cargo is loaded on a 40-foot flat-rack.

7.2.4.2 Charges for over dimensional cargo stowed on a vessel in containers shall equal the additional ocean rate for equivalent displaced standard dry container(s) by size, in accordance with the following formula (which includes use of a flat-rack container):



In gauge:	BOF	(Basic ocean freight)
		<u>+FRS</u> (Flat rack surcharge)
		TC (Total charge)
Over height:	BOF+	(BOF x 60%)
		<u>+FRS</u>
		TC
Over width:	BOF+	((BOFx2) x60%)
		<u>+FRS</u>
		TC
Over height and over width:	BOF+	((BOFx5) x60%)
		<u>+FRS</u>
		TC

7.2.4.3 A forty (40) percent discount shall be applied for displaced slots in any configuration. If other than flat-racks is used to ship over dimensional cargo, the flat-rack surcharge shall not be applied to the formula.

7.2.4.3 Flat-rack surcharges shall not apply to Government owned flat-racks in the rate computation for over dimensional cargo.

7.2.4.4 Displaced slots for which charges are assessed will be counted toward the minimum cargo guarantee.

7.2.4.5 Cargo that cannot be loaded on or in an intermodal container (closed, open top, flat-rack) prior to stevedoring is not covered by this formula.

7.2.4.6 The over dimensional formula is limited to port-to-port terms only. This formula can be applied to cargo exceeding either the weight and/or the dimensions defining over dimensional cargo when the Government and the carrier mutually agree to do so at the time of cargo booking.

#### 7.2.4.7 **Bunker Fuel Adjustment Factor (BAF)**

A. The purpose of this Bunker Adjustment Factor (BAF) clause is to provide an allowance for the fluctuations in marine fuel prices that is fair to the Government and the Contractor. The allowance shall be paid on per freight payable unit of cargo (Military/DTS cargo only). For containerized goods these units are twenty foot and forty foot containers. For breakbulk cargo they are measurement tons. Forty MT equals one FEU.

B. The allowance shall be paid/set off only on the amount of the annual fuel price that is 20% above or 20% below (inclusive) the baseline fuel price.

C. The allowance for the fluctuations in marine fuel prices shall be paid/set off to the contractor or the Government in accordance with the following:

1) **BAF**: An annual adjustment shall be made for fluctuations in fuel price. If an increase in fuel cost results in payment to the Carrier, then a lump sum payment will be made as calculated below. If a decrease in fuel cost results in payment to the Government, the Government shall set off the sums against monies owed the Carrier. The Bunker Adjustment Factor (BAF) is zero unless the annual fuel price is at least 20% above or 20% below (inclusive) the baseline fuel price.

2) **Baseline Price**: The baseline price is developed over a seven-week period and it does not change during the life of the contract. The base period for the contract is seven-week prior to the release of the Request for Proposal (RFP). The base price will be computed for Jacksonville, FL. The source of price information is Bunkerwire based on the bunker type used by vessel as provided. The prices are quoted in dollars per metric ton. Upon award of the contract a modification will be made establishing the baseline price.

3) Annual Price: An annual price will be computed at the end of each contract period by taking the average price of fuel (Bunkerwire Subscription) used between Jacksonville, FL./ Guantanamo Bay and return over the contract period. Average fuel prices will be converted into barrels by dividing by the appropriate conversion factor: MDO: 7.2, and HFO: 6.4. The ACO shall provide notice of the annual price no later than 30 days following the end of the contract period.  $[Annual\ Price = total\ avg.\ fuel\ price\ per\ month / 12\ month]$

4) Dollar Differential: The Dollar Differential shall be calculated by subtracting the Baseline Price from the New Annual Price.  $[Dollar\ Differential = Annual\ Price - Baseline\ Price]$

5) Percentage Differential: Dividing the dollar differential by the base price derives the percentage differential.  $[Percentage\ Differential = dollar\ differential / baseline\ price]$  If the percent differential is greater or less than 20 percent, a payment or deduction will be made. If an increase in cost results in payment to the carrier, such payment will be a lump sum. If a decrease in cost results in benefit to the Government, the Government shall set off sums against monies owed the carrier. The dollar payment/set off shall be in accordance with paragraph 9.

6) Total Fuel Consumption: No later than thirty days after the conclusion of any contract/option period, the Carrier shall submit to the ACO a certified statement by voyage of total fuel consumption for the voyages accomplished during the one-year contract/option period. For each voyage, the certification shall contain the following information: Ship name, sailing dates, POD and POE, carrier voyage number and route index, DTS voyage number, amount of commercial cargo loaded and unloaded in Jacksonville and Guantanamo Bay, and the amount of military cargo loaded and unloaded in Jacksonville and Guantanamo Bay.

7) Percentage of Government Cargo: The percentage of Government cargo carried between Jacksonville, FL./ Guantanamo Bay and return shall be calculated by dividing the amount of Government cargo carried by the total amount of cargo carried.  $[\% Government\ Cargo = Government\ cargo / Total\ cargo\ amount\ carried\ (Military\ Cargo + Commercial\ Cargo)]$ . (Military and Commercial Breakbulk must be include in the total cargo amount)

8) Government Fuel Consumption: The Government fuel consumption shall be calculated by multiplying the percentage of government cargo carried by the total amount of fuel consumption  $[Government\ Fuel\ consumption = \% of\ Government\ cargo\ carried \times total\ fuel\ consumption]$ .

9) Final Adjustment: The Final Adjustment shall be calculated by the Dollar Differential minus 20% of baseline price multiplied by Government Fuel Consumption.  $[Final\ Adjustment = (Dollar\ Differential - 20\% of\ the\ baseline\ price) \times Government\ Fuel\ consumption]$ .

#### BAF Formula Example:

##### Information provided by the Contractor:

- Average annual fuel price • certified total annual fuel consumption
- Annual total amount of cargo carried (Military/DTS & Commercial)

##### Information provided by the Government:

- Baseline price

Baseline price: \$38.00 per bbls.

Annual Fuel price: \$50.82 per bbls.

Total cargo carried: 1200 TEUs (Mil.) + 700 TEUs (C) = 1900 TEU's

Total annual fuel consumption: 16,000 bbls.

##### BAF Calculation:

Dollar Differential = \$50.82 - \$38.00 = \$12.82

Percentage Differential = \$12.82/38.00 = .337 or 34% (if the differential exceeds +/- 20% an adjustment is due either the carrier or the Government)

Total fuel = 16,000 bbls.



Percentage of Government Cargo = 1200 TEU/1900 TEUs = .631 or 63%  
 Government Fuel Consumption = 16,000 bbls x .63 = 10080 bbls

Final Adjustment:

$(\$12.82 - ((.20)\$38.00) \times 10080 \text{ bbls} =$

$(\$12.82 - \$7.60) \times 10080 \text{ bbls} =$

$\$5.22 \times 10080 = \$52,617.60 \text{ payment to the carrier}$

10) Invoicing Procedures: The Contractor is responsible for indicating, within 30 days following the conclusion of the contract period, whether a fuel payment is due, no fuel payment due, or a fuel payment is due to SDDC. If a fuel payment is due, the contractor must compute the value of the payment and indicate it on an invoice. The invoice shall contain the following information: ship name, sail dates, and copies of the carriers fuel invoices verifying fuel was purchased at the price stated in the calculation, fuel consumed, total cargo carried (military/DTS and commercial), the dollar differential, and the total adjustment due for the contract period.

11) The fuel allowance applies to carrier purchases of fuel from normal commercial suppliers and does not apply when fuel has been provided or subsidized by the U. S. Government or foreign Governments.

7.2.4.8 The Government reserves the right to ship oversized/over dimensional cargo on break bulk terms. The Carrier, at its discretion, may elect to containerize the cargo, but at no additional cost to the Government above those break bulk rates set forth in the CARE-SM II System.

### ***7.3 Accessorial Charges***

7.3.1 Cargo Handling. When this service is ordered by the Government, Carrier will be paid for each manifested measurement tons (MT) for providing cargo handling services which consist of stuffing, unstuffing, transloading, and consolidation of containerized cargo at Carrier designated facilities or as specified by the Government. The rate applies without regard to type/size container and includes tallying of cargo, and necessary blocking, bracing, and dunnage, in accordance with the rates set forth in the Table of Accessorial Rates.

7.3.2 Re-spot charges. Re-spot charges shall be paid in accordance with the rates set forth in the Table of Accessorial Rates in CARE II -SM.

7.3.3 POV Processing. POV Processing charges shall be paid once for each POV processed in accordance with the rates set forth in the Table of Accessorial Rates in CAREII-SM. This rate will be applicable to all POVs delivered to the Carrier for transport to and from GTMO. The rate shall cover both receiving and issuing the vehicle. Any POV processing charges in association with the shipment of a second vehicle or marine conveyance in accordance with Paragraph 2.5 shall be billed to the owner of the second POV or alternate marine conveyance, consistent with the other charges found in Paragraph 2.5.

7.3.4 Flat Rack Surcharge. The carrier will be paid an additional surcharge as indicated in CARE II – SM.

7.3.5 Controlled Atmosphere Surcharge. The carrier will be paid an additional surcharge as indicated in CARE II – SM.

7.3.6 Equipment Lease Rates. The carrier will be paid the rates as indicated in the CARE II-SM.

7.3.7 Supercargo Service. The carrier shall be paid the rates as indicated in the CARE II-SM on per individual/per day basis.

7.3.8 Genset Rental Rates – The carrier will be paid a daily rental rate for each genset ordered with the reefer container. This rate is applicable when freetime has expired, and the container is in the possession of the consignee/government.

#### **7.4 CONUS Mileage Rates**

In the absence of specified line haul rates between points within CONUS, inland charges are computed using mileage band rates, multiplied by the mileage found in the Defense Table of Distances (DTOD). Mileage rates are stated by container size and are only used where no specific door/door rate exists. The DTOD is the official source for calculating distances when applying mileage rates. A commercial product that is DTOD compliant is "PC\*Miler" that will produce distance calculations identical to DTOD. If the Carrier has "PC\*Miler", he will be provided a file of the official mileages to be used for all point to port and port to point combinations using mileage based rates. If the Carrier elects to use another source for computing mileage, he cannot be provided this file. Should there be any differences in the mileage computed by DTOD and the mileage invoiced by the Carrier, the Carrier will be paid based on the DTOD mileages. Rates for drayage or inland service in connection with the transportation of refrigerated cargo are applied at an additional 5% of the basic general cargo drayage inland or mileage rate.

#### **7.5 Exceptions to General Application of Rates**

7.5.1 Government Furnished Containers. The Carrier's charges for through transportation of commercially acceptable Government containers will be ninety-five percent of the appropriate container rate for that cargo commodity when shipped in dry or flat-rack containers and 70 percent for tank containers. The Carrier's charges for empty Government containers shall be one-half the appropriate rate for that container type. When detention is incurred on the Carrier's chassis in connection with service provided for Government containers, the chassis detention rates will apply.

End of Performance Work Statement

### **8.0 Special Terms and Conditions**

#### **8.1 Agreed Cost Responsibility**

General. As a means of facilitating the administration of this Contract, the parties have agreed that certain items of cost anticipated as likely to arise in the performance of their respective duties under this Contract shall be listed. Determinations of responsibility for items of cost agreed by the parties under this Section are intended to be consistent with the substantive clauses of this Contract; provided however, in the event of conflict, the substantive clauses of the Contract shall prevail.

**8.1.2 Responsibility of the Carrier.** The Carrier is responsible for the costs associated with the following services:

8.1.3 Furnishing and maintaining containers and chassis.

8.1.4 Drayage of containers including: Furnishing and maintaining tractors; furnishing drivers; delivery costs of movement of containers, including tractors and driver; highway, ferry, tunnel and bridge tolls; and user taxes.

8.1.5 All costs of vessel operation and all port charges and other expenses charged to the Carrier's vessel, including such charges assessed at Government installations.

8.1.6 All stevedoring costs and all costs of loading and discharging and preparation, including special cargo fire or security watch required by port regulations due to loading and discharging operations.

8.1.7 All container terminal costs including: receipt of containers; marshaling of containers; and cleaning containers before stuffing and after unstuffing.



8.1.8 Taxes, dues, fees and other charges (including storage charges levied by governments, ports authorities, or wharfingers) on break bulk cargo, on the containers, and on their contents, if any, except those charges which are payable by the Government. These are charges that are levied against the vessel.

8.1.9 Agency fees in connection with port clearance of cargo tariffs.

8.1.10 Landing and wharfage charges including: landing charges against cargo in accordance with the regulations of the port, including those billed by port authorities to the ship; and wharfage charged to military cargo.

8.1.11 All transportation and intermodal equipment shall be furnished at the Port of Guantanamo Bay, Cuba (e.g. crane, containers, chassis, forklifts, or top-loaders, etc.)

**8.1.12 Responsibility of the Government.** The Government is responsible for the cost of the following services:

8.1.13 Except when ordered from the Carrier, container stuffing and unstuffing including: labor employed; packing material and/or dunnage employed; preparing documentation; sealing the container; removal of packing material, dunnage and placards; and sweeping.

8.1.14 Miscellaneous dues, fees and charges including: cargo surveyor fees when services are ordered by the Government or when resulting from dispute between the Government and the Carrier resolved in favor of the Carrier; drayage or line-haul charges listed under Section 8.1.4 above when performed by the Government.

8.1.15 Customs and other taxes, dues and/or taxes charged to the cargo; harbor and quay dues charged to the cargo based on local tariffs.

8.1.16 Contaminated cargo costs including: fumigation required solely because of contaminated Government cargo, including related costs and detention; crew overtime in connection with standby security watch when required by the OO during loading and discharging; crew wages, fringe benefits and related payroll tax when ship's crew are performing longshore work in cargo operations at the request of the terminal or by custom of the port including members of the steward's department required to prepare additional meal.

## ***8.2 Diversion for the Convenience of the Government***

Upon written direction by the Contracting Officer, the Carrier may route or divert its vessel, for the convenience of the Government, to a port of loading or discharging not on the route for which rates are quoted. The written direction shall reflect the special routing or diversion and state the agreed additional freight, if any, to be paid by the Government for such special routing or diversion. Compensation for CO directed diversion of shipment shall be provided as a negotiated equitable adjustment to the contract.

## ***8.3 Free Time***

8.3.1 Free Time Allowed. The total amount of free time in CONUS will be five working days. In Guantanamo Bay, total free time shall be ten working days or the time between delivery of a container and arrival of the Carrier's next vessel, whichever is longer.

8.3.2 Commencement of Free Time. Time shall commence to run at 0001 hours local time after the container is physically tendered for delivery.

8.3.3 Running of Time. Time shall run during any period when clearance by local government agencies is delayed due to the non-availability of documents required for such clearances which are furnished by the Government, provided, that the container is otherwise ready for line-haul/drayage and the OO has been notified of the unavailability of such

documents. Time shall, when the Government requests such delay, run during the period of delay prior to commencement of inland delivery.

8.3.4 No Running of Time. Time shall not run during any Saturday, Sunday, or locally observed holiday at the place the container is located. Time shall not run during any period containers are held due to local labor disturbances.

8.3.5 Cessation of Time. Time shall cease to run at 2400 hours on the day the Carrier is notified that the container is released or when the container is returned to the Carrier, whichever is earlier.

8.3.6 Delivery at Carrier's Terminal. When the OO elects to take delivery of containers at the Carrier's Terminal at the port of discharge, time shall start to run when the container with trailer is hooked to the Government tractor.

#### **8.4 Detention**

8.4.1 Incurrence. In the event the Government holds the Carrier's container longer than the free time allowed, the Government shall pay detention charges as set forth below.

8.4.2 Computation of Detention. Detention charges will be paid at the rates set forth below for each 24-hour period of time, or pro-rata for part thereof, beyond the total allowed free time that the containers are held by the Government. Rates are expressed in dollars and cents and apply for containers with or without chassis.

8.4.3 Detention Invoices. Detention invoices must be submitted to the COR no later than six (6) months from the date the empty container is returned to the Carrier. Detention invoices received for payment after that time will not be certified for payment and the Carrier waives any right to payment thereafter. The Carrier must support any detention invoices with documentation that will provide a complete custody chain including names of personnel and legible signatures. Invoices not properly supported shall be denied.

8.4.4 Chassis Detention. When Government owned or leased chassis are not provided for carriage of Government owned or leased containers, and the carrier must furnish its own chassis, the carrier's chassis will be subject to the same detention and free time provisions as prescribed. When return of chassis to the carrier is delayed by the Government beyond the allowable free time and the chassis is being used solely for the carriage of Government owned or leased containers, the carrier shall assess detention charges as specified in below in Paragraph (5)

8.4.5 Container Detention Charges.

THE FOLLOWING CHARGES ARE FOR EACH 24-HOUR PERIOD OR PART THEREOF. FOR DRY, CONTAINER WITH OR WITHOUT CHASSIS (includes closed containers, open top containers, flat racks & car carriers)

The following charges will apply to all containers accruing detention.

Container Type	Rate Per Day
20 ft Dry	\$22
20 ft Flat	\$22
40 ft Dry	\$35
40 ft Flat	\$35
40 ft Open Top	\$35
20 ft Reefer	\$70
40 ft Reefer	\$92

#### **D. STORAGE CHARGES FOR POV'S**



AND MILITARY VEHICLE  
HELD LONGER THAN 30 DAYS  
each vehicle \$ 5.00

#### ***8.5 GTMO and JAX Port Security Requirements***

8.5.1 All vessels shall be inspected in accordance with the US Coast Guards' Uninspected Towing Vessel Safety regulation. Attachment 4

8.5.2 US Customs and Border Protection (CBP), Department of Homeland Security has issued specific instructions for the export cargo that is destined for US Naval Base Guantanamo Bay Cuba.

8.5.3 Facility security shall be IAW 33 CFR Part 105.

#### ***8.6 Leasing of Carrier Equipment.***

Upon request of the CO, the Contract Administrator, or COR, the carrier shall furnish containers, flat-racks, and chassis, also a generator set if necessary, for lease in connection with land and ocean transportation of Government cargo arranged under this contract or in support of sustainment operations. Equipment so leased may be transported aboard any vessel designated by the government and may be transported inland by any means available to the Government. Unless otherwise agreed, the Government shall return Carrier equipment leased by the Government to the place where such equipment was originally received from the Carrier. A modification/booking shall be issued to reflect each lease of equipment. The modification/booking shall set forth the number, size, and appropriate identification information of such Carrier equipment, the estimated duration of lease, and place of return. The Carrier shall be paid for each twenty-four hour period or part thereof, Saturdays, Sundays, and holidays included, for the period between the time the equipment is received or ordered from the Carrier, whichever is later, until the time the equipment is returned to the Carrier.

#### ***8.7 Equipment Interchange.***

1. The Government may require that another carrier lift a loaded container belonging to the Carrier. If so directed by the Contracting Officer, in writing, the Carrier shall freely interchange the container to another designated carrier. The equipment will be returned to the carrier at the port of embarkation.

#### ***8.8 Supercargo Service.***

The carrier shall provide this service for Government personnel or representatives on a per-day basis to cover room and board and food on board the tug, when requested by the Ordering Officer/booking office to accompany specific cargo moves. The carrier shall carry one (1) supercargo or the maximum number allowed for safety reasons as authorized by the Carrier at the time of request and/or as additional space becomes available.

#### ***8.9 Carrier Inspection of Contents.***

When the Carrier is of the opinion that the cargo is unsuitable for shipment to the specified destination, the Carrier shall immediately advise the OO of such condition, and request a written decision regarding inspection of the container.

#### ***8.10 Use of Government Terminals***

The Carrier shall pay the Government, represented by the agency operating the terminal, for any services or materials provided at a Government terminal in accordance with the current rates established by that agency.

#### ***8.11 Shifting Docks***

Within a vessel's port of call, the COR/ACOR may require the vessel to call at, or shift to a particular dock wharf, place or open roadstead at which the vessel can lie always safely afloat at any time of tide, or at which, in the judgement of the Master, the vessel may lie safely aground, and to and from which the vessel may safely proceed when the aggregate of the cargo to be loaded or of the cargo to be discharged at such location is 300 measurement tons or more. If the COR/ACOR orders such a call or shift and less than 300 measurement tons of cargo are loaded or discharged, the direct costs of such shift shall be reimbursed by the Government. Nothing herein shall be construed as a warranty by the Government of berth, or approaches thereto, at facilities owned or operated by or for the Carrier or at other commercial facilities normally utilized by ships of the size of the carrier's vessel to load and discharge cargo.

#### ***8.12 Custom of the Trade***

Wherever the standard of performance by either party is not provided under the provisions of these Basic Terms, the "Custom of the Trade" shall be used as a standard of performance. This phrase shall mean the established practice generally accepted by the trucking, rail, and marine shipping industries for cargo transportation service in the geographic trade covered by this Contract.

#### ***8.13 Appointment of Personnel***

If the Government notifies the Carrier that the employment or the continued employment of the Master or any member of the crew is prejudicial to the interests or endangers the security of the United States of America, the Carrier shall make any changes necessary in the appointment(s).

#### ***8.14 Safety in Loading and Discharging of Cargo***

The Carrier shall comply with all applicable provisions of Public Law 91-596.84 Stat. 1590 (approved December 29, 1970) known as the Occupational Safety and Health Act of 1970 (29 USC 655, ex. Seq.) and with the standards promulgated thereunder by the Secretary of Labor for Safety in loading and discharging of cargo. **Note:** The OSHA responsibility of Department of Defense Carriers is set forth in Defense Acquisition Circular 76-1 (30 Aug 1976), Item XXIII.

#### ***8.15 War Risk***

##### ***8.15.1 Compensation***

In the event it is necessary for the contractor to pay additional premiums to extend the coverage of crew, hull and machinery, protection and indemnity insurance and insurance covering the loss and damage of cargo while aboard the vessel to include war risks, or to pay crew war risk bonuses as a result of the vessel entering the war risk area, the Government shall reimburse the contractor at the appropriate rate filed on carrier's commercial tariff. For contractors that do not have filed commercial tariffs for such War Risk charges, the Government shall reimburse the Contractor for a percentage of such extra premium and bonus payments based on the ratio existing between the cargo carried for the account of SDDC and the total cargo aboard the vessel which is loaded or discharged at ports within the War Risk area.



#### 8.15.2 Alternatives

If Commercial Marine, War Risk, and Liability Insurance is not available or if Marine, War Risk, and Liability Insurance through the Secretary of Transportation under Sections 1202-1205 of the Merchant Marine Act of 1936, 46 App. U.S.C. 1282-1285, is available at a lesser rate, the Procuring Contracting Officer (PCO) reserves the right to require contractors to obtain the necessary Marine, War Risk, and Liability Insurance from the Secretary of Transportation. Further, in the event that the Secretary of Defense, or his/her authorized designee, is authorized to provide and does provide indemnification to the Secretary of Transportation under Section 1205 of the Merchant Marine Act, 1936, 46 App. U.S.C. 1285, for Marine, War Risk, and Liability coverage without premium, the Contracting Officer reserves the right to require the contractor to obtain such insurance from the Department of Transportation and no premiums as set forth in Paragraph 8.15.1 above will be paid to the contractor by the Government.

#### 8.15.3 Limitation of Government Liability

No payments shall be due from the Government under this Section unless and until the contractor shall also assess such charges against commercial cargo loaded or discharged in the war risk area.

#### 8.15.4 U.S. Government—Additional Assured

The contractor agrees to add the United States Government as an additional assured on its War Risk Policy with waiver of subrogation noted, for which the Government has agreed to reimburse the extra premium under this Section.

### **8.16 Application of COGSA**

8.16.1. Incorporation. The United States Carriage of Goods by Sea Act (COGSA) 46 U.S.C. 1300-1315 is incorporated into this contract and shall apply to the ocean transportation of all goods (including goods in containers stowed on deck, which shall be considered as goods stowed under deck) under any booking with the same force and effect as if the Act applied to such carriage by express provision therein; provided, however, in case of loss, damage or shrinkage in transit, the rules and conditions governing commercial shipments shall not apply as to the period within which notice thereof shall be given the Carrier or as to the period within which claim therefor shall be made or suit instituted.

8.16.2. Liability. For the purpose of interpreting Section 4 of COGSA "Limitation of Liability," for all cargo, the limitation of liability set out in Section 4 of COGSA shall apply to each package, and for cargo not in packages to each measurement ton of cargo within the container. The carriage of cargo under any booking issued pursuant to this contract shall not be deemed or construed to be the carriage of cargo pursuant to special terms and conditions as provided for in Section 6 of COGSA; and nothing in this contract is intended to relieve the Carrier or the vessel from liability for loss or damage to or in connection with the goods arising from negligence, fault or failure in the duties and obligations provided by COGSA or to lessen such liability otherwise than as provided therein. The Carrier shall be liable as a common Carrier by land for any loss of or damage to cargo while being transported under this contract between any inland origin and the vessel's side and between the vessel's side and any inland destination.

### **8.17 Scope of Voyage (Liberties)**

8.17.1. Determination of the Master/Carrier. In any situation, whatsoever or wheresoever occurring and whether existing or anticipated before commencement of or during the voyage, which in the judgment of the Carrier or Master of the vessel is likely to give rise to capture, seizure, detention, damage, delay, or disadvantage to or loss of the vessel or any part of her cargo, or to make it unsafe, imprudent, or unlawful for any reason to begin or continue the voyage or to enter or discharge, or to give rise to delay or difficulty in arriving, discharging, or leaving the port of discharge or the usual place of discharge in such port, the Master, whether or not proceeding toward or entering or attempting to enter the port of discharge or reaching or attempting to reach the usual place of discharge therein or attempting to discharge the Government's goods may, upon notification to and with the consent of the Contracting Officer, discharge the goods into another port, depot, lazarette, craft, or other place, or retain the goods onboard until the return trip or until such other time as is deemed mutually advisable. This notice Officer shall include, but may not be limited to, the planned port of discharge of the cargo and any measures planned to protect the cargo.

8.17.2. Contracting Officer's Direction. If the Contracting Officer determines that the planned disposition of the cargo is not in the Government's best interest, the Carrier shall comply with the PCO's direction to the Carrier to divert the cargo to a port of the Government's choice and to make any other arrangements for the cargo the PCO deems necessary to protect the Government's interest.

8.17.3. Equitable Adjustment. The Carrier may be entitled to an equitable adjustment to the Contract for actions taken pursuant to the PCO's direction. However, for any services rendered without prior notice to and consent of the Contracting Officer, the Carrier shall not be entitled to an equitable adjustment. In no such case shall freights be payable until the goods are delivered to the named destination on the booking.

8.17.4. Responsibility. In any event, the Carrier shall at all times be responsible to assure the security and protection of the cargo until relieved of such responsibility by the Government or its designated agent.

8.17.5. Compliance with Government Direction. The Carrier, the Master, and the vessel shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, discharge, destination, delivery or otherwise howsoever given by the government of any nation or department thereof or any person acting or purporting to act with the authority of such government or of any department thereof (or by any committee or person having, under the terms of the war risk insurance on the vessel, the right to give such orders or directions). Delivery or other disposition of the goods in accordance with such orders or directions shall be a fulfillment of the contract voyage. The vessel may carry explosives, munitions, warlike stores, hazardous cargo, and may sail armed or unarmed and with or without convoy.

#### ***8.18 Exception Force Majeure***

An act of God, enemies, fire, restraint of princes, rulers of people, and all dangers and accidents of the seas, rivers, machinery, boilers and steam navigation, and errors of navigation throughout this contract are mutually excepted. The vessel shall have the liberty to deviate for the purpose saving life and property, to tow or to be towed, to sail with or without pilots, or to go into dry dock or into ways with or without cargo on board. However, in no case shall the Carrier be entitled to extra compensation for such a deviation and the Carrier shall not be relieved of responsibility for delivery of cargo to its original destination.

#### ***8.19 Strikes***

8.19.1. Loading Port. In the event the vessel or loading of the vessel is delayed by reason of strike or stoppage of work, the Carrier reserves the right at the loading port to dispatch the vessel with such portion of the cargo as may then be on board, or if no Government cargo is on board, to delay or cancel the voyage.

8.19.2. Discharge Port. In the event the vessel or discharge of the vessel is delayed by reason of strikes or stoppage of work, the Carrier reserves the right at the discharge port to discharge the cargo still on board or with the approval of the Government to dispose of the cargo or any portion of the it at the Government's risk and expense.

#### ***8.20 Amended Jason Clause***

In the event of accident, danger, damage, or disaster, before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract, or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the Carrier in general average to the payment of any sacrifices, losses, or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the goods. If a sailing vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if such sailing vessel or vessels belonged to strangers.



### **8.21 General Average**

General Average shall be adjusted, stated and settled, according to York-Antwerp Rules 1974 as amended to the date of this contract, at such port or place in the United States as may be selected by the Carrier, and as to matters not provided for by those Rules, according to the laws and usages at the Port of New York. In such adjustment, disbursements in foreign currencies shall be exchanged into United States money at the rate prevailing on the dates made and allowances for damage to cargo claimed shall be converted at the rate prevailing on the last day of discharge at the port or place of final discharge of such damaged cargo from the ship.

### **8.22 Liens**

8.22.1. Seizure of Cargo. The Carrier agrees that it will not assert any type of lien, including a maritime lien, on any cargo shipped by the Government under this contract. The Carrier further agrees that it will not take any action to seize, arrest, hold, or otherwise detain such cargo through any judicial process in the U.S. or any foreign country. The Carrier agrees to insert this clause in all subcontracts at any tier and to expand any resources necessary to expeditiously enforce the provisions of this clause against such subCarriers.

8.22.2. Freight. There shall be no liens, including maritime liens, asserted on any freights payable by the Government under this bill of lading. The carrier agrees to insert this clause in all subcontracts at any tier and to expend any resources necessary to expeditiously enforce the provisions of this clause against such subCarriers.

### **8.23 Damaged to Equipment**

8.23.1 Loss of or Damage to Carrier Equipment. Should a container, chassis, or any other piece of Carrier equipment be damaged by act of the Government, its agents, employees, or Carriers while such Carrier equipment is in the custody of the Government, its agents, employees or Carriers, the Government shall repair or reimburse the Carrier the least of the following: the reasonable costs of repairs; the fair market value immediately prior to the damage; or the depreciated value on the Carrier's books. The Carrier will assign to the Government any rights, causes of action, or other claims that the Carrier may have against third parties with respect to such damage. The Government shall not be liable for the repair of any damage under this paragraph unless written notice specifying such damage shall have been given to and acknowledged by the Government or its authorized representative at the time custody of the container or other equipment is returned to the Carrier.

8.23.2 Damage to Carrier Vessel or Vessel Equipment. Should the vessel or its equipment be damaged by act, neglect or failure of equipment of the Government, its agents, employees, or Carriers in loading or discharging the vessel, the Government shall reimburse the Carrier the reasonable costs of repairs and the Carrier will assign to the Government any rights, causes of action, or other claims which the Carrier may have against third parties with respect to such repairs. In the event that any damage should occur to the vessel or its equipment as a result of the joint fault of the Carrier and the Government, payment for such damage shall be apportioned pro rata in accordance with the respective degrees of fault. The Government shall not be liable for the repair of any damage under this paragraph unless notice specifying such damage and the name(s) of the party or parties causing such damage shall have been given to and acknowledged by the Government or its authorized representative as soon as possible after the occurrence of such damage, or in any event before the vessel leaves the berth or anchorage where the damage occurred, and provided, further, that the Government shall not be liable for the repair of any damage under this paragraph if such damage is caused by a Carrier of the Government unless demand first is made upon such Carrier by the Carrier and payment therefore has been refused.

8.23.3 Loss or Damage to Government Equipment. The Carrier shall be liable for loss of or damage to Government containers and chassis while in the Carrier's custody to the same extent that the Government is liable for loss of or damage to the Carrier equipment while in the Government's custody. The Carrier will not procure insurance coverage on Government containers and will not be liable for any loss thereof under circumstances covered by the Carrier's war risk insurance on its own containers.

8.23.4 Damage Claims. Claims submitted under this Section shall be filed with the Military Surface Deployment and Distribution Command (SDDC). To the attention of: Ms. Pamela Mainor, 661 Sheppard Place, SDG3-GD-CS, Fort Eustis, VA 23604-1644. Phone (757) 878-8622.

End of Special Terms and Conditions.

#### ***9.0 List of Attachments and Addendums***

Attachment 1 – Acronyms and Definitions

Attachment 2 – PowerTrack Business Rules.

Attachment 3 – City Groups- On website: [www.sddc.army.mil](http://www.sddc.army.mil)

Attachment 4 – USCG Uninspected Towing Vessel Safety Regulation.

Attachment 5 – Performance Requirements Summary

#### **ADDENDUM TO FAR 52.212-4**

**Addendum to 52.212-4 (c) Changes:** Changes in the terms and conditions of this contract may be made only by written agreement of the parties excepted for items/provisions delineated in the contract as within the authority of the CO. Where the Government requests a change requiring written agreement of the parties, the parties agree to undertake best efforts to affect the requested change. The Government may make changes in the terms and condition of a delivery/task/shipping order issued under the contract in writing on a unilateral basis.

- (1) If any such changes causes an increase or decrease in the cost of, or the time required for performance of any part or the work under this contract, whether or not changed by the order, the CO must make an equitable adjustment in the contract price, the delivery schedule, or both and shall modify the contract.
- (2) The Contractor must assert its rights to an adjustment under this clause within thirty (30) days from the date of the receipt of the written order.
- (3) If the Contractor proposal includes the cost of property made obsolete or excess by the change, the CO shall have the right to prescribe the manner of disposition of the property.
- (4) Failure to agree to any adjustment shall be a dispute.

**Addendum to 52.212-4 (i) Payment:** PowerTrack shall be the primary method of payment for this contract, however, for billable items outside the ability of PowerTrack, FAR 52.212-4(g) is in effect for invoicing.

- (1) Entitlement. Freight shall be earned only upon delivery of the cargo at the ultimate destination set forth in the Shipping Order or applicable amendments thereto. Freight shall consist of the sum of all payments due for services actually furnished in accordance with the Shipping Order calculated at the rates set forth in CARE-SM II System.
- (2) Withholding of Payment. If, after delivery of the cargo or container and unstuffing by the Government, there is any damage to or shortage of cargo not definitely known to be the fault of the Government or its agents, and it is considered by the Contracting Officer that withholding of certain monies is necessary to protect the interests of the Government pending final determination of the amount of shortage or damage and the Carrier's liability therefore, the dollar amount of such shortage or damage may be estimated and withheld from sums owing to the Carrier by the Government under any Shipping Order. Likewise, the Government may recover overpayments of freight and may recover charges paid to the carrier for services and supplies.
- (3) Reimbursement. All charges and expenses incurred for the account of the Government as provided in this Contract and which are not paid directly by the Government or by the consignee shall be paid by the Carrier, which shall be



reimbursed upon the presentation of properly supported invoices, including, but not limited to, Carrier's Interchange Receipt and COR certified invoices.

(4)Payment. Unless otherwise provided herein, payment shall be made on the basis of freight earned as computed in accordance with paragraph (1) above. In accordance with the Prompt Payment Act, all payments earned on shipments will be made after a) receipt of a proper invoice, in accordance with the procedures outlined above, or b) evidence of delivery as described above, whichever occurred later. The failure of the Government to provide a proper manifest in a timely manner shall not preclude the Carrier from submitting a proper invoice upon delivery of cargo as set forth above.

(i) Electronic Payment – Carrier Payment Automated fund transfer (AFT) is the required method of payment for this contract. Carrier not yet authorized AFT must provide bank and account information necessary to implement AFT.

(ii) Management Reform Memorandum 15 (MRM 15) Payment Method. MRM-15 alternate payment procedures. During the term of this contract, the (POWERTRACK), shipping instruction (EDI 304), plus carrier lift (EDI 315) reports will be the basis for effecting payment to Carriers. Electronic Carrier Payment, MRM15 Payment Procedures (see Attachment 1) will be implemented 30 days from the effective date of the contract. The automated payment procedures require the carrier to become a certified PowerTrack carrier. The POC at US Bank may be reached at 1-800-417-1844.

End of Addendum

#### CLAUSES INCORPORATED BY REFERENCE

52.203-12	Limitation On Payments To Influence Certain Federal Transactions	JUN 2003
52.204-4	Printed or Copied Double-Sided on Recycled Paper	AUG 2000
52.212-4	Contract Terms and Conditions--Commercial Items	OCT 2003
52.223-3	Hazardous Material Identification And Material Safety Data	JAN 1997
52.232-36	Payment by Third Party	MAY 1999
52.237-3	Continuity Of Services	JAN 1991
52.242-13	Bankruptcy	JUL 1995
52.246-4	Inspection Of Services--Fixed Price	AUG 1996
252.201-7000	Contracting Officer's Representative	DEC 1991
252.203-7002	Display Of DOD Hotline Poster	DEC 1991
252.204-7000	Disclosure Of Information	DEC 1991
252.204-7003	Control Of Government Personnel Work Product	APR 1992
252.212-7001	Contract Terms and Conditions Required to Implement Statutes or Executive Orders Applicable to Defense Acquisitions of Commercial Items	JUN 2005
252.223-7002	Safety Precautions For Ammunition And Explosives	MAY 1994
252.223-7003	Changes In Place Of Performance--Ammunition And Explosives	DEC 1991
252.223-7006	Prohibition On Storage And Disposal Of Toxic And Hazardous Materials	APR 1993
252.242-7000	Postaward Conference	DEC 1991
252.243-7001	Pricing Of Contract Modifications	DEC 1991
252.243-7002	Requests for Equitable Adjustment	MAR 1998

#### CLAUSES INCORPORATED BY FULL TEXT

52.211-11 LIQUIDATED DAMAGES--SUPPLIES, SERVICES, OR RESEARCH AND DEVELOPMENT (SEP 2000)

(a) If the Contractor fails to deliver the supplies or perform the services within the time specified in this contract, the Contractor shall, in place of actual damages, pay to the Government liquidated damages of \$250 per container or equivalent FEU per day of delay.

(b) If the Government terminates this contract in whole or in part under the Default--Fixed-Price Supply and Service clause, the Contractor is liable for liquidated damages accruing until the Government reasonably obtains delivery or performance of similar supplies or services. These liquidated damages are in addition to excess costs of repurchase under the Termination clause.

(c) The Contractor will not be charged with liquidated damages when the delay in delivery or performance is beyond the control and without the fault or negligence of the Contractor as defined in the Default--Fixed-Price Supply and Service clause in this contract.

(End of clause)

52.212-5 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS--COMMERCIAL ITEMS (APR 2005)

(a) The Contractor shall comply with the following Federal Acquisition Regulation (FAR) clauses, which are incorporated in this contract by reference, to implement provisions of law or Executive orders applicable to acquisitions of commercial items:

(1) 52.233-3, Protest After Award (AUG 1996) (31 U.S.C. 3553).

(2) 52.233-4, Applicable Law for Breach of Contract Claim (OCT 2004) (Pub. L. 108-77, 108-78).

(b) The Contractor shall comply with the FAR clauses in this paragraph (b) that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items: (Contracting Officer check as appropriate.)

  X   (1) 52.203-6, Restrictions on Subcontractor Sales to the Government (JUL 1995), with Alternate I (OCT 1995) (41 U.S.C. 253g and 10 U.S.C. 2402).

       (2) 52.219-3, Notice of HUBZone Small Business Set-Aside (Jan 1999) (U.S.C. 657a).

       (3) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (Jan 1999) (if the offeror elects to waive the preference, it shall so indicate in its offer) (U.S.C. 657a).

       (4) (i) 52.219-5, Very Small Business Set-Aside (JUNE 2003) (Pub. L. 103-403, section 304, Small Business Reauthorization and Amendments Act of 1994).

       (ii) Alternate I (MAR 1999) to 52.219-5.

       (iii) Alternate II to (JUNE 2003) 52.219-5.

  X   (5) (i) 52.219-6, Notice of Total Small Business Set-Aside (JUNE 2003) (15 U.S.C. 644).



- ☐ (ii) Alternate I (OCT 1995) of 52.219-6.
- ☐ (iii) Alternate II (MAR 2004) of 52.219-6.
- ☐ (6)(i) 52.219-7, Notice of Partial Small Business Set-Aside (JUNE 2003) (15 U.S.C. 644).
- ☐ (ii) Alternate I (OCT 1995) of 52.219-7.
- ☐ (iii) Alternate II (MAR 2004) of 52.219-7.
- ☐ (7) 52.219-8, Utilization of Small Business Concerns (MAY 2004) (15 U.S.C. 637 (d)(2) and (3)).
- ☐ (8)(i) 52.219-9, Small Business Subcontracting Plan (JAN 2002) (15 U.S.C. 637(d)(4)).
- ☐ (ii) Alternate I (OCT 2001) of 52.219-9
- ☐ (iii) Alternate II (OCT 2001) of 52.219-9.
- ☒ (9) 52.219-14, Limitations on Subcontracting (DEC 1996) (15 U.S.C. 637(a)(14)).
- ☐ (10)(i) 52.219-23, Notice of Price Evaluation Adjustment for Small Disadvantaged Business Concerns (JUNE 2003) (Pub. L. 103-355, section 7102, and 10 U.S.C. 2323) (if the offeror elects to waive the adjustment, it shall so indicate in its offer).
- ☐ (ii) Alternate I (JUNE 2003) of 52.219-23.
- ☐ (11) 52.219-25, Small Disadvantaged Business Participation Program--Disadvantaged Status and Reporting (OCT 1999) (Pub. L. 103-355, section 7102, and 10 U.S.C. 2323).
- ☐ (12) 52.219-26, Small Disadvantaged Business Participation Program--Incentive Subcontracting (OCT 2000) (Pub. L. 103-355, section 7102, and 10 U.S.C. 2323).
- ☐ (13) 52.219-27, Notice of Total Service-Disabled Veteran-Owned Small Business Set-Aside (May 2004).
- ☒ (14) 52.222-3, Convict Labor (JUNE 2003) (E.O. 11755).
- ☒ (15) 52.222-19, Child Labor--Cooperation with Authorities and Remedies (Jun 2004) (E.O. 13126).
- ☒ (16) 52.222-21, Prohibition of Segregated Facilities (FEB 1999).
- ☒ (17) 52.222-26, Equal Opportunity (APR 2002) (E.O. 11246).
- ☒ (18) 52.222-35, Equal Opportunity for Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans (DEC 2001) (38 U.S.C. 4212).
- ☒ (19) 52.222-36, Affirmative Action for Workers with Disabilities (JUN 1998) (29 U.S.C. 793).
- ☒ (20) 52.222-37, Employment Reports on Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans (DEC 2001) (38 U.S.C. 4212).
- ☒ (21) 52.222-39, Notification of Employee Rights Concerning Payment of Union Dues or Fees (DEC 2004) (E.O. 13201).

\_\_\_ (22)(i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Products (AUG 2000) (42 U.S.C. 6962(c)(3)(A)(ii)).

\_\_\_ (ii) Alternate I (AUG 2000) of 52.223-9 (42 U.S.C. 6962(i)(2)(C)).

\_\_\_ (23) 52.225-1, Buy American Act--Supplies (JUNE 2003) (41 U.S.C. 10a-10d).

\_\_\_ (24)(i) 52.225-3, Buy American Act--Free Trade Agreements--Israeli Trade Act (Jan 2005) (41 U.S.C. 10a-10d, 19 U.S.C. 3301 note, 19 U.S.C. 2112 note, Pub. L. 108-77, 108-78, 108-286).

\_\_\_ (ii) Alternate I (JAN 2004) of 52.225-3.

\_\_\_ (iii) Alternate II (JAN 2004) of 52.225-3.

\_\_\_ (25) 52.225-5, Trade Agreements (Jan 2005) (19 U.S.C. 2501, et seq., 19 U.S.C. 3301 note).

\_\_\_ (26) 52.225-13, Restrictions on Certain Foreign Purchases (MAR 2005) (E.o.s, proclamations, and statutes administered by the Office of Foreign Assets Control of the Department of Treasury).

\_\_\_ (27) 52.225-15, Sanctioned European Union Country End Products (FEB 2000) (E.O. 12849).

\_\_\_ (28) 52.225-16, Sanctioned European Union Country Services (FEB 2000) (E.O. 12849).

\_\_\_ (29) 52.232-29, Terms for Financing of Purchases of Commercial Items (FEB 2002) (41 U.S.C. 255(f), 10 U.S.C. 2307(f)).

\_\_\_ (30) 52.232-30, Installment Payments for Commercial Items (OCT 1995) (41 U.S.C. 255(f), 10 U.S.C. 2307(f)).

\_\_\_ (31) 52.232-33, Payment by Electronic Funds Transfer--Central Contractor Registration (OCT 2003) (31 U.S.C. 3332).

\_\_\_ (32) 52.232-34, Payment by Electronic Funds Transfer--Other than Central Contractor Registration (MAY 1999) (31 U.S.C. 3332).

\_\_\_X\_\_\_ (33) 52.232-36, Payment by Third Party (MAY 1999) (31 U.S.C. 3332).

\_\_\_ (34) 52.239-1, Privacy or Security Safeguards (AUG 1996) (5 U.S.C. 552a).

\_\_\_ (35)(i) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (APR 2003) (46 U.S.C. Appx 1241 and 10 U.S.C. 2631).

\_\_\_ (ii) Alternate I (APR 2003) of 52.247-64.

(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items: [Contracting Officer check as appropriate.]

\_\_\_ (1) 52.222-41, Service Contract Act of 1965, as Amended (MAY 1989) (41 U.S.C. 351, et seq.).

\_\_\_ (2) 52.222-42, Statement of Equivalent Rates for Federal Hires (MAY 1989) (29 U.S.C. 206 and 41 U.S.C. 351, et seq.).



\_\_\_\_ (3) 52.222-43, Fair Labor Standards Act and Service Contract Act--Price Adjustment (Multiple Year and Option Contracts) (MAY 1989) (29 U.S.C. 206 and 41 U.S.C. 351, et seq.).

\_\_\_\_ (4) 52.222-44, Fair Labor Standards Act and Service Contract Act--Price Adjustment (February 2002) (29 U.S.C. 206 and 41 U.S.C. 351, et seq.).

\_\_\_\_ (5) 52.222-47, SCA Minimum Wages and Fringe Benefits Applicable to Successor Contract Pursuant to Predecessor Contractor Collective Bargaining Agreements (CBA) (May 1989) (41 U.S.C. 351, et seq.).

(d) Comptroller General Examination of Record. The Contractor shall comply with the provisions of this paragraph (d) if this contract was awarded using other than sealed bid, is in excess of the simplified acquisition threshold, and does not contain the clause at 52.215-2, Audit and Records--Negotiation.

(1) The Comptroller General of the United States, or an authorized representative of the Comptroller General, shall have access to and right to examine any of the Contractor's directly pertinent records involving transactions related to this contract.

(2) The Contractor shall make available at its offices at all reasonable times the records, materials, and other evidence for examination, audit, or reproduction, until 3 years after final payment under this contract or for any shorter period specified in FAR Subpart 4.7, Contractor Records Retention, of the other clauses of this contract. If this contract is completely or partially terminated, the records relating to the work terminated shall be made available for 3 years after any resulting final termination settlement. Records relating to appeals under the disputes clause or to litigation or the settlement of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

(3) As used in this clause, records include books, documents, accounting procedures and practices, and other data, regardless of type and regardless of form. This does not require the Contractor to create or maintain any record that the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.

(e) (1) Notwithstanding the requirements of the clauses in paragraphs (a), (b), (c), and (d) of this clause, the Contractor is not required to flow down any FAR clause, other than those in paragraphs (i) through (vi) of this paragraph in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause--

(i) 52.219-8, Utilization of Small Business Concerns (May 2004) (15 U.S.C. 637(d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds \$500,000 (\$1,000,000 for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(ii) 52.222-26, Equal Opportunity (April 2002) (E.O. 11246).

(iii) 52.222-35, Equal Opportunity for Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans (December 2001) (38 U.S.C. 4212).

(iv) 52.222-36, Affirmative Action for Workers with Disabilities (June 1998) (29 U.S.C. 793).

(v) 52.222-39, Notification of Employee Rights Concerning Payment of Union Dues or Fees (DEC 2004) (E.O. 13201).

(vi) 52.222-41, Service Contract Act of 1965, as Amended (May 1989), flow down required for all subcontracts subject to the Service Contract Act of 1965 (41 U.S.C. 351, et seq.).

(vii) 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels (April 2003) (46 U.S.C. Appx 1241 and 10 U.S.C. 2631). Flow down required in accordance with paragraph (d) of FAR clause 52.247-64.

(2) While not required, the contractor May include in its subcontracts for commercial items a minimal number of additional clauses necessary to satisfy its contractual obligations.

(End of clause)

52.216-18 ORDERING. (OCT 1995)

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from 18 May 2006 through 30 June 2009.

(b) All delivery orders or task orders are subject to the terms and conditions of this contract. In the event of conflict between a delivery order or task order and this contract, the contract shall control.

(c) If mailed, a delivery order or task order is considered "issued" when the Government deposits the order in the mail. Orders may be issued orally, by facsimile, or by electronic commerce methods only if authorized in the Schedule.

(End of clause)

52.216-19 ORDER LIMITATIONS. (OCT 1995)

(a) Minimum order. When the Government requires supplies or services covered by this contract in an amount of less than 1 FEU or MT (insert dollar figure or quantity), the Government is not obligated to purchase, nor is the Contractor obligated to furnish, those supplies or services under the contract.

(b) Maximum order. The Contractor is not obligated to honor:

(1) Any order for a single item in excess of capacity of the vessel;

(2) Any order for a combination of items in excess of capacity of the vessel or

(3) A series of orders from the same ordering office within 3 days that together call for quantities exceeding the limitation in subparagraph (1) or (2) above.

(c) If this is a requirements contract (i.e., includes the Requirements clause at subsection 52.216-21 of the Federal Acquisition Regulation (FAR)), the Government is not required to order a part of any one requirement from the Contractor if that requirement exceeds the maximum-order limitations in paragraph (b) above.

(d) Notwithstanding paragraphs (b) and (c) above, the Contractor shall honor any order exceeding the maximum order limitations in paragraph (b), unless that order (or orders) is returned to the ordering office within one (1) days after issuance, with written notice stating the Contractor's intent not to ship the item (or items) called for and the reasons. Upon receiving this notice, the Government may acquire the supplies or services from another source.

(End of clause)



## 52.216-21 REQUIREMENTS (OCT 1995)

(a) This is a requirements contract for the supplies or services specified, and effective for the period stated, in the Schedule. The quantities of supplies or services specified in the Schedule are estimates only and are not purchased by this contract. Except as this contract may otherwise provide, if the Government's requirements do not result in orders in the quantities described as "estimated" or "maximum" in the Schedule, that fact shall not constitute the basis for an equitable price adjustment.

(b) Delivery or performance shall be made only as authorized by orders issued in accordance with the Ordering clause. Subject to any limitations in the Order Limitations clause or elsewhere in this contract, the Contractor shall furnish to the Government all supplies or services specified in the Schedule and called for by orders issued in accordance with the Ordering clause. The Government may issue orders requiring delivery to multiple destinations or performance at multiple locations.

(c) Except as this contract otherwise provides, the Government shall order from the Contractor all the supplies or services specified in the Schedule that are required to be purchased by the Government activity or activities specified in the Schedule.

(d) The Government is not required to purchase from the Contractor requirements in excess of any limit on total orders under this contract.

(e) If the Government urgently requires delivery of any quantity of an item before the earliest date that delivery may be specified under this contract, and if the Contractor will not accept an order providing for the accelerated delivery, the Government may acquire the urgently required goods or services from another source.

(f) Any order issued during the effective period of this contract and not completed within that period shall be completed by the Contractor within the time specified in the order. The contract shall govern the Contractor's and Government's rights and obligations with respect to that order to the same extent as if the order were completed during the contract's effective period; provided, that the Contractor shall not be required to make any deliveries under this contract after 30 June 2009.

(End of clause)

## 52.217-8 OPTION TO EXTEND SERVICES (NOV 1999)

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within 60 days.

(End of clause)

## 52.217-9 OPTION TO EXTEND THE TERM OF THE CONTRACT (MAR 2000)

(a) The Government may extend the term of this contract by written notice to the Contractor within 45 days; provided that the Government gives the Contractor a preliminary written notice of its intent to extend at least 60 days before the contract expires. The preliminary notice does not commit the Government to an extension.

(b) If the Government exercises this option, the extended contract shall be considered to include this option clause.

(c) The total duration of this contract, including the exercise of any options under this clause, shall not exceed 3 years and 6 months.

(End of clause)

52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)

This contract incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at this/these address(es):

<http://www.sddc.army.mil/frontDoor/0,1383,OID+5-----,00.html>

<http://farsite.hill.af.mil>

<http://www.arnet.gov/far>

(End of clause)



AMG	Average Minimum Guarantee
BAF	Bunker Adjustment Factor
CO	Contracting Officer
CONUS	Continental United States
COR/ACOR	Contracting Officer's Representative and Alternate COR
CPA	Cargo Preference Act (1904)
DFARS	Defense Federal Acquisition Regulation Supplement
DoD	Department of Defense
DSC	Deployment Support Command
DTEDI	Defense Transportation Electronic Data Interchange
EDI	Electronic Data Interchange
FEU	Forty Foot Equivalent Unit
FAR	Federal Acquisition Regulation
FAK	Freight All Kinds
IMO	International Maritime Organization
ISO	International Organization for Standardization
IBS	Integrated Booking System
ITGBL	International Through Government Bill of Lading
MT	Measurement Ton (40 Cubic Feet)
SDDC	Military Traffic Management Command
OCBO	Ocean Cargo Booking Office
OCCA	Ocean Cargo Clearance Authority
OCI	Ocean Carrier Interface
OCONUS	Outside Continental United States
OO	Ordering Officer
PCO	Procuring Contracting Officer
POD	Port of Discharge
POE	Port of Embarkation
POV	Privately Owned Vehicle
PWS	Performance Work Statement
QCP	Quality Control Plan
RDD	Required Delivery Date
REEFER	Refrigerated Container
RFP	Request for Proposals
RO/RO	Roll
SRP	Sealift Readiness Program
TCMD	Transportation Control & Movement Document
TCN	Transportation Control Number
TEU	Twenty Foot Equivalent Unit
TSD	Treatment, Storage or Disposal Facility
VISA	Voluntary Intermodal Sealift Agreement
VOCC	Vessel Operating Common Carriers

As used throughout this Contract, the following terms shall have the meaning as set forth below:

Administrative Contracting Officer (ACO) – Is a warranted CO who is responsible for, but not limited to the following: appoint and train the Contracting Officer Representative (COR/ACOR), issue administrative modifications, analyze Contractor claims, evaluate the Contractor's performance, and provide reports on the Contractor's performance to the CO.

Alternate Contracting Officer's Representative Agreement (ACOR) – Appointed in writing by the CO. Responsible for, but not limited to, the following: monitors the Contractor's performance in accordance with the terms and conditions of the contract, ensures Contractor's compliance with reporting requirements, provides data for Government reports, verifies/certifies services and conducts initial review of Contractor's claims. Acts in the absence of the Contracting Officer's Representative

Agreement – See Contract.

Arrival – Tie-up at wharf or pier

Available for Onward Movement – Container/Chassis is ready to be hooked to a tractor, fully operational and ready to meet all road and safety requirements, including operable lights, brakes and support equipment.

Baggage – Personal effects of a traveler that are needed in connection with official travel and immediately upon arrival at the point of assignment. Materials belonging to the Government may be included.

Bi-Factor Rates – The use of single factor (port to point or point to port) rate contained in the contract combined with a linehaul and/or mileage rate from the contract to create a through point to point rate.

Boats – Includes all craft in excess of thirty-five (35) feet in length assigned exclusively for use on or under water and may or may not include a cradle for stowage.

Booking – Offer by the Government and acceptance by the Contractor for the transportation of goods pursuant to the applicable rates, terms and conditions of the subject contract.

Breakbulk/RORO Cargo – All cargo that is not Containerizable.

Bulk Cargo – Dry or Liquid Cargo which is not subject to mark or count, shipped in fluid or loose state and not packaged for ocean carriage in any manner, such as grain, ore, coal, chemicals, oil, or liquid latex

Car Carrier – A trailer/container of open framework designed for carriage of automobiles or other unboxed vehicles.

Cargo Trailer – See "Van".



**Cargo Handling** – Services that consist of stuffing, unstuffing, transloading, and consolidation of containerized cargo at Contractor designated facilities. Lift-on/Lift-off services for cargo, mounting and grounding of containers, loading and unloading of high, wide, and heavy cargo to/from inland conveyances at ports or inland origin/destination. This service shall include, without regard to type/size container, the tallying of cargo, and necessary blocking, bracing, and dunnage.

**Carrier** – Any Vessel Operating Common Carrier (VOCC) awarded a Contract pursuant to this solicitation, including its agents and subcontractors. The term “Carrier” is used interchangeably with the term “Contractor.”

**Chassis** – A platform equipped with running gear and front end support on which a container is placed for transport.

**Commercial Zone** – The pickup and delivery limits of cities, ports and municipalities in the United States as defined by the Surface Transportation Board (STB) and published in 49 CFR Part 1048, on the date service is provided by the Carrier.

**Consolidation** – The combination of many small shipments into one container at a centralized point

**Container** – An International Standard Organization for Standardization (ISO) cargo conveyance which confines and protects the cargo from loss or damage, can be handled in transit as a unit and can be mounted and secured in or on marine, rail or highway equipment. Common types of containers are: weatherproof, (dry enclosed, refrigerated, van, tank, high cube), non-weatherproof, (open top, car carrier, or flat racks)

**Container Detention** – Charges assessed against the Government for delaying the release of Carrier equipment beyond allowed free time

**Containerizable Cargo** – All cargo which can be physically loaded in or on a container.

**Contract** – The document which contains the contractual terms pursuant to which a Carrier agrees to accomplish transportation of such lawful cargo as may be tendered by the Government.

**Contracting Officer (CO)** – A CO within the scope of that definition in Federal Acquisition Regulation 52.202-1, who has been appointed or designated as such by the PARC, HQ SDDC. (See Procurement Contracting Officer)

**Contracting Officer Representative (COR/ACOR)** – Appointed in writing by the CO. Responsible for, but not limited to, the following: monitors the Contractor’s performance in accordance with the terms and conditions of the contract, ensures Contractor’s compliance with reporting requirements, provides data for Government reports, verifies/certifies services and conducts initial review of Contractor’s claims.

**Contractor** – See Carrier.

Continental United States (CONUS) – Forty-eight (48) contiguous states of the United States of America.

Controlled Atmosphere – Sophisticated, computer-controlled systems that manage the mixture of gases within a container throughout an intermodal journey.

Custom of the Trade – The established practice generally accepted by the trucking, rail and marine shipping industries in the geographic area where the service is provided.

Customs Entry – All countries required that the importer made a declaration on incoming foreign goods. The Importer then normally pays a duty on the imported merchandise. The Importer's statement is compared against the carrier's vessel manifest to ensure that all foreign goods are properly declared.

Cutoffs:

- > Local Cutoffs – The date and time publicly established by the Carrier when the cargo must be tendered to the Carrier at its terminal facility, or to the Carrier's agent to meet the requirement for lift from the inland origin of the cargo.

- > Vessel Cutoffs – The date and time publicly established by the Carrier when the cargo must be tendered to the Carrier at its terminal facility, or to the Carrier's agent to meet the requirement for lift to the booked vessel.

Dead Freight – Liability to pay for space booked but not used.

Deck Cargo – Includes all cargo stowed in open spaces on deck except Hazardous Cargo, which, in accordance with U.S. Coast Guard rules, must be stowed on deck.

Defense Table of Official Distances (DTOD) – The distance source for all rates, standards, or charges which require a point to port, port to point or point-to-point distance. DTOD is published by ALK Associates of Princeton, NJ. PC\*Miler is their commercial, DTOD compliant product.

DTR – Defense Transportation Regulation 4600-R Part II

Detention – Charges assessed against the Government for delaying the release of Carrier equipment beyond allowed free time (See also Container Detention).

Discharging – The physical movement of cargo/container from the place of stowage on board a vessel to the pier.

Container/Cargo Diversion – To change the booked destination of a loaded container/trailer after transit has commenced, but before the container has commenced final drayage/linehaul from the port of discharge.



Drayage – The movement of cargo/container between the Carrier's terminal at the port where the cargo/container is loaded to or discharged from the vessel and another place within the commercial zone or modified zone of that United States port city or within a ten (10) mile radius of that city's limits, by means other than the Carrier's principal vessels, such as by highway or railway. See Commercial Zone.

Driver Standby Time – The period of time that the inland participating cargo carrier (truck driver) waits with the container during a split pick-up/delivery service.

Dry Container – A completely enclosed weatherproof container.

Explosives – Includes all military explosives (IMO Class 1.1, 1.2, 1.3), military lethal chemicals, and other items included in Title 49 Code of Federal Regulations, Part 171 et seq (CFR et seq).

FEU – Forty (40) foot equivalent unit.

Flatrack (Platform) Container – A container without weatherproof sides and/or top. Includes platforms and flatracks with rigid or collapsible ends. They can be end loaded, top loaded or side loaded.

Free-In/Free-Out – Loading and discharging services are to be performed by the Government.

Futile Effort – The good faith effort of a Carrier to accept cargo which is futile due to fault of the Government. Does not include the instance in which the Carrier spots a container for a particular booking which does not materialize, but is able to utilize the spotted container for another booking without returning the container to its place of origin.

General Cargo – All dry cargo other than refrigerated cargo and vehicles. Dry cargo refers to shipments of straight or mixed loads of the commodities listed in the DTR Part II including hazardous cargo and Class I lethal chemicals (See "Explosives" in this attachment for the reference citing the classes of lethal chemicals).

Gensets – Gensets are diesel generators that generate electrical power for the reefer. They may consist of a diesel engine coupled to an alternator and produces sufficient electrical power to operate reefers during periods when shore power is not available. The fuel tank of a genset can carry from 60 to 120 gallons of fuel. Two types of gensets are listed below.

Clip on gensets are designed to be mounted on the front of a reefer container, a pre-requisite may indicate that the reefers are fitted with two pockets in which the genset will hang. Clip on are easily removable from the container.

Under slung gensets are attached beneath a standard chassis frame. An under slung is affixed with little labor and is maintained on the same chassis until removed.

Government – The United States Government, its agents and Contractors, party to this Contract, and the Consignees, their agents and Contractors unless used in a context to refer to another Government such as a foreign or local government. Does not include Contractors party to this Contract. Ordering activities authorized under this Contract are included.

Government Tractor – A tractor used by the Government to transport the Contractor's containers placed on chassis or over-the-road trailers.

GTMO, Cuba – Destinations within 10 miles from the wharf are deemed to be in Guantanamo.

Hazardous Cargo – A substance or material including a hazardous substance, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety and property when transported in commerce and which has been so designated.

Heavy Vehicles – A breakbulk/RORO cargo – Wheeled or tracked vehicles (unboxed) exceeding 10,000 lbs per unit.

Heavy Lift Cargo – Pieces and packages having a gross weight in excess of 50 long tons excluding wheeled or tracked vehicles on RO/RO vessels.

Hold Baggage – Unaccompanied baggage that is transported in the hold of a ship.

Household Goods – All items associated with the home and all personal effects belonging to a member and dependents on the effective date of the members' PCS/TDY order, that legally may be accepted and transported by an authorized commercial transporter.

Inoperable – Not capable of being operated. This shall not include vehicles, which are required to be inoperative for containerization.

International through Government Bill of Lading (ITGBL) Carrier – a Carrier or forwarder of personal property that holds an appropriate certificate(s) or permit(s) issued by a Federal or State regulatory agency approved by DoD. ITGBL Carriers are DoD designated Government Carriers with ordering authority to book Code 3 MHHG under this document.

JaxPort – Destinations within 15 miles from the pier are deemed to be in JaxPort.

K-Term - A container booking wherein the ocean Carrier accepts or terminates responsibility at the terminal. The Government is responsible for having the cargo or container either moved to and/or removed from the Carrier's terminal i.e., pier-to-pier service.

Light Vehicles – A breakbulk/RO/RO cargo – Wheeled or tracked vehicles (unboxed) up to and including 10,000 lbs per unit.

Linehaul – The movement of a container between the Carrier's terminal at the port where the container is loaded to or discharged from the vessel and another place outside the commercial zone or modified zone of that United States port city or beyond a ten (10) mile radius of the city



limits by means other than the Carrier's principal vessels, such as by highway, railway, canal or river, or in specific instances by ferry or barge system.

Liner In/Liner Out – Carrier is responsible for the loading and/or discharging of cargo at port of origin and/or destination and all costs associated thereto.

Liner Terms – The Carrier assumes all responsibilities and cost for the cargo from the port or point where the cargo is receipted for by the Carrier to the destination port or point where the Carrier makes the cargo available to the consignee.

Loading – The physical movement of cargo/container from the pier to place of stowage on board a vessel.

M Term – The Carrier assumes all responsibilities and cost for the cargo from the point where the cargo is receipted for by the Carrier to the destination point where the Carrier makes the cargo available to the consignee i.e., door-to-door service.

Measurement Ton (MT) – Forty (40) cubic feet or 2,240 lbs., whichever will generate the highest tonnage units and revenue when applied to the dimensions and weight of cargo.

Military Surface Deployment and Distribution Command (SDDC) – Commander, Military Surface Deployment and Distribution Command, Contracting Center, Global Intermodal Distribution Division, SDAQ-G, is appointed and designated as the Contracting Office for this requirement.

Normal Access – Such access to the space as will permit efficient and expeditious loading and discharging by means routinely employed in commercial practice in loading and discharging like cargo in liner service in ships service of the same type as the Carrier's vessel.

No Show – Booked cargo that is not available for lift on board the scheduled vessel sailing through no fault of the Contractor and which was not timely cancelled.

Ocean Cargo Booking Office (OCBO) – The SDDC Activity which books DOD sponsored cargo for ocean movement, performs related contract administration, and accomplishes export/import ocean traffic management functions for DOD cargo moving within the DTS. May also perform authorized Customs Entries.

Ocean Cargo Clearance Authority (OCCA) – See Ocean Cargo Booking Office (OCBO).

Open Top Containers – A Container without a permanently affixed metal top. Top is a removable tarpaulin, which is supported by roof bows.

Ordering Activity – Includes the Commander, Operations Center (or his/her designee, and the Military Surface Deployment and Distribution Command, or his/her designee, and other agencies as designated.

Ordering Officer (OO) – Appointed by the Director, Contracting Center, SDDC, with a copy provided to the Carrier. Responsible for, but not limited to, the following: books cargo and issue shipping orders, samples bookings for low cost, monitors cargo allocation, recommends addition/deletion of routes/services, authorizes substitution of equipment and authorizes staging.

Over-Dimensional Cargo – Cargo that when booked to be shipped as container cargo where any one dimension exceeds any external container dimension of eight (8) feet wide or eight (8) feet six (6) inches high but does not exceed the following maximum dimensions:

Maximum Dimensions

Weight	Length	Width	Height
48,000 lbs.	40 feet 8 inches	11 feet	11 feet

Oversized Container Cargo – Cargo which when stowed aboard a cellular container ship would require more space than the space needed to load a forty (40) feet long, eight (8) feet six (6) inches high, eight (8) feet wide dry container; i.e., would require more than one (1) container space of this size. Exceptions to this definition are described as “Over Dimensional Cargo.”

Oversized Breakbulk Cargo – Cargo that has any one dimension over fifty (50) feet long, more than eleven (11) feet wide or over eleven (11) feet high, or as determined by the OO, requires special handling equipment for loading aboard or discharging from a vessel because of that cargo's atypical size. All wheeled or tracked vehicles regardless of size are excluded from this definition. Extra length charges are not applicable to cargo defined as oversized cargo.

Personal Property – Personal effects and property used or to be used in a dwelling when a part of the equipment or supply of such dwelling.

Place Designated By the Interstate Commerce Commission (ICC) – Places within the commercial zone of United States ports or inland cities, and places within a ten (10) mile radius of the city limits of any U.S. port or inland city or limits of other places designated in the Schedule of Rates.

Platform – A container/trailer with no sides or top, but only the floor.

Procurement Contracting Officer (PCO) – The PCO is responsible for managing all contract actions and substantive contract changes. The terms PCO and CO are used interchangeably

Protected Stow – The placement of cargo in a manner, which can be stowed either above or below deck that will protect the cargo from wind, water, and other damages associated with the weather and sea.

Quality Assurance Evaluator (QAE) – QAE Representative of the government who has been appointed as a Quality Assurance Evaluator to be responsible for providing technical assistance to the Contracting Officer in administration of the contract. The QAE must be responsible for inspection and acceptance of materials and services rendered by the contractor.



Rail Intermodal Equipment – A unit for transporting commodities in trailer or container on freight-car service from point-to-point, constructed in such a manner that it may be mounted and secured on a car, chassis or bogie for the purpose of such locomotives.

Receiving Activity – Place, other than the Carrier's terminal, designated by the OO for receipt of cargo/containers from the Carrier for stuffing or unstuffing.

Refrigerated Container – A weatherproof container used for the carriage of controlled temperature cargo which is properly insulated against the effects of temperature outside the container and is equipped with mechanical, thermostatically temperature controlled air circulation or air exchange cooling equipment with venting capability capable of providing temperature protection to cargo, between seventy five (75) degrees and minus ten (-10) degrees Fahrenheit.

Regularly Scheduled Sailings – Sailing at regular intervals maintained between the same port ranges and consisting of regular arrivals and departures along an established route.

Relay Service – Service by which an ocean Carrier serving the port of origin by direct vessel call with one of its vessels and the port of destination by direct vessel call with another of its vessels provides transportation between such ports via an intermediate port served by both vessels at which cargo is transferred from one vessel to the other.

Required Delivery Date (RDD) – A date established by the application of the standards in the contract when cargo must be delivered by the Contractor. RDDs will not require delivery in less time than the standard, unless mutually acceptable between the OO and the Contractor in the booking.

Re-routing – To change the booked destination of a loaded container after final drayage/linehaul has commenced from the port of discharge. Short stop, stop-off, and re-spot shall not be considered rerouting regardless of when they occur.

Re-spot – To move a container from the initial point of delivery within a facility to another point within that facility.

Schedule – Where used, this term refers to the items listed in the CARES II SM tables as noted in the CLIN description. These tables contain the rates approved for use with this contract.

SEAVAN Service Codes – DTR codes which indicate the extent of service for which the ocean Carrier is paid.

When the ocean Carrier's responsibility for movement begins or ends:

K	At the Carrier's terminal (Pier Service).
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L	In the commercial zone of the U.S. port city or, outside the U.S., within 10 miles of the port city limits. Certain port cities, which are divided into modified zones as listed in this Contract, are assigned codes 1-9 instead of L (Local Drayage per ICC).
1-9	In a modified zone for certain port cities as defined in this Contract. The number codes used COR/ACOR respond with the zone number in the Contract.
M	At any point not covered by codes K, L, or 1-9.
P	Same as Code M, except that one or more scheduled stop-offs in route to final destination have been booked with the ocean Carrier. Does not apply to local deliveries performed at the expense of the U.S. Government.
S	Same as Code T, except that one or more stop-offs in route to final destinations have been booked with the ocean carrier. Does not apply to local deliveries performed at the expense of the U.S. Government.
T	Same as Code L, 1-9, or M except cargo is booked as a "Through Shipment" under Single Factor Rates for Specialized Customer Requirements (SCR) Section cargo shipments.

**Short Stop** – To stop a stuffed container at the Carrier's terminal where the Government elects to take delivery.

**Shut out** – Cargo that is available for stevedoring but unable to be loaded on board the vessel to which it is booked, due to operational circumstances or overbooking of the vessel.

**Single Factor Rate** – A single rate that includes all segments of the international transportation move from origin to destination.

**Sorting** – Segregating, tallying and stacking of cargo into a warehouse or distribution center.

**Split Pick-Up/Delivery** – The subsequent movement of a conveyance from one load/off-load station within a facility to another load/off-load station within that same facility for additional stuffing and/or stripping.

**Spot** – The placement of a container for stuffing or stripping.

**Staging** – A delay in commencement of drayage or line-haul or delay in on-carriage transit requested by the Government. Containers may be staged at the carrier's terminal or port facility, or at any other location chosen by the carrier, such as a railhead or barge terminal. Constructive staging is a delay in the final receipt of the cargo by the Government at the inland destination after release and commencement of on-carriage from the discharge port caused by the Government's refusal or inability to accept the containers at the inland destination.

**Stop-Off** – An authorized stop to load or off-load partial shipments.



Stripping – The process of unloading a container.

Stuffing – The placement of cargo into a container including any necessary blocking, bracing, or dunnaging.

Surface Transportation Board (STB) – Successor Agency to the Interstate Commerce Commission and Commission Termination Successor Agency to ICC, the agent of Congress designated to implement the Interstate Commerce Act which regulates rates, rules, and practices of rail transportation lines engaged in interstate traffic, motor Carriers, common and contract water Carriers operating in domestic trade, and freight forwarding companies.

Swing Cargo – Cargo, which may be Containerizable or shipped breakbulk/RO/RO.

TEU – Twenty (20) foot equivalent unit.

Tractor – A motor vehicle designed primarily for hauling containers/trailers over the road.

Trailer – A vehicle designed without motive power, to be drawn by another vehicle and so constructed that no part of its weight rests upon the towing vehicle.

Transloading – A direct cross-dock transfer of cargo from one conveyance to another without grounding or storing the cargo.

Transshipment – To transfer goods from one transportation line to another, or from one ship to another.

Underdeck Stow – The placement of cargo in a manner which is stowed below the vessel's deck in its holds and protects the cargo from wind, water, and other damages associated with the weather and sea.

Van – A containerized vehicle permanently mounted on undercarriage and wheels.

Wheeled Or Tracked Vehicles (Unboxed and Containerizable) – Includes all types of unboxed, land or amphibious equipment or conveyances, set up on wheels or tracks, whether or not self-propelled, but excluding railroad locomotives and set up railroad rolling stock. Vehicles shall be freighted on the basis of extreme dimensions as offered for shipment.

Working Day – Monday through Friday and excludes weekends and locally observed holidays.

# Sealift Carrier Payment via PowerTrack



## Business Rules

**Final – Version 3**

**January 22, 2002**

*Attachment 2*



**This document was updated on 13 October 2004 to reflect the change from Military Traffic Management Command (MTMC) to Surface Deployment and Distribution Command (SDDC).**

## **PURPOSE**

The purpose of this document is to establish business rules governing both carrier payments using the PowerTrack payment approach and documentation procedures for the Management Reform Memorandum (MRM)-15 Sealift implementation. This document presents the baseline business rules. These business rules are inclusive of both the “invoice” and the “invoice less” approach to carrier payment. Where a rule is specific to one approach, this document highlights the specificity.

## **OBJECTIVES**

The objectives of the two approaches for carrier payment are to:

- Provide information visibility for all Stakeholders (Carriers, Defense Agencies, Military Shippers, Surface Deployment and Distribution Command (SDDC), etc.).
- Facilitate the use of electronic commerce by automating up-front pricing, carrier payment, generation of commercial shipping instructions, generation of customs data, and invoice certification.
- Generate relevant accounting feeds and financial processes to support accrual accounting for SDDC.
- Simplify mismatch resolution and facilitate eBills and eBill approvals.

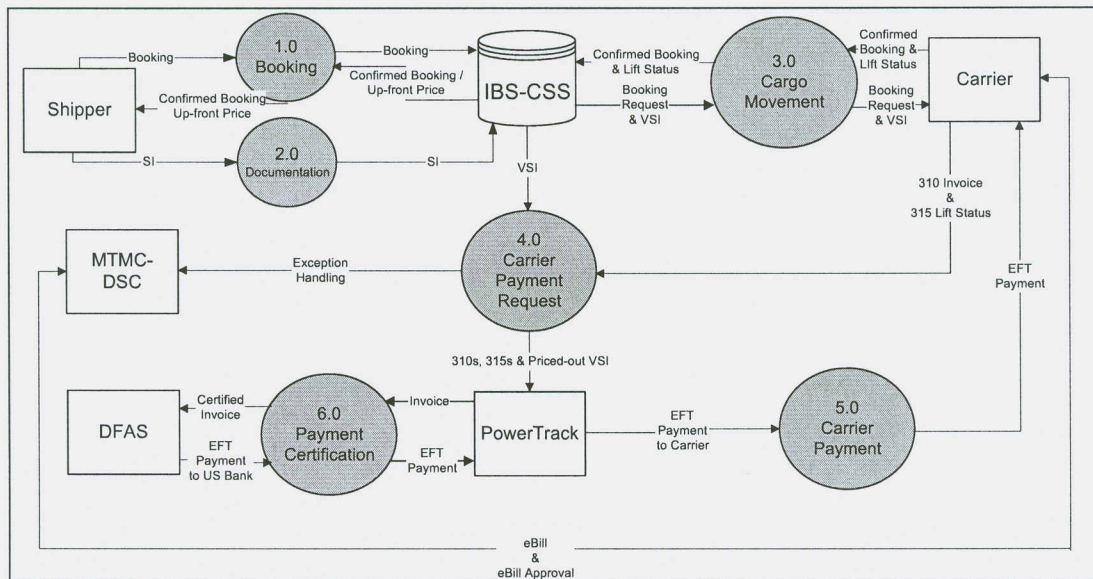
## **SCOPE**

The scope of the implementation will remain within the Commercial Liner Business area and the shipments addressed will remain within the Transportation Working Capital Fund (TWCF). Implementation will be executed in phases. The first phase will include containerized Continental United States (CONUS) outbound shipments. Subsequent phases will include Government Bill of Lading-based shipments, breakbulk, and Outside Continental United States (OCONUS).



## PROCESSES

The process flow diagram shown below presents a general representation of the business rules for each process. Details of the business rules are described within the body of this document. Details of the processes and procedures are provided in the Concept of Operations (CONOPS) documents that have been developed for both the “invoice” and the “invoice less” approaches to carrier payment.



## Business Rules

The carrier payment process business rules relate to the primary functions in the payment process:

1. Booking
2. Documentation / Shipping Instructions
3. Cargo Movement and Customs Clearance
4. Carrier Payment Request
5. Carrier Payment
6. Payment Certification

## **1.0 BOOKING**

- 1.1 Shipper enters anticipated cargo reservation requirement request in the Integrated Booking System (IBS) to begin the booking process. The shipper's transportation office (TO) ensures that there is a valid and accurate Transportation Account Code (TAC) or Line of Accounting (LOA) on the service request and that a competent authority issued the request.
- 1.2 The booking request is then forwarded to the selected carrier by IBS via an Electronic Data Interchange (EDI) 300 transaction set (TS). This booking request does not include the up-front price estimate calculated by IBS.
- 1.3 Carrier provides booking confirmation via an 301 TS transaction back to IBS within two (2) hours after receipt of the 300 TS.
- 1.4 IBS, using the carrier selection criteria (i.e., VISA, workload, contracts, etc.), performs the booking and calculates the price based on the booking data entered. The up-front price to the shipper is based on Office of the Secretary of Defense (OSD) stabilized rates.
- 1.5 After the carrier has provided confirmation, IBS generates the confirmed booking data for the shipper. The confirmed booking data is stored in IBS where it is later used to generate the Verified Shipping Instruction (VSI).
- 1.6 Shipper can change the booking terms anytime prior to generating the Shipping Instructions (SI).

## **2.0 DOCUMENTATION / SHIPPING INSTRUCTIONS**

- 2.1 All booking related changes (terms, Port of Embarkation (POE)/Port of Debarkation (POD), assessorial, etc.) will be performed in IBS-Commercial Sealift Solutions (CSS) by SDDC-Fort Eustis Booking Office, working with the organization that created the data. If a change to a SI and/or 315 TS is required, SDDC Ft. Eustis Documentation Office will receive the update from the shipper and/or 315 TS from the carrier, and will enter it into IBS-CSS.
- 2.2 Shippers will submit SI to IBS-CSS on completion of container stuffing and based on the following guidelines:

### **Non-Hazardous Cargo**

- a) SI submitted to IBS-CSS no later than 24 hours after vessel cut-off.
- b) VSI received by carriers no later than vessel sail.



Hazardous Cargo

- a) SI submitted to IBS-CSS no later than 24 hours before vessel cut-off.
- b) VSI received by carriers no later than vessel cut-off.

Vessel port cut-off is calculated by IBS based on the vessel departure date entered into IBS by the carrier. The SI can be submitted directly to IBS-CSS or as a Transportation Control and Movement Document (TCMD) to the Worldwide Port System (WPS). One SI is generated per container.

- 2.3 All workload data matching between booking and SI data will be performed and stored in IBS-CSS *prior* to transmitting it as a "Priced-out VSI" to the carrier and PowerTrack. If there is not a match at the field level *for one of the primary data elements*, then the SI will be neither "verified" nor priced until the discrepancy is reconciled.
- 2.4 If there is a match between booking and SI data, then a VSI is created and stored in IBS-CSS, and transmitted to the carrier (unpriced) to provide shipment/order details. VSI's are also transmitted through the IBS pricing module in order to generate a "Priced-out VSI" which is transmitted to PowerTrack for carrier payment. This price will be calculated based on the services ordered and the contract under which the service request was booked.
- 2.5 If there is a mismatch between booking and SI data, SDDC Ft. Eustis Documentation Office will contact the shipper to resolve the discrepancy and make any necessary changes in IBS-CSS. Corrections to mismatched data are to be reconciled in IBS-CSS within three (3) Government Business Days (GBDs)<sup>1</sup> from the time the mismatch is flagged. If the mismatch occurs because one or more data elements are missing from the SI, then the SDDC Ft. Eustis Documentation Office will contact the shipper to obtain the information and update the record. After all corrections have been made, the VSI will be generated, priced and transmitted to PowerTrack.
- 2.6 If the SI has not been received in IBS-CSS within the time frame outlined in paragraph 2.2, SDDC Ft. Eustis Documentation Office will contact the shipper to determine if the SI was submitted or not. If the SI was submitted but not received, the SDDC Ft. Eustis Documentation Office will contact the responsible Information System Office who will then research and resolve the problem directly with the shipper. If the SI was not submitted, shipper will submit the data either directly to IBS-CSS or as a TCMD in WPS within one (1) GBD after notification of missing SI. Eutuis

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<sup>1</sup> Government Business Day is defined as a U.S. Federal Government work day and does not include Saturday, Sunday or federally approved holidays.

- 2.7 In accordance with the applicable contract, carriers will generate and transmit status transactions (315 TS) to IBS-CSS (via the Department of Defense EDI mailbox) for the Vessel Departure (VD) event no later than 24 hours after the event occurred. The carrier will generate and transmit one 315 TS for each container lifted. They will also transmit 315 TS data to U.S. Bank for entry into PowerTrack.
- 2.8 In the event a 315 TS is not received by IBS-CSS the SDDC Ft. Eustis Documentation Office will actively monitor the Missing 315 TS Report to detect instances where a 315 TS is not received. When a missing 315 TS is identified, SDDC Ft. Eustis Documentation Office will then contact the carrier to determine if the VD has occurred and the 315 TS was submitted. If the 315 TS was not submitted carrier will submit the data within one (1) GBD of notification that the 315 TS is missing. If the 315 TS was submitted, then the responsible Information System Office will research and resolve the problem with the carrier.
- 2.9 In the event PowerTrack does not receive a 315 TS, carrier will search PowerTrack for records where there is no transit status (VD). If any records are found the carrier will update them with VD data immediately. The carrier must also ensure that an invoice is provided if that is its normal process.
- 2.10 Upon receipt of the 315 TS in IBS, IBS-CSS will match workload data between the VSI and the 315 TS to ensure that the container was lifted, and cargo routing is the same as documented in the VSI.
- 2.11 If there is a match between VSI and 315 TS in IBS-CSS, then IBS-CSS generates the Updated Shipping Instructions (USI) feed that is transmitted to WPS to support customs clearance at the POD. Nothing further will be transmitted to PowerTrack for carrier payment, however, IBS-CSS will send a billing feed (with the OSD stabilized price) to support the SDDC customer billing process.
- 2.12 If there is a mismatch between VSI and 315 TS in IBS-CSS, SDDC Ft. Eustis Documentation Office will monitor the Exception Report and will contact the carrier and shipper notifying them of the discrepancy. SDDC Ft. Eustis Documentation Office will make necessary changes in IBS-CSS within three (3) GBDs after the discrepancy has been identified. If this data discrepancy does not result in a price change, nothing further will be transmitted to PowerTrack.
- 2.13 If there is a mismatch between VSI and 315 TS data *that results in a price change* (from the original priced-out VSI transmitted to PowerTrack), the SDDC Ft. Eustis Documentation Office will contact the carrier to resolve the discrepancy and make the necessary changes in IBS-CSS within three (3) GBDs after the discrepancy has been identified. Once the discrepancies are resolved, IBS-CSS will then re-price the VSI and retransmit to PowerTrack.



- 2.14 If carrier payment has not yet been executed via PowerTrack, the “re-adjusted VSI” will serve as the Government’s expected charges. If payment has been executed (using the original priced-out VSI), the price variance will then be offset via the eBill process that can be initiated by either the Government or carrier.
- 2.15 Carriers may have access to the IBS-CSS website to view, but not change, booking, SI, VSI, and 315 TS data.
- 2.16 Actual carrier payment will be based on the services provided under the contract, or tariff, in effect at the time lift occurs.

### **3.0 CARGO MOVEMENT AND CUSTOMS CLEARANCE**

- 3.1 SDDC Ft. Eustis is ultimately responsible to ensure that the carrier is provided with a VSI.
- 3.2 Carrier will perform services based on the following criteria:
  - 3.2.1 Carriers are required to perform services based on VSI if there is a discrepancy between the VSI and booking and the VSI is made available to the carrier prior to container loading at the port.
  - 3.2.2 If the carrier receives the VSI after container loads the vessel and the POD is not changed (from the original booking) carrier is to perform services based on VSI.
  - 3.2.3 If the carrier does not receive the VSI and the container is to be loaded aboard the vessel, carrier to perform services based on booking.
- 3.3 The SDDC POD will generate customs documentation using data provided by Worldwide Port System (WPS) in the form of the Updated Shipping Instruction (USI). POD will also have access to the on-line customs screens in IBS-CSS to support cargo movement and customs clearance.
- 3.4 In the event the VSI is not received by the carrier prior to vessel departure, the carrier will notify SDDC Ft. Eustis Documentation Office, which will determine if the SI was submitted. If the SI was submitted but not received, the responsible Information System Office will research and resolve the problem with the shipper. If the SI was not submitted, the SDDC Ft. Eustis Documentation Office will ensure that the shipper submits the data either directly to IBS-CSS or as a TCMD into WPS within one (1) GBD.

- 3.5 In the event the USI is not received at the POD, the SDDC Port representative will notify the SDDC Ft. Eustis Documentation Office, who will determine if the USI was generated in IBS-CSS and transmitted to WPS.
  - 3.5.1 If the USI was generated in IBS-CSS, the SDDC Ft. Eustis Documentation Office will contact the responsible Information System Office, who will research and resolve the problem to include retransmission of the USI to the POD, and report their finding to the SDDC Ft. Eustis Documentation Office. In the meantime, the SDDC Ft. Eustis Documentation Office can direct the SDDC Port representative to access the Customs Data available in IBS-CSS to supplement information received from the carrier.
  - 3.5.2 If the USI was not generated in IBS-CSS, the SDDC Ft. Eustis Documentation Office will determine the cause (missing SI, missing 315 TS, or unmatched 315 TS/VSI). Then SDDC Ft. Eustis Documentation Office will take the appropriate action, including manual entry of the SI or 315 TS VD into IBS-CSS, to accomplish USI generation or correction of data within one (1) GBD of notification of missing USI.
- 3.6 In the event there is a change in service after lift has occurred, the entity ordering the change will notify the SDDC Ft. Eustis Booking Office. The SDDC Ft. Eustis Booking Office will then notify SDDC Ft. Eustis -Resource Management (RM) so that any required rate adjustments can be made in PowerTrack. SDDC Booking Office will also notify the shipper and carrier of any change in service.
  - 3.6.1 If the shipper initiated the change of service, the shipper will notify the SDDC Ft. Eustis Booking Office.
  - 3.6.2 If a SDDC Overseas Booking Office initiated the change of service, then that Booking Office will notify the SDDC Ft. Eustis Booking Office as well as SDDC Ft. Eustis -RM.
  - 3.6.3 If the POD initiated the change of service, that POD will notify the responsible SDDC Booking Office as well as SDDC Ft. Eustis -RM.
  - 3.6.4 If the carrier initiated the change of service, the carrier will notify the responsible SDDC Booking Office, which will then notify the shipper, SDDC POD, SDDC Overseas Booking Office, and SDDC Ft. Eustis -RM. If there is a change in the POD that results in a documentation charge, the SDDC Ft. Eustis -RM will collect on behalf of government.



- 3.7 In the event the change of service is a diversion, the entity ordering the change will follow the steps outlined in paragraph 3.6 and in addition will ensure that the carrier and the new POD are informed. The new POD will then enter IBS-CSS and pull down customs data using the "POD Diversion" function. The carrier will submit an eBill for the charges if the diversion was at government request.
- 3.8 In the event the change in service ordered is outside the scope of the contract, then SDDC Ft. Eustis -RM will notify the SDDC Contracting Officer who will ensure the legality of the transaction.
- 3.8.1 If the service ordered is within the scope of the contract but no rate exists, then the SDDC Contracting Officer will establish a rate for payment to the carrier and notify SDDC FT. ETUIS-RM.
- 3.8.2 If the service ordered is not within the scope of the contract, the SDDC Contracting Officer will notify the SDDC Ft. Eustis Booking Office for a determination as to what action will be taken.
- 3.9 In the event there are detention charges associated with a container, the carrier will send a carrier detention invoice to the SDDC Booking Office or designated Port Office. The SDDC Booking Office or Port Office will determine the validity of the charges and if approved, will certify the carrier invoice and provide the original to SDDC Ft. Eustis -RM and a copy to the originating carrier office. The carrier will submit an eBill to PowerTrack for the additional charge. SDDC Ft. Eustis -RM will approve the eBill transaction in PowerTrack based on the certified carrier invoice received from the SDDC Booking Office or SDDC Port Office.
- 3.10 In the event of potential liquidated damages, the party making the claim will notify the SDDC Contracting Officer. The SDDC Contracting Officer will research the validity of the claim and recommend appropriate action. Party to whom liquidated damages will accrue is TBD.

#### **4.0 CARRIER PAYMENT REQUEST**

- 4.1 The carrier may send an electronic invoice to PowerTrack via an EDI 310 transaction or choose the invoice less model.
- 4.2 Regardless of the invoice submission option, the carrier is required to submit status transactions (315 TS) to PowerTrack and the Government to confirm lift.
- 4.3 A transaction in PowerTrack can be updated with shipper data from IBS-CSS or the carrier *prior to* the carrier being paid. PowerTrack will accept and replace

transaction sets with the most recently submitted data. In situations where transactions are updated, remarks must be documented in PowerTrack for audit purposes.

- 4.4 In the event that a data update results in a price change after a transaction has been approved for payment, but prior to execution of the transaction (invoiceless manual payment approach), the transaction will not be executed. SDDC Ft. Eustis -RM and the carrier will be notified in an on-line exception report (called "Audit Exceptions". SDDC FT. ETUIS-RM will then need to reconcile the discrepancy so that the transaction can be re-approved in Powertrack.
- 4.5 In the event that a data update is transmitted to PowerTrack, but payment has been executed, SDDC Ft. Eustis -RM and the carrier will be notified and will resolve via the PowerTrack eBill process.
- 4.6 Any post lift charges incurred as a result of service change orders (e.g. detention and diversion) will be processed by SDDC Ft. Eustis -RM via the PowerTrack eBill process.
- 4.7 All pricing details by Port Call File Number (PCFN), container, or type service level will be viewable in PowerTrack via the Internet. Carriers will not have the capability to view the price in IBS-CSS prior to sending an invoice/payment request (or 315 TS for invoice less approach) to PowerTrack.
- 4.8 VSI data will be priced out at the ocean freight, accessorial, and type service level for transmission to PowerTrack.
- 4.9 If a priced-out VSI has not been generated by the time the carrier's 315 TS is received by PowerTrack, the SDDC Ft. Eustis Booking Office will ensure that a priced out VSI is transmitted to PowerTrack within three (3) GBDs from the time the 315 TS was received in PowerTrack (see section 2.0 Documentation).
- 4.10 Carrier invoices will separate the charges into the type service level.
- 4.11 Carriers following the invoice approach will submit their invoice data via an EDI 310 TS to PowerTrack after VD. This invoice will have a data element structure agreed to by all participants (Government, carrier, U.S. Bank).

## **5.0 CARRIER PAYMENT**

- 5.1 Carrier payment cannot begin until there is confirmation that services have been performed. The event to confirm that services have been performed will be the receipt of the carrier's status transaction (315 TS) for the VD event. Confirmation of lift must be recorded in PowerTrack before the carrier is paid.



- 5.2 Carriers will have the option of either submitting an electronic invoice to PowerTrack or not.
- 5.2.1 Regardless of the invoice submission option, carrier payment will be automatically approved.
  - 5.2.2 If carrier has elected to submit an invoice (the invoice approach), payment will be executed if the dollar amount in SDDC's priced-out VSI equals the amount in the carrier's invoice transmission, or is within a pre-established tolerance, and if the PCFN and Container Number match as well.
  - 5.2.3 If the priced-out VSIs and the carrier's invoice do not match, the discrepancy must be resolved. Discrepancies found after carrier payment will be resolved via eBill process.
  - 5.2.4 SDDC FT. ETUIS-RM will have the option of establishing a tolerance level with the bank outside of which payment will not be automatic. If a payment is outside the tolerance level, the entire transaction will be put into Audit Exception, and no payment will be made until the carrier and SDDC Ft. Eustis-RM reach resolution.
  - 5.2.5 If the carrier sends only a status transaction (315 TS) to PowerTrack (no invoice), PowerTrack will automatically generate a payment transaction when the carrier's 315 TS enters PowerTrack and there is a match between the 315 Ts and SDDC's priced-out VSI. This matching is done at the PCFN-container level, and will match PCFN, and Container Number.
- Any credits required after payment has been executed will be adjusted by SDDC-RM via the eBill process.
- 5.3 SDDC FT. ETUIS-RM will monitor the Audit Exception Report to determine pricing discrepancies between the buyer and seller. SDDC Ft. Eustis-RM will resolve any discrepancies and make corrections into PowerTrack and approve payment. In the event SDDC FT. ETUIS-RM is unable to reconcile pricing discrepancies, SDDC FT. ETUIS-RM will contact the SDDC Ft. Eustis Booking Office for correct pricing. On receipt of the correct price, SDDC Ft. Eustis-RM will update and approve the transaction in PowerTrack.
- 5.4 SDDC Ft. Eustis-RM will then have three (3) GBDs from the time the discrepancy is flagged in PowerTrack to respond to it. SDDC Ft. Eustis-RM and the carrier are responsible for researching and resolving the discrepancy.

- 5.5 Once resolution is achieved, the transaction or data will then be correctly updated in both PowerTrack and IBS-CSS. Remarks will also be made in PowerTrack for audit control purposes.<sup>2</sup> Payment will then be remitted to the carrier via Electronic File Transfer (EFT). *(Rules governing EFT payment will be finalized with each carrier individually by U.S. Bank)*
- 5.6 In instances of carrier overpayment, lowered Government price, or where additional charges are incurred *after original payment has been executed*, adjustments or “offsets” will be made by SDDC Ft. Eustis-RM through use of an eBill. All eBills will require manual approval by SDDC Ft. Eustis RM for processing. Either the carrier or SDDC FT. ETUIS-RM will be able to submit an eBill. Once in PowerTrack, either the carrier or SDDC Ft. Eustis-RM will have three (3) GBDs to respond to an eBill.<sup>3</sup>
- 5.7 If an eBill is disputed, the transaction will not be executed until resolution is obtained by SDDC Ft. Eustis-RM within three (3) GBDs.

## **6.0 PAYMENT CERTIFICATION**

- 6.1 SDDC Ft. Eustis-RM will be the certification office for the monthly U.S. Bank invoices. The Defense Finance and Accounting Service (DFAS) will remit payment to U.S. Bank.
- 6.2 On a monthly basis, SDDC Ft. Eustis-RM will retrieve the Monthly Billing Statement (MBS) from the PowerTrack website. The charges on the monthly invoice will be rolled up by Line of Accounting. However, for every booking, SDDC Ft. Eustis-RM will have the capability to drill down to container, type service, and/or accessorials charge level to view the data necessary to certify the invoice.
- 6.3 SDDC Ft. Eustis -RM will stamp the invoice with the availability date and review the invoice to ensure it reflects accurate charges.
- 6.4 After SDDC Ft. Eustis -RM certifies the hardcopy MBS, the certified statement is sent (fax or overnight mail express is recommended) to DFAS-Omaha. In the future, electronic on-line certification and transmission will be provided. The SDDC SDDC Ft. Eustis RM must ensure that the certified invoice arrives at

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<sup>2</sup> If the error pertains to the 315 TS, then the carrier will make the documentation correction and remarks in PowerTrack. If the error pertains to either booking or SI/VSI data, then SDDC Ft. Eustis Booking Office will make the correction in IBS-CSS. IBS-CSS will then re-price and send the updated transaction to PowerTrack

<sup>3</sup> If it is a carrier submitted eBill, then SDDC Ft. Eustis-RM approves/disputes the offset. If SDDC Ft. Eustis-RM submitted the eBill, the carrier approves/disputes the offset.



DFAS-Omaha within 10 calendar days after the invoice is received from U.S. Bank.

- 6.4.1 If SDDC SDDC Ft. Eustis-RM wants to dispute a charge appearing on the MBS, then they will research the charge with the point of contact at U.S. Bank.
- 6.4.2 U.S. Bank will be paid in accordance with the Prompt Payment Act. The Prompt Payment "clock" date is the day the invoice is first available to SDDC SDDC Ft. Eustis-RM (Certification Office).

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
AFGHANISTAN		BAGRAM	BAGRAM	
		JALALABAD	JALALABAD	
		KABUL	KABUL	
		KANDAHAR	KANDAHAR	
		KUNDUZ	KUNDUZ	
		MAZAR-I-SHARIF	MAZAR-E-SHARIF	
ALASKA		ANCHORAGE	ANCHORAGE	ANCHORAGE
		CORDOVA		CORDOVA
		DELTA JUNCTION	FORT GREELY	
		EIELSON AFB	EIELSON AFB	
		ELMENDORF AFB	ANCHORAGE	ANCHORAGE
		FAIRBANKS	FAIRBANKS	
		FORT GREELY	FORT GREELY	
		FORT RICHARDSON	ANCHORAGE	ANCHORAGE
		FORT WAINWRIGHT	FAIRBANKS	
		HOMER		HOMER
		JUNEAU		JUNEAU
		SEWARD		SEWARD
		VALDEZ		VALDEZ ALASKA
		WAINWRIGHT	FAIRBANKS	
ALBANIA		TIRANE	TIRANE	
ALGERIA		ALGIERS		ALGIERS,ALGERIA
AMERICAN SAMOA		PAGO PAGO	PAGO PAGO	PAGO PAGO,TUTUILA IS
ANGOLA		LUANDA		LUANDA, ANGOLA
ANTIGUA AND BARBUDA		SAINT JOHNS	SAINT JOHNS	ST. JOHNS, ANTIGUA ISLAND
ARGENTINA		BUENOS AIRES		BUENOS AIRES
ARUBA		ORANJESTADS		ORANJESTAD,ARUBA,NETHERLANDS W
		REINA BEATRIX INTERNA7		ORANJESTAD,ARUBA,NETHERLANDS W
		WILLEMSTADT		WILLEMSTAD
AUSTRALIA		ADELAIDE		ADELAIDE
		ALICE SPRINGS	ALICE SPRINGS	
		BRISBANE		BRISBANE
		CANBERRA	CANBERRA	

Attachment 3



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
AUSTRALIA		DARWIN	DARWIN	DARWIN,AUSTRALIA
		GLADSTONE QUEENSLAN	GLADSTONE	
		MELBOURNE		MELBOURNE
		SYDNEY	SYDNEY	SYDNEY
		WOOMERA	WOOMERA	
AUSTRIA		VIENNA	VIENNA	
AZERBAIJAN		BAKU	BAKU	
AZORES		LAJES	LAJES	
		LAJES		PRAIA DA VITORIA,TERCEIRA, AZO
BAHAMAS, THE		NASSAU		NASSAU
BAHRAIN		AL MUHARRAQ	MANAMA	MANAMA
		BAHRAIN	MANAMA	MANAMA
		JUFAIR	MANAMA	MANAMA
		MANAMA	MANAMA	MANAMA
		SHAIK ISA	MANAMA	MANAMA
		SITRAH	MANAMA	MANAMA
BANGLADESH		DHAKA	DHAKA	DHAKA
BARBADOS		BRIDGETOWN		BRIDGETOWN, BARBADOS ISLAND
BELGIUM		ANTWERP	ANTWERP	ANTWERP
		AUBANGE	AUBANGE	
		BELVAUX	BELVAUX	
		BRUSSELS	BRUSSELS	
		ETIENNE BRUSSELS	BRUSSELS	
		FLORENNES	FLORENNES	
		MECHELEN	MECHELEN	
		SHAPE	BRUSSELS	
		STERREBEEK	BRUSSELS	
		WIEMESMEER	ZUTENDAAL	
		WIEMESMEER ZUTENDAA	ZUTENDAAL	
		ZAVENTEM	BRUSSELS	
		ZUTENDAAL	ZUTENDAAL	
BELIZE		BELIZE CITY	BELIZE CITY	
BENIN		COTONOU	COTONOU	COTONOU, DAHOMEY

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
BOLIVIA		LA PAZ	LA PAZ ,BOLIVIA	
BOSNIA AND HERZEGOVINA		BANJA LUKA	BANJA LUKA	
		CAMP PLESO	ZAGREB	
		EAGLE BASE	TUZLA	
		GORNJVAKUF	GORNJVAKUF	
		LJUBLJANA	LJUBLJANA	
		LUKAVAC	LUKAVAC	
		SARAJEVO	SARAJEVO	
		TUZLA	TUZLA	
		ZAGREB	ZAGREB	
BOTSWANA		GABERONES	GABERONES, BOTSWANA	
BRAZIL		BRASILIA	BRASILIA	
		RIO DE JANEIRO		RIO DE JANEIRO
BULGARIA		SOFIA	SOFIA	
BURKINA		OUAGADOUGOU	OUAGADOUGOU	
CAMBODIA		PHNOM PENH	PHNOM PEHN	
		PHNOM PENH		PHNOM PENH,CAMBODIA
CAMEROON		DOUALA		DOUALA, CAMEROON
		YAOUNDE	CAMEROON	
CANADA		BRAMPTON	BRAMPTON	
		HALIFAX	HALIFAX	
		HALIFAX, N.S.	HALIFAX	
		MONTREAL		MONTREAL
		OTTAWA	OTTAWA	
		PETERBOROUGH	PETERBOROUGH	
CAPE VERDE		PRAIA		PRAIA
CHAD		NDJAMENA	NDJAMENA	
CHILE		ANTOFAGASTA		ANTOFAGASTA
		SANTIAGO	SANTIAGO	
		VALPARAISO		VALPARAISO
CHINA		BEIJING	BEIJING	
		CANTON		CANTON
		FUZHOU	FUZHOU	FUZHOU



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
CHINA		HONG KONG		HONG KONG
		HSINKANG (T,ANGKU)		HSINKANG
		SHANGHAI	SHANGHAI	
COLOMBIA		BOGOTA	BOGOTA	
CONGO		BRAZZAVILLE	BRAZZAVILLE	
COSTA RICA		PORT LIMON		LIMON, COSTA RICA
		SAN JOSE	SAN JOSE	
CROATIA		PETRINJA	PETRINJA	
		RIJEKA	RIJEKA	
		SLAVONSKI BROD	SLAVONSKI BROD	
CYPRUS		AKROTIRI	AKROTIRI	AKROTIRI CYPRUS
		NICOSIA	NICOSIA	
CZECH REPUBLIC		PRAGUE	PRAGUE	
DENMARK		COPENHAGEN		COPENHAGEN DENMARK
		HOLSTEBRO	AARHUS	AARHUS,DENMARK
DJIBOUTI		CAMP LEMONIER		DJIBOUTI
		DJIBOUTI		DJIBOUTI
DOMINICA		ROSEAU		ROSEAU DOMINICA ISLAND
DOMINICAN REPUBLIC		BARAHONA	BARAHONA	
		SANTO DOMINGO		SANTO DOMINGO
ECUADOR		GUAYAQUIL		GUAYAQUIL
		MANTA	MANTA CITY, EQUADOR	
		QUITO	QUITO	
EGYPT		ALEXANDRIA		ALEXANDRIA
		BAB LOUK	CAIRO	CAIRO
		CAIRO	CAIRO	CAIRO
		DEKHEILA		EL DIKHEILA, EGYPT
EL SALVADOR		SAN SALVADOR	SAN SALVADOR	SAN SALVADOR
ERITREA		ASMARA	ASMARA	
ESTONIA		TALLINN	TALLINN	TALLINN
ETHIOPIA		ADDIS ABABA	ADDIS ABBA	
FIJI		SUVA		SUVA,FIJI IS
FINLAND		HELSINKI		HELSINKI

## Location Report by Cities

**RFP NR:** 0066-1

**Cargo Type :** C

Country:	State:	City:	Location Group:	Port Zone:
FRANCE		MARSEILLE		MARSEILLES
		TOULON	TOULON	
GABON		LIBREVILLE	LIBREVILLE	LIBREVILLE, GABON
GEORGIA		POTI	POTI, GEORGIA	POTI, GEORGIA
		TBILISI	TSILISI	
GERMANY		ALSBERG	FRANKFURT GROUP	
		AMBERG	NUREMBERG GROUP	
		ANSBACH	NUREMBERG GROUP	
		ANSBACH KATTERBACH	NUREMBERG GROUP	
		ASCHAFFENBURG	FRANKFURT GROUP	
		AUGSBURG	AUGSBURG GROUP	
		BABENHAUSEN	FRANKFURT GROUP	
		BAD AIBLING	MUNICH GROUP	
		BAD BERTRICH	IDAROVERSTEIN GROUP	
		BAD GODESBERG	BONN GROUP	
		BAD HERSFELD	FULDA GROUP	
		BAD KISSINGEN	SCHWEINFURT GROUP	
		BAD KREUZNACH	BAD KREUZNACH GROUP	
		BAD NAUHEIM	FRANKFURT GROUP	
		BAD TOELZ	BAD TOELZ GROUP	
		BAMBERG	NUREMBERG GROUP	
		BAUBENHAUSEN	FRANKFURT GROUP	
		BAUMHOLDER	IDAROVERSTEIN GROUP	
		BAYREUTH	NUREMBERG GROUP	
		BENSHEIM	MANNHEIM GROUP	
		BERCHTESGADEN	BERCHTESGARTEN GROUP	
		BERLIN	BERLIN	
		BERNAU	CHIEMSEE GROUP	
		BINDLACH	NUREMBERG GROUP	
		BISCHOFSHHEIM	FRANKFURT GROUP	
		BITBURG	BITBURG GROUP	
		BOEBLINGEN	STUTTGART GROUP	
		BONN	BONN GROUP	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
GERMANY		BREMEN	BREMEN GROUP	
		BREMEN		BREMEN GROUP
		BREMERHAVEN	BREMERHAVEN GROUP	BREMERHAVEN GROUP
		BRUCHMUELBACH MIESA	KAISERSLAUTERN GRP	
		BUEDINGEN	FRANKFURT GROUP	
		BUTZBACH	GIESSEN GROUP	
		CHIAMSEE	CHIAMSEE GROUP	
		CRAILSHEIM	STUTTGART GROUP	
		DANNENFELS	KAISERSLAUTERN GRP	
		DARMSTADT	FRANKFURT GROUP	
		DER WITZ MAINZ KAST	NUREMBERG GROUP	
		DEXHEIM	FRANKFURT GROUP	
		EINSIEDLERHOF	KAISERSLAUTERN GRP	
		ERBENHEIM	FRANKFURT GROUP	
		ERLANGEN	NUREMBERG GROUP	
		ERLENSEE	FRANKFURT GROUP	
		ESCHENBACH	BONN GROUP	
		ESELSFUERTH	KAISERSLAUTERN GRP	
		EUSKIRCHEN	BONN GROUP	
		FILDERSTADT	STUTTGART GROUP	
		FLUGPLATZ	BITBURG GROUP	
		FRANKFURT	FRANKFURT GROUP	
		FRANKFURT ROEDELHEI	FRANKFURT GROUP	
		FRIEDBERG	FRANKFURT GROUP	
		FRIEDRICHSFELD	MANNHEIM GROUP	
		FUERTH	NUREMBERG GROUP	
		FULDA	FULDA GROUP	
		GARLSTEDT	BREMEN GROUP	
		GARMISCH	GARMISCH GROUP	
		GEILENKIRCHEN	MONCHENGLADBACH GRP	
		GEINSHEIM	KARLSRUHE GROUP	
		GELNHAUSEN	FRANKFURT GROUP	
		GERMERSHEIM	KARLSRUHE GROUP	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
GERMANY		GIEBELSTADT	MANNHEIM GROUP	
		GIESSEN	GIESSEN GROUP	
		GOEPPINGEN	STUTTGART GROUP	
		GRAFENWOEHR	NUREMBERG GROUP	
		GREBENHAIN	FULDA GROUP	
		GROSSAUHEIM	FRANKFURT GROUP	
		GRUENSTADT	MANNHEIM GROUP	
		HAHN	HAHN GROUP	
		HAMBURG	HAMBURG GROUP	HAMBURG GROUP
		HANAU	FRANKFURT GROUP	
		HASLOCH	KARLSRUHE GROUP	
		HASSELROTH	FRANKFURT GROUP	
		HEIDELBERG	MANNHEIM GROUP	
		HEILBRONN	HEILBRONN GROUP	
		HEPPENHEIM	MANNHEIM GROUP	
		HERBOLZHEIM	LAHR	
		HERONGEN	MANNHEIM GROUP	
		HESSISCH OLDENDORF	HANNOVER GROUP	
		HOHENFELS	REGGENSBURG GROUP	
		IDAROBERSSTEIN	IDAROBERSSTEIN GROUP	
		ILLESHEIM	NUREMBERG GROUP	
		KAEFERTAL	MANNHEIM GROUP	
		KAFFERTAL	KAISERSLAUTERN GRP	
		KAISERSLAUTERN	KAISERSLAUTERN GRP	
		KAISERSLAUTERN DSSF	KAISERSLAUTERN DSSF	
		KALKAR	RHEINBERG GROUP	
		KARLSRUHE	KARLSRUHE GROUP	
		KATTERBACH	NUREMBERG GROUP	
		KELSTERBACH	FRANKFURT GROUP	
		KINDSBACH	KAISERSLAUTERN GRP	
		KIRCHGOENS	GIESSEN GROUP	
		KIRSCHHEIM BOLANDEN	MANNHEIM GROUP	
		KITZINGEN	WUERZBURG GROUP	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
GERMANY		KORNWESTHEIM	STUTTGART GROUP	
		LAHR	LAHR	
		LANDSTUHL	KAISERSLAUTERN GRP	
		LANDSTUHL KIRCHBERG	KAISERSLAUTERN GRP	
		LANGEN	FRANKFURT GROUP	
		LUDWIGSBURG	STUTTGART GROUP	
		LUDWIGSHAFEN	MANNHEIM GROUP	
		MAINZ	FRANKFURT GROUP	
		MAINZ FINTHEN	FRANKFURT GROUP	
		MAINZ KASTEL	FRANKFURT GROUP	
		MAINZ WACKERNHEIM	FRANKFURT GROUP	
		MANHEIM KAEFERTAL	MANNHEIM GROUP	
		MANNHEIM	MANNHEIM GROUP	
		MANNHEIM FEUDENHEIM	MANNHEIM GROUP	
		MANNHEIM FRIEDRICHSE	MANNHEIM GROUP	
		MANNHEIM KAEFERTAL	MANNHEIM GROUP	
		MANNHEIM KARTHAL	MANNHEIM GROUP	
		MANNHEIM SANDHOF	MANNHEIM GROUP	
		MANNHEIM SECKENHEIM	MANNHEIM GROUP	
		MARBURG	MARBURG GROUP	
		MEMMINGEN	ULM GROUP	
		MIESAU	KAISERSLAUTERN GRP	
		MIETRACHING	MUNICH GROUP	
		MOENCHENGLADBACH	MONCHENGLADBACH GRP	
		MUENCHWEILER	PIRMASENS GROUP	
		MUNICH	MUNICH GROUP	
		NECKARHAUSEN EDINGE	MANNHEIM GROUP	
		NEU ULM	ULM GROUP	
		NEUBRUECKE	IDAROVERSTEIN GROUP	
		NONWEILER	KAISERSLAUTERN GRP	
		NORDENHAM	BREMERHAVEN GROUP	BREMERHAVEN GROUP
		NUERNBERG	NUREMBERG GROUP	
		OBERAMMERGAU	GARMISCH GROUP	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
GERMANY		OBERURSEL	FRANKFURT GROUP	
		OBERWERRN	SCHWEINFURT GROUP	
		OFFENBACH	FRANKFURT GROUP	
		PERL	KAISERSLAUTERN GRP	
		PIRMASENS	PIRMASENS GROUP	
		RAMSTEIN	KAISERSLAUTERN GRP	
		RAMSTEIN PLUGPLATZ	KAISERSLAUTERN GRP	
		REGENSBURG	REGENSBURG GROUP	
		RHEIN MAIN	FRANKFURT GROUP	
		RHEINBERG	RHEINBERG GROUP	
		ROEDELHEIM	FRANKFURT GROUP	
		RUISLIP	BREMERHAVEN GROUP	BREMERHAVEN GROUP
		SANDHOFEN	MANNHEIM GROUP	
		SCHWABACH	NUREMBERG GROUP	
		SCHWABISCH HALL	STUTTGART GROUP	
		SCHWAEBISCH GMU	STUTTGART GROUP	
		SCHWEINFURT	SCHWEINFURT GROUP	
		SCHWETZINGEN	MANNHEIM GROUP	
		SECKENHEIM	MANNHEIM GROUP	
		SEMBACH	KAISERSLAUTERN GRP	
		SOGEL	SOGEL	
		SPANGDAHLEM	BITBURG GROUP	
		SPINELLI BARRACKS	MANNHEIM GROUP	
		STERBFRTZ	FRANKFURT GROUP	
		STRAELEN	KAISERSLAUTERN GRP	
		STUTTGART	STUTTGART GROUP	
		STUTTGART MOEHRINGE	STUTTGART GROUP	
		STUTTGART VAHINGEN	STUTTGART GROUP	
		TRIER	TRIER	
		VILSECK	NUREMBERG GROUP	
		VOGELWEH	KAISERSLAUTERN GRP	
		WACKERNHEIM	FRANKFURT GROUP	
		WALLDORF	WALLDORF	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
GERMANY		WEILERBACH	PIRMASENS GROUP	
		WEILIMDORF	STUTTGART GROUP	
		WERTHEIM	WUERZBURG GROUP	
		WIEMESHEIM	MONCHENGLADBACH GRP	
		WIESBADEN	FRANKFURT GROUP	
		WIESBADEN ERBENHEIM	FRANKFURT GROUP	
		WILDFLECKEN	SCHWEINFURT GROUP	
		WORMS	MANNHEIM GROUP	
		WUERZBURG	WUERZBURG GROUP	
		ZIRNDORF	NUREMBERG GROUP	
		ZWEIBRUECKEN	PIRMASENS GROUP	
GREECE		ARAXOS	ARAXOS	
		ELEFSIS		ELEVSIS,GREECE
		IOANNINA	IOANNINA	
		IRAKLION AFB	IRAKLION AFB	
		PIRAEUS	PIRAEUS	PIRAEUS
		SOUDA BAY	SOUDA BAY	
		THESSALONIKI		THESSALONIKI, GREECE
		VOLOS	VOLOS, GREECE	
GRENADA		SAINT GEORGES		ST. GEORGE S GRENADA ISLAND
GUAM		AGANA		GUAM ZONE 1
		AGANA MARIANAS ISLANI		GUAM ZONE 1
		ANDERSON AFB	ANDERSON AFB	
		BARRIGADA	ANDERSON AFB	
		COMNAVMAR		GUAM ZONE 1
		DEDEDO		GUAM ZONE 1
		FINEGAYAN	ANDERSON AFB	
		FISC		GUAM ZONE 1
		MARIANAS ISLANDS		GUAM ZONE 1
		NAVAL SHIP REPAIR FACII		GUAM ZONE 1
		NAVAL STATION		GUAM ZONE 1
		PITI		GUAM ZONE 1
		SANTA RITA		GUAM ZONE 1

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
GUAM		SUMAY		GUAM ZONE 1
		YIGO	ANDERSON AFB	
GUATEMALA		GUATEMALA CITY	GUATEMALA CITY	
		SANTO TOMAS DE CASTIL	SANTO TOMAS DE CASTILLA	
GUINEA		CONAKRY		CONAKRY, GUINEA
		PORT MORESBY		PORT MORESBY
GUYANA		GEORGETOWN	GEORGETOWN	GEORGETOWN
HAITI		CAP HAITIEN		CAPE HATTEN,HAITI
		PORT AU PRINCE		PORT AU PRINCE
HAWAII		HICKAM AFB		HONOLULU
		PEARL HARBOR		HONOLULU
		WAHIAWA		HONOLULU
HONDURAS		BELIZE CITY		BELIZE
		COMAYAGUA	COMAYAGUYA	
		COMAYAGUYA	COMAYAGUYA	
		PUERTO CORTES	PUERTO CORTES	PUERTO CORTES
		SOTO CANO	COMAYAGUYA	
HUNGARY		BUDAPEST	BUDAPEST	
		KAPOSVAR	KAPOSVAR	
		PECS	PECS	
		SOPRON	SOPRON	
		TASZAR	TASZAR	
ICELAND		KEFLAVIK	KEFLAVIK	KEFLAVIK
		REYKJAVIK	REYKJAVIK	REYKJAVIK
INDIA		CALCUTTA		CALCUTTA
		MADRAS		MADRAS
		MUMBAI		MUMBAI
		NEW DELHI	NEW DELHI	
INDONESIA		JAKARTA		JAKARTA
		SEMARANG JAVA		SEMARANG,JAVA
IRAQ		AD DIWANYAH	AD DIWANYAH	
		AL ASAD AIRFIELD	AL ASAD	
		AL HILLAH	AL HILLAH	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
IRAQ		AL KUT	AL KUT	
		AL SAHRA AIRFIELD	AL SAHRA	
		AN NAJAF	AN NAJAF	
		AN NASIRIYAH	AN NASIRIYAH	
		AR RAMADI	AR RAMADI	
		BAGHDAD	BAGHDAD	
		BALAD AIRBASE	BALAD	
		BASHIR	BASHIR	
		BASRA	BASRA	
		BAYJI	BAYJI	
		H1 AIRFIELD	H1 AIRFIELD	
		H2 AIRFIELD	H2 AIRFIELD	
		H3 AIRFIELD	H3 AIRFIELD	
		IRBIL	IRBIL	
		KARBALA	KARBALA	
		KIRKUK	KIRKUK	
		MOSUL	MOSUL	
		QAYYARAH AIRFIELD	QAYYARAH AIRFIELD	
		SULAYMANIYAH	SULAYMANIYAH	
		TALLIL AIRBASE	TALLIL	
		TIKRIT	TIKRIT	
		UMM QASR	UMM QASR	UMM QASR
IRELAND		DUBLIN		DUBLIN
ISRAEL		ASHKELON	ASHKELON	
		BEER-SHEVA	BEER-SHEVA	
		BEIT SHEAN	BEIT SHEAN	
		BEN GURION INTL APRT	TEL AVIV	TEL AVIV
		HAHAIFA	HAIFA	HAIFA
		HAIFA	HAIFA	HAIFA
		HERZLIYA	HERZLIA	
		HERZLIYYA	HERZLIA	
		HOLON ISRAEL	TEL AVIV	TEL AVIV
		JERUSALEM	JERUSALEM	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
ISRAEL		LOD	TEL AVIV	TEL AVIV
		NETANYA	NETANYA	
		TEL AVIV	TEL AVIV	TEL AVIV
ITALY		AVIANO AIR BASE	AVIANO	
		AVIANO, PORDENONE	AVIANO	
		BRINDISI	BRINDISI	BRINDISI,ITALY
		CASERMA EDERLE, VICEN	VICENZA	
		CATANIA	CATANIA	CATANIA
		CESENA	CESENA	
		COLTANO, PISA	LEGHORN	LEGHORN
		COMISO AFB	COMISO AFB	
		FORLI	CESENA	
		GAETA, LATINA	GAETA	
		GENOA	GENOA	GENOA
		GHEDI	GHEDI	
		GHEDI TORRE	AVIANO	
		GHEDI, BRESCIA	AVIANO	
		GIOIA TAURO		GIOIA TAURO
		LA MADDALENA, SASSAR	LA MADDALENA	
		LA SPEZIA		LA SPEZIA
		LEGHORN	LEGHORN	LEGHORN
		LERINO, VICENZA	VICENZA	
		NAPLES	NAPLES	NAPLES
		PARMA	PARMA	
		PISA	LEGHORN	LEGHORN
		SALERNO	NAPLES	NAPLES
		STAGNO	LEGHORN	LEGHORN
		TIRRENIA, PISA	LEGHORN	LEGHORN
		TOMBOLO, PISA	LEGHORN	LEGHORN
		TRIESTE	TRIESTE	TRIESTE
		VALROMANA	VALROMANA	
		VICENZA	VICENZA	
		VIGONOVO	AVIANO	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
IVORY COAST		ABIDJAN	ABIDJAN	
JAMAICA		KINGSTON		KINGSTON
JAPAN		AKIZUKI	AKIZUKI	
		ATSUGI	YOKOHAMA	YOKOHAMA ZONE 2
		CAMP FUJI	FUJI	
		CAMP KURE	HIRO	
		CAMP ZAMA	YOKOHAMA	YOKOHAMA ZONE 2
		FUSSA	TOYKO	TOKYO
		HAKATA		HAKATA
		HARIO	SASEBO	SASEBO
		HIRO	HIRO	
		IWAKUNI	IWAKUNI	
		IWAKUNI		IWAKUNI
		KAMISEYA	YOKOHAMA	YOKOHAMA ZONE 2
		KANAGAWA KEN	YOKOHAMA	YOKOHAMA ZONE 2
		KANZAKI-GUN	KANZAKI-GUN	
		KOBE	KOBE	KOBE
		KURE	HIRO	
		MCAS IWAKUNI	IWAKUNI	
		MCAS IWAKUNI		IWAKUNI
		MINATO KU TOKYO	TOYKO	TOKYO
		MINATO TOKYO	TOYKO	TOKYO
		MISAWA	MISAWA	
		MISAWA AFB	MISAWA	
		NAGASAKI		NAGASAKI
		NAGOYA		NAGOYA
		NAKA YOKOHAMA	YOKOHAMA	YOKOHAMA ZONE 1
	AP	SAGAMI DEPOT	YOKOHAMA	YOKOHAMA ZONE 2
		SAGAMI DEPOT	YOKOHAMA	YOKOHAMA ZONE 2
		SAGAMIHARA	YOKOHAMA	YOKOHAMA ZONE 2
		SASEBO	SASEBO	SASEBO
		TOKYO	TOYKO	TOKYO
		TSURUMI	YOKOHAMA	YOKOHAMA ZONE 1

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
JAPAN		YAMAGUCHI	IWAKUNI	
		YOKOHAMA	YOKOHAMA	YOKOHAMA ZONE 1
		YOKOSUKA	YOKOHAMA	YOKOHAMA ZONE 2
		YOKOTA	YOKOTA	
		YOKOTA AFB	YOKOTA	
JOHNSTON ATOLL		JOHNSTON ISLAND		JOHNSTON ISLAND
JORDAN		AL JAFR	AL JAFR	
		AMMAN	AMMAN	
		AQABA		AQABA
		AZRAQ	AL AZRAQ	
		PRINCE HASSAN AB	PRINCE HASSAN	
KAZAKHSTAN		ALMATY	ALMATY	
		CHIMKENT	CHIMKENT	
KENYA		MOMBASA		MOMBASA
		NAIROBI	NAIROBI	
KOREA, REPUBLIC OF (S)		BUPYONG	INCHON	INCHON
		CAMP CARROLL	WAEGWAN	
		CAMP CASEY	TONG DUCHON NI	
		CAMP COINER	SEOUL	
		CAMP EDWARDS	UIJONGBU	
		CAMP HENRY	TAEGU	
		CAMP HIALEAH	PUSAN	PUSAN
		CAMP HOVEY	TONG DUCHON NI	
		CAMP HUMPHREY	PYONGTAEK	
		CAMP NIMBLE	TONG DUCHON NI	
		CAMP PAGE	CHUNCHON	
		CAMP RED CLOUD	UIJONGBU	
		CAMP STANLEY	UIJONGBU	
		CAMP WALKER	TAEGU	
		CHINHAE	CHINHAE	
		CHUNCHON	CHUNCHON	
		HWADOK	HWADOK	
		INCHON	INCHON	INCHON

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
KOREA, REPUBLIC OF (S)		KIMHAE CITY	KIMHAE	
		KIMPO	SEOUL	
		KOSANDONG	TAEGU	
		KUMCHON	UIJONGBU	
		KUNSAN	KUNSAN	KUNSAN
		KWANGJU	KWANGJU	
		KWANGYANG		KWANGYANG
		MUNSAN	MUNSAN	
		NANNAN VILLAGE	SEOUL	
		OSAN	OSAN NI	
		OSAN NI	OSAN NI	
		PAJU	PAJU CITY	
		PANMUNRI	MUNSAN	
		POHANG	POHANG	
		PUSAN	PUSAN	PUSAN
		PYONGTAEK	PYONGTAEK	
		SEOUL	SEOUL	
		SOBINGO	SEOUL	
		SONG NAM CITY	SEOUL	
		SONG TAN CITY	OSAN NI	
		SUWON	OSAN NI	
		TAEGU	TAEGU	
		TONG DUCHON	TONG DUCHON NI	
		UIJONGBU	UIJONGBU	
		WAEGWAN	WAEGWAN	
		WONJU	OSAN NI	
		YECHON	TAEGU	
		YONGSAN	SEOUL	
KUWAIT		AL JABER	AL JABER	
		ALI AL SALEM AIRBASE	ALI AL SALEM AB	
		ARIFJAN	ARIFJAN	
		CAMP ARIFJAN	ARIFJAN	
		CAMP DOHA	KUWAIT CITY	KUWAIT CITY



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
KUWAIT		KUWAIT CITY	KUWAIT CITY	KUWAIT CITY
		SHUAIBAH		ASH SHU'AYBAH, KUWAIT
		SHUWAIKH	KUWAIT CITY	KUWAIT CITY
		SULAIBYA	KUWAIT CITY	KUWAIT CITY
		TALLIL AB	KUWAIT CITY	KUWAIT CITY
		UDAIRI RANGE	UDAIRI RANGE	
KYRGYZSTAN		BISHKEK	BISHKEK	
LEBANON		BEIRUT		BEIRUT
LESOTHO		MASERU	MASERU	
LIBERIA		MONROVIA	MONROVIA	MONROVIA
LITHUANIA		VILNIUS	VILNIUS	VILNEUS RUSSIA
LUXEMBOURG		BELVAUX	BETTEMBOURG	
		BETTEMBOURG	BETTEMBOURG	
		DUDELANGE	DUDELANGE	
		HOSINGEN	HOSINGEN	
		LUXEMBOURG	LUXEMBOURG CITY	
MACEDONIA		GEVGELIJA	GEVGELIJA, MACEDONIA	
		KUMANOVA	SKOPJE	
		KUMANOVO	SKOPJE	
		SKOPJE	SKOPJE	
		TETOVO	SKOPJE	
MALAYSIA		KUALA LUMPUR	KUALA LUMPUR	
		PENANG	PENANG	PENANG
		PORT KELANG	PORT KELANG	PORT KELANG
MALI		BAMAKO	BAMAKO	
MALTA		VALETTA	VALLETTA	VALETTA
MARSHALL ISLANDS		MAJURO		MAJURO
MAURITANIA		NOUAKCHOTT	NOUAKCHOTT	NOUAKCHOTT, MAURITANIA
MAURITIUS		PORT LOUIS	PORT LOUIS	PORT LOUIS,MAURITIUS
MEXICO		APODACA	APODACA	
		MEXICO CITY	MEXICO CITY	
MICRONESIA, FED. STATES		COLONIA		POHNPEI
		PONAPE		POHNPEI

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
MOLDOVA		CHISINAU	CHISINAU	
MONGOLIA		ULAAN BATAAR	ULAAN BAATAR	
MOROCCO		CASABLANCA	CASABLANCA	CASABLANCA
		RABAT	RABAT	RABAT
		TANGIER	TANGIERS	TANGIERS
MOZAMBIQUE		MAPUTO	MAPUTO	
NAMIBIA		WINDHOEK	WINDHOEK	
NEPAL		KATMANDU	KATMANDU	
NETHERLANDS		ALMELO	COEVORDEN GROUP	
		AMSTERDAM	AMSTERDAM	AMSTERDAM
		BRUGELETTE	MONS GROUP	
		BRUNSSUM	HOENSBROEK GROUP	
		CAPELLE AAN DEN IJSSEL	ROTTERDAM	ROTTERDAM
		CASTEAU	MONS GROUP	
		CHIEVRES	MONS GROUP	
		CHIEVRES AB	MONS GROUP	
		COEVORDEN	COEVORDEN GROUP	
		EMMEN	COEVORDEN GROUP	
		EYGELSHOVEN	HOENSBROEK GROUP	
		GOSSELIES	MONS GROUP	
		GROBBENDONK	GROBBENDONK	
		HENDRICK BRUNSSUM	HOENSBROEK GROUP	
		HOENSBROEK	HOENSBROEK GROUP	
		MAASTRICHT	MAASTRICHT	
		MONS	MONS GROUP	
		NIEUWENHAGEN	NIEUWENHAGEN	
		ROTTERDAM	PIER CONT EUROPE PORTS	
		ROTTERDAM	ROTTERDAM	ROTTERDAM
		SCHIEDAM	ROTTERDAM	ROTTERDAM
		SCHINNEN	SCHINNEN	
		SOESTERBERG	SOESTERBERG GROUP	
		TER APEL	COEVORDEN GROUP	
		TWENTE	COEVORDEN GROUP	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
NETHERLANDS		VRIEZENVEEN	COEVORDEN GROUP	
NEW ZEALAND		AUCKLAND	AUCKLAND	AUCKLAND
		CHRIST CHURCH	CHRIST CHURCH	CHRISTCHURCH
		PORT LYTTLETON	PORT LYTTLETON	PORT LYTTLETON
		WELLINGTON	WELLINGTON	WELLINGTON
NICARAGUA		MANAGUA	MANAGUA	MANAGUA,NICARAGUA
NIGER		NIAMEY	NIAMEY	
NIGERIA		APAPA	APATA	APAPA
		LAGOS	LAGOS	LAGOS
		PORT HARCOURT	PORT HARCOURT	PORT HARCOURT
NORTHERN MARIANA ISLANDS		GARAPAN		GARAPAN
		SAIPAN		GARAPAN
NORWAY		ANDOYA	EVNES	
		BODO	EVNES	
		EVENES AB	EVNES	
		HARSTAD	EVNES	
		HELL	TRONDHEIM	TRONDHEIM,NORWAY
		HOMMELVIK	TRONDHEIM	TRONDHEIM,NORWAY
		KJELLER	OSLO	OSLO
		KOLSAAS	OSLO	OSLO
		KONGSBERG	OSLO	OSLO
		LARKOLLEN	OSLO	OSLO
		MALVIK	TRONDHEIM	TRONDHEIM,NORWAY
		OSLO	OSLO	OSLO
		OSTEROY	OSLO	OSLO
		SANDNES	STAVANGER	
		SKODDBERG VATN	EVNES	
		SOLA	STAVANGER	
		STAVANGER	STAVANGER	
		STJORDAL	TRONDHEIM	TRONDHEIM,NORWAY
		TANANGER	STAVANGER	
		TROMSO	TROMSO	TROMSO, NORWAY
		TRONDHEIM	TRONDHEIM	TRONDHEIM,NORWAY



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
NORWAY		VERDAL	VERDAL	
OKINAWA		CAMP BUTLER		NAHA
		CAMP COURTNEY	KIN	
		CAMP FOSTER		NAHA
		CAMP HANSEN	KIN	
		CAMP KINSER		NAHA
		CAMP KUWAE	KADENA	
		CAMP LESTER	KADENA	
		CAMP SCHWAB	KIN	
		CAMP SHIELDS	KADENA	
		CHIBANA	KIN	
		FUTENMA	FUTENMA	
		FUTENMA		NAHA
		KADENA	KADENA	
		MAKIMINATO		NAHA
		NAHA		NAHA
		OKINAWA CITY	KADENA	
		PLAZING HOUSING	KADENA	
		RYCOM PLAZA	KADENA	
		TORII STATION	KADENA	
		URASOE CITY		NAHA
		US NAVAL DENTAL CENTE		NAHA
		US NAVAL HOSPITAL	KADENA	
		USMC AIR STATION		NAHA
		WHITE BEACH NAVAL BAS	KIN	
		ZUKERAN		NAHA
OMAN		JAZIRAT MASIRAH	MASIRAH ISLAND AB	
		MASIRAH	MASIRAH ISLAND AB	
		MASIRAH ISLAND AB	MASIRAH ISLAND AB	
		MATRAH		MATRAH, OMAN
		MINA AL RAYSUT		MINA AL RAYSUT
		MINA QABOOS	MINA QABOOS	MINA QABOOS
		MUSCAT	MINA QABOOS	MINA QABOOS

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
OMAN		SEEB	SEEB INTL AIRPORT	
		SHARJAH		SHARJAH
		THUMRAIT	THUMRAIT	
PAKISTAN		CHAMAN	CHAMAN	
		ISLAMABAD	ISLAMABAD	
		JACOBABAD	JACOBABAD	
		KARACHI	KARACHI	KARACHI
		PASNI	PASNI	
		PESHAWAR	PESHAWAR	
		QUETTA	QUETTA	
		RAWALPINDI	RAWALPINDI	
PALAU ISLAND		KOROR		KOROR IS,PALAU ISLAND
PANAMA		ALBROOK AFS		BALBOA
		AMADOR		BALBOA
		ANCON		BALBOA
		BALBOA		BALBOA
		BALBOA HEIGHTS		BALBOA
		COCOLI		BALBOA
		COROZAL		BALBOA
		ESPINAR		BALBOA
		FORT AMADOR		BALBOA
		FORT CLAYTON		BALBOA
		FORT KOBBE		BALBOA
		HOWARD AFB	HOWARD AFB	
		HOWARD AFB		BALBOA
		PANAMA CITY	PANAMA CITY	
		PANAMA CITY		CRISTOBAL,CANAL ZONE
		QUARRY HEIGHTS		BALBOA
		RODMAN		BALBOA
		SUMMIT		BALBOA
PARAGUAY		ASUNCION	ASCUNION	
PERU		CALLAO		CALLAO
		LIMA	LIMA	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
PHILIPPINES		CAMP TERNATE	TERNATE	
		MANILA		MANILA
		MARIVELES	MARIVELES	
		PASAY CITY		MANILA
		SUBIC BAY		SUBIC BAY
POLAND		GDYNIA		GDYNIA
		WARSAW	WARSAW	
PORTUGAL		LISBON	LISBON	LISBON
QATAR		AL UDEID	AL UDEID AB	
		DOHA	DOHA	DOHA
ROMANIA		BUCHAREST	BUCHAREST	
		CONSTANTA	CONSTANTA	CONSTANZA
RUSSIAN FEDERATION		MAGADAN	MAGADAN	
		MOSCOW	MOSCOW	
		VLADIVOSTOK	VLADIVOSTOK	VLADIVOSTOK, RUSSIA
RWANDA		KIGALI	KIGALI	
SAUDI ARABIA		AL JUBAIL	JABAL	
		AL KHARJ	AL KHARJ	
		DHAHRAN	DAMMAM SA	DAMMAM
		ESKAN VILLAGE	RIYADH	
		JEDDAH	JIDDA	JIDDA
		KHAMIS MUSHAYT	KHAMS MUSHAYT	
		KHOBAR	DAMMAM SA	DAMMAM
		LOG BASE BRAVO	LOG BASE BRAVO	
		PRINCE SULTAN AB	AL KHARJ	
		RIYADH	RIYADH	
		TABUK	TABUK	
		TAIF	TAIF	
SENEGAL		DAKAR	DAKAR	DAKAR, SENEGAL
SERBIA AND MONTENEGRO		CAMP BONDSTEEL	CAMP BONDSTEEL	
		CAMP MONTEITH	CAMP MONTEITH	
		PRISTINA	PRISTINA	
		PRIZREN	PRIZREN	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
SERBIA AND MONTENEGRO		RIJEKA		RIJEKA
SIERRA LEONE		FREETOWN		FREETOWN
SINGAPORE		DIEGO GARCIA		SINGAPORE FFT
		PAYA LEBAR		SINGAPORE
		SELETAR AB		SINGAPORE
		SEMBAWANG	SEMBAWANG	
		SINGAPORE		SINGAPORE
SLOVAKIA		BRATISLAVA	BRATISLAVA(BRATISLAVIA),SLOVA	
SOUTH AFRICA		DURBAN	DURBAN	DURBAN, UNION OF SO AFRICA
		PORT ELIZABETH		PORT ELIZABETH
		PRETORIA	PRETORIA	
SPAIN		ALGECIRAS		ALGECIRAS
		ALICANTE	ALICANTE	ALICANTE
		BARCELONA		BARCELONA
		CADIZ	CADIZ	CADIZ
		CARTAGENA	CARTAGENA	
		MADRID	MADRID	
		MORON AB	MORON AB	
		ROTA	ROTA	ROTA
		SEVILLA	MORON AB	
		TORREJON AB	TORREJON AB	
		VALENCIA		VALENCIA
		ZARAGOZA	ZARAGOZA	
SRI LANKA		COLOMBO		COLOMBO
SUDAN		PORT SUDAN		PORT SUDAN
SURINAME		PARAMARIBO	PARAMARIBO	PARAMARIBO, SURINAM
SWEDEN		GOTHENBURG, SWE		GOTHENBURG
		MALMO-STURUP		MALMO SWEDEN
		ORNSKOLDSVIK	ORNSKOLDSVIK	
		STOCKHOLM	STOCKHOLM	STOCKHOLM
SWITZERLAND		BERN	BERN SWITZERLAND	
		GENEVA	GENEVA, SWITZERLAND	
SYRIA		DAMASCUS	DAMASCUS	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
TAJIKISTAN		KULYAB	KULYAB	
TANZANIA, UNITED REP. OF		DAR ES SALAAM	DAR ES SALAAM	
THAILAND		BANGKOK		BANGKOK
TOGO		LOME	LOME	LOME, TOGO, WEST AFRICA
TRINIDAD AND TOBAGO		PORT OF SPAIN		PORT OF SPAIN, TRINIDAD
TUNISIA		MERGRINE		TUNIS
		TUNIS		TUNIS
TURKEY		AKINCILAR ANKARA	ANKARA	
		ANKARA	ANKARA	
		BAKANLIKAR ANKARA	ANKARA	
		CAKMAKLI	ISTANBUL	ISTANBUL (ZONE 1) TK
		DIYARBAKIR	DIYARBAKIR	
		INCIRLIK AB	INCIRLIK AB	
		ISKENDERUN	ISKENDERUN	ISKENDERUN
		ISTANBUL	ISTANBUL	ISTANBUL (ZONE 1) TK
		IZMIR	IZMIR	IZMIR
		PIRINCLIK AB	DIYARBAKIR	
		YAMANLAR	IZMIR	IZMIR
UGANDA		KAMPALA	KAMPALA	
UKRAINE		KIEV	KIEV	
UNITED ARAB EMIRATES		ABU DHABI		ABU DHABI
		AL DHAFRA	AL DHAFRA	
		DUBAI		DUBAI
		EL FUJAIRAH	EL FUJAIRAH	FUJARAH
		JEBEL ALI		JEBEL ALI
		KHOR FAKKAN	KHOR FAKKAN	
UNITED KINGDOM		ALCONBURY	HUNTINGDON GROUP	
		BARROW IN FURNESS	BARROW IN FURNESS	
		BEDFORD	BEDFORD	
		BENTWATERS	FELIXSTOWE GROUP	FELIXSTOWE GROUP
		BORDON HAMPSHIRE	NEWBURY GROUP	
		BRAINTREE	BRAINTREE GROUP	
		BRANDON SUFFOLK	LAKENHEATH GROUP	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED KINGDOM		BURTONWOOD	LIVERPOOL GROUP	LIVERPOOL GROUP
		BURY SAINT EDMONDS	LAKENHEATH GROUP	
		CAERWENT	CAERWENT	
		CHELTENHAM	CHELTENHAM	
		CHELTENHAM GLOUCESTI	CHELTENHAM	
		CHICKSANDS	LUTON GROUP	
		CHICKSANDS RAF	LUTON GROUP	
		CLYDE SUB BASE SCOTLA	COULPORT	
		COULPORT	COULPORT	
		CROUGHTON RAF	OXFORD GROUP	
		DUNSTABLE	LUTON GROUP	
		EDZELL	EDZELL GROUP	
		FAIRFORD	OXFORD GROUP	
		FELIXSTOWE	FELIXSTOWE GROUP	FELIXSTOWE GROUP
		FELIXSTOWE	PIER UK PORTS	
		FELTWELL	LAKENHEATH GROUP	
		GLASGOW	GLASGOW GROUP	
		GRANGEMOUTH	GRANGEMOUTH GROUP	GRANGEMOUTH GROUP
		GREENHAM COMMON	NEWBURY GROUP	
		HARROGATE	LEEDS GROUP	
		HIGH WYCOMBE	HIGH WYCOMBE	
		HOLYLOCH	GLASGOW GROUP	
		HUNTINGDON	HUNTINGDON GROUP	
		HYTHE	SOUTHAMPTON	SOUTHAMPTON
		KEMBLE	OXFORD GROUP	
		LAKENHEATH	LAKENHEATH GROUP	
		LITTLE RISSINGTON	OXFORD GROUP	
		LONDON	LONDON GROUP	LONDON GROUP
		MANCHESTER	MANCHESTER GROUP	
		MENWITH HILL STATION	LEEDS GROUP	
		MILDENHALL	LAKENHEATH GROUP	
		MOLESWORTH	HUNTINGDON GROUP	
		NEWBURY BERKSHIRE	NEWBURY GROUP	



## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED KINGDOM		NEWMARKET	LAKENHEATH GROUP	
		OXFORD	OXFORD GROUP	
		RAF BARFORD	OXFORD GROUP	
		RAF BURTONWOOD	LIVERPOOL GROUP	LIVERPOOL GROUP
		RAF CHICKSANDS	LUTON GROUP	
		RAF CROUGHTON	OXFORD GROUP	
		RAF FELTWELL	LAKENHEATH GROUP	
		RAF LAKENHEATH	LAKENHEATH GROUP	
		RAF MILDENHALL	LAKENHEATH GROUP	
		RAF NOCTON HALL	LAKENHEATH GROUP	
		SAINT MAWGAN	ST. MAWGAN	
		SCULTHORPE	KINGS LYNN GROUP	
		SCULTHORPE RAF	KINGS LYNN GROUP	
		SHEFFORD BEDFORDSHIR	LUTON GROUP	
		SOUTHAMPTON	SOUTHAMPTON	SOUTHAMPTON
		STOCKPORT	MANCHESTER GROUP	
		SUFFOLK	LAKENHEATH GROUP	
		THETFORD NORFOLK	LAKENHEATH GROUP	
		THURSO CAITHNESS	THURSO GROUP	
		TITCHFIELD FAREHAM HA	NEWBURY GROUP	
		UPPER HEYFORD	OXFORD GROUP	
		WELFORD	NEWBURY GROUP	
		WETHERSFIELD	BRAINTREE GROUP	
UNITED STATES	PA	ABBOTTSTOWN	HANOVER	
	MD	ABINGDON	BALTIMORE	BALTIMORE US
	CT	ABINGTON	DAYVILLE	
	MA	ABINGTON	BOSTON	BOSTON US
	PA	ABINGTON	PHILADELPHIA	PHILADELPHIA US
	MI	ADA	GRAND RAPIDS GROUP	
	SC	ADAMS RUN	CHARLESTON	CHARLESTON US
	PA	ADAMSBURG	PITTSBURGH GROUP	
	AL	ADAMSVILLE	BIRMINGHAM	
	LA	ADDIS	BATON ROUGE GROUP	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	IL	ADDISON	CHICAGO	
	OH	ADDYSTON	CINCINNATI GROUP	
	TX	ADKINS	SAN ANTONIO	
	NC	ADVANCE	WINSTON-SALEM	
	CA	AGOURA HILLS	POMONA GROUP	
	CA	ALAMEDA	S F BAY PORTS	S F BAY (EAST BAY) US
	CA	ALBANY	S F BAY PORTS	S F BAY (EAST BAY) US
	GA	ALBANY	ALBANY	
	MN	ALBERT LEA	ALBERT LEA	
	NY	ALBERTSON	NEW YORK	NEW YORK (COMM ZONE) US
	MN	ALBERTVILLE	ELK RIVER	
	PA	ALBURTIS	ALLENTOWN	
	VA	ALDIE	WASHINGTON	
	TX	ALEDO	FORT WORTH	
	AR	ALEXANDER	LITTLE ROCK	
	AL	ALEXANDRIA	ANNISTON	
	IN	ALEXANDRIA	ALEXANDRIA	
	OH	ALEXANDRIA	COLUMBUS	
	VA	ALEXANDRIA	WASHINGTON	
	CA	ALHAMBRA	LOS ANGELES PORTS	LOS ANGES (COMM) US
		ALHAMBRA		LOS ANGES (COMM) US
	TX	ALLEN	DALLAS	
	MI	ALLEN PARK	DETROIT	
	MI	ALLENDAL	GRAND RAPIDS GROUP	
	NJ	ALLENDAL	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	ALLENHURST	NEW YORK	NEW YORK (COMM ZONE) US
	PA	ALLENPORT	PITTSBURGH GROUP	
	PA	ALLENTOWN	ALLENTOWN	
	PA	ALLENWOOD	MILTON	
	PA	ALLISON PARK	PITTSBURGH GROUP	
	MA	ALLSTON	BOSTON	BOSTON US
	GA	ALPHARETTA	ATLANTA GROUP	
	NJ	ALPINE	NEW YORK	NEW YORK (COMM ZONE) US

## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	UT	ALPINE	SALT LAKE CITY	
	CA	ALTADENA	LOS ANGELES PORTS	LOS ANGES (COMM) US
		ALTADENA		LOS ANGES (COMM) US
	FL	ALTAMONTE SPRINGS	DISNEY GROUP	
	VA	ALTAVISTA	ALTA VISTA	
	AL	ALTON	BIRMINGHAM	
	IL	ALTON	ST LOUIS	
	PA	ALTOONA	ALTOONA	
	TX	ALVIN	GALVESTON BAY	GALVESTON (ZONE 1) US
	CA	ALVISO	SAN JOSE	
	LA	AMA	NEW ORLEANS	NEW ORLEANS
	PA	AMBLER	PHILADELPHIA	PHILADELPHIA US
	PA	AMBRIDGE	PITTSBURGH GROUP	
	UT	AMERICAN FORK	SALT LAKE CITY	
	GA	AMERICUS	AMERICUS	
	IL	AMF OHARE	CHICAGO	
	NY	AMITYVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	OH	AMLIN	COLUMBUS	
	CA	ANAHEIM	LOS ANGELES PORTS	LOS ANGES (COMM) US
		ANAHEIM		LOS ANGES (COMM) US
	IL	ANDALUSIA	QUAD CITIES	
	SC	ANDERSON	ANDERSON	
	GA	ANDERSONVILLE	AMERICUS	
	IL	ANDOVER	QUAD CITIES	
	MD	ANDREWS AIR FORCE BAS	WASHINGTON	
	VA	ANNANDALE	WASHINGTON	
	MD	ANNAPOLIS	BALTIMORE	BALTIMORE US
	MD	ANNAPOLIS JUNCTION	BALTIMORE	BALTIMORE US
	AL	ANNISTON	ANNISTON	
	MN	ANOKA	ANOKA	
	KS	ANTHONY	ANTHONY	
	IL	ANTIOCH	CHICAGO	
	NC	APEX	DURHAM GROUP	



## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	PA	APOLLO	PITTSBURGH GROUP	
	FL	APOPKA	DISNEY GROUP	
	VA	APPOMATTOX	APPOMATTOX	
	CA	APTOS	GABILAN GROUP	
	LA	ARABI	NEW ORLEANS	NEW ORLEANS
	CA	ARCADIA	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		ARCADIA		LOS ANGELES (COMM) US
	IA	ARCADIA	CARROLL	
	WI	ARCADIA	ARCADIA	
	VA	ARCOLA	WASHINGTON	
	PA	ARDARA	PITTSBURGH GROUP	
	PA	ARDMORE	PHILADELPHIA	PHILADELPHIA US
	NY	ARDSLEY	NEW YORK	NEW YORK (COMM ZONE) US
	IA	ARION	DENISON	
	OK	ARKOMA	FORT SMITH	
	MA	ARLINGTON	BOSTON	BOSTON US
	NE	ARLINGTON	OMAHA	
	TN	ARLINGTON	MEMPHIS	
	TX	ARLINGTON	FORT WORTH	
	VA	ARLINGTON	WASHINGTON	
	WA	ARLINGTON	ARLINGTON	
	IL	ARLINGTON HEIGHTS	CHICAGO	
	PA	ARMBRUST	PITTSBURGH GROUP	
	MD	ARNOLD	BALTIMORE	BALTIMORE US
	MO	ARNOLD	ST LOUIS	
	GA	ARNOLDSVILLE	ATHENS	
	CA	AROMAS	GABILAN GROUP	
	PA	ARONA	PITTSBURGH GROUP	
	CA	ARTESIA	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	NJ	ASBURY PARK	NEW YORK	NEW YORK (COMM ZONE) US
	VA	ASHBURN	WASHINGTON	
	NC	ASHEBORO	ASHEBORO	
	VA	ASHLAND	RICHMOND	

## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MD	ASHTON	WASHINGTON	
	OH	ASHVILLE	COLUMBUS	
	PA	ASHVILLE	ALTOONA	
	FL	ASTATULA	DISNEY GROUP	
	PA	ASTON	PHILADELPHIA	PHILADELPHIA US
	TX	ATASCOSA	SAN ANTONIO	
	NJ	ATCO	PHILADELPHIA	PHILADELPHIA US
	GA	ATHENS	ATHENS	
	CA	ATHERTON	SAN JOSE	
	NY	ATHOL SPRINGS	BUFFALO	
	GA	ATLANTA	ATLANTA GROUP	
	FL	ATLANTIC BEACH	JACKSONVILLE	JACKSONVILLE US
	NC	ATLANTIC BEACH	MOREHEAD CITY	
	NY	ATLANTIC BEACH	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	ATLANTIC HIGHLANDS	NEW YORK	NEW YORK (COMM ZONE) US
	TN	ATOKA	MEMPHIS	
	CA	ATWOOD	POMONA GROUP	
	WA	AUBURN		PUGET SOUND ZN2 (ZONE 2)
	MI	AUBURN HILLS	DETROIT	
	MA	AUBURNDALE	BOSTON	BOSTON US
	NJ	AUDUBON	PHILADELPHIA	PHILADELPHIA US
	GA	AUGUSTA	AUGUSTA	
	CO	AURORA	DENVER	
	GA	AUSTELL	ATLANTA GROUP	
	TX	AUSTIN	AUSTIN	
	WI	AVALON	DARIEN	
	NJ	AVENEL	NEW YORK	NEW YORK (COMM ZONE) US
	MA	AVON	BOSTON	BOSTON US
	OH	AVON	CLEVELAND	
	OH	AVON LAKE	CLEVELAND	
	GA	AVONDALE ESTATES	ATLANTA GROUP	
	SC	AWENDAW	CHARLESTON	CHARLESTON US
	TX	AZLE	FORT WORTH	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	AZUSA	POMONA GROUP	
	NY	BABYLON	NEW YORK	NEW YORK (COMM ZONE) US
	TX	BACLIFF	GALVESTON BAY	GALVESTON (ZONE 1) US
	GA	BACONTON	ALBANY	
	PA	BADEN	PITTSBURGH GROUP	
	WA	BAINBRIDGE ISLAND	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	LA	BAKER	BATON ROUGE GROUP	
	CA	BAKERSFIELD	BAKERSFIELD	
	PA	BAKERSTOWN	PITTSBURGH GROUP	
	PA	BALA CYNWYD	PHILADELPHIA	PHILADELPHIA US
	MD	BALDWIN	BALTIMORE	BALTIMORE US
	NY	BALDWIN	NEW YORK	NEW YORK (COMM ZONE) US
	CA	BALDWIN PARK	POMONA GROUP	
	NY	BALDWINSVILLE	BALDWINSVILLE	
	MS	BALDWYN	BALDWYN	
	CA	BALLICO	MODESTO	
	CT	BALLOUVILLE	DAYVILLE	
	MO	BALLWIN	ST LOUIS	
	PA	BALLY	ALLENTOWN	
	FL	BALM	TAMPA	
	MD	BALTIMORE	BALTIMORE	BALTIMORE US
	OH	BALTIMORE	COLUMBUS	
	AR	BARLING	FORT SMITH	
	IL	BARRINGTON	CHICAGO	
	NJ	BARRINGTON	PHILADELPHIA	PHILADELPHIA US
	CA	BARSTOW	BARSTOW	
	IL	BARSTOW	QUAD CITIES	
	IL	BARTLETT	CHICAGO	
	KS	BASEHOR	KANSAS CITY	
	NJ	BASKING RIDGE	NEW YORK	NEW YORK (COMM ZONE) US
	VA	BASSETT	MARTINSVILLE	
	AR	BATES	WALDRON	
	LA	BATON ROUGE	BATON ROUGE GROUP	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	WA	BATTLE GROUND	PORTLAND	
	AL	BAY MINETTE	BAY MINETTE	
	FL	BAY PINES	TAMPA	
	OH	BAY VILLAGE	CLEVELAND	
	NJ	BAYONNE	NEW YORK	NY (MOT BAYONNE)
	TX	BAYTOWN	GALVESTON BAY	GALVESTON (ZONE 1) US
	NY	BAYVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	OH	BEACHWOOD	CLEVELAND	
	CA	BEALE AFB	MARYSVILLE	
	TN	BEAN STATION	MORRISTOWN	
	NC	BEAUFORT	MOREHEAD CITY	
	CA	BEAUMONT	RIVERSIDE GROUP	
	OR	BEAVERTON	PORTLAND	
	MA	BEDFORD	BOSTON	BOSTON US
	OH	BEDFORD	CLEVELAND	
	TX	BEDFORD	FORT WORTH	
	NJ	BEDMINSTER	NEW YORK	NEW YORK (COMM ZONE) US
	IN	BEECH GROVE	INDIANAPOLIS	
	MD	BEL AIR	BALTIMORE	BALTIMORE US
	MD	BELCAMP	BALTIMORE	BALTIMORE US
	MS	BELDEN	BELDEN	
	NC	BELEWS CREEK	WINSTON-SALEM	
	NJ	BELFORD	NEW YORK	NEW YORK (COMM ZONE) US
	CA	BELL	LOS ANGELES PORTS	LOS ANGES (COMM) US
		BELL		LOS ANGES (COMM) US
	TX	BELLAIRE	GALVESTON BAY	GALVESTON (ZONE 1) US
	NJ	BELLE MEAD	NEW YORK	NEW YORK (COMM ZONE) US
	PA	BELLE VERNON	PITTSBURGH GROUP	
	IL	BELLEVILLE	ST LOUIS	
	MI	BELLEVILLE	DETROIT	
	NJ	BELLEVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	KY	BELLEVUE	CINCINNATI GROUP	
	NE	BELLEVUE	OMAHA	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	WA	BELLEVUE	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	CA	BELLFLOWER	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	NJ	BELLMAWR	PHILADELPHIA	PHILADELPHIA US
	NY	BELLMORE	NEW YORK	NEW YORK (COMM ZONE) US
	IL	BELLWOOD	CHICAGO	
	PA	BELLWOOD	ALTOONA	
	MA	BELMONT	BOSTON	BOSTON US
	MI	BELMONT	GRAND RAPIDS GROUP	
	MO	BELTON	KANSAS CITY	
	SC	BELTON	ANDERSON	
	MD	BELTSVILLE	WASHINGTON	
	SC	BENNETTSVILLE	BENNETTSVILLE	
	NE	BENNINGTON	OMAHA	
	PA	BENSALEM	PHILADELPHIA	PHILADELPHIA US
	IL	BENSENVILLE	CHICAGO	
	VA	BENT MOUNTAIN	ROANOKE	
	PA	BENTLEYVILLE	PITTSBURGH GROUP	
	MI	BENTON HARBOR	COLOMA	
	OH	BEREA	CLEVELAND	
	NJ	BERGENFIELD	NEW YORK	NEW YORK (COMM ZONE) US
	TX	BERGHEIM	SAN ANTONIO	
	CA	BERKELEY	S F BAY PORTS	S F BAY (EAST BAY) US
	IL	BERKELEY	CHICAGO	
	NJ	BERKELEY HEIGHTS	NEW YORK	NEW YORK (COMM ZONE) US
	MI	BERKLEY	DETROIT	
	NJ	BERLIN	PHILADELPHIA	PHILADELPHIA US
	NJ	BERNARDSVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	IL	BERWYN	CHICAGO	
	PA	BERWYN	PHILADELPHIA	PHILADELPHIA US
	AL	BESSEMER	BIRMINGHAM	
	IL	BETHALTO	ST LOUIS	
	CT	BETHEL	DANBURY GROUP	
	PA	BETHEL PARK	PITTSBURGH GROUP	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MD	BETHESDA	WASHINGTON	
	MD	BETHLEHEM	POCOMOKE CITY	
	PA	BETHLEHEM	ALLENTOWN	
	NY	BETHPAGE	NEW YORK	NEW YORK (COMM ZONE) US
	IA	BETTENDORF	QUAD CITIES	
	MA	BEVERLY	BOSTON	BOSTON US
	NJ	BEVERLY	PHILADELPHIA	PHILADELPHIA US
	CA	BEVERLY HILLS	LOS ANGELES PORTS	LOS ANGES (COMM) US
		BEVERLY HILLS		LOS ANGES (COMM) US
	MS	BIG CREEK	CALHOUN CITY	
	TX	BIG SPRING	BIG SPRING	
	TX	BIGFOOT	SAN ANTONIO	
	MS	BILOXI	GULFPORT	
	UT	BINGHAM CANYON	SALT LAKE CITY	
	AL	BIRMINGHAM	BIRMINGHAM	
	MI	BIRMINGHAM	DETROIT	
	GA	BISHOP	ATHENS	
	OH	BLACKLICK	COLUMBUS	
	NJ	BLACKWOOD	PHILADELPHIA	PHILADELPHIA US
	MD	BLADENSBURG	WASHINGTON	
	VA	BLAIRS	DANVILLE	
	NY	BLAUVELT	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	BLOOMFIELD	NEW YORK	NEW YORK (COMM ZONE) US
	MI	BLOOMFIELD HILLS	DETROIT	
	GA	BLOOMINGDALE	SAVANNAH	SAVANNAH
	IL	BLOOMINGDALE	CHICAGO	
	CA	BLOOMINGTON	RIVERSIDE GROUP	
	TX	BLOSSOM	PARIS	
	PA	BLUE BELL	PHILADELPHIA	PHILADELPHIA US
	IA	BLUE GRASS	QUAD CITIES	
	IL	BLUE ISLAND	CHICAGO	
	MS	BLUE MOUNTAIN	NEW ALBANY	
	VA	BLUE RIDGE	ROANOKE	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MO	BLUE SPRINGS	KANSAS CITY	
	IL	BLUFFS	CHAMBERSBURG	
	TX	BOERNE	SAN ANTONIO	
	GA	BOGART	ATHENS	
	NJ	BOGOTA	NEW YORK	NEW YORK (COMM ZONE) US
	PA	BOILING SPRINGS	MECHANICSBURG GROUP	
	ID	BOISE	BOISE	
	IL	BOLINGBROOK	CHICAGO	
	CA	BONITA	SAN DIEGO	
	SC	BONNEAU	CHARLESTON	CHARLESTON US
	KS	BONNER SPRINGS	KANSAS CITY	
	CA	BONSALL	SAN DIEGO	
	NC	BOOMER	HICKORY GROUP	
	AR	BOONEVILLE	FORT SMITH	
	MS	BOONEVILLE	BOONEVILLE	
	NJ	BOONTON	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	BORDENTOWN	PHILADELPHIA	PHILADELPHIA US
	MA	BOSTON	BOSTON	BOSTON US
	WA	BOTHELL	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	NJ	BOUND BROOK	NEW YORK	NEW YORK (COMM ZONE) US
	UT	BOUNTIFUL	SALT LAKE CITY	
	MD	BOWIE	WASHINGTON	
	NY	BOWMANSVILLE	BUFFALO	
	PA	BRACKENRIDGE	PITTSBURGH GROUP	
	PA	BRADDOCK	PITTSBURGH GROUP	
	FL	BRADENTON	TAMPA	
	PA	BRADFORDWOODS	PITTSBURGH GROUP	
	MD	BRADSHAW	BALTIMORE	BALTIMORE US
	MA	BRAINTREE	BOSTON	BOSTON US
	FL	BRANDON	TAMPA	
	OH	BRECKSVILLE	CLEVELAND	
	IA	BREDA	CARROLL	
	PA	BREINIGSVILLE	ALLENTOWN	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	WA	BREMERTON	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	MD	BRENTWOOD	WASHINGTON	
	NJ	BRIDGEPORT	PHILADELPHIA	PHILADELPHIA US
	PA	BRIDGEPORT	PHILADELPHIA	PHILADELPHIA US
	MO	BRIDGETON	ST LOUIS	
	IL	BRIDGEVIEW	CHICAGO	
	DE	BRIDGEVILLE	POCOMOKE CITY	
	PA	BRIDGEVILLE	PITTSBURGH GROUP	
	CT	BRIDGEWATER	DANBURY GROUP	
	NJ	BRIDGEWATER	NEW YORK	NEW YORK (COMM ZONE) US
	CO	BRIGHTON	DENVER	
	MA	BRIGHTON	BOSTON	BOSTON US
	NY	BRIGHTWATERS	NEW YORK	NEW YORK (COMM ZONE) US
	CA	BRISBANE	BRISBANE	
	PA	BRISTOL	PHILADELPHIA	PHILADELPHIA US
	VA	BRISTOW	WASHINGTON	
	VA	BROAD RUN	WASHINGTON	
	OH	BROADVIEW HEIGHTS	CLEVELAND	
	VA	BROADWAY	BROADWAY	
	MA	BROCKTON	BOSTON	BOSTON US
	CA	BRODERICK	SACRAMENTO	
	NY	BRONX	NEW YORK	NEW YORK (COMM ZONE) US
	NY	BRONXVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	CT	BROOKFIELD	DANBURY GROUP	
	GA	BROOKFIELD	TIFTON	
	IL	BROOKFIELD	CHICAGO	
	WI	BROOKFIELD	MILWAUKEE GROUP	
	PA	BROOKHAVEN	PHILADELPHIA	PHILADELPHIA US
	MA	BROOKLINE	BOSTON	BOSTON US
	CT	BROOKLYN	DAYVILLE	
	NY	BROOKLYN	NEW YORK	NEW YORK (COMM ZONE) US
	OH	BROOKPARK	CLEVELAND	
	KY	BROOKS	LOUISVILLE GROUP	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	AL	BROOKSIDE	BIRMINGHAM	
	TX	BROOKSTON	PARIS	
	PA	BROOMALL	PHILADELPHIA	PHILADELPHIA US
	WI	BROWNSVILLE	FOND DU LAC	
	GA	BRUNSWICK		BRUNSWICK
	OH	BRUNSWICK	CLEVELAND	
	WA	BRUSH PRAIRIE	PORTLAND	
	LA	BRUSLY	BATON ROUGE GROUP	
	FL	BRYCEVILLE	JACKSONVILLE	JACKSONVILLE US
	CA	BRYN MAWR	RIVERSIDE GROUP	
	PA	BRYN MAWR	PHILADELPHIA	PHILADELPHIA US
	MO	BUCKNER	KANSAS CITY	
	NJ	BUDD LAKE	NEW YORK	NEW YORK (COMM ZONE) US
	LA	BUECHE	BATON ROUGE GROUP	
	CA	BUENA PARK	LOS ANGELES PORTS	LOS ANGES (COMM) US
		BUENA PARK		LOS ANGES (COMM) US
	PA	BUENA VISTA	PITTSBURGH GROUP	
	IA	BUFFALO	QUAD CITIES	
	MN	BUFFALO	ELK RIVER	
	NY	BUFFALO	BUFFALO	
	IL	BUFFALO GROVE	CHICAGO	
	PA	BULGER	PITTSBURGH GROUP	
	TX	BULVERDE	SAN ANTONIO	
	CA	BURBANK	LOS ANGELES PORTS	LOS ANGES (COMM) US
		BURBANK		LOS ANGES (COMM) US
	IL	BURBANK	CHICAGO	
	VA	BURKE	WASHINGTON	
	TX	BURLESON	FORT WORTH	
	CA	BURLINGAME	S F BAY PORTS	S F BAY (WEST BAY) US
	MA	BURLINGTON	BOSTON	BOSTON US
	NC	BURLINGTON	BURLINGTON	
	NJ	BURLINGTON	PHILADELPHIA	PHILADELPHIA US
	WA	BURLINGTON	MOUNT VERNON	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MN	BURNSVILLE	MINNEAPOLIS	
	MD	BURTONSVILLE	WASHINGTON	
	NJ	BUTLER	NEW YORK	NEW YORK (COMM ZONE) US
	WI	BUTLER	MILWAUKEE GROUP	
	MS	BYHALIA	MEMPHIS	
	AL	BYNUM	ANNISTON	
	WI	BYRON	FOND DU LAC	
	MI	BYRON CENTER	GRAND RAPIDS GROUP	
	MD	CABIN JOHN	WASHINGTON	
	MI	CADILLAC	CADILLAC	
	CA	CALABASAS	LOS ANGELES PORTS	LOS ANGES (COMM) US
		CALABASAS		LOS ANGES (COMM) US
	ID	CALDWELL	CALDWELL	
	NJ	CALDWELL	NEW YORK	NEW YORK (COMM ZONE) US
	WI	CALEDONIA	MILWAUKEE GROUP	
	CO	CALHAN	COLORADO SPRINGS	
	MS	CALHOUN CITY	CALHOUN CITY	
	CA	CALISTOGA	SANTA ROSA GROUP	
	FL	CALLAHAN	JACKSONVILLE	JACKSONVILLE US
	IL	CALUMET CITY	CHICAGO	
	WA	CAMAS	PORTLAND	
	MA	CAMBRIDGE	BOSTON	BOSTON US
	IN	CAMBY	INDIANAPOLIS	
	AR	CAMDEN	CAMDEN	
	NJ	CAMDEN	PHILADELPHIA	PHILADELPHIA US
	MO	CAMDEN POINT	KANSAS CITY	
	GA	CAMILLA	ALBANY	
	OH	CAMP DENNISON	CINCINNATI GROUP	
	PA	CAMP HILL	MECHANICSBURG GROUP	
	CA	CAMPBELL	SAN JOSE	
	WI	CAMPBELLSPORT	FOND DU LAC	
	OH	CANAL WINCHESTER	COLUMBUS	
	NY	CANANDAIGUA	CANANDAIGUA	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	CANOCA PARK	LOS ANGELES PORTS	LOS ANGES (COMM) US
		CANOCA PARK		LOS ANGES (COMM) US
	PA	CANONSBURG	PITTSBURGH GROUP	
	MA	CANTON	BOSTON	BOSTON US
	MI	CANTON	DETROIT	
	CA	CANYON COUNTRY	LOS ANGELES PORTS	LOS ANGES (COMM) US
		CANYON COUNTRY		LOS ANGES (COMM) US
	FL	CAPE CANAVERAL	CAPE CANAVERAL	
	MD	CAPITOL HEIGHTS	WASHINGTON	
	CA	CAPITOLA	GABILAN GROUP	
	IL	CARBON CLIFF	QUAD CITIES	
	WA	CARBONADO	PUGET SOUND	PUGET SOUND (ZONE 3) US
	AL	CARDIFF	BIRMINGHAM	
	CA	CARDIFF BY THE SEA	SAN DIEGO	
	NY	CARLE PLACE	NEW YORK	NEW YORK (COMM ZONE) US
	MI	CARLETON	DETROIT	
	CA	CARLSBAD	SAN DIEGO	
	NJ	CARLSTADT	NEW YORK	NEW YORK (COMM ZONE) US
	IN	CARMEL	INDIANAPOLIS	
	CA	CARMICHAEL	SACRAMENTO	
	PA	CARNEGIE	PITTSBURGH GROUP	
	IL	CAROL STREAM	CHICAGO	
	IL	CARPENTERSVILLE	CHICAGO	
	IA	CARROLL	CARROLL	
	OH	CARROLL	COLUMBUS	
	WA	CARROLLS	LONGVIEW	
	TX	CARROLLTON	DALLAS	
	CA	CARSON	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	TX	CARSWELL AFB	FORT WORTH	
	IA	CARTER LAKE	OMAHA	
	NJ	CARTERET	NEW YORK	NEW YORK (COMM ZONE) US
	MO	CARTHAGE	CARTHAGE	
	CA	CARUTHERS	FRESNO	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	PA	CARVERSVILLE	PHILADELPHIA	PHILADELPHIA US
	NC	CARY	DURHAM GROUP	
	CO	CASCADE	COLORADO SPRINGS	
	IL	CASEYVILLE	ST LOUIS	
	FL	CASSELBERRY	DISNEY GROUP	
	WA	CASTLE ROCK	LONGVIEW	
	CA	CASTROVILLE	GABILAN GROUP	
	TX	CASTROVILLE	SAN ANTONIO	
	PA	CATASAUQUA	ALLENTOWN	
	GA	CATAULA	COLUMBUS	
	NC	CATAWBA	HICKORY GROUP	
	VA	CATHARPIN	WASHINGTON	
	PA	CECIL	PITTSBURGH GROUP	
	NC	CEDAR FALLS	ASHEBORO	
	NJ	CEDAR GROVE	NEW YORK	NEW YORK (COMM ZONE) US
	TX	CEDAR HILL	DALLAS	
	NJ	CEDAR KNOLLS	NEW YORK	NEW YORK (COMM ZONE) US
	IN	CEDAR LAKE	CHICAGO	
	IA	CEDAR RAPIDS	CEDAR RAPIDS	
	NY	CEDARHURST	NEW YORK	NEW YORK (COMM ZONE) US
	IN	CELESTINE	JASPER	
	MI	CENTER LINE	DETROIT	
	PA	CENTER VALLEY	ALLENTOWN	
	NY	CENTERPORT	NEW YORK	NEW YORK (COMM ZONE) US
	UT	CENTERVILLE	SALT LAKE CITY	
	IN	CENTRAL	CORYDON	
	CT	CENTRAL VILLAGE	DAYVILLE	
	VA	CENTREVILLE	WASHINGTON	
	CA	CERES	MODESTO	
	CA	CERRITOS	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	PA	CHADDS FORD	PHILADELPHIA	PHILADELPHIA US
	OH	CHAGRIN FALLS	CLEVELAND	
	PA	CHALFONT	PHILADELPHIA	PHILADELPHIA US



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	LA	CHALMETTE	NEW ORLEANS	NEW ORLEANS
	IL	CHAMBERSBURG	CHAMBERSBURG	
	PA	CHAMBERSBURG	CHAMBERSBURG	
	IL	CHAMPAIGN	CHAMPAIGN	
	MN	CHAMPLIN	MINNEAPOLIS	
	TX	CHANNELVIEW	GALVESTON BAY	GALVESTON (ZONE 1) US
	VA	CHANTILLY	WASHINGTON	
	NC	CHAPEL HILL	DURHAM GROUP	
	PA	CHARLEROI	PITTSBURGH GROUP	
	VA	CHARLES CITY	RICHMOND	
	AR	CHARLESTON	FORT SMITH	
	SC	CHARLESTON	CHARLESTON	CHARLESTON US
	SC	CHARLESTON AFB	CHARLESTON	CHARLESTON US
	MA	CHARLESTOWN	BOSTON	BOSTON US
	NC	CHARLOTTE	CHARLOTTE	
	NJ	CHATHAM	NEW YORK	NEW YORK (COMM ZONE) US
	CA	CHATSWORTH	LOS ANGELES PORTS	LOS ANGES (COMM) US
		CHATSWORTH		LOS ANGES (COMM) US
	GA	CHATSWORTH	DALTON	
	TN	CHATTANOOGA	CHATTANOOGA	
	MA	CHELMSFORD	CHELMSFORD	
	MA	CHELSEA	BOSTON	BOSTON US
	MD	CHELTENHAM	WASHINGTON	
	PA	CHELTENHAM	PHILADELPHIA	PHILADELPHIA US
	WA	CHENEY	SPOKANE	
	RI	CHEPACHET	DAYVILLE	
	SC	CHERAW	CHERAW	
	NJ	CHERRY HILL	PHILADELPHIA	PHILADELPHIA US
	NC	CHERRY POINT	MOREHEAD CITY	
	PA	CHERRYVILLE	ALLENTOWN	
	VA	CHESAPEAKE	NORFOLK	NORFOLK (ZONE 1) US
	NJ	CHESTER	NEW YORK	NEW YORK (COMM ZONE) US
	PA	CHESTER	PHILADELPHIA	PHILADELPHIA US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	VA	CHESTER	RICHMOND	
	MO	CHESTERFIELD	ST LOUIS	
	VA	CHESTERFIELD	RICHMOND	
	OH	CHESTERLAND	CLEVELAND	
	MA	CHESTNUT HILL	BOSTON	BOSTON US
	PA	CHESWICK	PITTSBURGH GROUP	
	MD	CHEVY CHASE	WASHINGTON	
	PA	CHEYNEY	PHILADELPHIA	PHILADELPHIA US
	IL	CHICAGO	CHICAGO	
	IL	CHICAGO HEIGHTS	CHICAGO	
	IL	CHICAGO RIDGE	CHICAGO	
	CA	CHINO	POMONA GROUP	
	CA	CHINO HILLS	POMONA GROUP	
	AL	CHOCOLOCOCO	ANNISTON	
	CA	CHUALAR	GABILAN GROUP	
	GA	CHULA	TIFTON	
	CA	CHULA VISTA	SAN DIEGO	
	AL	CHUNCHULA	MOBILE	
	TX	CIBOLO	SAN ANTONIO	
	IL	CICERO	CHICAGO	
	OH	CINCINNATI	CINCINNATI GROUP	
	MN	CIRCLE PINES	MINNEAPOLIS	
	CA	CITRUS HEIGHTS	SACRAMENTO	
	CA	CITY OF INDUSTRY	POMONA GROUP	
	OR	CLACKAMAS	PORTLAND	
	PA	CLAIRTON	PITTSBURGH GROUP	
	CA	CLAREMONT	POMONA GROUP	
	NC	CLAREMONT	HICKORY GROUP	
	NY	CLARENCE	BUFFALO	
	IL	CLARENDON HILLS	CHICAGO	
	NJ	CLARK	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	CLARKSBORO	PHILADELPHIA	PHILADELPHIA US
	GA	CLARKSTON	ATLANTA GROUP	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MI	CLAWSON	DETROIT	
	DE	CLAYMONT	PHILADELPHIA	PHILADELPHIA US
	NJ	CLAYTON	PHILADELPHIA	PHILADELPHIA US
	UT	CLEARFIELD	OGDEN	
	WA	CLEARLAKE	MOUNT VERNON	
	FL	CLEARWATER	TAMPA	
	FL	CLEARWATER BEACH	TAMPA	
	NJ	CLEMENTON	PHILADELPHIA	PHILADELPHIA US
	NC	CLEMMONS	WINSTON-SALEM	
	FL	CLERMONT	DISNEY GROUP	
	OH	CLEVELAND	CLEVELAND	
	NJ	CLIFFSIDE PARK	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	CLIFFWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	CLIFTON	NEW YORK	NEW YORK (COMM ZONE) US
	VA	CLIFTON	WASHINGTON	
	PA	CLIFTON HEIGHTS	PHILADELPHIA	PHILADELPHIA US
	MD	CLINTON	WASHINGTON	
	PA	CLINTON	PITTSBURGH GROUP	
	SC	CLINTON	CLINTON	
	WI	CLINTON	DARIEN	
	NJ	CLOSTER	NEW YORK	NEW YORK (COMM ZONE) US
	CA	CLOVIS	FRESNO	
	OH	CLYDE	CLYDE	
	PA	COAL CENTER	PITTSBURGH GROUP	
	IL	COAL CITY	COAL CITY	
	IL	COAL VALLEY	QUAD CITIES	
	MD	COCKEYSVILLE	BALTIMORE	BALTIMORE US
	PA	CODORUS	HANOVER	
	MA	COHASSET	BOSTON	BOSTON US
	PA	COKEBURG	PITTSBURGH GROUP	
	GA	COLBERT	ATHENS	
	NY	COLD SPRING HARBOR	NEW YORK	NEW YORK (COMM ZONE) US
	NC	COLFAX	WINSTON-SALEM	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MD	COLLEGE PARK	WASHINGTON	
	WA	COLLEGE PLACE	WALLA WALLA	
	AR	COLLEGE STATION	LITTLE ROCK	
	PA	COLLEGEVILLE	PHILADELPHIA	PHILADELPHIA US
	NC	COLLETTSVILLE	HICKORY GROUP	
	TX	COLLEYVILLE	FORT WORTH	
	TN	COLLIERVILLE	MEMPHIS	
	NJ	COLLINGSWOOD	PHILADELPHIA	PHILADELPHIA US
	IL	COLLINSVILLE	ST LOUIS	
	VA	COLLINSVILLE	MARTINSVILLE	
	PA	COLMAR	PHILADELPHIA	PHILADELPHIA US
	MI	COLOMA	COLOMA	
	IL	COLONA	QUAD CITIES	
	NJ	COLONIA	NEW YORK	NEW YORK (COMM ZONE) US
	VA	COLONIAL HEIGHTS	RICHMOND	
	CO	COLORADO SPRINGS	COLORADO SPRINGS	
	CA	COLTON	RIVERSIDE GROUP	
	NJ	COLTS NECK	NEW YORK	NEW YORK (COMM ZONE) US
	IL	COLUMBIA	ST LOUIS	
	MD	COLUMBIA	BALTIMORE	BALTIMORE US
	OH	COLUMBIA STATION	CLEVELAND	
	GA	COLUMBUS	COLUMBUS	
	NJ	COLUMBUS	PHILADELPHIA	PHILADELPHIA US
	OH	COLUMBUS	COLUMBUS	
	CA	COMPTON	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	MI	COMSTOCK PARK	GRAND RAPIDS GROUP	
	CA	CONCORD	CONCORD	
	MA	CONCORD	BOSTON	BOSTON US
	VA	CONCORD	APPOMATTOX	
	GA	CONLEY	ATLANTA GROUP	
	WA	CONNELL	CONNELL	
	NC	CONNELLYS SPRINGS	HICKORY GROUP	
	NC	CONOVER	HICKORY GROUP	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	TX	CONROE	GALVESTON BAY	GALVESTON (ZONE 1) US
	PA	CONSHOHOCKEN	PHILADELPHIA	PHILADELPHIA US
	TX	CONVERSE	SAN ANTONIO	
	PA	CONWAY	PITTSBURGH GROUP	
	WA	CONWAY	MOUNT VERNON	
	NJ	COOKSTOWN	PHILADELPHIA	PHILADELPHIA US
	TX	COOPER	PARIS	
	PA	COOPERSBURG	ALLENTOWN	
	MI	COOPERSVILLE	GRAND RAPIDS GROUP	
	NY	COPIAGUE	NEW YORK	NEW YORK (COMM ZONE) US
	PA	COPLAY	ALLENTOWN	
	TX	COPPELL	DALLAS	
	PA	CORAOPOLIS	PITTSBURGH GROUP	
	SC	CORDESVILLE	CHARLESTON	CHARLESTON US
	IL	CORDOVA	QUAD CITIES	
	TN	CORDOVA	MEMPHIS	
	MS	CORINTH	CORINTH	
	CA	CORONA	RIVERSIDE GROUP	
	CA	CORONADO	SAN DIEGO	
	IN	CORYDON	CORYDON	
	CA	COTATI	SANTA ROSA GROUP	
	IL	COTTAGE HILLS	ST LOUIS	
	IA	COUNCIL BLUFFS	OMAHA	
	IL	COUNTRY CLUB HILLS	CHICAGO	
	PA	COUPON	ALTOONA	
	MI	COVERT	COLOMA	
	CA	COVINA	POMONA GROUP	
	KY	COVINGTON	CINCINNATI GROUP	
	CA	COYOTE	SAN JOSE	
	IN	CRANDALL	CORYDON	
	TX	CRANDALL	DALLAS	
	NJ	CRANFORD	NEW YORK	NEW YORK (COMM ZONE) US
	GA	CRAWFORD	ATHENS	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	AR	CRAWFORDSVILLE	MEMPHIS	
	PA	CREIGHTON	PITTSBURGH GROUP	
	AL	CREOLA	MOBILE	
	IA	CRESCENT	OMAHA	
	NJ	CRESSKILL	NEW YORK	NEW YORK (COMM ZONE) US
	TX	CRESSON	FORT WORTH	
	KY	CRESTWOOD	LOUISVILLE GROUP	
	IL	CRETE	CHICAGO	
	MD	CROFTON	WASHINGTON	
	TX	CROSBY	GALVESTON BAY	GALVESTON (ZONE 1) US
	SC	CROSS	CHARLESTON	CHARLESTON US
	NJ	CROSSWICKS	PHILADELPHIA	PHILADELPHIA US
	OH	CROTON	COLUMBUS	
	LA	CROWLEY	CROWLEY	
	TX	CROWLEY	FORT WORTH	
	IN	CROWN POINT	CHICAGO	
	MD	CROWNSVILLE	BALTIMORE	BALTIMORE US
	CA	CROWS LANDING	MODESTO	
	PA	CROYDON	PHILADELPHIA	PHILADELPHIA US
	PA	CRUM LYNNE	PHILADELPHIA	PHILADELPHIA US
	FL	CRYSTAL BEACH	TAMPA	
	IL	CRYSTAL LAKE	CRYSTAL LAKE	
	WI	CUDAHY	MILWAUKEE GROUP	
	PA	CUDDY	PITTSBURGH GROUP	
	CA	CULVER CITY	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		CULVER CITY		LOS ANGELES (COMM) US
	CA	CUPERTINO	SAN JOSE	
	CA	CYPRESS	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		CYPRESS		LOS ANGELES (COMM) US
	FL	CYPRESS	CYPRESS GROUP	
	TX	CYPRESS	GALVESTON BAY	GALVESTON (ZONE 1) US
	FL	DADE CITY	DADE CITY	
	VA	DALEVILLE	ROANOKE	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	TX	DALLAS	DALLAS	
	GA	DALTON	DALTON	
	CA	DALY CITY	S F BAY PORTS	S F BAY (WEST BAY) US
	CT	DANBURY	DANBURY GROUP	
	TX	DANBURY		GALVESTON (ZONE 2) US
	TN	DANDRIDGE	DANDRIDGE	
	FL	DANIA		MIAMI (ZONE 2) US
	CT	DANIELSON	DAYVILLE	
	GA	DANIELSVILLE	ATHENS	
	PA	DANIELSVILLE	ALLENTOWN	
	MA	DANVERS	BOSTON	BOSTON US
	VA	DANVILLE	DANVILLE	
	PA	DARBY	PHILADELPHIA	PHILADELPHIA US
	WI	DARIEN	DARIEN	
	SC	DARLINGTON	DARLINGTON	
	PA	DARRAGH	PITTSBURGH GROUP	
	PA	DAUPHINE	MECHANICSBURG GROUP	
	IA	DAVENPORT	QUAD CITIES	
	MD	DAVIDSONVILLE	WASHINGTON	
	GA	DAWSON	ALBANY	
	KY	DAYTON	CINCINNATI GROUP	
	NJ	DAYTON	NEW YORK	NEW YORK (COMM ZONE) US
	OH	DAYTON	DAYTON	
	TX	DAYTON	GALVESTON BAY	GALVESTON (ZONE 1) US
	CT	DAYVILLE	DAYVILLE	
	AL	DE ARMANVILLE	ANNISTON	
	IL	DE KALB	DE KALB	
	GA	DE SOTO	AMERICUS	
	TX	DE SOTO	DALLAS	
	NJ	DEAL	NEW YORK	NEW YORK (COMM ZONE) US
	MI	DEARBORN	DETROIT	
	MO	DEARBORN	KANSAS CITY	
	MI	DEARBORN HEIGHTS	DETROIT	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	AL	DECATUR	DECATUR	
	GA	DECATUR	ATLANTA GROUP	
	MA	DEDHAM	BOSTON	BOSTON US
	CA	DEER PARK	SANTA ROSA GROUP	
	NY	DEER PARK	NEW YORK	NEW YORK (COMM ZONE) US
	TX	DEER PARK	GALVESTON BAY	GALVESTON (ZONE 1) US
	IL	DEERFIELD	CHICAGO	
	FL	DEERFIELD BEACH		MIAMI (ZONE 2) US
	CA	DEL MAR	SAN DIEGO	
	CA	DEL REY	FRESNO	
	WI	DELAVAN	DARIEN	
	PA	DELMONT	PITTSBURGH GROUP	
	NJ	DEMAREST	NEW YORK	NEW YORK (COMM ZONE) US
	CA	DENAIR	MODESTO	
	IA	DENISON	DENISON	
	CO	DENVER	DENVER	
	NJ	DENVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	IN	DEPAUW	CORYDON	
	NY	DEPEW	BUFFALO	
	TX	DEPORT	PARIS	
	NY	DERBY	BUFFALO	
	MS	DERMA	CALHOUN CITY	
	IL	DES PLAINES	CHICAGO	
	LA	DESTREHAN	NEW ORLEANS	NEW ORLEANS
	MI	DETROIT	DETROIT	
	PA	DEVON	PHILADELPHIA	PHILADELPHIA US
	PA	DEWART	MILTON	
	CA	DIAMOND BAR	POMONA GROUP	
	TX	DIANA	LONGVIEW	
	TX	DICKINSON	GALVESTON BAY	GALVESTON (ZONE 1) US
	SC	DILLON	DILLON	
	PA	DILLSBURG	MECHANICSBURG GROUP	
	MD	DISTRICT HEIGHTS	WASHINGTON	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CO	DIVIDE	COLORADO SPRINGS	
	WA	DIXIE	WALLA WALLA	
	NY	DOBBS FERRY	NEW YORK	NEW YORK (COMM ZONE) US
	AL	DOCENA	BIRMINGHAM	
	GA	DOERUN	ALBANY	
	AL	DOLOMITE	BIRMINGHAM	
	IL	DOLTON	CHICAGO	
	IA	DONAHUE	QUAD CITIES	
	PA	DONORA	PITTSBURGH GROUP	
	MA	DORCHESTER	BOSTON	BOSTON US
	SC	DORCHESTER	CHARLESTON	CHARLESTON US
	GA	DOUGLASVILLE	ATLANTA GROUP	
	DE	DOVER	DOVER	
	FL	DOVER	TAMPA	
	MA	DOVER	BOSTON	BOSTON US
	NJ	DOVER	NEW YORK	NEW YORK (COMM ZONE) US
	DE	DOVER AFB	DOVER	
	IA	DOW CITY	DENISON	
	IL	DOWNERS GROVE	CHICAGO	
	CA	DOWNEY	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		DOWNEY		LOS ANGELES (COMM) US
	PA	DOWNTOWN	DOWNTOWN	
	PA	DOYLESTOWN	PHILADELPHIA	PHILADELPHIA US
	UT	DRAPER	SALT LAKE CITY	
	PA	DRAVOSBURG	PITTSBURGH GROUP	
	PA	DRESHER	PHILADELPHIA	PHILADELPHIA US
	PA	DREXEL HILL	PHILADELPHIA	PHILADELPHIA US
	AR	DRIVER	MEMPHIS	
	TN	DRUMMONDS	MEMPHIS	
	VA	DRY FORK	DANVILLE	
	CA	DUARTE	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		DUARTE		LOS ANGELES (COMM) US
	GA	DUBLIN	DUBLIN	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	OH	DUBLIN	COLUMBUS	
	PA	DUBLIN	PHILADELPHIA	PHILADELPHIA US
	NC	DUDLEY	GOLDSBORO	
	GA	DULUTH	ATLANTA GROUP	
	VA	DUMFRIES	WASHINGTON	
	NJ	DUMONT	NEW YORK	NEW YORK (COMM ZONE) US
	PA	DUNCANVILLE	ALTOONA	
	TX	DUNCANVILLE	DALLAS	
	FL	DUNEDIN	TAMPA	
	NJ	DUNELLEN	NEW YORK	NEW YORK (COMM ZONE) US
	PA	DUNLEVY	PITTSBURGH GROUP	
	VA	DUNN LORING	WASHINGTON	
	IL	DUPO	ST LOUIS	
	PA	DUQUESNE	PITTSBURGH GROUP	
	NC	DURHAM	DURHAM GROUP	
	IN	DYER	CHICAGO	
	PA	DYSART	ALTOONA	
	TN	EADS	MEMPHIS	
	ID	EAGLE	BOISE	
	FL	EARLETON	GAINESVILLE	
	MO	EARTH CITY	ST LOUIS	
	IL	EAST ALTON	ST LOUIS	
	NY	EAST AMHERST	BUFFALO	
	NJ	EAST BRUNSWICK	NEW YORK	NEW YORK (COMM ZONE) US
	IL	EAST CARONDELET	ST LOUIS	
	IN	EAST CHICAGO	CHICAGO	
	PA	EAST GREENVILLE	ALLENTOWN	
	NJ	EAST HANOVER	NEW YORK	NEW YORK (COMM ZONE) US
	CT	EAST KILLINGLY	DAYVILLE	
	MA	EAST LONGMEADOW	SPRINGFIELD GROUP	
	PA	EAST MC KEESPORT	PITTSBURGH GROUP	
	NY	EAST MEADOW	NEW YORK	NEW YORK (COMM ZONE) US
	NY	EAST NORTHPORT	NEW YORK	NEW YORK (COMM ZONE) US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	NY	EAST NORWICH	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	EAST ORANGE	NEW YORK	NEW YORK (COMM ZONE) US
	PA	EAST PITTSBURGH	PITTSBURGH GROUP	
	NY	EAST ROCKAWAY	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	EAST RUTHERFORD	NEW YORK	NEW YORK (COMM ZONE) US
	IL	EAST SAINT LOUIS	ST LOUIS	
	MA	EAST WALPOLE	BOSTON	BOSTON US
	AL	EASTABOGA	ANNISTON	
	NY	EASTCHESTER	NEW YORK	NEW YORK (COMM ZONE) US
	MA	EASTHAMPTON	SPRINGFIELD GROUP	
	OH	EASTLAKE	CLEVELAND	
	PA	EASTON	EASTON	
	MI	EASTPOINTE	DETROIT	
	NJ	EATONTOWN	NEW YORK	NEW YORK (COMM ZONE) US
	WI	EAU CLAIRE	EAU CLAIRE	
		EAU CLAIRE	EGLIN AFB	
	MI	ECORSE	DETROIT	
	NC	EDEN	EDEN	
	UT	EDEN	OGDEN	
	WI	EDEN	FOND DU LAC	
	MN	EDEN PRAIRIE	MINNEAPOLIS	
	MO	EDGERTON	KANSAS CITY	
	NJ	EDGEWATER	NEW YORK	NEW YORK (COMM ZONE) US
	MD	EDGEWOOD	BALTIMORE	BALTIMORE US
	CA	EDISON	BAKERSFIELD	
	NJ	EDISON	NEW YORK	NEW YORK (COMM ZONE) US
	WA	EDMONDS	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	CA	EDWARDS	EDWARDS AFB	
	IL	EDWARDSVILLE	ST LOUIS	
	FL	EGLIN AFB	EGLIN AFB	
	AL	EIGHT MILE	MOBILE	
	PA	EIGHTY FOUR	PITTSBURGH GROUP	
	CA	EL CAJON	SAN DIEGO	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	EL CERRITO	S F BAY PORTS	S F BAY (EAST BAY) US
	CA	EL MACERO	SACRAMENTO	
	CA	EL MONTE	LOS ANGELES PORTS	LOS ANGES (COMM) US
		EL MONTE		LOS ANGES (COMM) US
	CA	EL SEGUNDO	LOS ANGELES PORTS	LOS ANGES (COMM) US
		EL SEGUNDO		LOS ANGES (COMM) US
	CO	ELBERT	COLORADO SPRINGS	
	PA	ELCO	PITTSBURGH GROUP	
	WI	ELDORADO	FOND DU LAC	
	IA	ELDRIDGE	QUAD CITIES	
	IL	ELGIN	CHICAGO	
	IN	ELIZABETH	LOUISVILLE GROUP	
	NJ	ELIZABETH	NEW YORK	NEW YORK (COMM ZONE) US
	PA	ELIZABETH	PITTSBURGH GROUP	
	CA	ELK GROVE	SACRAMENTO	
	IL	ELK GROVE VILLAGE	CHICAGO	
	MN	ELK RIVER	ELK RIVER	
	NE	ELKHORN	OMAHA	
	MN	ELKO	LAKEVILLE	
	NV	ELKO	ELKO	
	WA	ELLENSBURG	CASCADE GROUP	
	GA	ELLENWOOD	ATLANTA GROUP	
	MD	ELLCOTT CITY	BALTIMORE	BALTIMORE US
	PA	ELLSWORTH	PITTSBURGH GROUP	
	WI	ELM GROVE	MILWAUKEE GROUP	
	NY	ELMA	BUFFALO	
	TX	ELMENDORF	SAN ANTONIO	
	IL	ELMHURST	CHICAGO	
	NY	ELMONT	NEW YORK	NEW YORK (COMM ZONE) US
	NY	ELMSFORD	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	ELMWOOD PARK	NEW YORK	NEW YORK (COMM ZONE) US
	CA	ELVERTA	SACRAMENTO	
	IA	ELY	CEDAR RAPIDS	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	NJ	EMERSON	NEW YORK	NEW YORK (COMM ZONE) US
	CA	EMERYVILLE	S F BAY PORTS	S F BAY (EAST BAY) US
	PA	EMMAUS	ALLENTOWN	
	KS	EMPORIA	EMPORIA	
	CA	ENCINITAS	SAN DIEGO	
	CA	ENCINO	LOS ANGELES PORTS	LOS ANGES (COMM) US
		ENCINO		LOS ANGES (COMM) US
	NJ	ENGLEWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	ENGLEWOOD CLIFFS	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	ENGLISHTOWN	NEW YORK	NEW YORK (COMM ZONE) US
	GA	ENIGMA	TIFTON	
	PA	ENOLA	MECHANICSBURG GROUP	
	KY	ERLANGER	CINCINNATI GROUP	
	LA	ERWINVILLE	BATON ROUGE GROUP	
	CA	ESCALON	MODESTO	
	CA	ESCONDIDO	SAN DIEGO	
	NJ	ESSEX FELS	NEW YORK	NEW YORK (COMM ZONE) US
	PA	ESSINGTON	PHILADELPHIA	PHILADELPHIA US
	OR	ESTACADA	PORTLAND	
	PA	ETTERS	MECHANICSBURG GROUP	
	OH	EUCLID	CLEVELAND	
	TX	EULESS	FORT WORTH	
	GA	EVANS	AUGUSTA	
	IL	EVANSTON	CHICAGO	
	IN	EVANSVILLE	EVANSVILLE GROUP	
	MA	EVERETT	BOSTON	BOSTON US
	WA	EVERETT	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	VA	EVERGREEN	APPOMATTOX	
	IL	EVERGREEN PARK	CHICAGO	
	MO	EXCELSIOR SPRINGS	KANSAS CITY	
	PA	EXPORT	PITTSBURGH GROUP	
	NJ	FAIR HAVEN	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	FAIR LAWN	NEW YORK	NEW YORK (COMM ZONE) US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	FAIR OAKS	SACRAMENTO	
	GA	FAIRBURN	ATLANTA GROUP	
	KY	FAIRDALE	LOUISVILLE GROUP	
	IA	FAIRFAX	CEDAR RAPIDS	
	VA	FAIRFAX	WASHINGTON	
	VA	FAIRFAX STATION	WASHINGTON	
	AL	FAIRFIELD	BIRMINGHAM	
	CA	FAIRFIELD	FAIRFIELD	
	NJ	FAIRFIELD	NEW YORK	NEW YORK (COMM ZONE) US
	OH	FAIRFIELD	CINCINNATI GROUP	
	PA	FAIRLESS HILLS	PHILADELPHIA	PHILADELPHIA US
	NJ	FAIRVIEW	NEW YORK	NEW YORK (COMM ZONE) US
	OR	FAIRVIEW	PORTLAND	
	IL	FAIRVIEW HEIGHTS	ST LOUIS	
	NC	FAISON	FAISON	
	MA	FALL RIVER	FALL RIVER	
	VA	FALLS CHURCH	WASHINGTON	
	MD	FALLSTON	BALTIMORE	BALTIMORE US
	NJ	FANWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	FAR HILLS	NEW YORK	NEW YORK (COMM ZONE) US
	NY	FAR ROCKAWAY	NEW YORK	NEW YORK (COMM ZONE) US
	NY	FARMINGDALE	NEW YORK	NEW YORK (COMM ZONE) US
	GA	FARMINGTON	ATHENS	
	MI	FARMINGTON	DETROIT	
	MN	FARMINGTON	LAKEVILLE	
	NY	FARMINGTON	CANANDAIGUA	
	UT	FARMINGTON	SALT LAKE CITY	
	PA	FAYETTE CITY	PITTSBURGH GROUP	
	PA	FAYETTEVILLE	CHAMBERSBURG	
	MA	FAYVILLE	WESTBORO	
	PA	FEASTERVILLE TREVISE	PHILADELPHIA	PHILADELPHIA US
	MD	FEDERALSBURG	POCOMOKE CITY	
	MO	FENTON	ST LOUIS	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	IN	FERDINAND	FERDINAND	
	FL	FERNANDINA BEACH	JACKSONVILLE	JACKSONVILLE US
	MI	FERNDAL	DETROIT	
	TX	FERRIS	DALLAS	
	VA	FIELDALE	MARTINSVILLE	
	KY	FINCHVILLE	LOUISVILLE GROUP	
	PA	FINLEYVILLE	PITTSBURGH GROUP	
	IN	FISHERS	INDIANAPOLIS	
	KY	FISHERVILLE	LOUISVILLE GROUP	
	NJ	FLANDERS	NEW YORK	NEW YORK (COMM ZONE) US
	MI	FLAT ROCK	DETROIT	
	NJ	FLEMINGTON	FLEMINGTON	
	MI	FLINT	FLINT GROUP	
	NY	FLORAL PARK	NEW YORK	NEW YORK (COMM ZONE) US
	KY	FLORENCE	CINCINNATI GROUP	
	NJ	FLORENCE	PHILADELPHIA	PHILADELPHIA US
	SC	FLORENCE	DARLINGTON	
	TX	FLORESVILLE	SAN ANTONIO	
	NJ	FLORHAM PARK	NEW YORK	NEW YORK (COMM ZONE) US
	CO	FLORISSANT	COLORADO SPRINGS	
	MO	FLORISSANT	ST LOUIS	
	IL	FLOSSMOOR	CHICAGO	
	PA	FLOURTOWN	PHILADELPHIA	PHILADELPHIA US
	NY	FLUSHING	NEW YORK	NEW YORK (COMM ZONE) US
	PA	FOGELSVILLE	FOGELVILLE	
	PA	FOLCROFT	PHILADELPHIA	PHILADELPHIA US
	CA	FOLSOM	SACRAMENTO	
	PA	FOLSOM	PHILADELPHIA	PHILADELPHIA US
	WI	FOND DU LAC	FOND DU LAC	
	CA	FONTANA	RIVERSIDE GROUP	
	WI	FONTANA	DARIEN	
	NJ	FORDS	NEW YORK	NEW YORK (COMM ZONE) US
	VT	FOREST DALE	FOREST DALE	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	GA	FOREST PARK	FOREST PARK	
	IL	FOREST PARK	CHICAGO	
	MD	FORK	BALTIMORE	BALTIMORE US
	TX	FORNEY	DALLAS	
	VA	FORT BELVOIR	WASHINGTON	
	GA	FORT BENNING	COLUMBUS	
	NE	FORT CALHOUN	OMAHA	
	MD	FORT GEORGE G MEADE	BALTIMORE	BALTIMORE US
	TX	FORT HOOD	WACO GROUP	
	CA	FORT IRWIN	BARSTOW	
	KY	FORT KNOX	LOUISVILLE GROUP	
	FL	FORT LAUDERDALE		MIAMI (ZONE 2) US
	KS	FORT LEAVENWORTH	KANSAS CITY	
	NJ	FORT LEE	NEW YORK	NEW YORK (COMM ZONE) US
	VA	FORT LEE	RICHMOND	
	WA	FORT LEWIS	PUGET SOUND	PUGET SOUND (ZONE 3) US
	AL	FORT MITCHELL	COLUMBUS	
	NJ	FORT MONMOUTH	NEW YORK	NEW YORK (COMM ZONE) US
	IL	FORT SHERIDAN	CHICAGO	
	AR	FORT SMITH	FORT SMITH	
	GA	FORT STEWART	SAVANNAH	SAVANNAH
	KY	FORT THOMAS	CINCINNATI GROUP	
	MD	FORT WASHINGTON	WASHINGTON	
	PA	FORT WASHINGTON	PHILADELPHIA	PHILADELPHIA US
	TX	FORT WORTH	FORT WORTH	
	GA	FORTSON	COLUMBUS	
	RI	FOSTER	DAYVILLE	
	CO	FOUNTAIN	COLORADO SPRINGS	
	CA	FOUNTAIN VALLEY	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		FOUNTAIN VALLEY		LOS ANGELES (COMM) US
	PA	FOUNTAINVILLE	PHILADELPHIA	PHILADELPHIA US
	CA	FOWLER	FRESNO	
	IL	FOX LAKE	CHICAGO	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	IL	FOX RIVER GROVE	CHICAGO	
	IL	FRANKFORT	CHICAGO	
	MI	FRANKLIN	DETROIT	
	WI	FRANKLIN	MILWAUKEE GROUP	
	IL	FRANKLIN PARK	CHICAGO	
	NJ	FRANKLIN PARK	NEW YORK	NEW YORK (COMM ZONE) US
	NY	FRANKLIN SQUARE	NEW YORK	NEW YORK (COMM ZONE) US
	NC	FRANKLINVILLE	ASHEBORO	
	MI	FRASER	DETROIT	
	MD	FREDERICK	FREDERICK	
	VA	FREDERICKSBURG	FREDERICKSBURG	
	CA	FREEDOM	GABILAN GROUP	
	PA	FREEDOM	PITTSBURGH GROUP	
	KS	FREEPORT	ANTHONY	
	NY	FREEPORT	NEW YORK	NEW YORK (COMM ZONE) US
	TX	FREEPORT		GALVESTON (ZONE 2) US
	CA	FREMONT	FREMONT	
	OH	FREMONT	FREMONT	
	CA	FRENCH CAMP	SAN JOAQUIN	
	AR	FRENCHMANS BAYOU	MEMPHIS	
	CA	FRESNO	FRESNO	
	TX	FRESNO	GALVESTON BAY	GALVESTON (ZONE 1) US
	CA	FRIANT	FRESNO	
	TX	FRIENDSWOOD	GALVESTON BAY	GALVESTON (ZONE 1) US
	TX	FRISCO	DALLAS	
	KY	FT MITCHELL	CINCINNATI GROUP	
	CA	FULLERTON	LOS ANGELES PORTS	LOS ANGES (COMM) US
		FULLERTON		LOS ANGES (COMM) US
	TX	FULSHEAR	GALVESTON BAY	GALVESTON (ZONE 1) US
	MD	FULTON	WASHINGTON	
	AL	FULTONDALE	BIRMINGHAM	
	PA	FURLONG	PHILADELPHIA	PHILADELPHIA US
	FL	GAINESVILLE	GAINESVILLE	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	VA	GAINESVILLE	WASHINGTON	
	OH	GALENA	COLUMBUS	
	TX	GALENA PARK	GALVESTON BAY	GALVESTON (ZONE 1) US
	PA	GALLITZIN	ALTOONA	
	OH	GALLOWAY	COLUMBUS	
	TX	GALVESTON		GALVESTON (ZONE 2) US
	MD	GAMBRILLS	WASHINGTON	
	MI	GARDEN CITY	DETROIT	
	NY	GARDEN CITY	NEW YORK	NEW YORK (COMM ZONE) US
	CA	GARDEN GROVE	LOS ANGELES PORTS	LOS ANGES (COMM) US
		GARDEN GROVE		LOS ANGES (COMM) US
	CA	GARDENA	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	AL	GARDENDALE	BIRMINGHAM	
	NJ	GARFIELD	NEW YORK	NEW YORK (COMM ZONE) US
	TX	GARLAND	DALLAS	
	NC	GARNER	DURHAM GROUP	
	NJ	GARWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	IN	GARY	CHICAGO	
	OH	GATES MILLS	CLEVELAND	
	IL	GENESEO	QUAD CITIES	
	KY	GEORGETOWN	LEXINGTON	
	NY	GETZVILLE	BUFFALO	
	NJ	GIBBSBORO	PHILADELPHIA	PHILADELPHIA US
	NJ	GIBBSTOWN	PHILADELPHIA	PHILADELPHIA US
	MD	GIBSON ISLAND	BALTIMORE	BALTIMORE US
	PA	GIBSONIA	PITTSBURGH GROUP	
	FL	GIBSONTON	TAMPA	
	WA	GIG HARBOR	PUGET SOUND	PUGET SOUND (ZONE 3) US
	NJ	GILLETTE	NEW YORK	NEW YORK (COMM ZONE) US
	AR	GILMORE	MEMPHIS	
	CA	GILROY	GABILAN GROUP	
	TX	GLADEWATER	LONGVIEW	
	NJ	GLADSTONE	NEW YORK	NEW YORK (COMM ZONE) US



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	OR	GLADSTONE	PORTLAND	
	PA	GLADWYNE	PHILADELPHIA	PHILADELPHIA US
	NJ	GLASSBORO	PHILADELPHIA	PHILADELPHIA US
	PA	GLASSPORT	PITTSBURGH GROUP	
	VA	GLEN ALLEN	RICHMOND	
	MD	GLEN ARM	BALTIMORE	BALTIMORE US
	MD	GLEN BURNIE	BALTIMORE	BALTIMORE US
	IL	GLEN CARBON	ST LOUIS	
	NY	GLEN COVE	NEW YORK	NEW YORK (COMM ZONE) US
	MD	GLEN ECHO	WASHINGTON	
	CA	GLEN ELLEN	SANTA ROSA GROUP	
	IL	GLEN ELLYN	CHICAGO	
	NY	GLEN HEAD	NEW YORK	NEW YORK (COMM ZONE) US
	PA	GLEN MILLS	PHILADELPHIA	PHILADELPHIA US
	NY	GLEN OAKS	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	GLEN RIDGE	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	GLEN ROCK	NEW YORK	NEW YORK (COMM ZONE) US
	FL	GLEN SAINT MARY	JACKSONVILLE	JACKSONVILLE US
	IL	GLENCOE	CHICAGO	
	CA	GLENDALE	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		GLENDALE		LOS ANGELES (COMM) US
	IL	GLENDALE HEIGHTS	CHICAGO	
	CA	GLENDORA	POMONA GROUP	
	NJ	GLENDORA	PHILADELPHIA	PHILADELPHIA US
	MD	GLENN DALE	WASHINGTON	
	PA	GLENOLDEN	PHILADELPHIA	PHILADELPHIA US
	PA	GLENSHAW	PITTSBURGH GROUP	
	PA	GLENSIDE	PHILADELPHIA	PHILADELPHIA US
	IL	GLENVIEW	CHICAGO	
	IL	GLENVIEW NAS	CHICAGO	
	IL	GLENWOOD	CHICAGO	
	IA	GLIDDEN	CARROLL	
	NC	GLOUCESTER	MOREHEAD CITY	

## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	NJ	GLOUCESTER CITY	PHILADELPHIA	PHILADELPHIA US
	MD	GLYNDON	BALTIMORE	BALTIMORE US
	LA	GLYNN	BATON ROUGE GROUP	
	TX	GODLEY	FORT WORTH	
	CO	GOLDEN	DENVER	
	FL	GOLDENROD	DISNEY GROUP	
	NC	GOLDSBORO	GOLDSBORO	
	CA	GONZALES	GABILAN GROUP	
	VA	GOOCHLAND	GOOCHLAND	
	AZ	GOODYEAR	PHOENIX	
	SC	GOOSE CREEK	CHARLESTON	CHARLESTON US
	FL	GOTHA	DISNEY GROUP	
	IN	GRABILL	GRABILL	
	MA	GRAFTON	WESTBORO	
	WA	GRAHAM	PUGET SOUND	PUGET SOUND (ZONE 3) US
	MO	GRAIN VALLEY	KANSAS CITY	
	CA	GRANADA HILLS	LOS ANGELES PORTS	LOS ANGES (COMM) US
		GRANADA HILLS		LOS ANGES (COMM) US
	MI	GRAND HAVEN	GRAND RAPIDS GROUP	
	NY	GRAND ISLAND	BUFFALO	
	TX	GRAND PRAIRIE	DALLAS	
	MI	GRAND RAPIDS	GRAND RAPIDS GROUP	
	CA	GRAND TERRACE	RIVERSIDE GROUP	
	MO	GRANDVIEW	KANSAS CITY	
	MI	GRANDVILLE	GRAND RAPIDS GROUP	
	IL	GRANITE CITY	ST LOUIS	
	NC	GRANITE FALLS	HICKORY GROUP	
	SC	GRANITEVILLE	AUGUSTA	
	PA	GRANTVILLE	MECHANICSBURG GROUP	
	PA	GRAPEVILLE	PITTSBURGH GROUP	
	TX	GRAPEVINE	FORT WORTH	
	CA	GRASS VALLEY	GRASS VALLEY	
	IL	GRAYSLAKE	CHICAGO	

## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	AL	GRAYSVILLE	BIRMINGHAM	
	VA	GREAT FALLS	WASHINGTON	
	IL	GREAT LAKES	CHICAGO	
	NY	GREAT NECK	NEW YORK	NEW YORK (COMM ZONE) US
	FL	GREEN COVE SPRINGS	JACKSONVILLE	JACKSONVILLE US
	NJ	GREEN VILLAGE	NEW YORK	NEW YORK (COMM ZONE) US
	MD	GREENBELT	WASHINGTON	
	WI	GREENDALE	MILWAUKEE GROUP	
	NY	GREENLAWN	NEW YORK	NEW YORK (COMM ZONE) US
	ID	GREENLEAF	CALDWELL	
	NC	GREENSBORO	GREENSBORO	
	PA	GREENSBURG	PITTSBURGH GROUP	
	NY	GREENVALE	NEW YORK	NEW YORK (COMM ZONE) US
	MI	GREENVILLE	GREENVILLE	
	SC	GREENVILLE	GREENVILLE	
	LA	GREENWELL SPRINGS	BATON ROUGE GROUP	
	AR	GREENWOOD	FORT SMITH	
	IN	GREENWOOD	INDIANAPOLIS	
	MO	GREENWOOD	KANSAS CITY	
	OR	GRESHAM	PORTLAND	
	LA	GREYNA	NEW ORLEANS	NEW ORLEANS
	IN	GRIFFITH	CHICAGO	
	IL	GRIGGSVILLE	CHAMBERSBURG	
	MI	GROSSE ILE	DETROIT	
	MI	GROSSE POINTE	DETROIT	
	LA	GROSSE TETE	BATON ROUGE GROUP	
	CT	GROSVENOR DALE	DAYVILLE	
	OH	GROVE CITY	COLUMBUS	
	OH	GROVEPORT	COLUMBUS	
	CA	GUASTI	POMONA GROUP	
	CA	GUERNEVILLE	SANTA ROSA GROUP	
	MS	GULFPORT	GULFPORT	
	IL	GURNEE	CHICAGO	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	PA	GWYNEDD	PHILADELPHIA	PHILADELPHIA US
	CA	HACIENDA HEIGHTS	LOS ANGELES PORTS	LOS ANGES (COMM) US
		HACIENDA HEIGHTS		LOS ANGES (COMM) US
	NJ	HACKENSACK	NEW YORK	NEW YORK (COMM ZONE) US
	AR	HACKETT	FORT SMITH	
	NJ	HADDON HEIGHTS	PHILADELPHIA	PHILADELPHIA US
	NJ	HADDONFIELD	PHILADELPHIA	PHILADELPHIA US
	MI	HAGAR SHORES	COLOMA	
	IA	HALBUR	CARROLL	
	NJ	HALEDON	NEW YORK	NEW YORK (COMM ZONE) US
	WI	HALES CORNERS	MILWAUKEE GROUP	
	FL	HALLANDALE		MIAMI (ZONE 2) US
	TX	HALLSVILLE	LONGVIEW	
	NY	HAMBURG	BUFFALO	
	IN	HAMMOND	CHICAGO	
	NJ	HAMMONTON	HAMMONTON	
	MD	HAMPSTEAD	HAMPSTEAD	
	IL	HAMPTON	QUAD CITIES	
	VA	HAMPTON	NORFOLK	NORFOLK (ZONE 2) US
	MA	HANOVER	BOSTON	BOSTON US
	MD	HANOVER	BALTIMORE	BALTIMORE US
	MN	HANOVER	ELK RIVER	
	PA	HANOVER	HANOVER	
	CA	HARBOR CITY	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	VA	HARDY	ROANOKE	
	NC	HARKERS ISLAND	MOREHEAD CITY	
	PA	HARLEYSVILLE	PHILADELPHIA	PHILADELPHIA US
	SC	HARLEYVILLE	CHARLESTON	CHARLESTON US
	NC	HARMONY	HICKORY GROUP	
	KS	HARPER	ANTHONY	
	MI	HARPER WOODS	DETROIT	
	NJ	HARRINGTON PARK	NEW YORK	NEW YORK (COMM ZONE) US
	PA	HARRISBURG	MECHANICSBURG GROUP	

## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	NJ	HARRISON	NEW YORK	NEW YORK (COMM ZONE) US
	NY	HARRISON	NEW YORK	NEW YORK (COMM ZONE) US
	PA	HARRISON CITY	PITTSBURGH GROUP	
	MI	HARRISON TOWNSHIP	DETROIT	
	IL	HARTFORD	ST LOUIS	
	MI	HARTFORD	COLOMA	
	NY	HARTSDALE	NEW YORK	NEW YORK (COMM ZONE) US
	GA	HARTSFIELD	ALBANY	
	IL	HARVEY	CHICAGO	
	LA	HARVEY	NEW ORLEANS	NEW ORLEANS
	PA	HARWICK	PITTSBURGH GROUP	
	NJ	HASBROUCK HEIGHTS	NEW YORK	NEW YORK (COMM ZONE) US
	TX	HASLET	FORT WORTH	
	MN	HASTINGS	HASTINGS	
	NY	HASTINGS ON HUDSON	NEW YORK	NEW YORK (COMM ZONE) US
	PA	HATBORO	PHILADELPHIA	PHILADELPHIA US
	PA	HATFIELD	PHILADELPHIA	PHILADELPHIA US
	MS	HATTIESBURG	HATTIESBURG	
	NC	HAVELOCK	MOREHEAD CITY	
	PA	HAVERFORD	PHILADELPHIA	PHILADELPHIA US
	PA	HAVERTOWN	PHILADELPHIA	PHILADELPHIA US
	MD	HAVRE DE GRACE	HAVRE DE GRACE	
	CA	HAWAIIAN GARDENS	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	NJ	HAWORTH	NEW YORK	NEW YORK (COMM ZONE) US
	CA	HAWTHORNE	LOS ANGELES PORTS	LOS ANGES (COMM) US
		HAWTHORNE		LOS ANGES (COMM) US
	NJ	HAWTHORNE	NEW YORK	NEW YORK (COMM ZONE) US
	VA	HAYMARKET	WASHINGTON	
	CA	HAYWARD	S F BAY PORTS	S F BAY (EAST BAY) US
	IL	HAZEL CREST	CHICAGO	
	MI	HAZEL PARK	DETROIT	
	WI	HAZELHURST	HAZELHURST	
	MO	HAZELWOOD	ST LOUIS	

## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MS	HAZLEHURST	HAZELHURST	
	NJ	HAZLET	NEW YORK	NEW YORK (COMM ZONE) US
	CA	HEALDSBURG	SANTA ROSA GROUP	
	KY	HEBRON	CINCINNATI GROUP	
	PA	HELLERTOWN	ALLENTOWN	
	CA	HELM	FRESNO	
	NJ	HELMETTA	NEW YORK	NEW YORK (COMM ZONE) US
	TX	HELOTES	SAN ANTONIO	
	NY	HEMPSTEAD	NEW YORK	NEW YORK (COMM ZONE) US
	AR	HENSLEY	LITTLE ROCK	
	PA	HEREFORD	ALLENTOWN	
	CA	HERLONG	HERLONG	
	PA	HERMINIE	PITTSBURGH GROUP	
	CA	HERMOSA BEACH	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	MS	HERNANDO	MEMPHIS	
	VA	HERNDON	WASHINGTON	
	PA	HERSHEY	HERSHEY	
	NY	HEWLETT	NEW YORK	NEW YORK (COMM ZONE) US
	ID	HEYBURN	HEYBURN	
	IA	HIAWATHA	CEDAR RAPIDS	
	CA	HICKMAN	MODESTO	
	NC	HICKORY	HICKORY GROUP	
	PA	HICKORY	PITTSBURGH GROUP	
	IL	HICKORY HILLS	CHICAGO	
	NY	HICKSVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	TX	HIDALGO	MC ALLEN	
	NC	HIDDENITE	HICKORY GROUP	
	NC	HIGH POINT	HIGH POINT GROUP	
	MO	HIGH RIDGE	ST LOUIS	
	GA	HIGH SHOALS	ATHENS	
	CA	HIGHLAND	RIVERSIDE GROUP	
	IL	HIGHLAND PARK	CHICAGO	
	NJ	HIGHLAND PARK	NEW YORK	NEW YORK (COMM ZONE) US



## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	VA	HIGHLAND SPRINGS	RICHMOND	
	NJ	HIGHLANDS	NEW YORK	NEW YORK (COMM ZONE) US
	TX	HIGHLANDS	GALVESTON BAY	GALVESTON (ZONE 1) US
	PA	HIGHSPIRE	MECHANICSBURG GROUP	
	IL	HIGHWOOD	CHICAGO	
	UT	HILL AFB	OGDEN	
	FL	HILLIARD	JACKSONVILLE	JACKSONVILLE US
	OH	HILLIARD	COLUMBUS	
	OR	HILLSBORO	PORTLAND	
	IL	HILLSDALE	QUAD CITIES	
	NJ	HILLSDALE	NEW YORK	NEW YORK (COMM ZONE) US
	IL	HILLSIDE	CHICAGO	
	NJ	HILLSIDE	NEW YORK	NEW YORK (COMM ZONE) US
	PA	HILLTOWN	PHILADELPHIA	PHILADELPHIA US
	OH	HINCKLEY	CLEVELAND	
	IL	HINES	CHICAGO	
	MA	HINGHAM	BOSTON	BOSTON US
	IL	HINSDALE	CHICAGO	
	TX	HITCHCOCK		GALVESTON (ZONE 2) US
	NJ	HO HO KUS	NEW YORK	NEW YORK (COMM ZONE) US
	IN	HOBART	CHICAGO	
	NJ	HOBOKEN	NEW YORK	NEW YORK (COMM ZONE) US
	TX	HOCKLEY	GALVESTON BAY	GALVESTON (ZONE 1) US
	MA	HOLBROOK	BOSTON	BOSTON US
	MI	HOLLAND	GRAND RAPIDS GROUP	
	PA	HOLLIDAYSBURG	ALTOONA	
	CA	HOLLISTER	GABILAN GROUP	
	FL	HOLLYWOOD		MIAMI (ZONE 2) US
	SC	HOLLYWOOD	CHARLESTON	CHARLESTON US
	NJ	HOLMDEL	NEW YORK	NEW YORK (COMM ZONE) US
	PA	HOLMES	PHILADELPHIA	PHILADELPHIA US
	MO	HOLT	KANSAS CITY	
	MA	HOLYOKE	SPRINGFIELD GROUP	

## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	ID	HOMEDALE	CALDWELL	
	FL	HOMESTEAD	MIAMI PORTS	MIAMI (ZONE 1) US
	PA	HOMESTEAD	PITTSBURGH GROUP	
	IL	HOMETOWN	CHICAGO	
	IL	HOMewood	CHICAGO	
	IA	HONEY CREEK	OMAHA	
	UT	HOOPER	OGDEN	
	NJ	HOPATCONG	NEW YORK	NEW YORK (COMM ZONE) US
	VA	HOPEWELL	RICHMOND	
	MN	HOPKINS	MINNEAPOLIS	
	MA	HOPKINTON	WESTBORO	
	MS	HORN LAKE	MEMPHIS	
	PA	HORSHAM	PHILADELPHIA	PHILADELPHIA US
	MS	HOUSTON	HOUSTON	
	PA	HOUSTON	PITTSBURGH GROUP	
	TX	HOUSTON	GALVESTON BAY	GALVESTON (ZONE 1) US
	FL	HOWEY IN THE HILLS	DISNEY GROUP	
	NC	HUDSON	HICKORY GROUP	
	NY	HUDSON	HUDSON	
	OH	HUDSON	HUDSON OH	
	MI	HUDSONVILLE	GRAND RAPIDS GROUP	
	TX	HUFFMAN	GALVESTON BAY	GALVESTON (ZONE 1) US
	SC	HUGER	CHARLESTON	CHARLESTON US
	CA	HUGHSON	MODESTO	
	GA	HULL	ATHENS	
	MA	HULL	BOSTON	BOSTON US
	TX	HUMBLE	GALVESTON BAY	GALVESTON (ZONE 1) US
	PA	HUMMELSTOWN	MECHANICSBURG GROUP	
	PA	HUNKER	PITTSBURGH GROUP	
	MD	HUNT VALLEY	BALTIMORE	BALTIMORE US
	IN	HUNTINGBURG	JASPER	
	PA	HUNTINGDON VALLEY	PHILADELPHIA	PHILADELPHIA US
	NY	HUNTINGTON	NEW YORK	NEW YORK (COMM ZONE) US

## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	HUNTINGTON BEACH	LOS ANGELES PORTS	LOS ANGES (COMM) US
		HUNTINGTON BEACH		LOS ANGES (COMM) US
	CA	HUNTINGTON PARK	LOS ANGELES PORTS	LOS ANGES (COMM) US
		HUNTINGTON PARK		LOS ANGES (COMM) US
	NY	HUNTINGTON STATION	NEW YORK	NEW YORK (COMM ZONE) US
	MI	HUNTINGTON WOODS	DETROIT	
	AL	HUNTSVILLE	HUNTSVILLE	
	FL	HURLBURT FIELD	EGLIN AFB	
	MD	HURLOCK	POCOMOKE CITY	
	TX	HURST	FORT WORTH	
	VA	HURT	ALTA VISTA	
	ID	HUSTON	CALDWELL	
	TX	HUTCHINS	DALLAS	
	MD	HYATTSVILLE	WASHINGTON	
	PA	HYDE	HYDE	
	MA	HYDE PARK	BOSTON	BOSTON US
	PA	HYDE PARK	PITTSBURGH GROUP	
	UT	HYDE PARK	LOGAN	
	MD	HYDES	BALTIMORE	BALTIMORE US
	UT	HYRUM	LOGAN	
	ID	IDAHO FALLS	IDAHO FALLS	
	GA	ILA	ATHENS	
	PA	IMPERIAL	PITTSBURGH GROUP	
	CA	IMPERIAL BEACH	SAN DIEGO	
	MO	INDEPENDENCE	KANSAS CITY	
	OH	INDEPENDENCE	CLEVELAND	
	WI	INDEPENDENCE	ARCADIA	
	IN	INDIANAPOLIS	INDIANAPOLIS	
	MS	INDIANOLA	MOORHEAD	
	PA	INDIANOLA	PITTSBURGH GROUP	
	IL	INGLESIDE	CHICAGO	
	CA	INGLEWOOD	LOS ANGELES PORTS	LOS ANGES (COMM) US
		INGLEWOOD		LOS ANGES (COMM) US



## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MI	INKSTER	DETROIT	
	NY	INWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	IN	IRELAND	JASPER	
	TX	IRVING	DALLAS	
	NJ	IRVINGTON	NEW YORK	NEW YORK (COMM ZONE) US
	NY	IRVINGTON	NEW YORK	NEW YORK (COMM ZONE) US
	PA	IRWIN	PITTSBURGH GROUP	
	GA	IRWINVILLE	TIFTON	
	NJ	ISELIN	NEW YORK	NEW YORK (COMM ZONE) US
	IL	ISLAND LAKE	CHICAGO	
	NY	ISLAND PARK	NEW YORK	NEW YORK (COMM ZONE) US
	SC	ISLE OF PALMS	CHARLESTON	CHARLESTON US
	WA	ISSAQUAH	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	IL	ITASCA	CHICAGO	
	TN	JACKSON	JACKSON	
	AR	JACKSONVILLE	LITTLE ROCK	
	FL	JACKSONVILLE	JACKSONVILLE	JACKSONVILLE US
	TX	JACKSONVILLE	JACKSONVILLE	
	FL	JACKSONVILLE BEACH	JACKSONVILLE	JACKSONVILLE US
	NY	JAMAICA	NEW YORK	NEW YORK (COMM ZONE) US
	MA	JAMAICA PLAIN	BOSTON	BOSTON US
	NJ	JAMESBURG	NEW YORK	NEW YORK (COMM ZONE) US
	NC	JAMESTOWN	HIGH POINT GROUP	
	NY	JAMESTOWN	JAMESTOWN	
	VA	JAMESTOWN	WILLIAMSBURG	
	PA	JAMISON	PHILADELPHIA	PHILADELPHIA US
	CA	JAMUL	SAN DIEGO	
	LA	JARREAU	BATON ROUGE GROUP	
	IN	JASPER	JASPER	
	PA	JEANNETTE	PITTSBURGH GROUP	
	TN	JEFFERSON CITY	DANDRIDGE	
	IN	JEFFERSONVILLE	LOUISVILLE GROUP	
	MI	JENISON	GRAND RAPIDS GROUP	

## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	PA	JENKINTOWN	PHILADELPHIA	PHILADELPHIA US
	NY	JERICHO	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	JERSEY CITY	JERSEY CITY	
		JERSEY CITY	NEW YORK	NEW YORK (COMM ZONE) US
	MD	JESSUP	BALTIMORE	BALTIMORE US
	NJ	JOBSTOWN	PHILADELPHIA	PHILADELPHIA US
	PA	JOFFRE	PITTSBURGH GROUP	
	SC	JOHNS ISLAND	CHARLESTON	CHARLESTON US
	TN	JOHNSON CITY	JOHNSON CITY	
	OH	JOHNSTOWN	COLUMBUS	
	AR	JOINER	MEMPHIS	
	IL	JOLIET	CHICAGO	
	MD	JOPPA	BALTIMORE	BALTIMORE US
	TX	JOSHUA	FORT WORTH	
	IL	JUSTICE	CHICAGO	
	MI	KALAMAZOO	KALAMAZOO	
	KS	KANSAS CITY	KANSAS CITY	
	MO	KANSAS CITY	KANSAS CITY	
	TX	KATY	GALVESTON BAY	GALVESTON (ZONE 1) US
	NJ	KEANSBURG	NEW YORK	NEW YORK (COMM ZONE) US
	MO	KEARNEY	KANSAS CITY	
	NJ	KEARNY	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	KEASBEY	NEW YORK	NEW YORK (COMM ZONE) US
	MI	KEEGO HARBOR	DETROIT	
	VA	KEELING	DANVILLE	
	KY	KEENE	LEXINGTON	
	TX	KELLER	FORT WORTH	
	WA	KELSO	LONGVIEW	
	TX	KEMAH	GALVESTON BAY	GALVESTON (ZONE 1) US
	TX	KENDALIA	SAN ANTONIO	
	NJ	KENDALL PARK	NEW YORK	NEW YORK (COMM ZONE) US
	IL	KENILWORTH	CHICAGO	
	NJ	KENILWORTH	NEW YORK	NEW YORK (COMM ZONE) US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	TX	KENNEDALE	FORT WORTH	
	LA	KENNER	NEW ORLEANS	NEW ORLEANS
	MD	KENSINGTON	WASHINGTON	
	WA	KENT	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	NJ	KENVIL	NEW YORK	NEW YORK (COMM ZONE) US
	CA	KERMAN	FRESNO	
	NC	KERNERSVILLE	WINSTON-SALEM	
	NJ	KEYPORT	NEW YORK	NEW YORK (COMM ZONE) US
	TX	KILGORE	LONGVIEW	
	FL	KILLARNEY	DISNEY GROUP	
	TX	KILLEEN	WACO GROUP	
	PA	KING OF PRUSSIA	PHILADELPHIA	PHILADELPHIA US
	CA	KINGSBURG	FRESNO	
	NJ	KINGSTON	NEW YORK	NEW YORK (COMM ZONE) US
	MD	KINGSVILLE	BALTIMORE	BALTIMORE US
	WA	KIRKLAND	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	FL	KISSIMMEE	DISNEY GROUP	
	NC	KNIGHTDALE	DURHAM GROUP	
	TN	KNOXVILLE	KNOXVILLE	
	ID	KUNA	BOISE	
	CA	LA CANADA FLINTRIDGE	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		LA CANADA FLINTRIDGE		LOS ANGELES (COMM) US
	WA	LA CONNER	MOUNT VERNON	
	TX	LA COSTE	SAN ANTONIO	
	CA	LA CRESCENTA	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		LA CRESCENTA		LOS ANGELES (COMM) US
	SC	LA FRANCE	ANDERSON	
	IL	LA GRANGE	CHICAGO	
	CA	LA HABRA	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		LA HABRA		LOS ANGELES (COMM) US
	CA	LA JOLLA	SAN DIEGO	
	TX	LA MARQUE		GALVESTON (ZONE 2) US
	CA	LA MESA	SAN DIEGO	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	LA MIRADA	LOS ANGELES PORTS	LOS ANGES (COMM) US
		LA MIRADA		LOS ANGES (COMM) US
	CA	LA PALMA	LOS ANGELES PORTS	LOS ANGES (COMM) US
		LA PALMA		LOS ANGES (COMM) US
	TX	LA PORTE	GALVESTON BAY	GALVESTON (ZONE 1) US
		LA PORTE	LA PORTE	
	CA	LA PUENTE	LOS ANGELES PORTS	LOS ANGES (COMM) US
		LA PUENTE		LOS ANGES (COMM) US
	CA	LA VERNE	POMONA GROUP	
	TX	LA VERNIA	SAN ANTONIO	
	WA	LACEY		PUGET SOUND (ZONE 4)
	SC	LADSON	CHARLESTON	CHARLESTON US
	PA	LAFAYETTE HILL	PHILADELPHIA	PHILADELPHIA US
	IL	LAKE BLUFF	CHICAGO	
	LA	LAKE CHARLES	LAKE CHARLES	LAKE CHARLES
	MS	LAKE CORMORANT	MEMPHIS	
	TX	LAKE CREEK	PARIS	
	TX	LAKE DALLAS	DALLAS	
	IL	LAKE FOREST	CHICAGO	
	NJ	LAKE HIAWATHA	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	LAKE HOPATCONG	NEW YORK	NEW YORK (COMM ZONE) US
	FL	LAKE MARY	DISNEY GROUP	
	FL	LAKE MONROE	DISNEY GROUP	
	NY	LAKE VIEW	BUFFALO	
	IL	LAKE VILLA	CHICAGO	
	FL	LAKE WALES	LAKE WALES	
	IL	LAKE ZURICH	CHICAGO	
	FL	LAKELAND	LAKELAND	
	LA	LAKELAND	BATON ROUGE GROUP	
	CA	LAKESIDE	SAN DIEGO	
	MN	LAKEVILLE	LAKEVILLE	
	CA	LAKEWOOD	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	NJ	LAMBERTVILLE	PHILADELPHIA	PHILADELPHIA US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	LAMONT	BAKERSFIELD	
	NY	LANCASTER	BUFFALO	
	SC	LANCASTER	LANCASTER	
	TX	LANCASTER	DALLAS	
	FL	LAND O LAKES	TAMPA	
	NJ	LANDING	NEW YORK	NEW YORK (COMM ZONE) US
	IN	LANESVILLE	LOUISVILLE GROUP	
	PA	LANGHORNE	PHILADELPHIA	PHILADELPHIA US
	MD	LANHAM	WASHINGTON	
	PA	LANSDALE	PHILADELPHIA	PHILADELPHIA US
	PA	LANSDOWNE	PHILADELPHIA	PHILADELPHIA US
	IL	LANSING	CHICAGO	
	KS	LANSING	KANSAS CITY	
	NY	LARCHMONT	NEW YORK	NEW YORK (COMM ZONE) US
	FL	LARGO	TAMPA	
	PA	LARIMER	PITTSBURGH GROUP	
	CO	LARKSPUR	COLORADO SPRINGS	
	NY	LATHAM	LATHAM	
	CA	LATHROP	SAN JOAQUIN	
	CA	LATON	FRESNO	
	KY	LATONIA	CINCINNATI GROUP	
	MD	LAUREL	WASHINGTON	
	AR	LAVACA	FORT SMITH	
	NE	LAVISTA	OMAHA	
	CA	LAWNDALE	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	NJ	LAWNSIDE	PHILADELPHIA	PHILADELPHIA US
	NY	LAWRENCE	NEW YORK	NEW YORK (COMM ZONE) US
	PA	LAWRENCE	PITTSBURGH GROUP	
	GA	LAWRENCEVILLE	ATLANTA GROUP	
	FL	LAWTEY	JACKSONVILLE	JACKSONVILLE US
	UT	LAYTON	OGDEN	
	IA	LE CLAIRE	QUAD CITIES	
	TX	LEAGUE CITY	GALVESTON BAY	GALVESTON (ZONE 1) US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	GA	LEARY	ALBANY	
	KS	LEAVENWORTH	KANSAS CITY	
	KY	LEBANON JUNCTION	LOUISVILLE GROUP	
	NJ	LEDGEWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	PA	LEECHBURG	PITTSBURGH GROUP	
	AL	LEEDS	BIRMINGHAM	
	MO	LEES SUMMIT	KANSAS CITY	
	PA	LEETSDALE	PITTSBURGH GROUP	
	UT	LEHI	SALT LAKE CITY	
	CA	LEMON GROVE	SAN DIEGO	
	IL	LEMONT	CHICAGO	
	PA	LEMOYNE	MECHANICSBURG GROUP	
	NC	LENOIR	HICKORY GROUP	
	GA	LENOX	TIFTON	
	NJ	LEONARDO	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	LEONIA	NEW YORK	NEW YORK (COMM ZONE) US
	GA	LESLIE	AMERICUS	
	NY	LEVITTOWN	NEW YORK	NEW YORK (COMM ZONE) US
	PA	LEVITTOWN	PHILADELPHIA	PHILADELPHIA US
	PA	LEWISBERRY	MECHANICSBURG GROUP	
	PA	LEWISBURG	MILTON	
	NC	LEWISVILLE	WINSTON-SALEM	
	TX	LEWISVILLE	DALLAS	
	KY	LEXINGTON	LEXINGTON	
	MA	LEXINGTON	BOSTON	BOSTON US
	NC	LEXINGTON	HIGH POINT GROUP	
	NE	LEXINGTON	LEXINGTON	
	MO	LIBERTY	KANSAS CITY	
	IL	LIBERTYVILLE	CHICAGO	
	PA	LIBRARY	PITTSBURGH GROUP	
	IA	LIDDERDALE	CARROLL	
	GA	LILBURN	ATLANTA GROUP	
	MA	LINCOLN	BOSTON	BOSTON US



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MI	LINCOLN PARK	DETROIT	
	NJ	LINCOLN PARK	NEW YORK	NEW YORK (COMM ZONE) US
	IL	LINCOLNSHIRE	CHICAGO	
	NC	LINCOLNTON	LINCOLNTON	
	NJ	LINCROFT	NEW YORK	NEW YORK (COMM ZONE) US
	CA	LINDEN	STOCKTON	
	NJ	LINDEN	NEW YORK	NEW YORK (COMM ZONE) US
	NY	LINDENHURST	NEW YORK	NEW YORK (COMM ZONE) US
	UT	LINDON	SALT LAKE CITY	
	PA	LINE LEXINGTON	PHILADELPHIA	PHILADELPHIA US
	MD	LINTHICUM HEIGHTS	BALTIMORE	BALTIMORE US
	KS	LINWOOD	KANSAS CITY	
	NC	LINWOOD	HIGH POINT GROUP	
	NH	LISBON	LISBON	
	IL	LISLE	CHICAGO	
	GA	LITHIA SPRINGS	ATLANTA GROUP	
	NJ	LITTLE FALLS	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	LITTLE FERRY	NEW YORK	NEW YORK (COMM ZONE) US
	AR	LITTLE ROCK	LITTLE ROCK	
	AR	LITTLE ROCK AIR FORCE E	LITTLE ROCK	
	NJ	LITTLE SILVER	NEW YORK	NEW YORK (COMM ZONE) US
	PA	LITTLESTOWN	HANOVER	
	TX	LIVERPOOL		GALVESTON (ZONE 2) US
	NJ	LIVINGSTON	NEW YORK	NEW YORK (COMM ZONE) US
	TN	LIVINGSTON	LIVINGSTON	
	LA	LIVONIA	BATON ROUGE GROUP	
	MI	LIVONIA	DETROIT	
	OH	LOCKBOURNE	COLUMBUS	
	IL	LOCKPORT	CHICAGO	
	NY	LOCUST VALLEY	NEW YORK	NEW YORK (COMM ZONE) US
	CA	LODI	LODI	
	NJ	LODI	NEW YORK	NEW YORK (COMM ZONE) US
	UT	LOGAN	LOGAN	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	LOMA LINDA	RIVERSIDE GROUP	
	IL	LOMBARD	CHICAGO	
	WI	LOMIRA	FOND DU LAC	
	CA	LOMITA	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	CA	LONG BEACH	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	MS	LONG BEACH	GULFPORT	
	NY	LONG BEACH	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	LONG BRANCH	NEW YORK	NEW YORK (COMM ZONE) US
	IA	LONG GROVE	QUAD CITIES	
	NY	LONG ISLAND CITY	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	LONG VALLEY	NEW YORK	NEW YORK (COMM ZONE) US
	TX	LONGVIEW	LONGVIEW	
	WA	LONGVIEW	LONGVIEW	
	FL	LONGWOOD	DISNEY GROUP	
	MN	LORETTO	ELK RIVER	
	VA	LORTON	WASHINGTON	
	CA	LOS ALAMITOS	LOS ANGELES PORTS	LOS ANGES (COMM) US
		LOS ALAMITOS		LOS ANGES (COMM) US
	CA	LOS ALTOS	SAN JOSE	
	CA	LOS ANGELES	LOS ANGELES PORTS	LOS ANGES (COMM) US
		LOS ANGELES		LOS ANGES (COMM) US
	CA	LOS GATOS	SAN JOSE	
	KY	LOUISVILLE	LOUISVILLE GROUP	
	OH	LOVELAND	CINCINNATI GROUP	
	TN	LOWLAND	MORRISTOWN	
	AZ	LUKE AFB	PHOENIX	
	LA	LULING	NEW ORLEANS	NEW ORLEANS
	NC	LUMBERTON	LUMBERTON	
	NJ	LUMBERTON	PHILADELPHIA	PHILADELPHIA US
	PA	LUMBERVILLE	PHILADELPHIA	PHILADELPHIA US
	MD	LUTHERVILLE TIMONIUM	BALTIMORE	BALTIMORE US
	FL	LUTZ	TAMPA	
	NY	LYNBROOK	NEW YORK	NEW YORK (COMM ZONE) US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	VA	LYNCH STATION	ALTA VISTA	
	TN	LYNCHBURG	LYNCHBURG	
	VA	LYNCHBURG	LYNCHBURG	
	NJ	LYNDHURST	NEW YORK	NEW YORK (COMM ZONE) US
	MA	LYNN	BOSTON	BOSTON US
	IL	LYNN CENTER	QUAD CITIES	
	MA	LYNNFIELD	BOSTON	BOSTON US
	WA	LYNNWOOD	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	CA	LYNWOOD	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		LYNWOOD		LOS ANGELES (COMM) US
	IL	LYONS	CHICAGO	
	TX	LYTLE	SAN ANTONIO	
	AR	MABELVALE	LITTLE ROCK	
	GA	MABLETON	ATLANTA GROUP	
	FL	MACCLENNY	JACKSONVILLE	JACKSONVILLE US
	OH	MACEDONIA	CLEVELAND	
	MI	MACOMB	DETROIT	
	GA	MACON	MACON	
	PA	MACUNGIE	ALLENTOWN	
	CA	MADERA	FRESNO	
	AL	MADISON	BIRMINGHAM	
	IL	MADISON	ST LOUIS	
	NJ	MADISON	NEW YORK	NEW YORK (COMM ZONE) US
	PA	MADISON	PITTSBURGH GROUP	
	MI	MADISON HEIGHTS	DETROIT	
	KY	MADISONVILLE	MADISONVILLE	
	UT	MAGNA	SALT LAKE CITY	
	NJ	MAGNOLIA	PHILADELPHIA	PHILADELPHIA US
	TX	MAGNOLIA	GALVESTON BAY	GALVESTON (ZONE 1) US
	NC	MAIDEN	HICKORY GROUP	
	OH	MAINEVILLE	CINCINNATI GROUP	
	FL	MAITLAND	DISNEY GROUP	
	MA	MALDEN	BOSTON	BOSTON US



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	WI	MALONE	FOND DU LAC	
	PA	MALVERN	PHILADELPHIA	PHILADELPHIA US
	NY	MALVERNE	NEW YORK	NEW YORK (COMM ZONE) US
	NY	MAMARONECK	NEW YORK	NEW YORK (COMM ZONE) US
	VA	MANAKIN SABOT	RICHMOND	
	VA	MANASSAS	WASHINGTON	
	FL	MANGO	TAMPA	
	NY	MANHASSET	NEW YORK	NEW YORK (COMM ZONE) US
	CA	MANHATTAN BEACH	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	CO	MANITOU SPRINGS	COLORADO SPRINGS	
	PA	MANOR	PITTSBURGH GROUP	
	TX	MANSFIELD	FORT WORTH	
	CA	MANTECA	STOCKTON	
	NJ	MANTUA	PHILADELPHIA	PHILADELPHIA US
	TX	MANVEL	GALVESTON BAY	GALVESTON (ZONE 1) US
	NJ	MANVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	OH	MAPLE HEIGHTS	CLEVELAND	
	MN	MAPLE PLAIN	ELK RIVER	
	NJ	MAPLE SHADE	PHILADELPHIA	PHILADELPHIA US
	WA	MAPLE VALLEY	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	NJ	MAPLEWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	MA	MARBLEHEAD	BOSTON	BOSTON US
	CA	MARCH AIR FORCE BASE	RIVERSIDE GROUP	
	PA	MARCUS HOOK	PHILADELPHIA	PHILADELPHIA US
	IN	MARENGO	MARENGO	
	FL	MARIANNA	MARIANNA	
	GA	MARIETTA	ATLANTA GROUP	
	CA	MARINA	GABILAN GROUP	
	CA	MARINA DEL REY	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		MARINA DEL REY		LOS ANGELES (COMM) US
	LA	MARINGOUIN	BATON ROUGE GROUP	
	AR	MARION	MEMPHIS	
	IA	MARION	CEDAR RAPIDS	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	PA	MARION	CHAMBERSBURG	
	TX	MARION	SAN ANTONIO	
	VA	MARION	MARION	
	NJ	MARLBORO	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	MARLTON	PHILADELPHIA	PHILADELPHIA US
	MI	MARNE	GRAND RAPIDS GROUP	
	LA	MARRERO	NEW ORLEANS	NEW ORLEANS
	MD	MARRIOTTSVILLE	BALTIMORE	BALTIMORE US
	PA	MARS	PITTSBURGH GROUP	
	NC	MARSHALLBERG	MOREHEAD CITY	
	ID	MARSING	CALDWELL	
	OH	MARTEL	MARTEL	
	NJ	MARTINSVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	VA	MARTINSVILLE	MARTINSVILLE	
	MO	MARYLAND HEIGHTS	ST LOUIS	
	OR	MARYLHURST	PORTLAND	
	CA	MARYSVILLE	MARYSVILLE	
	PA	MARYSVILLE	MECHANICSBURG GROUP	
	WA	MARYSVILLE	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	MI	MASON	MASON	
	OH	MASON	CINCINNATI GROUP	
	NY	MASSAPEQUA	NEW YORK	NEW YORK (COMM ZONE) US
	NY	MASSAPEQUA PARK	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	MATAWAN	NEW YORK	NEW YORK (COMM ZONE) US
	CA	MATHER	SACRAMENTO	
	IL	MATHERVILLE	QUAD CITIES	
	MA	MATTAPAN	BOSTON	BOSTON US
	IL	MATTESON	CHICAGO	
	SC	MAULDIN	GREENVILLE	
	AR	MAUMELLE	LITTLE ROCK	
	CA	MAYWOOD	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		MAYWOOD		LOS ANGELES (COMM) US
	IL	MAYWOOD	CHICAGO	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	NJ	MAYWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	IA	MC CAUSLAND	QUAD CITIES	
	IN	MC CORDSVILLE	INDIANAPOLIS	
	PA	MC DONALD	PITTSBURGH GROUP	
	GA	MC DONOUGH	MCDONOUGH	
	PA	MC EWENSVILLE	MILTON	
	PA	MC KEES ROCKS	PITTSBURGH GROUP	
	PA	MC KEESPORT	PITTSBURGH GROUP	
	TN	MC KENZIE	MCKENZIE	
	VA	MC LEAN	WASHINGTON	
	TX	MC QUEENEY	SAN ANTONIO	
	PA	MC SHERRYSTOWN	HANOVER	
	TX	MCALLEN	MC ALLEN	
	CA	MCCLELLAN AFB	SACRAMENTO	
	PA	MECHANICSBURG	MECHANICSBURG GROUP	
	PA	MECHANICSVILLE	PHILADELPHIA	PHILADELPHIA US
	VA	MECHANICSVILLE	RICHMOND	
	MA	MEDFIELD	BOSTON	BOSTON US
	MA	MEDFORD	BOSTON	BOSTON US
	NJ	MEDFORD	PHILADELPHIA	PHILADELPHIA US
	PA	MEDIA	PHILADELPHIA	PHILADELPHIA US
	IL	MEDINAH	CHICAGO	
	FL	MELBOURNE	MELBOURNE	
	KY	MELBOURNE	CINCINNATI GROUP	
	TX	MELISSA	MELISSA	
	MA	MELROSE	BOSTON	BOSTON US
	IL	MELROSE PARK	CHICAGO	
	NY	MELVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	MI	MELVINDALE	DETROIT	
	TN	MEMPHIS	MEMPHIS	
	NJ	MENDHAM	NEW YORK	NEW YORK (COMM ZONE) US
	UT	MENDON	LOGAN	
	MN	MENDOTA	MINNEAPOLIS	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	PA	MENGES MILLS	HANOVER	
	CA	MENLO PARK	SAN JOSE	
	WI	MENOMONEE FALLS	MILWAUKEE GROUP	
	WI	MEQUON	MILWAUKEE GROUP	
	LA	MERAUX	NEW ORLEANS	NEW ORLEANS
	WA	MERCER ISLAND	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	NJ	MERCHANTVILLE	PHILADELPHIA	PHILADELPHIA US
	IL	MEREDOSIA	CHAMBERSBURG	
	ID	MERIDIAN	BOISE	
	PA	MERION STATION	PHILADELPHIA	PHILADELPHIA US
	NY	MERRICK	NEW YORK	NEW YORK (COMM ZONE) US
	IN	MERRILLVILLE	CHICAGO	
	TX	MESQUITE	DALLAS	
	LA	METAIRIE	NEW ORLEANS	NEW ORLEANS
	NJ	METUCHEN	NEW YORK	NEW YORK (COMM ZONE) US
	FL	MIAMI	MIAMI PORTS	MIAMI (ZONE 1) US
	OH	MIAMITOWN	CINCINNATI GROUP	
	OH	MIAMIVILLE	CINCINNATI GROUP	
	NJ	MICKLETON	PHILADELPHIA	PHILADELPHIA US
	TX	MICO	SAN ANTONIO	
	FL	MIDDLEBURG	JACKSONVILLE	JACKSONVILLE US
	NJ	MIDDLESEX	NEW YORK	NEW YORK (COMM ZONE) US
	MA	MIDDLETON	BOSTON	BOSTON US
	DE	MIDDLETOWN	MIDDLETOWN	
	NJ	MIDDLETOWN	NEW YORK	NEW YORK (COMM ZONE) US
	PA	MIDDLETOWN	MECHANICSBURG GROUP	
	GA	MIDLAND	COLUMBUS	
	NJ	MIDLAND PARK	NEW YORK	NEW YORK (COMM ZONE) US
	IL	MIDLOTHIAN	CHICAGO	
	TX	MIDLOTHIAN	DALLAS	
	VA	MIDLOTHIAN	RICHMOND	
	UT	MIDVALE	SALT LAKE CITY	
	KY	MIDWAY	LEXINGTON	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	PA	MIDWAY	PITTSBURGH GROUP	
	UT	MIDWAY	SALT LAKE CITY	
	CA	MIDWAY CITY	LOS ANGELES PORTS	LOS ANGES (COMM) US
		MIDWAY CITY		LOS ANGES (COMM) US
	IL	MILAN	QUAD CITIES	
	MI	MILAN	MILAN	
	OH	MILFORD	CINCINNATI GROUP	
	NY	MILL NECK	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	MILLBURN	NEW YORK	NEW YORK (COMM ZONE) US
	OH	MILLERSPORT	COLUMBUS	
	MD	MILLERSVILLE	BALTIMORE	BALTIMORE US
	NJ	MILLINGTON	NEW YORK	NEW YORK (COMM ZONE) US
	TN	MILLINGTON	MEMPHIS	
	MA	MILLIS	BOSTON	BOSTON US
	IL	MILLSTADT	ST LOUIS	
	NJ	MILLTOWN	NEW YORK	NEW YORK (COMM ZONE) US
	UT	MILLVILLE	LOGAN	
	CA	MILPITAS	SAN JOSE	
	MA	MILTON	BOSTON	BOSTON US
	PA	MILTON	MILTON	
	WA	MILTON	PUGET SOUND	PUGET SOUND (ZONE 3) US
	WI	MILWAUKEE	MILWAUKEE GROUP	
	NY	MINEOLA	NEW YORK	NEW YORK (COMM ZONE) US
	MN	MINNEAPOLIS	MINNEAPOLIS	
	CA	MIRA LOMA	RIVERSIDE GROUP	
	CA	MISSION HILLS	LOS ANGELES PORTS	LOS ANGES (COMM) US
		MISSION HILLS		LOS ANGES (COMM) US
	TX	MISSOURI CITY	GALVESTON BAY	GALVESTON (ZONE 1) US
	AL	MOBILE	MOBILE	
	CA	MODESTO	MODESTO	
	IL	MOKENA	CHICAGO	
	OR	MOLALLA	MOLLALLA	
	IL	MOLINE	QUAD CITIES	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	SC	MONCKS CORNER	CHARLESTON	CHARLESTON US
	IL	MONEE	CHICAGO	
	PA	MONESSEN	PITTSBURGH GROUP	
	NJ	MONMOUTH BEACH	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	MONMOUTH JUNCTION	NEW YORK	NEW YORK (COMM ZONE) US
	PA	MONONGAHELA	PITTSBURGH GROUP	
	NC	MONROE	CHARLOTTE	
	NJ	MONROEVILLE	PHILADELPHIA	PHILADELPHIA US
	PA	MONROEVILLE	PITTSBURGH GROUP	
	CA	MONROVIA	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		MONROVIA	POMONA GROUP	
		MONROVIA		LOS ANGELES (COMM) US
	PA	MONT ALTO	CHAMBERSBURG	
	PA	MONT CLARE	PHILADELPHIA	PHILADELPHIA US
	PA	MONTANDON	MILTON	
	CA	MONTCLAIR	POMONA GROUP	
	NJ	MONTCLAIR	NEW YORK	NEW YORK (COMM ZONE) US
	CA	MONTEBELLO	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		MONTEBELLO		LOS ANGELES (COMM) US
	CA	MONTEREY	GABILAN GROUP	
	CA	MONTEREY PARK	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		MONTEREY PARK		LOS ANGELES (COMM) US
	PA	MONTGOMERYVILLE	PHILADELPHIA	PHILADELPHIA US
	MN	MONTICELLO	ELK RIVER	
	PA	MONTTOURSVILLE	MONTTOURSVILLE	
	IA	MONTPELIER	QUAD CITIES	
		MONTREAL	MONTREAL	
	CA	MONTROSE	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		MONTROSE		LOS ANGELES (COMM) US
	NJ	MONTVALE	NEW YORK	NEW YORK (COMM ZONE) US
	FL	MONTVERDE	DISNEY GROUP	
	NJ	MONTVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	CO	MONUMENT	COLORADO SPRINGS	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	NJ	MOONACHIE	NEW YORK	NEW YORK (COMM ZONE) US
	TN	MOORESBURG	MORRISTOWN	
	NJ	MOORESTOWN	PHILADELPHIA	PHILADELPHIA US
	MS	MOORHEAD	MOORHEAD	
	CT	MOOSUP	DAYVILLE	
	NC	MORAVIAN FALLS	HICKORY GROUP	
	NC	MOREHEAD CITY	MOREHEAD CITY	
	CA	MORENO VALLEY	RIVERSIDE GROUP	
	PA	MORGAN	PITTSBURGH GROUP	
	NJ	MORGANVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	MORRIS PLAINS	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	MORRISTOWN	NEW YORK	NEW YORK (COMM ZONE) US
	TN	MORRISTOWN	MORRISTOWN	
	NC	MORRISVILLE	DURHAM GROUP	
	PA	MORRISVILLE	PHILADELPHIA	PHILADELPHIA US
	GA	MORROW	ATLANTA GROUP	
	PA	MORTON	PHILADELPHIA	PHILADELPHIA US
	IL	MORTON GROVE	CHICAGO	
	ID	MOSCOW	CALDWELL	
	GA	MOULTRIE	ALBANY	
	NJ	MOUNT ARLINGTON	NEW YORK	NEW YORK (COMM ZONE) US
	WI	MOUNT CALVARY	FOND DU LAC	
	MI	MOUNT CLEMENS	DETROIT	
	FL	MOUNT DORA	DISNEY GROUP	
	NJ	MOUNT EPHRAIM	PHILADELPHIA	PHILADELPHIA US
	CA	MOUNT HAMILTON	SAN JOSE	
	NJ	MOUNT HOLLY	PHILADELPHIA	PHILADELPHIA US
	NJ	MOUNT LAUREL	PHILADELPHIA	PHILADELPHIA US
	AL	MOUNT OLIVE	BIRMINGHAM	
	PA	MOUNT PLEASANT	MOUNT PLEASANT	
	SC	MOUNT PLEASANT	CHARLESTON	CHARLESTON US
	IL	MOUNT PROSPECT	CHICAGO	
	MD	MOUNT RAINIER	WASHINGTON	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	NJ	MOUNT ROYAL	PHILADELPHIA	PHILADELPHIA US
	OH	MOUNT SAINT JOSEPH	CINCINNATI GROUP	
	NY	MOUNT VERNON	NEW YORK	NEW YORK (COMM ZONE) US
	WA	MOUNT VERNON	MOUNT VERNON	
	KY	MOUNT WASHINGTON	LOUISVILLE GROUP	
	NJ	MOUNTAIN LAKES	NEW YORK	NEW YORK (COMM ZONE) US
	CA	MOUNTAIN VIEW	SAN JOSE	
	NJ	MOUNTAINSIDE	NEW YORK	NEW YORK (COMM ZONE) US
	WA	MOUNTLAKE TERRACE	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	WA	MOXEE	CASCADE GROUP	
	WA	MUKILTEO	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	AL	MULGA	BIRMINGHAM	
	NJ	MULLICA HILL	PHILADELPHIA	PHILADELPHIA US
	SC	MULLINS	MULLINS	
	IL	MUNDELEIN	CHICAGO	
	IN	MUNSTER	CHICAGO	
	PA	MURRYSVILLE	PITTSBURGH GROUP	
	IA	MUSCATINE	MUSCATINE	
	WI	MUSKEGO	MILWAUKEE GROUP	
	OK	MUSKOGEE	MUSKOGEE	
	PA	MYERSTOWN	MYERSTOWN	
	MS	MYRTLE	NEW ALBANY	
	GA	MYSTIC	TIFTON	
	MA	NAHANT	BOSTON	BOSTON US
	ID	NAMPA	CALDWELL	
	IL	NAPERVILLE	CHICAGO	
	PA	NARBERTH	PHILADELPHIA	PHILADELPHIA US
	TX	NATALIA	SAN ANTONIO	
	MA	NATICK	BOSTON	BOSTON US
	CA	NATIONAL CITY	SAN DIEGO	
	NJ	NATIONAL PARK	PHILADELPHIA	PHILADELPHIA US
	PA	NATRONA HEIGHTS	PITTSBURGH GROUP	
	MA	NEEDHAM	BOSTON	BOSTON US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	WI	NEENAH	OSHKOSH	
	NJ	NEPTUNE	NEW YORK	NEW YORK (COMM ZONE) US
	FL	NEPTUNE BEACH	JACKSONVILLE	JACKSONVILLE US
	MS	NESBIT	MEMPHIS	
	NJ	NESHANIC STATION	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	NETCONG	NEW YORK	NEW YORK (COMM ZONE) US
	IN	NEW ALBANY	LOUISVILLE GROUP	
	MS	NEW ALBANY	NEW ALBANY	
	OH	NEW ALBANY	COLUMBUS	
	WI	NEW BERLIN	MILWAUKEE GROUP	
	MI	NEW BOSTON	DETROIT	
	TX	NEW BRAUNFELS	SAN ANTONIO	
	NJ	NEW BRUNSWICK	NEW YORK	NEW YORK (COMM ZONE) US
	TX	NEW CANEY	GALVESTON BAY	GALVESTON (ZONE 1) US
	AL	NEW CASTLE	BIRMINGHAM	
	PA	NEW COLUMBIA	MILTON	
	PA	NEW CUMBERLAND	MECHANICSBURG GROUP	
	PA	NEW EAGLE	PITTSBURGH GROUP	
	CT	NEW FAIRFIELD	DANBURY GROUP	
	PA	NEW HOPE	PHILADELPHIA	PHILADELPHIA US
	NY	NEW HYDE PARK	NEW YORK	NEW YORK (COMM ZONE) US
	PA	NEW KENSINGTON	PITTSBURGH GROUP	
	IL	NEW LENOX	CHICAGO	
	MN	NEW MARKET	LAKEVILLE	
	TN	NEW MARKET	DANDRIDGE	
	IN	NEW MIDDLETOWN	CORYDON	
	CT	NEW MILFORD	NEW MILFORD	
	NJ	NEW MILFORD	NEW YORK	NEW YORK (COMM ZONE) US
	LA	NEW ORLEANS	NEW ORLEANS	NEW ORLEANS
	PA	NEW OXFORD	HANOVER	
	IN	NEW PALESTINE	INDIANAPOLIS	
	NJ	NEW PROVIDENCE	NEW YORK	NEW YORK (COMM ZONE) US
	LA	NEW ROADS	BATON ROUGE GROUP	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	NY	NEW ROCHELLE	NEW YORK	NEW YORK (COMM ZONE) US
	IN	NEW SALISBURY	CORYDON	
	PA	NEW STANTON	PITTSBURGH GROUP	
	NJ	NEW VERNON	NEW YORK	NEW YORK (COMM ZONE) US
	NY	NEW YORK	NEW YORK	NEW YORK (COMM ZONE) US
	CA	NEWARK	FREMONT	
	NJ	NEWARK	NEW YORK	NEW YORK (COMM ZONE) US
	CA	NEWHALL	LOS ANGELES PORTS	LOS ANGES (COMM) US
		NEWHALL		LOS ANGES (COMM) US
	KY	NEWPORT	CINCINNATI GROUP	
	NC	NEWPORT	MOREHEAD CITY	
	TN	NEWPORT	NEWPORT	
	VA	NEWPORT NEWS	NORFOLK	NORFOLK (ZONE 2) US
	PA	NEWRY	ALTOONA	
	GA	NEWTON	ALBANY	
	MA	NEWTON	BOSTON	BOSTON US
	NC	NEWTON	HICKORY GROUP	
	CT	NEWTOWN	DANBURY GROUP	
	PA	NEWTOWN	PHILADELPHIA	PHILADELPHIA US
	PA	NEWTOWN SQUARE	PHILADELPHIA	PHILADELPHIA US
	NY	NIAGARA FALLS	BUFFALO	
	KY	NICHOLASVILLE	LEXINGTON	
	SC	NICHOLS	NICHOLS	
	GA	NICHOLSON	ATHENS	
	VA	NOKESVILLE	WASHINGTON	
	CA	NORCO	RIVERSIDE GROUP	
	GA	NORCROSS	ATLANTA GROUP	
	MA	NORFOLK	BOSTON	BOSTON US
	VA	NORFOLK	NORFOLK	NORFOLK (ZONE 1) US
	PA	NORRISTOWN	PHILADELPHIA	PHILADELPHIA US
	NJ	NORTH ARLINGTON	NEW YORK	NEW YORK (COMM ZONE) US
	SC	NORTH AUGUSTA	AUGUSTA	
	NY	NORTH BABYLON	NEW YORK	NEW YORK (COMM ZONE) US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	OH	NORTH BEND	CINCINNATI GROUP	
	NJ	NORTH BERGEN	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	NORTH BRUNSWICK	NEW YORK	NEW YORK (COMM ZONE) US
	IL	NORTH CHICAGO	CHICAGO	
	MA	NORTH EASTON	BOSTON	BOSTON US
	NY	NORTH EVANS	BUFFALO	
	MA	NORTH GRAFTON	WESTBORO	
	CT	NORTH GROSVENORDALE	DAYVILLE	
	CA	NORTH HIGHLANDS	SACRAMENTO	
	CA	NORTH HILLS	LOS ANGELES PORTS	LOS ANGES (COMM) US
		NORTH HILLS		LOS ANGES (COMM) US
	CA	NORTH HOLLYWOOD	LOS ANGELES PORTS	LOS ANGES (COMM) US
		NORTH HOLLYWOOD		LOS ANGES (COMM) US
	AR	NORTH LITTLE ROCK	LITTLE ROCK	
	OH	NORTH OLMSTED	CLEVELAND	
	MA	NORTH READING	BOSTON	BOSTON US
	OH	NORTH RIDGEVILLE	CLEVELAND	
	OH	NORTH ROYALTON	CLEVELAND	
	UT	NORTH SALT LAKE	SALT LAKE CITY	
	NY	NORTH TONAWANDA	BUFFALO	
	PA	NORTH VERSAILLES	PITTSBURGH GROUP	
	PA	NORTH WALES	PHILADELPHIA	PHILADELPHIA US
	PA	NORTHAMPTON	ALLENTOWN	
	MA	NORTHBOROUGH	WESTBORO	
	IL	NORTHBROOK	CHICAGO	
	OH	NORTHFIELD	CLEVELAND	
	CA	NORTHRIDGE	LOS ANGELES PORTS	LOS ANGES (COMM) US
		NORTHRIDGE		LOS ANGES (COMM) US
	PA	NORTHUMBERLAND	MILTON	
	NJ	NORTHVALE	NEW YORK	NEW YORK (COMM ZONE) US
	MI	NORTHVILLE	DETROIT	
	CA	NORWALK	LOS ANGELES PORTS	LOS ANGES (COMM) US
		NORWALK		LOS ANGES (COMM) US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CT	NORWALK	STAMFORD GROUP	
	MA	NORWELL	BOSTON	BOSTON US
	MA	NORWOOD	BOSTON	BOSTON US
	NJ	NORWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	PA	NORWOOD	PHILADELPHIA	PHILADELPHIA US
	ID	NOTUS	CALDWELL	
	OH	NOVELTY	CLEVELAND	
	MI	NOVI	DETROIT	
	NJ	NUTLEY	NEW YORK	NEW YORK (COMM ZONE) US
	WI	OAK CREEK	MILWAUKEE GROUP	
	IL	OAK FOREST	CHICAGO	
	MO	OAK GROVE	KANSAS CITY	
	IL	OAK LAWN	CHICAGO	
	IL	OAK PARK	CHICAGO	
	MI	OAK PARK	DETROIT	
	NC	OAK RIDGE	WINSTON-SALEM	
	NJ	OAK RIDGE	NEW YORK	NEW YORK (COMM ZONE) US
	CA	OAKDALE	MODESTO	
	PA	OAKDALE	PITTSBURGH GROUP	
	WI	OAKFIELD	FOND DU LAC	
	NJ	OAKHURST	NEW YORK	NEW YORK (COMM ZONE) US
	CA	OAKLAND	S F BAY PORTS	S F BAY (EAST BAY) US
	FL	OAKLAND	DISNEY GROUP	
	TN	OAKLAND	MEMPHIS	
	CA	OAKLAND ARMY BASE	S F BAY PORTS	S F BAY (EAST BAY) US
	NJ	OAKLYN	PHILADELPHIA	PHILADELPHIA US
	PA	OAKMONT	PITTSBURGH GROUP	
	VA	OAKTON	WASHINGTON	
	NJ	OCEANPORT	NEW YORK	NEW YORK (COMM ZONE) US
	CA	OCEANSIDE	SAN DIEGO	
	NY	OCEANSIDE	NEW YORK	NEW YORK (COMM ZONE) US
	FL	OCOE	DISNEY GROUP	
	MD	ODENTON	WASHINGTON	



## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	FL	ODESSA	TAMPA	
	UT	OGDEN	OGDEN	
	OK	OKLAHOMA CITY	OKLAHOMA CITY	
	WA	OLALLA	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	KS	OLATHE	KANSAS CITY	
	NY	OLD BETHPAGE	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	OLD BRIDGE	NEW YORK	NEW YORK (COMM ZONE) US
	NY	OLD WESTBURY	NEW YORK	NEW YORK (COMM ZONE) US
	FL	OLDSMAR	TAMPA	
	NC	OLIN	HICKORY GROUP	
	MS	OLIVE BRANCH	MEMPHIS	
	OH	OLMSTED FALLS	CLEVELAND	
	WA	OLYMPIA	OLYMPIA	
	IL	OLYMPIA FIELDS	CHICAGO	
	NE	OMAHA	OMAHA	
	GA	OMEGA	TIFTON	
	CA	ONTARIO	POMONA GROUP	
	NJ	ORADELL	NEW YORK	NEW YORK (COMM ZONE) US
	CA	ORANGE	POMONA GROUP	
	NJ	ORANGE	NEW YORK	NEW YORK (COMM ZONE) US
	TX	ORANGE	ORANGE	
	CA	ORANGE COVE	ORANGE COVE	
	FL	ORANGE PARK	JACKSONVILLE	JACKSONVILLE US
	NY	ORANGEBURG	NEW YORK	NEW YORK (COMM ZONE) US
	CA	ORANGEVALE	SACRAMENTO	
	NY	ORCHARD PARK	BUFFALO	
	PA	OREFIELD	ALLENTOWN	
	OR	OREGON CITY	PORTLAND	
	PA	ORELAND	PHILADELPHIA	PHILADELPHIA US
	UT	OREM	SALT LAKE CITY	
	OH	ORIENT	COLUMBUS	
	IL	ORION	QUAD CITIES	
	IL	ORLAND PARK	CHICAGO	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	FL	ORLANDO	DISNEY GROUP	
	WA	ORTING	PUGET SOUND	PUGET SOUND (ZONE 3) US
	LA	OSCAR	BATON ROUGE GROUP	
	IL	OSCO	QUAD CITIES	
	WI	OSHKOSH	OSHKOSH	
	MN	OSSEO	MINNEAPOLIS	
	WA	OTHELLO	OTHELLO	
	FL	OVIEDO	DISNEY GROUP	
	MD	OWINGS MILLS	BALTIMORE	BALTIMORE US
	MI	OWOSSO	FLINT GROUP	
	CT	OXFORD	DANBURY GROUP	
	CA	OXNARD	PORT HUENEME	
	MD	OXON HILL	WASHINGTON	
	NY	OYSTER BAY	NEW YORK	NEW YORK (COMM ZONE) US
	FL	OZONA	TAMPA	
	CA	PACIFIC PALISADES	LOS ANGELES PORTS	LOS ANGES (COMM) US
		PACIFIC PALISADES		LOS ANGES (COMM) US
	CA	PACOIMA	LOS ANGELES PORTS	LOS ANGES (COMM) US
		PACOIMA		LOS ANGES (COMM) US
	IL	PALATINE	CHICAGO	
	NY	PALISADES	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	PALISADES PARK	NEW YORK	NEW YORK (COMM ZONE) US
	PA	PALM	ALLENTOWN	
	FL	PALM HARBOR	TAMPA	
	TX	PALMER	DALLAS	
	CO	PALMER LAKE	COLORADO SPRINGS	
	GA	PALMETTO	ATLANTA GROUP	
	NJ	PALMYRA	PHILADELPHIA	PHILADELPHIA US
	PA	PALMYRA	PALMYRA	
	CA	PALO ALTO	SAN JOSE	
	IL	PALOS HEIGHTS	CHICAGO	
	IL	PALOS HILLS	CHICAGO	
	IL	PALOS PARK	CHICAGO	

## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	PALOS VERDES PENINSUL	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	NY	PANAMA	PANAMA	
	FL	PANAMA CITY	PANAMA CITY	
	CA	PANORAMA CITY	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		PANORAMA CITY		LOS ANGELES (COMM) US
	PA	PAOLI	PHILADELPHIA	PHILADELPHIA US
	NE	PAPILLION	OMAHA	
	CA	PARAMOUNT	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	NJ	PARAMUS	NEW YORK	NEW YORK (COMM ZONE) US
	TX	PARIS	PARIS	
	UT	PARK CITY	SALT LAKE CITY	
	IL	PARK FOREST	CHICAGO	
	IL	PARK RIDGE	CHICAGO	
	NJ	PARK RIDGE	NEW YORK	NEW YORK (COMM ZONE) US
	CA	PARLIER	FRESNO	
	NJ	PARLIN	NEW YORK	NEW YORK (COMM ZONE) US
	ID	PARMA	CALDWELL	
	NJ	PARSIPPANY	NEW YORK	NEW YORK (COMM ZONE) US
	CA	PASADENA	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		PASADENA		LOS ANGELES (COMM) US
	MD	PASADENA	BALTIMORE	BALTIMORE US
	TX	PASADENA	GALVESTON BAY	GALVESTON (ZONE 1) US
	NJ	PASSAIC	NEW YORK	NEW YORK (COMM ZONE) US
	OH	PATASKALA	COLUMBUS	
	NJ	PATERSON	NEW YORK	NEW YORK (COMM ZONE) US
	FL	PATRICK A F B	MELBOURNE	
	CA	PATTON	RIVERSIDE GROUP	
	TX	PATTONVILLE	PARIS	
	NJ	PAULSBORO	PHILADELPHIA	PHILADELPHIA US
	CA	PAUMA VALLEY	SAN DIEGO	
	MA	PEABODY	BOSTON	BOSTON US
	NY	PEARL RIVER	NEW YORK	NEW YORK (COMM ZONE) US
	TX	PEARLAND	GALVESTON BAY	GALVESTON (ZONE 1) US



## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	NJ	PEDRICKTOWN	PHILADELPHIA	PHILADELPHIA US
	AL	PELHAM	BIRMINGHAM	
	NY	PELHAM	NEW YORK	NEW YORK (COMM ZONE) US
	GA	PENDERGRASS	PENDERGRASS	
	PA	PENN	PITTSBURGH GROUP	
	NJ	PENNINGTON	PHILADELPHIA	PHILADELPHIA US
	VA	PENNINGTON GAP	PENNINGTON GAP	
	NJ	PENNS GROVE	PHILADELPHIA	PHILADELPHIA US
	NJ	PENNSAUKEN	PHILADELPHIA	PHILADELPHIA US
	NJ	PENNSVILLE	PHILADELPHIA	PHILADELPHIA US
	FL	PENSACOLA	EGLIN AFB	
		PENSACOLA	PENSACOLA	
	UT	PEOA	SALT LAKE CITY	
	NJ	PEQUANNOCK	NEW YORK	NEW YORK (COMM ZONE) US
	IL	PERRY	CHAMBERSBURG	
	MD	PERRY HALL	BALTIMORE	BALTIMORE US
	OH	PERRYSBURG	PERRYSBURG	
	NJ	PERTH AMBOY	NEW YORK	NEW YORK (COMM ZONE) US
	CA	PETALUMA	SANTA ROSA GROUP	
	VA	PETERSBURG	RICHMOND	
	CO	PEYTON	COLORADO SPRINGS	
	NC	PFAMFTOWN	WINSTON-SALEM	
	TX	PHARR	MC ALLEN	
	AL	PHENIX CITY	COLUMBUS	
	PA	PHILADELPHIA	PHILADELPHIA	PHILADELPHIA US
	AZ	PHOENIX	PHOENIX	
	MD	PHOENIX	BALTIMORE	BALTIMORE US
	PA	PHOENIXVILLE	PHILADELPHIA	PHILADELPHIA US
	OH	PICKERINGTON	COLUMBUS	
	CA	PICO RIVERA	LOS ANGELES PORTS	LOS ANGES (COMM) US
		PICO RIVERA		LOS ANGES (COMM) US
	NY	PIERMONT	NEW YORK	NEW YORK (COMM ZONE) US
	NC	PIKEVILLE	GOLDSBORO	

## Location Report by Cities

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Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	PILOT HILL	SACRAMENTO	
	NJ	PINE BROOK	NEW YORK	NEW YORK (COMM ZONE) US
	TX	PINEHURST	GALVESTON BAY	GALVESTON (ZONE 1) US
	SC	PINOPOLIS	CHARLESTON	CHARLESTON US
	TN	PIONEER	PIONEER	
	TX	PIPE CREEK	SAN ANTONIO	
	NJ	PISCATAWAY	NEW YORK	NEW YORK (COMM ZONE) US
	PA	PITCAIRN	PITTSBURGH GROUP	
	NJ	PITMAN	PHILADELPHIA	PHILADELPHIA US
	MS	PITTSBORO	CALHOUN CITY	
	PA	PITTSBURGH	PITTSBURGH GROUP	
	CA	PLACENTIA	LOS ANGELES PORTS	LOS ANGES (COMM) US
		PLACENTIA		LOS ANGES (COMM) US
	OH	PLAIN CITY	COLUMBUS	
	IL	PLAINFIELD	PLAINFIELD	
	NJ	PLAINFIELD	NEW YORK	NEW YORK (COMM ZONE) US
	GA	PLAINS	AMERICUS	
	NY	PLAINVIEW	NEW YORK	NEW YORK (COMM ZONE) US
	TX	PLANO	DALLAS	
	MO	PLATTE CITY	KANSAS CITY	
	NY	PLATTSBURGH	PLATTSBURG	
	CA	PLAYA DEL REY	LOS ANGELES PORTS	LOS ANGES (COMM) US
		PLAYA DEL REY		LOS ANGES (COMM) US
	AL	PLEASANT GROVE	BIRMINGHAM	
	CA	PLEASANT GROVE	SACRAMENTO	
	UT	PLEASANT GROVE	SALT LAKE CITY	
	PA	PLEASANT HALL	CHAMBERSBURG	
	MI	PLEASANT RIDGE	DETROIT	
	IA	PLEASANT VALLEY	QUAD CITIES	
	FL	PLYMOUTH	DISNEY GROUP	
	MI	PLYMOUTH	DETROIT	
	PA	PLYMOUTH MEETING	PHILADELPHIA	PHILADELPHIA US
	OK	POCOLA	FORT SMITH	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MD	POCOMOKE CITY	POCOMOKE CITY	
	CA	POINT MUGU NAWC	PORT HUENEME	
	CT	POMFRET	DAYVILLE	
	CT	POMFRET CENTER	DAYVILLE	
	CA	POMONA	POMONA GROUP	
	FL	POMPANO BEACH		MIAMI (ZONE 2) US
	NJ	POMPTON PLAINS	NEW YORK	NEW YORK (COMM ZONE) US
	FL	PONTE VEDRA BEACH	JACKSONVILLE	JACKSONVILLE US
	MI	PONTIAC	DETROIT	
	MS	PONTOTOC	PONTOTOC	
	GA	POOLER	SAVANNAH	SAVANNAH
	LA	PORT ALLEN	BATON ROUGE GROUP	
	IL	PORT BYRON	QUAD CITIES	
	NY	PORT CHESTER	NEW YORK	NEW YORK (COMM ZONE) US
	CA	PORT HUENEME	PORT HUENEME	
	CA	PORT HUENEME CBC BAS	PORT HUENEME	
	NJ	PORT MONMOUTH	NEW YORK	NEW YORK (COMM ZONE) US
	WA	PORT ORCHARD	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	NJ	PORT READING	NEW YORK	NEW YORK (COMM ZONE) US
	NY	PORT WASHINGTON	NEW YORK	NEW YORK (COMM ZONE) US
	MI	PORTAGE	KALAMAZOO	
	TX	PORTER	GALVESTON BAY	GALVESTON (ZONE 1) US
	PA	PORTERS SIDELING	HANOVER	
	OR	PORTLAND	PORTLAND	
	TN	PORTLAND	PORTLAND	
	CA	PORTOLA VALLEY	SAN JOSE	
	VA	PORTSMOUTH	NORFOLK	NORFOLK (ZONE 1) US
	IL	POSEN	CHICAGO	
	TX	POTEET	SAN ANTONIO	
	MD	POTOMAC	WASHINGTON	
	PA	POTTS GROVE	MILTON	
	GA	POULAN	ALBANY	
	WA	POULSBO	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	POWAY	SAN DIEGO	
	TX	POWDERLY	PARIS	
	OH	POWELL	COLUMBUS	
	IL	PREEMPTION	QUAD CITIES	
	PA	PRESTO	PITTSBURGH GROUP	
	MD	PRESTON	POCOMOKE CITY	
	LA	PRIDE	BATON ROUGE GROUP	
	IA	PRINCETON	QUAD CITIES	
	NJ	PRINCETON	NEW YORK	NEW YORK (COMM ZONE) US
	MN	PRIOR LAKE	LAKEVILLE	
	AR	PROCTOR	MEMPHIS	
	KY	PROSPECT	LOUISVILLE GROUP	
	IL	PROSPECT HEIGHTS	CHICAGO	
	PA	PROSPECT PARK	PHILADELPHIA	PHILADELPHIA US
	TX	PROSPER	DALLAS	
	UT	PROVIDENCE	LOGAN	
	VA	PROVIDENCE FORGE	RICHMOND	
	CO	PUEBLO	COLORADO SPRINGS	
	NY	PURCHASE	NEW YORK	NEW YORK (COMM ZONE) US
	CT	PUTNAM	DAYVILLE	
	WA	PUYALLUP	PUGET SOUND	PUGET SOUND (ZONE 3) US
	VA	QUANTICO	WASHINGTON	
	MA	QUINCY	BOSTON	BOSTON US
	PA	QUINCY	CHAMBERSBURG	
	VA	QUINTON	RICHMOND	
	GA	RABUN GAP	RABUN GAP	
	KY	RADCLIFF	LOUISVILLE GROUP	
	NJ	RAHWAY	NEW YORK	NEW YORK (COMM ZONE) US
	FL	RAIFORD	JACKSONVILLE	JACKSONVILLE US
	WA	RAINIER	LONGVIEW	
	CA	RAISIN	FRESNO	
	NC	RALEIGH	DURHAM GROUP	
	CA	RAMONA	SAN DIEGO	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	IN	RAMSEY	CORYDON	
	CA	RANCHO CORDOVA	SACRAMENTO	
	CA	RANCHO CUCAMONGA	POMONA GROUP	
	MD	RANDALLSTOWN	BALTIMORE	BALTIMORE US
	NC	RANDLEMAN	ASHEBORO	
	MA	RANDOLPH	BOSTON	BOSTON US
	NJ	RANDOLPH	NEW YORK	NEW YORK (COMM ZONE) US
	IL	RAPIDS CITY	QUAD CITIES	
	NJ	RARITAN	NEW YORK	NEW YORK (COMM ZONE) US
	SC	RAVENEL	CHARLESTON	CHARLESTON US
	WA	RAVENSDALE	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	OH	RAYMOND	COLUMBUS	
	MO	RAYMORE	KANSAS CITY	
	MA	READING	BOSTON	BOSTON US
	PA	READING	READING	
	NJ	RED BANK	NEW YORK	NEW YORK (COMM ZONE) US
	PA	RED HILL	ALLENTOWN	
	PA	RED LION	RED LION	
	TX	RED OAK	DALLAS	
	CT	REDDING	DANBURY GROUP	
	MI	REDFORD	DETROIT	
	CA	REDLANDS	RIVERSIDE GROUP	
	WA	REDMOND	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	CA	REDONDO BEACH	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	SC	REEVESVILLE	CHARLESTON	CHARLESTON US
	MD	REISTERSTOWN	BALTIMORE	BALTIMORE US
	WA	RENTON	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	CA	RESEDA	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		RESEDA		LOS ANGELES (COMM) US
	VA	RESTON	WASHINGTON	
	MA	REVERE	BOSTON	BOSTON US
	GA	REX	ATLANTA GROUP	
	IL	REYNOLDS	QUAD CITIES	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	OH	REYNOLDSBURG	COLUMBUS	
	MD	RHODESDALE	POCOMOKE CITY	
	CA	RIALTO	RIVERSIDE GROUP	
	TX	RICHARDSON	DALLAS	
	PA	RICHBORO	PHILADELPHIA	PHILADELPHIA US
	NE	RICHFIELD	OMAHA	
	OH	RICHFIELD	CLEVELAND	
	WA	RICHLAND	RICHLAND	
	PA	RICHLANDTOWN	ALLENTOWN	
	CA	RICHMOND	RICHMOND	
		RICHMOND	S F BAY PORTS	S F BAY (EAST BAY) US
	TX	RICHMOND	GALVESTON BAY	GALVESTON (ZONE 1) US
	VA	RICHMOND	RICHMOND	
	GA	RICHMOND HILL	SAVANNAH	SAVANNAH
	IL	RICHTON PARK	CHICAGO	
	CT	RIDGEFIELD	DANBURY GROUP	
	NJ	RIDGEFIELD	NEW YORK	NEW YORK (COMM ZONE) US
	WA	RIDGEFIELD	PORTLAND	
	NJ	RIDGEFIELD PARK	NEW YORK	NEW YORK (COMM ZONE) US
	SC	RIDGEVILLE	CHARLESTON	CHARLESTON US
	NJ	RIDGEWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	PA	RIDLEY PARK	PHILADELPHIA	PHILADELPHIA US
	PA	RIEGELSVILLE	ALLENTOWN	
	PA	RILLTON	PITTSBURGH GROUP	
	GA	RINCON	RINCON	
	VA	RINGGOLD	DANVILLE	
	CA	RIO LINDA	SACRAMENTO	
	TX	RIO MEDINA	SAN ANTONIO	
	CA	RIPON	MODESTO	
	WI	RIPON	OSHKOSH	
	NJ	RIVER EDGE	NEW YORK	NEW YORK (COMM ZONE) US
	IL	RIVER FOREST	CHICAGO	
	IL	RIVER GROVE	CHICAGO	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MI	RIVER ROUGE	DETROIT	
	CA	RIVERBANK	MODESTO	
	CA	RIVERDALE	FRESNO	
	GA	RIVERDALE	ATLANTA GROUP	
	IL	RIVERDALE	CHICAGO	
	MD	RIVERDALE	WASHINGTON	
	NJ	RIVERDALE	NEW YORK	NEW YORK (COMM ZONE) US
	CA	RIVERSIDE	RIVERSIDE GROUP	
	IL	RIVERSIDE	CHICAGO	
	NJ	RIVERSIDE	PHILADELPHIA	PHILADELPHIA US
	NJ	RIVERTON	PHILADELPHIA	PHILADELPHIA US
	UT	RIVERTON	SALT LAKE CITY	
	FL	RIVERVIEW	TAMPA	
	VA	ROANOKE	ROANOKE	
	IL	ROBBINS	CHICAGO	
	PA	ROBESONIA	ROBESONIA	
	IA	ROBINS	CEDAR RAPIDS	
	NJ	ROCHELLE PARK	NEW YORK	NEW YORK (COMM ZONE) US
	MI	ROCHESTER	DETROIT	
	NY	ROCHESTER	ROCHESTER	
	WA	ROCHESTER	ROCHESTER	
	IL	ROCK ISLAND	QUAD CITIES	
	NJ	ROCKAWAY	NEW YORK	NEW YORK (COMM ZONE) US
	MN	ROCKFORD	ELK RIVER	
	MA	ROCKLAND	BOSTON	BOSTON US
	MD	ROCKVILLE	WASHINGTON	
	NY	ROCKVILLE CENTRE	NEW YORK	NEW YORK (COMM ZONE) US
	TX	ROCKWALL	DALLAS	
	MI	ROCKWOOD	DETROIT	
	GA	ROCKY FACE	DALTON	
	NJ	ROCKY HILL	NEW YORK	NEW YORK (COMM ZONE) US
	OH	ROCKY RIVER	CLEVELAND	
	NJ	ROEBLING	PHILADELPHIA	PHILADELPHIA US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CT	ROGERS	DAYVILLE	
	MN	ROGERS	ELK RIVER	
	CA	ROHNERT PARK	SANTA ROSA GROUP	
	OK	ROLAND	FORT SMITH	
	IL	ROLLING MEADOWS	CHICAGO	
	MI	ROMULUS	DETROIT	
	NY	ROOSEVELT	NEW YORK	NEW YORK (COMM ZONE) US
	PA	ROSCOE	PITTSBURGH GROUP	
	LA	ROSEDALE	BATON ROUGE GROUP	
	NJ	ROSELAND	NEW YORK	NEW YORK (COMM ZONE) US
	IL	ROSELLE	CHICAGO	
	NJ	ROSELLE	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	ROSELLE PARK	NEW YORK	NEW YORK (COMM ZONE) US
	CA	ROSEMEAD	LOS ANGELES PORTS	LOS ANGES (COMM) US
		ROSEMEAD		LOS ANGES (COMM) US
	NJ	ROSEMONT	PHILADELPHIA	PHILADELPHIA US
	MN	ROSEMOUNT	LAKEVILLE	
	TX	ROSENBERG	GALVESTON BAY	GALVESTON (ZONE 1) US
	WI	ROSENDALE	FOND DU LAC	
	CA	ROSEVILLE	SACRAMENTO	
	MI	ROSEVILLE	DETROIT	
	TX	ROSHARON	GALVESTON BAY	GALVESTON (ZONE 1) US
	MA	ROSLINDALE	BOSTON	BOSTON US
	NY	ROSLYN	NEW YORK	NEW YORK (COMM ZONE) US
	NY	ROSLYN HEIGHTS	NEW YORK	NEW YORK (COMM ZONE) US
	OH	ROSS	CINCINNATI GROUP	
	TN	ROSSVILLE	MEMPHIS	
	GA	ROSWELL	ATLANTA GROUP	
	CA	ROUGH AND READY	GRASS VALLEY	
	LA	ROUGON	BATON ROUGE GROUP	
	IL	ROUND LAKE	CHICAGO	
	SC	ROUND O	CHARLESTON	CHARLESTON US
	CA	ROWLAND HEIGHTS	LOS ANGELES PORTS	LOS ANGES (COMM) US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	ROWLAND HEIGHTS		LOS ANGES (COMM) US
	TX	ROWLETT	DALLAS	
	IL	ROXANA	ST LOUIS	
	MA	ROXBURY	BOSTON	BOSTON US
	TX	ROXTON	PARIS	
	UT	ROY	OGDEN	
	MI	ROYAL OAK	DETROIT	
	PA	ROYERSFORD	PHILADELPHIA	PHILADELPHIA US
	TX	ROYSE CITY	DALLAS	
	NJ	RUMSON	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	RUNNEMEDE	PHILADELPHIA	PHILADELPHIA US
	NC	RURAL HALL	WINSTON-SALEM	
	FL	RUSKIN	TAMPA	
	PA	RUSSELLTON	PITTSBURGH GROUP	
	AR	RUSSELLVILLE	RUSSELLVILLE	
	NJ	RUTHERFORD	NEW YORK	NEW YORK (COMM ZONE) US
	NY	RYE	NEW YORK	NEW YORK (COMM ZONE) US
	CA	SACRAMENTO	SACRAMENTO	
	NJ	SADDLE RIVER	NEW YORK	NEW YORK (COMM ZONE) US
	FL	SAFETY HARBOR	TAMPA	
	MI	SAGINAW	FLINT GROUP	
	MO	SAINT ANN	ST LOUIS	
	IN	SAINT ANTHONY	JASPER	
	FL	SAINT AUGUSTINE	JACKSONVILLE	JACKSONVILLE US
	MI	SAINT CLAIR SHORES	DETROIT	
	WI	SAINT CLOUD	FOND DU LAC	
	WI	SAINT FRANCIS	MILWAUKEE GROUP	
	GA	SAINT GEORGE	JACKSONVILLE	JACKSONVILLE US
	SC	SAINT GEORGE	CHARLESTON	CHARLESTON US
	TX	SAINT HEDWIG	SAN ANTONIO	
	CA	SAINT HELENA	SANTA ROSA GROUP	
	IN	SAINT JOHN	CHICAGO	
	MO	SAINT LOUIS	ST LOUIS	



## Location Report by Cities

**RFP NR:** 0066-1

**Cargo Type :** C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MN	SAINT MICHAEL	ELK RIVER	
	MN	SAINT PAUL	MINNEAPOLIS	
	FL	SAINT PETERSBURG	TAMPA	
	LA	SAINT ROSE	NEW ORLEANS	NEW ORLEANS
	PA	SAINT THOMAS	CHAMBERSBURG	
	GA	SALE CITY	ALBANY	
	AL	SALEM	COLUMBUS	
	MA	SALEM	BOSTON	BOSTON US
	VA	SALEM	ROANOKE	
	CA	SALIDA	MODESTO	
	CA	SALINAS	GABILAN GROUP	
	NC	SALISBURY	HIGH POINT GROUP	
	UT	SALT LAKE CITY	SALT LAKE CITY	
	NC	SALTER PATH	MOREHEAD CITY	
	MS	SALTILLO	SALTILLO	
	TX	SAN ANTONIO	SAN ANTONIO	
	CA	SAN BERNARDINO	RIVERSIDE GROUP	
	CA	SAN BRUNO	S F BAY PORTS	S F BAY (WEST BAY) US
	CA	SAN DIEGO	SAN DIEGO	
	CA	SAN DIMAS	POMONA GROUP	
	CA	SAN FERNANDO	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		SAN FERNANDO		LOS ANGELES (COMM) US
	CA	SAN FRANCISCO	S F BAY PORTS	S F BAY (WEST BAY) US
	CA	SAN GABRIEL	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		SAN GABRIEL		LOS ANGELES (COMM) US
	CA	SAN JOAQUIN	FRESNO	
	CA	SAN JOSE	SAN JOSE	
	TX	SAN JUAN	MC ALLEN	
	CA	SAN JUAN BAUTISTA	GABILAN GROUP	
	CA	SAN LEANDRO	S F BAY PORTS	S F BAY (EAST BAY) US
	CA	SAN LORENZO	S F BAY PORTS	S F BAY (EAST BAY) US
	CA	SAN LUIS REY	SAN DIEGO	
	CA	SAN MARCOS	SAN DIEGO	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	SAN MARINO	LOS ANGELES PORTS	LOS ANGES (COMM) US
		SAN MARINO		LOS ANGES (COMM) US
	CA	SAN PABLO	S F BAY PORTS	S F BAY (EAST BAY) US
	CA	SAN PEDRO	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	CA	SAN YSIDRO	SAN DIEGO	
	VA	SANDSTON	RICHMOND	
	UT	SANDY	SALT LAKE CITY	
	CT	SANDY HOOK	DANBURY GROUP	
	MD	SANDY SPRING	WASHINGTON	
	SC	SANDY SPRINGS	ANDERSON	
	FL	SANFORD	DISNEY GROUP	
	CA	SANGER	FRESNO	
	CA	SANTA ANA	LOS ANGELES PORTS	LOS ANGES (COMM) US
		SANTA ANA		LOS ANGES (COMM) US
	CA	SANTA CLARA	SAN JOSE	
	TX	SANTA FE	GALVESTON BAY	GALVESTON (ZONE 1) US
	CA	SANTA FE SPRINGS	LOS ANGELES PORTS	LOS ANGES (COMM) US
		SANTA FE SPRINGS		LOS ANGES (COMM) US
	CA	SANTA MARIA	SANTA MARIA	
	CA	SANTA MONICA	LOS ANGELES PORTS	LOS ANGES (COMM) US
		SANTA MONICA		LOS ANGES (COMM) US
	CA	SANTA ROSA	SANTA ROSA GROUP	
	CA	SANTEE	SAN DIEGO	
	AL	SARALAND	MOBILE	
	CA	SARATOGA	SAN JOSE	
	AL	SATSUMA	MOBILE	
	MA	SAUGUS	BOSTON	BOSTON US
	MD	SAVAGE	BALTIMORE	BALTIMORE US
	MN	SAVAGE	MINNEAPOLIS	
	GA	SAVANNAH	SAVANNAH	SAVANNAH
	PA	SAXONBURG	PITTSBURGH GROUP	
	IL	SAYBROOK	SAYBROOK	
	NJ	SAYREVILLE	NEW YORK	NEW YORK (COMM ZONE) US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	OR	SCAPPOOSE	PORTLAND	
	NY	SCARSDALE	NEW YORK	NEW YORK (COMM ZONE) US
	IL	SCHAUMBURG	CHICAGO	
	NY	SCHENECTADY	SCHENECTADY	
	IN	SCHERERVILLE	CHICAGO	
	TX	SCHERTZ	SAN ANTONIO	
	IL	SCHILLER PARK	CHICAGO	
	IA	SCHLESWIG	DENISON	
	PA	SCHNECKSVILLE	ALLENTOWN	
	PA	SCHWENKSVILLE	PHILADELPHIA	PHILADELPHIA US
	MA	SCITUATE	BOSTON	BOSTON US
	NJ	SCOTCH PLAINS	NEW YORK	NEW YORK (COMM ZONE) US
	PA	SCOTLAND	CHAMBERSBURG	
	AR	SCOTT	LITTLE ROCK	
	GA	SCOTTDALE	ATLANTA GROUP	
	AZ	SCOTTSDALE	PHOENIX	
	TX	SCURRY	DALLAS	
	NY	SEA CLIFF	NEW YORK	NEW YORK (COMM ZONE) US
	TX	SEABROOK	GALVESTON BAY	GALVESTON (ZONE 1) US
		SEABROOK	SEABROOK	
	DE	SEAFORD	POCOMOKE CITY	
	NY	SEAFORD	NEW YORK	NEW YORK (COMM ZONE) US
	TX	SEAGOVILLE	DALLAS	
	CA	SEAL BEACH	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		SEAL BEACH		LOS ANGELES (COMM) US
	CA	SEASIDE	GABILAN GROUP	
	WA	SEATTLE	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	CA	SEBASTOPOL	SANTA ROSA GROUP	
	NJ	SECAUCUS	NEW YORK	NEW YORK (COMM ZONE) US
	FL	SEFFNER	TAMPA	
	IN	SELLERSBURG	LOUISVILLE GROUP	
	CA	SELMA	FRESNO	
	AL	SEMMES	MOBILE	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MD	SEVERN	BALTIMORE	BALTIMORE US
	MD	SEVERNA PARK	BALTIMORE	BALTIMORE US
	TN	SEVIERVILLE	DANDRIDGE	
	NJ	SEWAREN	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	SEWELL	PHILADELPHIA	PHILADELPHIA US
	PA	SEWICKLEY	PITTSBURGH GROUP	
	IN	SEYMOUR	SEYMOUR	
	AL	SHANNON	BIRMINGHAM	
	MA	SHARON	BOSTON	BOSTON US
	WI	SHARON	DARIEN	
	PA	SHARON HILL	PHILADELPHIA	PHILADELPHIA US
	KS	SHAWNEE MISSION	KANSAS CITY	
	KY	SHEPHERDSVILLE	LOUISVILLE GROUP	
	MA	SHERBORN	BOSTON	BOSTON US
	TX	SHERMAN	SHERMAN	
	CA	SHERMAN OAKS	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		SHERMAN OAKS		LOS ANGELES (COMM) US
	IL	SHERRARD	QUAD CITIES	
	NC	SHERRILLS FORD	HICKORY GROUP	
	AR	SHERWOOD	LITTLE ROCK	
	OR	SHERWOOD	PORTLAND	
	NJ	SHORT HILLS	NEW YORK	NEW YORK (COMM ZONE) US
	LA	SHREVEPORT	SHREVEPORT	
	MA	SHREWSBURY	WESTBORO	
	NJ	SHREWSBURY	NEW YORK	NEW YORK (COMM ZONE) US
	MO	SIBLEY	KANSAS CITY	
	NJ	SICKLERVILLE	PHILADELPHIA	PHILADELPHIA US
	CA	SIERRA MADRE	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		SIERRA MADRE		LOS ANGELES (COMM) US
	AR	SILLOAM SPRINGS	SILLOAM SPRINGS	
	KY	SILVER GROVE	CINCINNATI GROUP	
	MD	SILVER SPRING	WASHINGTON	
	WA	SILVERDALE	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	IL	SILVIS	QUAD CITIES	
	CA	SIMI VALLEY	SIMI VALLEY	
	KY	SIMPSONVILLE	LOUISVILLE GROUP	
	IA	SIOUX CITY	SIOUX CITY	
	SD	SIOUX FALLS	SIOUX FALLS	
	IL	SKOKIE	CHICAGO	
	MS	SLATE SPRING	CALHOUN CITY	
	PA	SLICKVILLE	PITTSBURGH GROUP	
	PA	SLOVAN	PITTSBURGH GROUP	
	UT	SMITHFIELD	LOGAN	
	VA	SMITHFIELD	SMITHFIELD	
	AL	SMITHS	COLUMBUS	
	PA	SMITHTON	PITTSBURGH GROUP	
	GA	SMITHVILLE	AMERICUS	
	MO	SMITHVILLE	KANSAS CITY	
	GA	SMYRNA	ATLANTA GROUP	
	NC	SMYRNA	MOREHEAD CITY	
	CA	SOLANA BEACH	SAN DIEGO	
	OH	SOLOMON	CLEVELAND	
	NJ	SOMERDALE	PHILADELPHIA	PHILADELPHIA US
	NY	SOMERS	SOMERS	
	NJ	SOMERSET	NEW YORK	NEW YORK (COMM ZONE) US
	TX	SOMERSET	SAN ANTONIO	
	MA	SOMERVILLE	BOSTON	BOSTON US
	NJ	SOMERVILLE	NEW YORK	NEW YORK (COMM ZONE) US
	CA	SONOMA	SANTA ROSA GROUP	
	NC	SOPHIA	HIGH POINT GROUP	
	CA	SOQUEL	GABILAN GROUP	
	PA	SOUDERTON	PHILADELPHIA	PHILADELPHIA US
	NJ	SOUTH AMBOY	NEW YORK	NEW YORK (COMM ZONE) US
	FL	SOUTH BAY	SOUTH BAY	
	NJ	SOUTH BOUND BROOK	NEW YORK	NEW YORK (COMM ZONE) US
	CA	SOUTH EL MONTE	LOS ANGELES PORTS	LOS ANGELES (COMM) US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	SOUTH EL MONTE		LOS ANGELES (COMM) US
	IL	SOUTH ELGIN	CHICAGO	
	CA	SOUTH GATE	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		SOUTH GATE		LOS ANGELES (COMM) US
	NJ	SOUTH HACKENSACK	NEW YORK	NEW YORK (COMM ZONE) US
	IL	SOUTH HOLLAND	CHICAGO	
	TX	SOUTH HOUSTON	GALVESTON BAY	GALVESTON (ZONE 1) US
	WI	SOUTH MILWAUKEE	MILWAUKEE GROUP	
	NJ	SOUTH ORANGE	NEW YORK	NEW YORK (COMM ZONE) US
	CA	SOUTH PASADENA	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		SOUTH PASADENA		LOS ANGELES (COMM) US
	NJ	SOUTH PLAINFIELD	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	SOUTH RIVER	NEW YORK	NEW YORK (COMM ZONE) US
	MI	SOUTH ROCKWOOD	DETROIT	
	MN	SOUTH SAINT PAUL	MINNEAPOLIS	
	CA	SOUTH SAN FRANCISCO	S F BAY PORTS	S F BAY (WEST BAY) US
	MA	SOUTH WALPOLE	BOSTON	BOSTON US
	CT	SOUTH WOODSTOCK	DAYVILLE	
	PA	SOUTHAMPTON	PHILADELPHIA	PHILADELPHIA US
	MS	SOUTHAVEN	MEMPHIS	
	MA	SOUTHBOROUGH	WESTBORO	
	CT	SOUTHBURY	DANBURY GROUP	
	MI	SOUTHFIELD	DETROIT	
	MI	SOUTHGATE	DETROIT	
	WA	SPANAWAY	PUGET SOUND	PUGET SOUND (ZONE 3) US
	NY	SPARKILL	NEW YORK	NEW YORK (COMM ZONE) US
	MD	SPARKS GLENCOE	BALTIMORE	BALTIMORE US
	NC	SPENCER	HIGH POINT GROUP	
	MD	SPENCERVILLE	WASHINGTON	
	TX	SPLENDORA	GALVESTON BAY	GALVESTON (ZONE 1) US
	WA	SPOKANE	SPOKANE	
	NJ	SPOTSWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	VA	SPOUT SPRING	APPOMATTOX	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	TX	SPRING	GALVESTON BAY	GALVESTON (ZONE 1) US
	TX	SPRING BRANCH	SAN ANTONIO	
	NY	SPRING BROOK	BUFFALO	
	KS	SPRING HILL	KANSAS CITY	
	PA	SPRING HOUSE	PHILADELPHIA	PHILADELPHIA US
	CA	SPRING VALLEY	SAN DIEGO	
	AR	SPRINGDALE	SPRINGDALE	
	PA	SPRINGDALE	PITTSBURGH GROUP	
	IL	SPRINGFIELD	SPRINGFIELD	
	MA	SPRINGFIELD	SPRINGFIELD GROUP	
	NE	SPRINGFIELD	OMAHA	
	NJ	SPRINGFIELD	NEW YORK	NEW YORK (COMM ZONE) US
	PA	SPRINGFIELD	PHILADELPHIA	PHILADELPHIA US
	TN	SPRINGFIELD	SPRINGFIELD	
	VA	SPRINGFIELD	WASHINGTON	
	TX	STAFFORD	GALVESTON BAY	GALVESTON (ZONE 1) US
	CT	STAMFORD	STAMFORD GROUP	
	NJ	STANHOPE	NEW YORK	NEW YORK (COMM ZONE) US
	VA	STANLEYTOWN	MARTINSVILLE	
	CA	STANTON	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		STANTON		LOS ANGELES (COMM) US
	WA	STANWOOD	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	AL	STAPLETON	BAY MINETTE	
	ID	STAR	CALDWELL	
	FL	STARKE	JACKSONVILLE	JACKSONVILLE US
	PA	STARLIGHT	TOBYHANNA	
	NY	STATEN ISLAND	NEW YORK	NEW YORK (COMM ZONE) US
	NC	STATESVILLE	HICKORY GROUP	
	GA	STATHAM	ATHENS	
	IL	STEGER	CHICAGO	
	WA	STEILACOOM	PUGET SOUND	PUGET SOUND (ZONE 3) US
	CT	STERLING	DAYVILLE	
	VA	STERLING	WASHINGTON	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MI	STERLING HEIGHTS	DETROIT	
	KS	STILWELL	KANSAS CITY	
	NJ	STIRLING	NEW YORK	NEW YORK (COMM ZONE) US
	PA	STOCKDALE	PITTSBURGH GROUP	
	PA	STOCKERTOWN	EASTON	
	CA	STOCKTON	STOCKTON	
	IA	STOCKTON	QUAD CITIES	
	GA	STONE MOUNTAIN	ATLANTA GROUP	
	IL	STONE PARK	CHICAGO	
	MA	STONEHAM	BOSTON	BOSTON US
	NC	STONY POINT	HICKORY GROUP	
	MA	STOUGHTON	BOSTON	BOSTON US
	PA	STRABANE	PITTSBURGH GROUP	
	NJ	STRATFORD	PHILADELPHIA	PHILADELPHIA US
	IL	STREAMWOOD	CHICAGO	
	OH	STRONGSVILLE	CLEVELAND	
	CA	STUDIO CITY	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		STUDIO CITY		LOS ANGELES (COMM) US
	NJ	SUCCASUNNA	NEW YORK	NEW YORK (COMM ZONE) US
	VA	SUFFOLK	NORFOLK	NORFOLK (ZONE 1) US
	TX	SUGAR LAND	GALVESTON BAY	GALVESTON (ZONE 1) US
	MD	SUITLAND	WASHINGTON	
	AL	SULLIGENT	SULLIGENT	
	SC	SULLIVANS ISLAND	CHARLESTON	CHARLESTON US
	SC	SUMMERVILLE	CHARLESTON	CHARLESTON US
	NJ	SUMMIT	NEW YORK	NEW YORK (COMM ZONE) US
	IL	SUMMIT ARGO	CHICAGO	
	GA	SUMNER	TIFTON	
	WA	SUMNER	PUGET SOUND	PUGET SOUND (ZONE 3) US
	FL	SUN CITY	TAMPA	
	CA	SUN VALLEY	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		SUN VALLEY		LOS ANGELES (COMM) US
	OH	SUNBURY	COLUMBUS	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MS	SUNFLOWER	MOORHEAD	
	CA	SUNLAND	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		SUNLAND		LOS ANGELES (COMM) US
	FL	SUNNYSIDE	PANAMA CITY	
	CA	SUNNYVALE	SAN JOSE	
	CA	SUNOL	FREMONT	
	LA	SUNSHINE	BATON ROUGE GROUP	
	WA	SUQUAMISH	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	PA	SUTERSVILLE	PITTSBURGH GROUP	
	TX	SUTHERLAND SPRINGS	SAN ANTONIO	
	GA	SUWANEE	ATLANTA GROUP	
	MA	SWAMPSCOTT	BOSTON	BOSTON US
	PA	SWARTHMORE	PHILADELPHIA	PHILADELPHIA US
	NJ	SWEDESBORO	PHILADELPHIA	PHILADELPHIA US
	AR	SWEET HOME	LITTLE ROCK	
	IA	SWISHER	CEDAR RAPIDS	
	FL	SYDNEY	TAMPA	
	CA	SYLMAR	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		SYLMAR		LOS ANGELES (COMM) US
	GA	SYLVESTER	ALBANY	
	NY	SYOSSET	NEW YORK	NEW YORK (COMM ZONE) US
	NY	SYRACUSE	SYRACUSE	
	UT	SYRACUSE	OGDEN	
	WA	TACOMA	PUGET SOUND	PUGET SOUND (ZONE 3) US
	MD	TAKOMA PARK	WASHINGTON	
	AL	TALLADEGA	TALLADEGA	
	FL	TAMPA	TAMPA	
	NY	TAPPAN	NEW YORK	NEW YORK (COMM ZONE) US
	PA	TARENTUM	PITTSBURGH GROUP	
	CA	TARZANA	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		TARZANA		LOS ANGELES (COMM) US
	TX	TATUM	LONGVIEW	
	FL	TAVARES	DISNEY GROUP	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MI	TAYLOR	DETROIT	
	IL	TAYLOR RIDGE	QUAD CITIES	
	NC	TAYLORSVILLE	HICKORY GROUP	
	NJ	TEANECK	NEW YORK	NEW YORK (COMM ZONE) US
	IL	TECHNY	CHICAGO	
	PA	TELFORD	PHILADELPHIA	PHILADELPHIA US
	AZ	TEMPE	PHOENIX	
	CA	TEMPLE CITY	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		TEMPLE CITY		LOS ANGELES (COMM) US
	MD	TEMPLE HILLS	WASHINGTON	
	NJ	TENAFLY	NEW YORK	NEW YORK (COMM ZONE) US
	OH	TERRACE PARK	CINCINNATI GROUP	
	NC	TERRELL	HICKORY GROUP	
	TX	TERRELL	TERRELL	
	NJ	TETERBORO	NEW YORK	NEW YORK (COMM ZONE) US
	TX	TEXARKANA	TEXARKANA GROUP	
	TX	TEXAS CITY		GALVESTON (ZONE 2) US
	AL	THEODORE	MOBILE	
	WI	THIENSVILLE	MILWAUKEE GROUP	
	NC	THOMASVILLE	HIGH POINT GROUP	
	CT	THOMPSON	DAYVILLE	
	FL	THONOTOSASSA	TAMPA	
	TN	THORN HILL	MORRISTOWN	
	CA	THORNTON	POMONA GROUP	
	IL	THORNTON	CHICAGO	
	PA	THORNTON	PHILADELPHIA	PHILADELPHIA US
	NJ	THOROFARE	PHILADELPHIA	PHILADELPHIA US
	OH	TIFFIN	TIFFIN	
	GA	TIFTON	TIFTON	
	SC	TIMMONSVILLE	DARLINGTON	
	IL	TINLEY PARK	CHICAGO	
	PA	TIPTON	ALTOONA	
	NJ	TITUSVILLE	PHILADELPHIA	PHILADELPHIA US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	NC	TOBACCOVILLE	WINSTON-SALEM	
	PA	TOBYHANNA	TOBYHANNA	
	IA	TODDVILLE	CEDAR RAPIDS	
	TX	TOMBALL	GALVESTON BAY	GALVESTON (ZONE 1) US
	NY	TONAWANDA	BUFFALO	
	UT	TOOELE	SALT LAKE CITY	
	CA	TOPANGA	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		TOPANGA		LOS ANGELES (COMM) US
	PA	TOPTON	ALLENTOWN	
	LA	TORBERT	BATON ROUGE GROUP	
	CA	TORRANCE	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	CT	TORRINGTON	TORRINGTON	
	NJ	TOTOWA	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	TOWACO	NEW YORK	NEW YORK (COMM ZONE) US
	CA	TRACY	SAN JOAQUIN	
	PA	TRAFFORD	PITTSBURGH GROUP	
	MI	TRAVERSE CITY	TRAVERSE CITY	
	CA	TRAVIS AFB	FAIRFIELD	
	UT	TREMONTON	TREMONTON	
	MI	TRENTON	DETROIT	
	NJ	TRENTON	PHILADELPHIA	PHILADELPHIA US
	OH	TRENTON	TRENTON	
	PA	TREXLERTOWN	ALLENTOWN	
	VA	TRIANGLE	WASHINGTON	
	MO	TRIMBLE	KANSAS CITY	
	NC	TRINITY	HIGH POINT GROUP	
	OR	TROUTDALE	PORTLAND	
	NC	TROUTMAN	HICKORY GROUP	
	VA	TROUTVILLE	ROANOKE	
	MI	TROY	DETROIT	
	AL	TRUSSVILLE	BIRMINGHAM	
	OR	TUALATIN	PORTLAND	
	NY	TUCKAHOE	NEW YORK	NEW YORK (COMM ZONE) US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	GA	TUCKER	ATLANTA GROUP	
	CA	TUJUNGA	LOS ANGELES PORTS	LOS ANGES (COMM) US
		TUJUNGA		LOS ANGES (COMM) US
	GA	TUNNEL HILL	DALTON	
	MS	TUPELO	TUPELO	
	PA	TURBOTVILLE	MILTON	
	CA	TURLOCK	MODESTO	
	AR	TURRELL	MEMPHIS	
	PA	TURTLE CREEK	PITTSBURGH GROUP	
	OH	TWINSBURG	CLEVELAND	
	GA	TY TY	TIFTON	
	CO	U S A F ACADEMY	COLORADO SPRINGS	
	NJ	UNION	NEW YORK	NEW YORK (COMM ZONE) US
	CA	UNION CITY	S F BAY PORTS	S F BAY (EAST BAY) US
	GA	UNION CITY	ATLANTA GROUP	
	NJ	UNION CITY	NEW YORK	NEW YORK (COMM ZONE) US
	NC	UNION GROVE	HICKORY GROUP	
	NY	UNIONDALE	NEW YORK	NEW YORK (COMM ZONE) US
	TX	UNIVERSAL CITY	SAN ANTONIO	
	WA	UNIVERSITY PLACE	PUGET SOUND	PUGET SOUND (ZONE 3) US
	CA	UPLAND	POMONA GROUP	
	PA	UPPER DARBY	PHILADELPHIA	PHILADELPHIA US
	MD	UPPER FALLS	BALTIMORE	BALTIMORE US
	MD	UPPER MARLBORO	WASHINGTON	
	MA	UPTON	WESTBORO	
	IL	URBANA	CHAMPAIGN	
	MI	UTICA	DETROIT	
	NY	UTICA	UTICA	
	CA	VACAVILLE	FAIRFIELD	
	IA	VAIL	DENISON	
	NC	VALDESE	HICKORY GROUP	
	GA	VALDOSTA	VALDOSTA	
	PA	VALENCIA	PITTSBURGH GROUP	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	CA	VALLEY CENTER	SAN DIEGO	
	MO	VALLEY PARK	ST LOUIS	
	NY	VALLEY STREAM	NEW YORK	NEW YORK (COMM ZONE) US
	CA	VALLEY VILLAGE	LOS ANGELES PORTS	LOS ANGES (COMM) US
		VALLEY VILLAGE		LOS ANGES (COMM) US
	FL	VALRICO	TAMPA	
	AR	VAN BUREN	FORT SMITH	
	WI	VAN DYNE	FOND DU LAC	
	CA	VAN NUYS	LOS ANGELES PORTS	LOS ANGES (COMM) US
		VAN NUYS		LOS ANGES (COMM) US
	WA	VANCOUVER	PORTLAND	
	PA	VANDERGRIFF	PITTSBURGH GROUP	
	MS	VARDAMAN	CALHOUN CITY	
	GA	VARNELL	DALTON	
	NJ	VAUXHALL	NEW YORK	NEW YORK (COMM ZONE) US
	IN	VELPEN	JASPER	
	PA	VENETIA	PITTSBURGH GROUP	
	CA	VENICE	LOS ANGELES PORTS	LOS ANGES (COMM) US
		VENICE		LOS ANGES (COMM) US
	IL	VENICE	ST LOUIS	
	LA	VENTRESS	BATON ROUGE GROUP	
	AL	VERNON	VERNON	
	IL	VERNON HILLS	CHICAGO	
	MS	VERONA	VERONA	
	NJ	VERONA	NEW YORK	NEW YORK (COMM ZONE) US
	PA	VERONA	PITTSBURGH GROUP	
	IL	VERSAILLES	CHAMBERSBURG	
	KY	VERSAILLES	LEXINGTON	
	PA	VICKSBURG	MILTON	
	VA	VIENNA	WASHINGTON	
	CA	VILLA PARK	POMONA GROUP	
	IL	VILLA PARK	CHICAGO	
	PA	VILLANOVA	PHILADELPHIA	PHILADELPHIA US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	NJ	VINELAND	VINELAND	
	VA	VINTON	ROANOKE	
	LA	VIOLET	NEW ORLEANS	NEW ORLEANS
	VA	VIRGINIA BEACH	NORFOLK	NORFOLK (ZONE 1) US
	CA	VISTA	SAN DIEGO	
	TX	VON ORMY	SAN ANTONIO	
	NJ	VOORHEES	PHILADELPHIA	PHILADELPHIA US
	MA	WABAN	BOSTON	BOSTON US
	TX	WACO	WACO GROUP	
	SC	WADMALAW ISLAND	CHARLESTON	CHARLESTON US
	IL	WADSWORTH	CHICAGO	
	NC	WAGRAM	WAGRAM	
	MA	WAKEFIELD	BOSTON	BOSTON US
	IA	WALCOTT	QUAD CITIES	
	FL	WALDO	GAINESVILLE	
	AR	WALDRON	WALDRON	
	NJ	WALDWICK	NEW YORK	NEW YORK (COMM ZONE) US
	NC	WALKERTOWN	WINSTON-SALEM	
	WA	WALLA WALLA	WALLA WALLA	
	MI	WALLED LAKE	DETROIT	
	PA	WALLINGFORD	PHILADELPHIA	PHILADELPHIA US
	NJ	WALLINGTON	NEW YORK	NEW YORK (COMM ZONE) US
	MS	WALLS	MEMPHIS	
	WA	WALLULA	WALLA WALLA	
	CA	WALNUT	LOS ANGELES PORTS	LOS ANGES (COMM) US
		WALNUT		LOS ANGES (COMM) US
	PA	WALNUTPORT	ALLENTOWN	
	MA	WALPOLE	BOSTON	BOSTON US
	MA	WALTHAM	BOSTON	BOSTON US
	WI	WALWORTH	DARIEN	
	NY	WANTAGH	NEW YORK	NEW YORK (COMM ZONE) US
	WA	WAPATO	CASCADE GROUP	
	PA	WARMINSTER	PHILADELPHIA	PHILADELPHIA US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	GA	WARNER ROBINS	ROBINS AFB	
	MI	WARREN	DETROIT	
	NJ	WARREN	NEW YORK	NEW YORK (COMM ZONE) US
	PA	WARRENDALE	PITTSBURGH GROUP	
	VA	WARRENTON	WARRENTON	
	IL	WARRENVILLE	CHICAGO	
	SC	WARRENVILLE	AUGUSTA	
	PA	WARRINGTON	PHILADELPHIA	PHILADELPHIA US
	DC	WASHINGTON	WASHINGTON	
	PA	WASHINGTON CROSSING	PHILADELPHIA	PHILADELPHIA US
	PA	WASHINGTONVILLE	MILTON	
	CA	WATERFORD	MODESTO	
	MI	WATERFORD	DETROIT	
	NJ	WATERFORD WORKS	PHILADELPHIA	PHILADELPHIA US
	MA	WATERTOWN	BOSTON	BOSTON US
	MI	WATERVLIET	COLOMA	
	GA	WATKINSVILLE	ATHENS	
	AL	WATSON	BIRMINGHAM	
	PA	WATSONTOWN	MILTON	
	CA	WATSONVILLE	GABILAN GROUP	
	IL	WAUCONDA	CHICAGO	
	IL	WAUKEGAN	CHICAGO	
	CT	WAUREGAN	DAYVILLE	
	MA	WAYLAND	BOSTON	BOSTON US
	MI	WAYNE	DETROIT	
	NJ	WAYNE	NEW YORK	NEW YORK (COMM ZONE) US
	PA	WAYNE	PHILADELPHIA	PHILADELPHIA US
	MN	WAYZATA	MINNEAPOLIS	
	TX	WEATHERFORD	FORT WORTH	
	AL	WEAVER	ANNISTON	
	TX	WEBSTER	GALVESTON BAY	GALVESTON (ZONE 1) US
	MA	WELLESLEY	BOSTON	BOSTON US
	UT	WELLSVILLE	LOGAN	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	MA	WENHAM	BOSTON	BOSTON US
	NJ	WENONAH	PHILADELPHIA	PHILADELPHIA US
	MO	WEST ALTON	ST LOUIS	
	NY	WEST BABYLON	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	WEST BERLIN	PHILADELPHIA	PHILADELPHIA US
	MI	WEST BLOOMFIELD	DETROIT	
	OH	WEST CHESTER	CINCINNATI GROUP	
	IL	WEST CHICAGO	CHICAGO	
	CA	WEST COVINA	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		WEST COVINA		LOS ANGELES (COMM) US
	MD	WEST FRIENDSHIP	BALTIMORE	BALTIMORE US
	NY	WEST HEMPSTEAD	NEW YORK	NEW YORK (COMM ZONE) US
	NY	WEST ISLIP	NEW YORK	NEW YORK (COMM ZONE) US
	NC	WEST JEFFERSON	WEST JEFFERSON	
	OH	WEST JEFFERSON	COLUMBUS	
	UT	WEST JORDAN	SALT LAKE CITY	
	OR	WEST LINN	PORTLAND	
	NJ	WEST LONG BRANCH	NEW YORK	NEW YORK (COMM ZONE) US
	AR	WEST MEMPHIS	MEMPHIS	
	PA	WEST MIFFLIN	PITTSBURGH GROUP	
	PA	WEST MILTON	MILTON	
	LA	WEST MONROE	WEST MONROE	
	NJ	WEST NEW YORK	NEW YORK	NEW YORK (COMM ZONE) US
	IN	WEST NEWTON	INDIANAPOLIS	
	PA	WEST NEWTON	PITTSBURGH GROUP	
	MI	WEST OLIVE	GRAND RAPIDS GROUP	
	NJ	WEST ORANGE	NEW YORK	NEW YORK (COMM ZONE) US
	KY	WEST POINT	LOUISVILLE GROUP	
	MA	WEST ROXBURY	BOSTON	BOSTON US
	CA	WEST SACRAMENTO	SACRAMENTO	
	MA	WESTBOROUGH	WESTBORO	
	NY	WESTBURY	NEW YORK	NEW YORK (COMM ZONE) US
	IL	WESTCHESTER	CHICAGO	

## Location Report by Cities

**RFP NR:** 0066-1

**Cargo Type :** C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	IL	WESTERN SPRINGS	CHICAGO	
	OH	WESTERVILLE	COLUMBUS	
	NJ	WESTFIELD	NEW YORK	NEW YORK (COMM ZONE) US
	NY	WESTFIELD	WESTFIELD	
	OH	WESTLAKE	CLEVELAND	
	MI	WESTLAND	DETROIT	
	CA	WESTMINSTER	LOS ANGELES PORTS	LOS ANGES (COMM) US
		WESTMINSTER		LOS ANGES (COMM) US
	IL	WESTMONT	CHICAGO	
	PA	WESTMORELAND CITY	PITTSBURGH GROUP	
	MA	WESTON	BOSTON	BOSTON US
	NJ	WESTVILLE	PHILADELPHIA	PHILADELPHIA US
	LA	WESTWEGO	NEW ORLEANS	NEW ORLEANS
	MA	WESTWOOD	BOSTON	BOSTON US
	NJ	WESTWOOD	NEW YORK	NEW YORK (COMM ZONE) US
	PA	WEXFORD	PITTSBURGH GROUP	
	MA	WEYMOUTH	BOSTON	BOSTON US
	NJ	WHARTON	NEW YORK	NEW YORK (COMM ZONE) US
	IL	WHEATON	CHICAGO	
	IL	WHEELING	CHICAGO	
	NJ	WHIPPANY	NEW YORK	NEW YORK (COMM ZONE) US
	OR	WHITE CITY	WHITE CITY	
	PA	WHITE DEER	MILTON	
	MD	WHITE MARSH	BALTIMORE	BALTIMORE US
	TX	WHITE OAK	LONGVIEW	
	TN	WHITE PINE	DANDRIDGE	
	NY	WHITE PLAINS	NEW YORK	NEW YORK (COMM ZONE) US
	PA	WHITEHALL	ALLENTOWN	
	IN	WHITING	CHICAGO	
	MA	WHITMAN	BOSTON	BOSTON US
	CA	WHITTIER	LOS ANGELES PORTS	LOS ANGES (COMM) US
		WHITTIER		LOS ANGES (COMM) US
	KS	WICHITA	WICHITA	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	OH	WICKLIFFE	CLEVELAND	
	ID	WILDER	CALDWELL	
	UT	WILLARD	OGDEN	
	WI	WILLIAMS BAY	DARIEN	
	VA	WILLIAMSBURG	WILLIAMSBURG	
	PA	WILLIAMSON	CHAMBERSBURG	
	SC	WILLIAMSTON	ANDERSON	
	NJ	WILLINGBORO	PHILADELPHIA	PHILADELPHIA US
	NC	WILLISTON	MOREHEAD CITY	
	NY	WILLISTON PARK	NEW YORK	NEW YORK (COMM ZONE) US
	OH	WILLOUGHBY	CLEVELAND	
	PA	WILLOW GROVE	PHILADELPHIA	PHILADELPHIA US
	IL	WILLOW SPRINGS	CHICAGO	
	TX	WILMER	DALLAS	
	PA	WILMERDING	PITTSBURGH GROUP	
	IL	WILMETTE	CHICAGO	
	CA	WILMINGTON	LOS ANGELES PORTS	LOS ANGELES (HARBOR) US
	DE	WILMINGTON	PHILADELPHIA	PHILADELPHIA US
	MA	WILMINGTON	BOSTON	BOSTON US
	NC	WILMINGTON	WILMINGTON	
	OR	WILSONVILLE	PORTLAND	
	CA	WILTON	SACRAMENTO	
	MA	WINCHESTER	BOSTON	BOSTON US
	FL	WINDERMERE	DISNEY GROUP	
	IL	WINFIELD	CHICAGO	
	PA	WINFIELD	MILTON	
	CA	WINNETKA	LOS ANGELES PORTS	LOS ANGES (COMM) US
		WINNETKA		LOS ANGES (COMM) US
	IL	WINNETKA	CHICAGO	
	NC	WINSTON SALEM	WINSTON-SALEM	
	FL	WINTER GARDEN	DISNEY GROUP	
	FL	WINTER PARK	DISNEY GROUP	
	FL	WINTER SPRINGS	DISNEY GROUP	



## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	GA	WINTERVILLE	ATHENS	
	MA	WINTHROP	BOSTON	BOSTON US
	IL	WINTHROP HARBOR	CHICAGO	
	MI	WIXOM	DETROIT	
	MA	WOBURN	BOSTON	BOSTON US
	IL	WOOD DALE	CHICAGO	
	NJ	WOOD RIDGE	NEW YORK	NEW YORK (COMM ZONE) US
	IL	WOOD RIVER	ST LOUIS	
	NJ	WOODBIDGE	NEW YORK	NEW YORK (COMM ZONE) US
	VA	WOODBIDGE	WASHINGTON	
	NJ	WOODBURY	PHILADELPHIA	PHILADELPHIA US
	NY	WOODBURY	NEW YORK	NEW YORK (COMM ZONE) US
	NJ	WOODBURY HEIGHTS	PHILADELPHIA	PHILADELPHIA US
	WA	WOODINVILLE	PUGET SOUND	PUGET SOUND ZN1 (ZONE 1)
	CA	WOODLAND HILLS	LOS ANGELES PORTS	LOS ANGELES (COMM) US
		WOODLAND HILLS		LOS ANGELES (COMM) US
	CO	WOODLAND PARK	COLORADO SPRINGS	
	PA	WOODLYN	PHILADELPHIA	PHILADELPHIA US
	NY	WOODMERE	NEW YORK	NEW YORK (COMM ZONE) US
	UT	WOODS CROSS	SALT LAKE CITY	
	CT	WOODSTOCK	DAYVILLE	
	MD	WOODSTOCK	BALTIMORE	BALTIMORE US
	NJ	WOODSTOWN	PHILADELPHIA	PHILADELPHIA US
	OH	WOOSTER	WOOSTER	
	MA	WORCESTER	WESTBORO	
	IL	WORTH	CHICAGO	
	AR	WRIGHTSVILLE	LITTLE ROCK	
	NY	WYANDANCH	NEW YORK	NEW YORK (COMM ZONE) US
	MI	WYANDOTTE	DETROIT	
	NJ	WYCKOFF	NEW YORK	NEW YORK (COMM ZONE) US
	TX	WYLIE	DALLAS	
	PA	WYNCOTE	PHILADELPHIA	PHILADELPHIA US
	PA	WYNNEWOOD	PHILADELPHIA	PHILADELPHIA US

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
UNITED STATES	WA	YAKIMA	CASCADE GROUP	
	FL	YALAHA	DISNEY GROUP	
	SC	YEMASSEE	YEMASSEE	
	CO	YODER	COLORADO SPRINGS	
	NY	YONKERS	NEW YORK	NEW YORK (COMM ZONE) US
	PA	YORK	YORK	
	VA	YORKTOWN	NORFOLK	NORFOLK (ZONE 2) US
	PA	YOUNGWOOD	PITTSBURGH GROUP	
	MI	YPSILANTI	DETROIT	
	CA	YUBA CITY	MARYSVILLE	
	PA	YUKON	PITTSBURGH GROUP	
	FL	YULEE	JACKSONVILLE	JACKSONVILLE US
	AZ	YUMA	YUMA	
	LA	ZACHARY	BATON ROUGE GROUP	
	MI	ZEELAND	GRAND RAPIDS GROUP	
	FL	ZELLWOOD	DISNEY GROUP	
	PA	ZIEGLERVILLE	PHILADELPHIA	PHILADELPHIA US
	WA	ZILLAH	CASCADE GROUP	
	IL	ZION	CHICAGO	
	PA	ZIONSVILLE	ALLENTOWN	
URUGUAY		MONTEVIDEO	MONTEVIDEO	
UZBEKISTAN		KARSHI	KARSHI - KHANABAD	
		KARSHI-KHANABAD AB	KARSHI - KHANABAD	
		KHANABAD	KARSHI - KHANABAD	
		KHANABAD AB	KARSHI - KHANABAD	
		KOKAND	KOKAND	
		TASHKENT	TASHKENT	
VENEZUELA		CARACAS	CARACAS	
		PUERTO LA GUAIRA		LA GUAIRA,VENEZUELA
VIETNAM		HO CHI MINN CITY (SAIGO)		HO CHI MINN CITY, VIETNAM
YEMEN		SANAA	SANAA	
ZAIRE		KINSHASA	KINSHASA	
ZAMBIA		LUSAKA	LUSAKA	

## Location Report by Cities

RFP NR: 0066-1

Cargo Type : C

Country:	State:	City:	Location Group:	Port Zone:
ZIMBABWE		HARARE	HARARE	



# ATTACHMENT 4

Enclosure (3) to CGD SEVENINST 16711.1A

## REQUIREMENTS FOR UNINSPECTED TOWING VESSELS

<b>Personnel Licensing</b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
MMD's for vsls 100GT, not on Rivers routes	46 CFR 12.02-7			
Properly licensed operator for towing vsls 26Ft. License in operator's possession; endorsed for proper route; with radar endorsement or Certificate	46 CFR 15.610			
Operator for second watch on trip 12hrs (On 2 watch rotation)	46 CFR 15.705(d)			
<b>Documentation (Vessels of at least 5 Net Tons)</b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Document endorsed for coastwise trade	46 CFR 67.7			
Official number affixed on interior structure	46 CFR 67.121			
Name and hailing port displayed	46 CFR 67.123			
Document w/Official Number on board and valid	46 CFR 67.313			
<b>Documentation (Vessels less than 5 Net Tons)</b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
State numbering certificate on board	33 CFR 173.21			
3" state numbers on each bow	33 CFR 173.27			
<b>Communications &amp; Publications</b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
VHF radio w/CH 13, 16, & 22 for vsls 26FT	33 CFR 26.03			
Copy of Inland Rules vsls 12 meters	33 CFR 88.05			
Charts, Maps, and General Publications	33 CFR 164.72			
FCC Ship/Station license	47 CFR 80.25			
Radio Operator's permit	47 CFR 80.163			
<b>Navigation Equipment</b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Proper nav lights: bow, stern, sidelights, mast & towing	COLREGS Rule 24			
Sound producing device	COLREGS Rule 33			
Bell: Vessel 12-20 M = 8" dia.; over 20 M = 12" dia.	33 CFR 86.23			
Searchlight	33 CFR 164.72			
Magnetic Compass	33 CFR 164.72			
Marine Radar (02 Aug 97)	33 CFR 164.72			
Echo Depth-Sounding Device	33 CFR 164.72			
Electronic Position-Fixing Device	33 CFR 164.72			
<b>Drug Testing</b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Operator aware of intoxication prohibitions	33 CFR 95.020			
Company participation in a drug testing program	46 CFR 16.205			
Casualty drug testing procedures	46 CFR 16.240			
<b>Marine Casualty Reporting</b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Operator aware of hazardous condition reporting requirements	33 CFR 160			

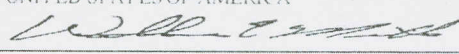
# ATTACHMENT 4

Operator aware of marine casualty reporting requirements	46 CFR 4.05-1			
<b><u>Lifesaving Equipment</u></b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Type I PFD for vsls 40' long or greater	46 CFR 25.25-5(c)			
Ring Life Buoy for vsls 26ft	46 CFR 25.25-5(d)			
With light if on Oceans or Coastwise route;	46 CFR 25.25-13			
Personal Flotation Devices with retro tape	46 CFR 25.25-15			
EPIRB for vsls greater than 36ft; high seas	46 CFR 25.26-20			
<b><u>Fire Fighting Equipment</u></b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Fire Extinguishing Equipment	46 CFR 25.30			
<b><u>Oil Pollution Prevention</u></b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
COFR required for vsls 300 GT	33 CFR 130.1			
Oil containment system at hose connections, vents, & fills; vsls 100 gt	33 CFR 155.320			
Pumping, piping & discharge system for oily water mixtures; vsls 100 gt	33 CFR 155.410/.420			
Pollution Placard for vsls >26ft posted in machinery space	33 CFR 155.450			
Oil transfer procedures available & posted where easily seen & used by crew during oil transfers; vsls 250 BBLS capacity.	33 CFR 155.720			
No oil draining into bilge	33 CFR 155.770			
Excessive fuel oil in bilges	33 CFR 177.07(c)			
<b><u>Marine Sanitation Devices (MSDs)</u></b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Marine sanitation device for installed toilet	33 CFR 159.7			
Overboard valve for holding tank closed inside 3 mi. from shore	33 CFR 159.53(c)			
<b><u>Garbage Pollution Prevention</u></b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Waste management plan for vsls 40ft	33 CFR 151.57			
Garbage placard(s) posted for vsls 26ft	33 CFR 151.59			
<b><u>Operational Requirements for Towboats handling Single Hull Tank Barge 5000 gross tons</u></b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Bridge Resource Management (1 Feb 97)	33 CFR 157.415			
Watch Policy & Procedures (1 Feb 97)	33 CFR 157.420			
Vital System Survey	33 CFR 157.435			
Autopilot Alarm or Indicator	33 CFR 157.440(b)			
Emergency Steering (27 Nov 97)	33 CFR 157.460			
<b><u>Operational Requirements</u></b>	<b>CFR CITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Towline/Terminal Gear for towing astern	33 CFR 164.74			
Towline/Terminal Gear for towing alongside/pushing ahead	33 CFR 164.76			
Navigation Underway: Towing Vessels	33 CFR 164.78			
Tests and Inspections: steering systems, navigational equipment, communications, lights, terminal gear, propulsion systems	33 CFR 164.80			
Maintenance, failure, reporting, deviation and authorization	33 CFR 164.82			



Performance Requirement Summary - Solicitation W81GYE-06-R-0014					
Performance Objective	Description	Measure	How Measured	Responsibility	Comments (See Note 1)
1	Schedule Input and Maintenance 5.3.1	100%	Sample on Quarterly Basis	COR	e-cdr
2	Vessel Posting to CARE II 5.3.2	No measure			
3	Booking Acceptance 5.3.3	100%	Daily Reports	Booking Office	e-cdr as required to COR
4	Spotting Empty Containers 5.4.1	100%	Exception Report	COR	e-cdr
5	Container Pickup 5.4.2	100%	Exceptions Report	COR	e-cdr
6	Chassis Requirement	No measure			
7	GTMO Inland Delivery 5.4.4	100%	Exception Report	COR	
8	CONUS Discharge/ Inland Delivery	100%	Exception Report	QAE	e-cdr to COR
			Outgate Information	QAE	e-cdr to COR and consignee
9	Controlled Atmosphere Service 5.5.1	100%	Exception Report	QAE/GTMO	e-cdr to COR, consignee and shipper
10	Cargo Handling	No measure	OS&D Report	COR	e--cdr
11	Provide Tally Sheets 5.5.3	100%	Upon occurrence	QAE	e-cdr to COR
12	Notification of Damaged Cargo	No measure	OS&D report	COR	e-cdr
13	Re-spot Service	No measure			
14	POV Processing 5.5.6	100%	Exception report	QAE	e-cdr to COR
15	Flat-racks Service 5.5.7	100%	Exception report	QAE	e-cdr to COR
16	Quality of Refrigerated Containers 5.5.6	100%	Exception report	QAE	e-cdr to COR and consignee
17	Temperature Recorder 5.6.3	100%	Exception report	QAE	e-cdr to COR
18	Maintenance and Fuel	No Measure			
19	Provide Hazardous Waste Containers	No Measure			
20	Container Identification	No Measure			
21	Equipment Pools 5.10.1	100%	Exception report	QAE	e-cdr to COR
22	Break Bulk Service	No measure	OS&D Report	COR	
23	Operational Reports 5.12.5	90%	Reports as Specified	COR	e-cdr
24	Event Reporting 5.13.1.3	100%	Reports as Specified	COR	e-cdr
25	Accuracy of EDI transactions 5.13.1.4	90%	Exception Report	COR	e-cdr
Note 1:	e-cdr is an electronic contract discrepancy report and should be filed on each violation. May result in a note in the annual Performance Assessment Report (PAR) or Liquidated Damages (See 52.211-11)				



AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. CONTRACT ID CODE K		PAGE OF PAGES 1   2	
2. AMENDMENT/MODIFICATION NO. P00001		3. EFFECTIVE DATE 10-Jan-2007		4. REQUISITION/PURCHASE REQ. NO. W911LJ-5308-2000		5. PROJECT NO. (If applicable)	
6. ISSUED BY SDDC CONTRACTING CENTER BUSINESS SUPPORT OFFICE 200 STOVALL STREET- 12S67 ALEXANDRIA VA 22332-5000		CODE W81GYE		7. ADMINISTERED BY (If other than item 6) SDDC CONTRACTING CENTER CAROLYN CORRIAC 703-428-2038 CORRIAC@SDDC.ARMY.MIL ALEXANDRIA VA		CODE W81GYE	
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code) <small>TRANSATLANTIC LINE LLC</small> (b)(6) DBA TRANSATLANTIC LINES 6 LINCOLN AVENUE GREENWICH CT 06830-5751				9A. AMENDMENT OF SOLICITATION NO.			
				9B. DATED (SEE ITEM 11)			
				X 10A. MOD. OF CONTRACT/ORDER NO. W81GYE-06-D-0117			
				X 10B. DATED (SEE ITEM 13) 18-May-2006			
CODE 1MJZ1		FACILITY CODE					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended. <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
12. ACCOUNTING AND APPROPRIATION DATA (If required)							
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.							
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.							
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).							
X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: FAR 52.212-4(c)							
D. OTHER (Specify type of modification and authority)							
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return <u>1</u> copies to the issuing office.							
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Modification Control Number: corriac07398 See continuation page							
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.							
15A. NAME AND TITLE OF SIGNER (Type or print)				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) WILLIAM MILLS / CONTRACTING OFFICER TEL: 703-428-3060 EMAIL: william.mills@us.army.mil			
15B. CONTRACTOR/OFFEROR		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA BY  (Signature of Contracting Officer)		16C. DATE SIGNED 11-Jan-2007	
(Signature of person authorized to sign)							

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SECTION SF 30 - BLOCK 14 CONTINUATION PAGE

The purpose of this modification is for the movement of two oversized Navy boats from Guantanamo, Cuba (GTMO). Each boat is approximate 65 ft long - 30 ft high and 18 ft 10 inches wide.

PCFN - 432172

One boat will be transported from GTMO pier to door location of:  
Fleet Industrial Supply Center  
Cheatham Annex York Naval Weapons Station  
Cheatham Annex, VA

PCFN - 430467

One boat will be transported from GTMO pier to door location of:  
FISCPS Trident Support Dept  
NAVIMFAC PACNORWEST  
Submarine Base Bangor Bldg 6403  
NSB Bangor, WA 98315

The rates accepted are all inclusive liner terms:

GTMO pier – Cheatham Annex, VA door ---	Non-responsive
GTMO pier - Bangor, WA door-----	Non-responsive
Terms and conditions of W81GYE-06-D-0117 applies.	
Applicable TAC N135	

Nothing follows



<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>				1. CONTRACT ID CODE <b>J</b>	PAGE OF PAGES <b>1   2</b>
2. AMENDMENT/MODIFICATION NO. <b>PO00002</b>		3. EFFECTIVE DATE <b>21-Mar-2007</b>	4. REQUISITION/PURCHASE REQ. NO. <b>W911LJ-5308-2000</b>		5. PROJECT NO. (If applicable)
6. ISSUED BY SDDC CONTRACTING CENTER 200 STOVALL STREET ALEXANDRIA VA 22332-5000		CODE <b>W81GYE</b>	7. ADMINISTERED BY (If other than item 6) SDDC CONTRACTING CENTER CAROLYN CORRIE 703-428-2038 CORRIAC@SDDC.ARMY.MIL ALEXANDRIA VA		CODE <b>W81GYEB11</b>
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code) TRANSATLANTIC LINES LLC (b)(6) DBA TRANSATLANTIC LINES 6 LINCOLN AVENUE GREENWICH CT 06830-5751			9A. AMENDMENT OF SOLICITATION NO.		
			9B. DATED (SEE ITEM 11)		
			X 10A. MOD. OF CONTRACT/ORDER NO. <b>W81GYE-06-D-0117</b>		
			X 10B. DATED (SEE ITEM 13) <b>18-May-2006</b>		
CODE <b>1MJZ1</b>		FACILITY CODE			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACT ORDERS IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.					
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.					
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).					
X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: <b>FAR 52.212-4 (c)</b>					
D. OTHER (Specify type of modification and authority)					
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return <b>1</b> copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Modification Control Number: <b>corriac07657</b> See continuation Page					
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print) <b>(b)(6)</b> <b>VICE PRESIDENT</b>			16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) <b>WILLIAM E. KAPIS</b> Contracting Officer		
15B. CONTRACTOR OFFICER <b>(b)(6)</b> (Signature of person authorized to sign)			15C. DATE SIGNED <b>22 MAR 07</b>		16B. UNITED STATES OF AMERICA BY <b>[Signature]</b> (Signature of Contracting Officer)
					16C. DATE SIGNED <b>23 Mar 07</b>



SECTION SF 30 BLOCK 14 CONTINUATION PAGE

**SUMMARY OF CHANGES**

SECTION SF 30 - BLOCK 14 CONTINUATION PAGE

The following have been added by full text:

ACCESSORIAL CHARGES

Clins will be added in the Accessorial Table for customs through clearing of non-conforming POV's to Guantanamo Bay. This charge is ongoing for the duration of the contract and any option periods extensions.

The rate per import/export through clearance is Non-responsive

Nothing follows.

(End of Summary of Changes)

*22/03/07*

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>				1. CONTRACT ID CODE <b>J</b>		PAGE OF PAGES <b>1</b>   <b>2</b>	
2. AMENDMENT/MODIFICATION NO. <b>P00003</b>		3. EFFECTIVE DATE <b>23-Feb-2007</b>		4. REQUISITION/PURCHASE REQ. NO. <b>W811J-5309-2000</b>		5. PROJECT NO. (If applicable)	
6. ISSUED BY SDDC CONTRACTING CENTER 200 STOVALL STREET ALEXANDRIA VA 22332-5000		CODE <b>W81GYE</b>		7. ADMINISTERED BY (If other than item 6) SDDC CONTRACTING CENTER CAROLYN CORRIAC 703-428-2036 CORRIAC@SDDC.ARMY.MIL ALEXANDRIA VA		CODE <b>W81GYEB11</b>	
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code) TRANSATLANTIC LINES LLC <b>(b)(6)</b> DBA TRANSATLANTIC LINES 6 LINCOLN AVENUE GREENWICH CT 06830-5751				9A. AMENDMENT OF SOLICITATION NO.			
				9B. DATED (SEE ITEM 11)			
				<input checked="" type="checkbox"/> 10A. MOD. OF CONTRACT/ORDER NO. <b>W81GYE-06-D-0117</b>			
				<input checked="" type="checkbox"/> 10B. DATED (SEE ITEM 13) <b>18-May-2006</b>			
CODE <b>1MJZ1</b>		FACILITY CODE					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended. <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment, (b) By acknowledging receipt of this amendment on each copy of the offer submitted, or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
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<input checked="" type="checkbox"/> C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: <b>FAR 52.212-4(c)</b>							
D. OTHER (Specify type of modification and authority)							
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return <u>1</u> copies to the issuing office							
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible) Modification Control Number: <b>corriac07524</b> See continuation page							
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A as heretofore changed, remains unchanged and in full force and effect.							
15A. NAME AND TITLE OF SIGNER (Type or print) <b>(b)(6)</b> <i>Vice President</i>				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) TEL: <i>William E. Mark</i> EMAIL:			
15B. CONTRACTOR/OFFEROR <b>(b)(6)</b> (Signature of person authorized to sign)		15C. DATE SIGNED <b>4/12/07</b>		16B. UNITED STATES OF AMERICA BY: <i>[Signature]</i> (Signature of Contracting Officer)		16C. DATE SIGNED <b>4/17/07</b>	

EXCEPTION TO SF 30  
APPROVED BY OIRM 11-84

30-105-04

STANDARD FORM 30 (Rev. 10-83)  
Prescribed by GSA  
FAR (48 CFR) 53.243

## SECTION SF 30 BLOCK 14 CONTINUATION PAGE

## SUMMARY OF CHANGES

## SECTION SF 30 - BLOCK 14 CONTINUATION PAGE

The following have been added by full text:

ADDITIONAL SERVICE FOR BOATS

The Navy requests that the booking for the transport of the 65' boat from GTMO be modified to include the following:

The destination is changed from Cheatham Annex, Williamsburg, VA to Chesapeake Yacht (located on the intracoastal waterway beside the Interstate 64 high-rise bridge).

TransAtlantic Lines (TALS) will make arrangement for the boat and its cradle to be removed from their barge, place the boat in the water and place the boats cradle on a barge with a width not to exceed 24'. TALS will arrange to transport the boat and cradle to Chesapeake Yacht.

The additional cost are as follows:

Crane to unload cradle and boat, then re-load cradle onto smaller barge: Non-responsive

Tug to transport boat and cradle on barge to marina:----- Non-responsive

The total amount for these charges authorized is:----- Non-responsive

Terms and conditions of W81GYE-06-D-0117 applies.  
Applicable TAC N135

Nothing follows.

22 4/12/07

(End of Summary of Changes)



# AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE  
J

PAGE OF PAGES  
1 | 36

5. PROJECT NO. (If applicable)  
W81GYE

2. AMENDMENT/MODIFICATION NO.

P00004

3. EFFECTIVE DATE

01-Jun-2007

4. REQUISITION/PURCHASE REQ. NO.

SEE SCHEDULE

6. ISSUED BY

CODE

W81GYE

7. ADMINISTERED BY (If other than item 6)

CODE

W81GYE

SDDC CONTRACTING CENTER  
200 STOVALL STREET  
ALEXANDRIA VA 22332-5000

SDDC CONTRACTING CENTER  
CAROLYN CORRIA  
703-428-2038  
CORRIAC@SDDC.ARMY.MIL  
ALEXANDRIA VA

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

(b)(6)

6 LINCOLN AVENUE  
GREENWICH CT 06830-5751

9A. AMENDMENT OF SOLICITATION NO.

9B. DATED (SEE ITEM 11)

X 10A. MOD. OF CONTRACT/ORDER NO.  
W81GYE-06-D-0117

X 10B. DATED (SEE ITEM 13)

18-May-2006

CODE 1MUZ1

FACILITY CODE

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods:

(a) By completing Items 8 and 15, and returning \_\_\_\_\_ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

See Schedule

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS.  
IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:

X D. OTHER (Specify type of modification and authority)  
Unilateral IAW FAR 52.217-9 Option to Extend the Terms of the Contract.

E. IMPORTANT: Contractor ☒ is not, ☐ is required to sign this document and return \_\_\_\_\_ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

Modification Control Number: corriac071130

The purpose of this modification is to: Exercise the 1st Option Year, Transfer contracting authority to TRANSCOM; Change the Ombudsman.

See continuation page for details.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)

16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)

WILLIAM MILLS / CONTRACTING OFFICER

TEL: 703-428-3080

EMAIL: william.mills@us.army.mil

15B. CONTRACTOR/OFFEROR

15C. DATE SIGNED

16B. UNITED STATES OF AMERICA

16C. DATE SIGNED

(Signature of person authorized to sign)

BY   
(Signature of Contracting Officer)

01-Jun-2007

EXCEPTION TO SF 30  
APPROVED BY OIRM 11-84

30-105-04

STANDARD FORM 30 (Rev. 10-83)  
Prescribed by GSA  
FAR (48 CFR) 53.243

## SECTION SF 30 BLOCK 14 CONTINUATION PAGE

## SUMMARY OF CHANGES

## SECTION SF 30 - BLOCK 14 CONTINUATION PAGE

The following have been added by full text:

CONTRACT TRANSFER AND ADMIN

Effective 01 July 2007 the following is in effect.

**1. Full Procurement and Administrative authority for GTMO contract is hereby transferred to:**

US TRANSPORTATION COMMAND

ACQUISITION/TCAQ

508 SCOTT DRIVE – BLD 1961

SCOTT AFB, IL 62225-5357

Telephone: (618) 229-1180 or (618) 256-4300

The Contract Specialist and Contracting Officer will be assigned after the transfer by USTRANSCOM.

**2. Contract Ombudsman is changed to:**

In accordance with FAR 16.505(b)(5), the following individual has been appointed as ombudsman for this contract issued by this organization:

Mr. Dale Huegen

Deputy, Acquisition and Business Support Directorate

Command Acquisition

Telephone Number: 618-256-4300 FAX: 618-256-4702

Email Address: dale.huegen@ustranscom.mil

The Ombudsman is an independent official designated to review complaints and to ensure contractors are afforded a fair opportunity to be considered, consistent with the procedures in the contract. Consulting the ombudsman does not alter or postpone the timelines for any other processes. Interested parties should first address their concerns, issues, disagreements, and/or recommendations to the contracting officer for resolution. If resolution cannot be made by the contracting officer, concerned parties may contact the Ombudsman.

SDDC will be responsible for settling any existing issues preceding the transfer. TCAQ will be responsible for all issues arising effective 01 July 2007.

## SECTION SF 1449 - CONTINUATION SHEET

## SOLICITATION/CONTRACT FORM

The total cost of this contract was increased by \$5,000,000.00 from \$4,515,374.00 to \$9,515,374.00.

## SUPPLIES OR SERVICES AND PRICES

CLIN 0002

The unit price amount \$5,000,000.00 has been added.

The option status has changed from Option to Option Exercised.

The total cost of this line item has increased by \$5,000,000.00 from UNDEFINED to \$5,000,000.00.

SUBCLIN 000201 is added as follows:

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
000201	Option Year to GTMO Contract funding FFP. Extention of the Performance Period for option year to Guantanamo Bay Contract (GTMO) effective 01 July 2007 through 30 June 2008. FOB: Destination PURCHASE REQUEST NUMBER: W81GYE01266001			\$0.00	
				NET AMT	\$0.00
	ACRN AB CIN: W81GYE06R00140001				\$5,000,000.00

ACCOUNTING AND APPROPRIATION

Summary for the Payment Office

As a result of this modification, the total funded amount for this document was increased by \$5,000,000.00 from \$4,515,374.00 to \$9,515,374.00.

CLIN 0002:

AB: 97X4930FD307E37740TTTM0000000 (CIN 00000000000000000000000000000000) was increased by \$0.00 from \$0.00 to \$0.00

The contract ACRN AB has been added.

The CIN 00000000000000000000000000000000 has been added.

SUBCLIN 000201:

Funding on SUBCLIN 000201 is initiated as follows:

ACRN: AB

CIN: W81GYE06R00140001

Acctng Data: 97X4930FD307E37740TTTM00000000

Increase: \$5,000,000.00

Total: \$5,000,000.00



## INSPECTION AND ACCEPTANCE

The following Acceptance/Inspection Schedule was added for SUBCLIN 000201:

INSPECT AT	INSPECT BY	ACCEPT AT	ACCEPT BY
N/A	N/A	N/A	Government

The following have been modified:

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## 1.0 INTRODUCTION

### *1.1 Intent of Acquisition*

The purpose of this acquisition is to contract for a dedicated liner service for containerized and break bulk cargo between U.S. Naval Station Guantanamo Bay, Cuba (GTMO) and Jacksonville, Florida (JaxPort). All services for required cargo will be provided according to the rates established in CARE II –SM.

### *1.2 Description of GTMO Environment*

1.2.1 Physical Characteristics/Equipment. GTMO is a United States Government controlled facility. The reconstructed GTMO pier supports single and dual axles up to a maximum of 500 pounds per square foot load-bearing capacity. No Government crane, ramp, yard tractors, or any other equipment is available at NAVSTA GTMO for use by the Carrier. Water depths at pier side are normally 34 feet. Harbor seas between one to three feet are not unusual. All transportation of and intermodal equipment to be furnished at GTMO is at Carrier's expense.

1.2.2.1 Port Services. Port services in GTMO are contractor operated. Barge/vessel discharge and loading operations can be conducted 24 hours if prior authorization has been approved from the Quality Assurance Evaluator (QAE). Discharge and loading operations will normally be conducted, as required, on recognized U.S. Holidays. . There are no Government stevedore services available.



1.2.2.1 GTMO is a minimum manned contractor-serviced port. Normal port operating hours are Mon-Fri, 0800-1600 Local Time.

1.2.2.2 One Navy Harbor Pilot and three 2000SHP Tugs are available, NAVBASE provides linehandlers. U S Navy units are the only units to receive routine BROW support. USCG and commercial vessels provide their own support.

1.2.2.3 Maximum Draft for any ship going pier-side is 34 ft.

1.2.2.4 GTMO has the following berths available for use:

Berth	Length	Depth (MLW) FT AT PIER	Notes
ALPHA			
West (WPA)	300	18-30	
East (EPA)	405	32	
BRAVO			
North (NWB)	531	38	CARGO OPS
South (SWB)	531	28	CARGO OPS
CHARLIE (NPC)	365	34	CARGO FUEL

1.2.2.5 Anchorages BRAVO through CHARLIE are available with depths ranging from 36 to 48 feet, and are best seen on Chart 26230.

1.2.2.6 Diesel Fuel Marine (DFM) is available at all berths via 4-inch connection at a rate of 2000 BPH. NSFO, JP5, MOGAS, and AVGAS are also available at PIER CHARLIE.

1.2.2.7 Piers are not equipped for Collection Holding and Transfer (CHY), limited truck services are available through local contractor

1.2.2.8 Oily waste disposal is available through a local contractor.

1.2.2.9 Phone lines are available on the pier. Ships must hook up own phones. For DSN service, a memo signed by the Commanding Officer with the full name, rank and the last four of personnel authorized to use DSN.

1.2.2.10 Fresh water is limited to 25 gallons per person per day. An over-limit charge will be added if over this limit. Due to water restrictions, fresh water washdowns are prohibited in port.

1.2.2.11 Contact Port Control via Channel 12 and 16 two (2) hours prior to entering and departing port.

1.2.2.12 Ship must conduct a security call to all concerned traffic, via Channel 12 and 16, thirty (30) minutes prior to arrival and before getting underway.

1.2.2.13 Ship will be met at the southern boundary and escorted by port security.

1.2.2.14 Due to the high cost of hazardous waste management from this remote location, solid hazardous waste will only be accepted for disposal from ships only if considered by the Commanding Officer as mission essential.

1.2.2.15 POC is Navy Harbor Pilot, James Cich, Email: [CICHJP@USNBGTMO.NAVY.MIL](mailto:CICHJP@USNBGTMO.NAVY.MIL). DSN 723-3960 EXT 4898, COMM 011-53-99-4898, or as revised by the Government.

1.2.2.16 NAVSTA GTMO has 16 receptacles for plugging in refrigerated containers. These receptacles are located on the back side of Building 260, Cold Storage which is approximately 300 feet or more from Wharf Bravo where the vessel normally load/unload cargo. There are at least three or four other locations on the base where consignees take possession of refrigerated containers that do not have any plug-in receptacles and will require carrier to provide gensets/fuel to maintain the temperature of the reefer during the freetime



## **2.0 SCOPE**

### ***2.1 Transportation Services***

2.1.1 The Contractor (hereinafter known as "Carrier"), a Vessel Operating Common Carrier (VOCC), shall provide transportation of lawful cargo by U.S. flag ships or tug/barge systems between points in the Continental United States of America (CONUS) and GTMO, as established in Carrier Analysis and Rate Evaluation (CARE) Service Module, also known as CARE II-SM. The Carrier shall maintain a dedicated, regularly scheduled, self-sustaining liner term service on this route throughout the period of the Contract.

2.1.2 Types of cargo to be carried are military cargo, personal property, privately owned vehicles, mail, and any other cargo shipped by the Department of Defense (DoD) in the Defense Transportation System (DTS).

2.1.3 The Carrier will not transship or relay cargo. The Carrier shall provide both break bulk and intermodal container service, including terminal handling, all stevedoring, loading and discharging in CONUS and GTMO. At Jacksonville, the cargo shall be loaded and discharged at in JaxPort/Blount Island. At GTMO, the cargo shall be loaded and discharged with carrier provided equipment at Wharf Bravo, except when the COR/ACOR designates Wharf Uniform as an alternate. All inland points at GTMO are within 10 miles of the wharf.

2.1.4 The Carrier shall exclusively carry Government sponsored cargo, cargo shipped by Authorized Government Agents, and other Carrier cargo in support of Government operations in GTMO moving under this contract, unless otherwise authorized by the COR/ACOR. (see Paragraph 2.4), up to the capacity of the vessel(s) offered for use under this contract and accepted by the Contracting Officer.

2.1.5 The minimum space available to the Government for each outbound (CONUS to GTMO) or inbound (GTMO to CONUS) sailing shall be seventy-five (75) FEU's, which includes space adequate to accept a minimum of fifteen (15) refrigerated containers; and 2000 square feet of break bulk cargo. Each of the 40' spaces offered must be able to accommodate two 20' containers, or the vessel(s) must have additional space to accommodate the 20' container shortfall.

2.1.6 The Carrier shall maintain a fixed day service with a vessel sailing from the last CONUS port every other Thursday with arrival at GTMO the following Wednesday or an earlier fixed day of arrival offered by the Carrier for the contract period and agreed upon by the Contracting Officer. The service to GTMO from CONUS every fourteen (14) days shall begin on the second Thursday (tentatively 13 April 2006) after the effective date of the contract. Seventy two (72) hours prior to the first sailing of this contract, the Carrier shall provide a certificate of inspection (COI) from the U.S. Coast Guard to the Contracting Officer's Representative or Alternate Contracting Officer's Representative (COR/ACOR)

2.1.7 The carrier shall only conduct loading and offloading operations at Blount Island Marine Terminal during daylight hours only, unless otherwise authorized by the on-site QAE.

### ***2.2 On-site Office Space***

The Carrier shall provide private, on-site office space for the Government's representative at the Carrier's terminal in Jacksonville, FL. This office space will include utilities, telephone, and data usage. Only telephone and utility expenses are to be submitted as a reimbursable item by the carrier to the Government. Any other expenses related to the on-site office space shall be submitted to and approved by the Contracting Officer prior to occurrence.

### ***2.3 Regulatory Compliance***

The Carrier shall file all rates and terms of this Contract with the Federal Maritime Commission (FMC), the Surface Transportation Board (STB), and/or with other governmental agencies as may have jurisdiction over the services

provided by the Carrier as set forth in this Contract. The Carrier agrees to comply with such regulations of the FMC, STB, and/or other governmental agencies as may be applicable for service to the Government in the carriage of military cargo as set forth in this Contract.

#### ***2.4 Acceptance and Movement of Non-Government Cargo***

The CONUS COR/ACOR shall approve/disapprove non-government (commercial) cargo for carriage by the Carrier. Non-government cargo shall be transported by the Carrier pursuant to the Carrier's commercial contract terms and conditions which are, in no way, conditioned by this Contract. The Government assumes no responsibility or liability for non-government cargo carried by the Carrier.

Non-Government cargo moving outside this contract, moving either northbound or southbound for any single sailing by the Carrier which utilizes capacity within the Government's minimum capacity requirement as specified at Paragraph 2.1, shall reduce the Government's Average Minimum Guarantee as stated in Paragraph 4.4. The volume of non-Government cargo will be computed for each round tripvoyage. Break bulk cargoes will be converted to FEUs as stated in Paragraph 4.4.

#### ***2.5 Second (2nd) POV's (or alternatively a marine conveyance)***

Military personnel assigned to GTMO are permitted to utilize the contract carrier for a movement of a 2nd POV (or alternatively a marine conveyance) on a "Space Available" basis. All rates utilized to move 2nd POVs (or alternatively a marine conveyance) on a "Space Available" basis shall be established between the individual service member and the carrier. Under no circumstances shall the Carrier allow the shipment of a 2nd POV (or alternatively a marine conveyance) shipped "Space Available" to displace any Government or Government sponsored cargo. The movement of a 2nd POV (or alternatively a marine conveyance) shall be accomplished without the provision of Government reimbursement. The Carrier shall bill the owner of the 2nd POV (or alternatively a marine conveyance) separately and waives all rights to take action against the Government to recover any sums not paid by the vehicle owner.

### **3.0 SHIPMENTS BY AUTHORIZED AGENTS OF THE GOVERNMENT**

#### ***3.1 Identification of Authorized Agents***

The following provisions apply only for authorized agent shipments which include, but are not limited to, shipments of Code 3 Military by Household Goods (MHHG) International Through Bill of Lading (ITGBL) Carriers, privately owned vehicles (POV) by Global POV Carriers, and Government sponsored cargo transported by Navy Carriers between Jacksonville and GTMO. The Contracting Officer will supply a list of those entities and individuals who are authorized agents for purposes of this paragraph.

#### ***3.2 Booking of Cargo***

3.2.1 Shipments booked by authorized agents will be booked in accordance with the booking requirements of the resulting Contract as cited in Paragraph 4.1.

3.2.2 Shipper agrees to offer cargo for booking upon no less than five (5) working days notice prior to a port departure date unless a later time is agreed upon by the parties. The Carrier must accept an offering of cargo and notify the shipper of such acceptance, as specified in Paragraph 5.3.3.

3.2.3 The shipper will prepare a delivery order in a format as mutually acceptable by the parties. The delivery order shall be evidence of ownership and will constitute the contract of carriage issued to the Carrier.



### ***3.3 Submission of Status Reports.***

Carriers must provide reports to the authorized agent that ordered the transportation services as prescribed in Paragraph 5.12; however, rather than reporting at the TCN level, the Carrier may report by delivery order when mutually agreeable by the parties.

### ***3.4 Payment.***

The authorized agent shall make payment directly to the Carrier providing ocean service thirty days after receipt of an invoice in accordance with the Prompt Payment Act. The Carrier must invoice directly to the authorized agent for payment of services rendered to include detention. The Carrier must notify the Contracting Officer if payment is not received within forty-five (45) days after submission of invoices to the authorized agents.

## **4.0 SPECIAL INSTRUCTIONS**

### ***4.1 Shipment Booking/Acceptance***

4.1.1 Issuance of Booking Number. In the absence of other established written procedures, issuance of a booking number by the Carrier through EDI, OCI or facsimile communication to the Government constitutes acceptance by the Carrier of the Government order. A Government order accepted in this manner will be deemed a "booking". The parties may subsequently agree to amendments/changes prior to delivery.

4.1.2 Submission of Invoices. Invoices shall be submitted in accordance with the Standard Billing Instructions for PowerTrack or in accordance with procedures in FAR 52.212-4(g) Invoices. The Carrier shall submit properly certified invoices or vouchers for outbound/inbound shipments, detention and other authorized charges to:

Military Surface Deployment Distribution Command (SDDC)

Deployment Support Command

661 Sheppard Place, Third Floor

ATTN: WS2-3S

Fort Eustis, VA 22304.

Invoices shall be submitted within six (6) months from completion of shipment/service. Invoices received after that time will not be certified for payment and the Carrier waives any right to payment thereafter.

4.1.3 Detention invoices shall be submitted to the CONUS COR, and shall be fully supported with documentation that depicts the entire custody chain of the Container. These documents shall be signed (legible) by the representative of the agency/organization incurring the detention.

4.1.4 Payment shall be in accordance with the PowerTrack Business rules or in accordance with the Prompt Payment Act.

### ***4.2 Limitation of Government Liability***

4.2.1 Dead Freight. The Government shall not be liable for payment of dead freight.

4.2.2 Alternate Transportation. Notwithstanding any other provisions of this Contract, the Government may make alternative transportation arrangements for any cargo that the Carrier cannot meet the requirements provided by the OO for that cargo (could not meet the RDD, the characteristics of cargo are such that the cargo can not move through the Carrier's commercial terminal e.g. ammo, and inability to negotiate a reasonable rate for excepted cargo



as described below). The determination to make alternative transportation arrangements shall be made by the Contracting Officer after submission of a request in writing from the OO for such arrangements.

#### ***4.3 Excepted Category Cargo***

Excepted category cargoes are listed below. Pursuant to FAR 52.212-2, rates for carriage may be negotiated by the Contracting Officer prior to booking. (The Contracting Officer is not required to ship excepted category cargo with the Carrier if a reasonable rate can not be negotiated). The Carrier shall not accept excepted category cargo for shipment unless a rate for its carriage has been negotiated with the Contracting Officer. Cargo categories not excepted below and for which specific rates do not appear herein, shall be carried at the applicable General Cargo rate.

- Aircraft (unboxed) including helicopters
- Bulk Cargo (not containerized in tank cars, vehicles, or containers)
- Boats (over 40 feet in length)
- Explosives (other than Category 1.4)

#### ***4.4 Government Obligation***

4.4.1 Volume of Cargo. A projection of cargo to move under this contract is provided under CARE II –SM. SDDC does not guarantee the completeness or accuracy of the projection, as it is provided for informational purposes only.

4.4.2 Average Minimum Guarantee (AMG). The Government shall guarantee a payment of fifty-three (53) forty foot equivalent units (FEUs) per round trip voyage based on an aggregate sequential voyage average (ASVA) for the minimum service to GTMO. In the event more frequent service is accepted by the Government, such guarantee shall be adjusted proportionally. Additional sailings will not be included for the purpose of averaging the ASVA. The calculation of the ASVA in accordance with Paragraph 4.5.2.1 below, shall determine the entitlement, if any, to such minimum payments. Such minimum payments, if any shall be rendered to the Carrier at the end of each six month period of the contract based upon a COR/ACOR certification to the PCO that the ASVA for the minimum number of voyages during the six month period falls below the minimum 53 FEUs per round trip voyage. The Government shall compensate the Carrier for each whole FEU that the ASVA falls below the 53 FEU minimum.

4.4.2.1 Application of ASVA. For purposes of calculating the rate of minimum ASVA payments, the per FEU compensation for any ASVA, during a six-month period, that falls below the guaranteed minimum of 53 FEUs per round trip voyage shall be the average of rates for one dry FEU and one reefer FEU from Jacksonville to Guantanamo port to point and from Guantanamo to Jacksonville. In calculating ASVA payments, the total of all Government and Government sponsored cargo shipped during the six-month period will be calculated. If the average number of FEUs shipped during the six-month period (both inbound and outbound) is equal to or exceeds the guaranteed minimum of 53 FEUs per round trip voyage, no ASVA will be paid by the Carrier. In the event the average number of FEUs shipped during the six-month period (both inbound and outbound) falls below the guaranteed minimum of 53 FEUs per round trip voyage, the Carrier shall be compensated for each whole FEU falling below the minimum. There will be an adjustment for each six-month cycle concerning the amount of cargo over and under the ASVA on a per specific round trip voyage. In the event that the guaranteed minimum of 53 FEUs per round trip voyage is exceeded on any specific round trip voyage during the six-month period, the amount of cargo in excess of the 53 FEU guaranteed minimum will be applied to the amount of shortfall below the 53 FEU guaranteed minimum, if any, experienced on any specific round trip voyage (during the same six-month period). The Carrier will receive a minimum ASVA payment for the six-month period, if at all, only if there is an overall shortage following this described adjustment. In calculating the average rate, no assessorial charges will be included.

4.4.2.2 Cargo Lift Certification Procedures for Payment of ASVA Minimums. The Carrier, within ten (10) working days of the end of each six month period of the contract (semi-annually), shall submit to the COR/ACOR a

worksheet detailing the total cargo lifted on each voyage of the respective semi-annual period. The Carrier shall add any cargo carried on additional sailings above the minimum to the nearest minimum sailing's arrival at GTMO in the semi-annual period. Upon certification of the ASVA worksheet by the COR/ACOR (for that semi-annual period), the Carrier shall submit an invoice, if entitled, to the designated paying activity (or any subsequently identified paying office) under this contract for any certified minimum payments. Such invoice, if any, shall be accompanied by the COR/ACOR certified worksheet.

4.4.2.3 The Government undertakes to ship a minimum quantity of 1272 containers of the projected forecast movements for the one year period and for any option period exercised per year. The Government may ship additional cargo during the term of the contract up to 110% of the volume estimates for each period as the maximum amount of containers under the same rates, terms and conditions. For purposes of this contract, a shipment of cargo in a container of forty (40) foot length or longer shall be counted as one (1) FEU and a shipment of cargo in a container of twenty (20) foot length shall be counted as one-half (.5) FEU. 40 MT of Breakbulk cargo will be computed as one FEU.

#### ***4.5. Carrier Service Commitment***

4.5.1 Space Commitments: Carrier's space commitment shall be as stated at Paragraph 2.1.5.

4.5.2 Service changes.

4.5.2.1 The Carrier may modify its schedule to reflect permanent changes in equipment and in its regularly scheduled service as offered to the extent that the Carrier remains in compliance with provisions at Paragraph 2.1.

4.5.2.2 Carriers will provide the ACO a minimum of 60 days notice of an impending drydock. The Drydock Notice will include the vessels, the routes and port calls involved, the dates of the drydocking, the dates of the change in service, and a description of how carrier will maintain the same level of service, including substitution of vessels and other affected assets. Notices submitted less than 60 days before the dry docking will not be considered unless drydocking is the result of a Force Majeure situation. Exemptions will not alter established prices and other terms and conditions contained herein, applicable law and regulation will not be exempted, nor will provision be made for the carrier granted such exemption to recoup any cargo volume foregone over the exemption period during subsequent contract periods.

4.5.2.3 If the Carrier wishes to materially change its service or to substitute another vessel or other equipment initially offered for service, the Carrier must submit to the Contracting Officer within thirty (30) days of the anticipated change a written request detailing such change and the impact on the service provided. The Carrier shall not implement such a change without the written consent of the Contracting Officer.

#### ***4.6 Limitations of Carrier's Obligation***

4.6.1 Cargo Rejection. Notwithstanding any other provisions of this Contract, the Carrier shall have the right to reject explosives (other than Category 1.4); dry or liquid bulk cargo (i.e., not packaged, containerized or in vehicles); any species of live animals and other cargo deemed by the Carrier to be dangerous or obnoxious in character. Any such cargo accepted for carriage shall be freighted at the General Cargo rate.

4.6.2 Unsafe Operation. The Carrier shall not be required to receive or deliver containers at points or places where it is impracticable or unsafe to operate tractors and chassis due to conditions of roads, streets, or alleys or when prevented from doing so because of fire, acts of God, acts of war, riots, civil commotion, strikes, lockouts, stoppages or restraints of labor or other labor disturbances.

4.6.3 Hazardous Cargo. The transportation and handling of hazardous cargo for shipment shall be subject to Title 49 of the Code of Federal Regulations, Part 171, et seq. (49 CFR) and International Maritime Organization (IMO),



the Dangerous Goods Code in force at the time of shipment. The Carrier shall refuse to transport hazardous cargo, either by land or by ocean, which does not conform in all aspects to these regulations and any other applicable U.S. governmental regulations.

4.6.3.1 Responsibility for Charges. When the Carrier refuses to pick up a container based on non-compliance with appropriate regulations as stated herein, the Government shall reimburse the Carrier the actual costs incurred for such container if the Carrier has made a futile trip in connection with such circumstances as a result of Government failure to comply with applicable hazardous cargo regulations.

4.6.4 Maximum Volume of Cargo. The Carrier's maximum cargo volume service obligation to the Government under the Contract schedule is the full cargo capacity of the vessel(s) offered for service.

4.6.5 Improper Government Documentation. If the Government does not provide the Carrier with the correct cargo documentation at the time and location of Carrier acceptance the Carrier shall request shipping instruction data from the manifesting activity in order that the cargo can be completely identified for onward movement. This information must be provided within one (1) working day of receipt of cargo, or earlier, if necessary to meet the scheduled vessel sailing.

## 5.0 PERFORMANCE OBJECTIVES

### 5.1 *Expression of Performance Requirements*

Each performance requirement may contain the following three elements. In each case, when taken together, these elements constitute a performance requirement.

- **Performance Objective** – The desired outcome or result expected of the Carrier.
- **Performance Measures** – The critical characteristics or aspects of achieving the objective that will be monitored by the Government. Each objective may have one or more measures.
- **Performance Standards** – The targeted level or range of levels of performance measured.

### 5.2 *Use of Performance Measures/Standards*

Not every performance objective in this contract has a related performance measure or performance standard. However, every performance objective is a contractual requirement. For those performance objectives that do not specify a measure or standard the measures and standards are IAW standard commercial practices, i.e., substantial compliance with local customary trade practice. Unless otherwise noted, performance objectives without measures and standards imply standards of 100 percent. Performance measures/standards, where specified, may be used to achieve a variety of goals, including collection of data to test the practicality of a performance standard; identification of a performance standard of less than 100 percent compliance; emphasis on most critical performance objectives; collection of data to support quality assurance and contractual remedies and similar goals.

### 5.3 *Carrier Submission of Vessel Schedules*

5.3.1 **Performance Objective #1 Schedule Input and Maintenance**. The Carrier must maintain up-to-date vessel schedules within the Integrated Booking System (IBS). Schedules shall be input into IBS reflecting vessel schedules at least forty-five (45) days in advance of sailing.

Performance Measure:	Performance Standard:
Maintenance of Vessel Schedules	100% Updated and Accurate

The Vessel Schedule will contain the following data elements. The carrier will update and maintain data marked with a "\*":



\* POE/POD (Indicator to show which ports on the schedule are for load and which for discharge)

\* Scheduled Vessel Arrival Date at the port \*Scheduled Vessel Departure Date at the port

\* Dry Cutoff Date; report for POEs only \*Reefer Cutoff Date; report for POEs only

\* DTR vessel status code

\* Feeder/ Direct. Indicator to show whether the port is served by the vessel named in the schedule. The name (IRCS) of the feeder vessel is also required

5.3.1.1 Cut-off Times. The carrier shall establish and publish its local and vessel cutoff times based on cargo receipt described in Section 5.4.

5.3.2 **Performance Objective #2 Vessel Posting to CARE II.** Vessel information provided by Carrier as part of their proposal will be posted to IBS by the start of the bookings under this contract. Carriers will input changes to information provided on vessels offered for service under this contract into IBS after receiving approval from the CO. Information required shall include:

- International Radio Call Sign (IRCS)
- Ship Name
- Vessel flag (Country)

5.3.3 **Performance Objective #3 Booking Acceptance.** The Carrier must accept cargo bookings, up to its vessel capacity, if the Government orders are received no less than five (5) working days prior to local cargo receipt time as defined in Paragraph 5.4 for a scheduled sailing. The Carrier must respond to all Government bookings on the same working day they are received, if the Carrier, prior to 1430 local time, receives the order. Carrier responses for bookings received after 1430 local time must be provided by 1200 local time the next working day.

Performance Measure	Performance Standard
Response within allotted Times	100%

#### 5.4 Container Service

Cargo Receipt Time. Non-perishable cargo must be received at the Jacksonville facility for a specific sailing by Monday at 1600, the week of the scheduled vessel departure. Perishable cargo must be received by Wednesday at 1200 the week of vessel sailing. Any material received after this period will be scheduled on the next available vessel sailing.

5.4.1 **Performance Objective #4 Spotting Empty Containers.** The Ordering Officer (OO) or onsite Contracting Officer's Representative (COR/ACOR) or Alternate COR/ACOR will provide the Carrier at least two working days notice as to where to spot an empty container unless a shorter notice is agreed upon by the carrier. The notice will include the booking number, type, size, the name and address of the shipper, the date and a specific time for spotting the container, and will specify the categories of cargo to be stuffed in container.

Performance Measure	Performance Standard
Spotting of containers within 2 hours of time specified	100%

5.4.2 **Performance Objective #5 Container Pickup.** The Carrier shall pick-up and remove a container as follows:

- Stuffed container(s) within 24 hours from notification time and date and
- Empty container(s) within 72 hours from notification time and date.

Pickup time provisions shall commence at 0800 hours on the day following carrier's receipt of notification that the container is in all respects ready to be transported, unless this requirement is waived by the OO. Time shall not run during Saturdays, Sundays, and locally observed holidays.

Performance Measure:  
Timely pickup of stuffed  
containers as ordered

Performance Standard:  
100%

**5.4.3 Performance Objective #6 Chassis Requirement.** Containers provided by the Carrier at GTMO shall be placed on chassis and shall remain with the containers (while they are in the custody of the Government) unless this requirement is waived by the OO.

**5.4.4 Performance Objective #7 GTMO Inland Delivery.** The Carrier shall contact the consignee to establish a delivery time. Unless delay is requested by the OO, the Carrier, after the discharge of the container from the vessel, will commence inland transportation for dry cargo within two (2) working days of discharge. The Carrier will complete inland transportation of refrigerated containers within one (1) working day after the container has been discharged from the vessel. Vehicles will be delivered within forty-eight (48) hours after discharged from the vessel. Time shall not run on Saturdays, Sundays, or locally observed holidays. Upon delivery, the Carrier will present the consignee with a delivery receipt designating the destination, pieces, weight, cube, description of cargo, and TCN for the container.

Performance Measure:  
Commencement of inland transport-  
ation of reefers per time standards

Performance Standard:  
100%

**5.4.5 Performance Objective # 8 CONUS Discharge/Inland Delivery.** All cargo shall be discharged within twenty-four (24) hours of vessel docking. All deliveries within a 250-mile radius of the POD will be completed within one (1) working day after commencement of delivery or customs/agriculture clearance, whichever is later. One additional day for each increment of 300 miles shall be acceptable.

Performance Measure:  
Completion of Inland Delivery and  
Timely discharge of cargo

Performance Standard:  
100%

### **5.5 Accessorial Services**

The Government will pay for such services at the rates (per measurement ton) of cargo set forth in the Table of Accessorial Rates in the Schedule.

**5.5.1 Performance Objective # 9 Controlled Atmosphere Service.** The Carrier's equipment shall provide a controlled atmosphere system for refrigerated containers that meets CFR requirements. The Carrier shall provide a printout of the Tectral Control Atmosphere Report for each refrigerated container to consignee upon delivery.

Performance Measure:  
Deliver Controlled  
Atmosphere on Reefers

Performance Standard:  
100%

**5.5.2 Cargo Handling** Contractor shall provide cargo handling services that consist of stuffing, unstuffing, transloading, and consolidation of containerized cargo at Contractor designated facilities. This service shall include, without regard to type/size container, the tallying of cargo, and necessary blocking, bracing, and dunnage.

Cargo handling consists of three basic categories:



5.5.2.1. Lift-on/Lift-off services (containers/cargo): Services include but are not limited to grounding and mounting containers to/from chassis, flatbed trucks or rail cars. Loading and unloading of high, wide and heavy cargo to/from inland conveyances at ports and inland origin/destination.

5.5.2.2. Re-handling of overweight cargo: Re-handling services could also include bundling and palletizing cargo stripped from a container due to excess capacity weight of cargo and reloading into another container.

5.5.2.3. Cargo handling at origin or destination. Load/unload cargo into/from container/conveyance at origin/destination, block/brace/secure for safe transport; provide materials to block/brace/secure cargo; pack/mark cargo.

5.5.2.4. **Performance Objective # 10** Cargo Handling as: The Contractor shall provide stuffing, consolidating, stripping, sorting, and transloading services as specified in the booking or as ordered by the OO.

5.5.3. **Performance Objective # 11** Provide Tally Sheets. Carrier shall also provide the OO or QAE at origin and destination with a hard and soft copy of a tally sheet reflecting the contents of stuffed containers indicating pieces, weight, cube, nomenclature (description), assigned Transportation Control Numbers (TCNs), and seal number for each container stuffed by carrier NLT 24 hours after barge sailing. Access via secure internet is acceptable. The Carrier shall generate and affix a military shipping label (DD Form 1384) on the outside of the container and a packing list inside the door of each container.

Performance Measure:	Performance Standard:
Submission of Tally sheets	100%
Affixing labels and packing lists in container	100%

5.5.4. **Performance Objective #12** Notification of Damaged Cargo. Carrier shall immediately notify the OO of LCL shipments arriving carrier's terminal for stuffing that are found damaged or not suitable for containerization.

5.5.5 **Performance Objective # 13** Re-spot Service. The Carrier's re-spot service shall be provided in GTMO and shall consist of moving a Government stuffed container from the initial point of delivery within a facility to another point within that facility.

5.5.6. **Performance Objective # 14** POV Processing. The Carrier shall document the receipt of Privately Owned Vehicles (POVs) from owner or owner's agent, process vehicles for ocean transit, and process POVs for delivery to the owner when ordered by the OO. The Carrier shall receive/issue POVs from/to service members or the Government agent at the NAVSTA GTMO terminal, and from/to service members at the Carrier's Jacksonville, FL terminal. The Jacksonville terminal shall process POVs, includes customs clearance, during the period Monday through Friday from 0800 until 1700. An inspection of the POV, similar to that which is customarily provided by a common carrier in its usual commercial service, including usual documentation, will be accomplished with the service member or his/her representative upon receipt and issue. At the time of pickup, the POV shall be returned in the same condition of cleanliness as received and noted on the receive/discharge inspection report, to include washing as required. In Jacksonville, the Carrier shall provide storage of POVs in a secure (generally closed to the public), lighted, fenced, and paved area pending pick-up by the owner/owner's agent for up to 30 days. The Government will provide storage facilities in GTMO for use by the Carrier. Storage charges will be paid at the detention rate specified in Special Terms and Conditions, Paragraph (d)(5), if storage is required, beyond thirty (30) days in the Carrier's Jacksonville facility.

Performance Measure:	Performance Standard:
Timely and complete processing of POVs	100%

5.5.6.1 Shipping of POVs (Government Sponsored PCS Moves ONLY). The booking of POVs with the Carrier is premised on the ability of the Carrier to achieve the RDD associated with each individual POV. The ability of the Carrier to achieve the POV RDD is determined by reference to the Assured Ocean Transit, Inland Delivery, and



other time period provided herein concerning the overall movement of cargo from the time it is tendered to the Carrier by the Government at origin until it is delivered at the designated destination in the booking. In accepting a POV booking, the Carrier warrants that it can achieve delivery of the POV by the designated RDD under the terms and conditions of this contract. If the Carrier fails to deliver a POV on or before the RDD, the Contracting Officer shall assess \$30.00 damages per diem against the Carrier. Damages shall be assessed for each day that the delivery exceeds the RDD, including day of delivery, up to a maximum period of seven calendar days (maximum Carrier liability of \$210.00 per POV). The Carrier may be exonerated from this liability only under circumstances constituting Force Majeure or and Excusable Delay in accordance with (FAR 52.212-4(f) (OCT 2003). The Carrier is at all times required to deliver the POV as soon as possible following the conclusion of any Force Majeure or Excusable Delay circumstance. If the failure to achieve delivery by the RDD is partially excused, damages shall be assessed on a pro-rata basis. The Carrier bears the burden of establishing exoneration on the basis of any Force Majeure or Excusable Delay circumstance.

**5.5.6.2 Security of POV's.** The contractor shall be fully liable for all loss, damage, destruction, and pilferage/theft of a POV's exterior, interior and all properties contained there in as inventoried while they are in the care and custody of the contractor. The contractor shall, within twenty-four (24) hours of notice of occurrence, provide a report of theft, pilferage, or breach of security to the COR/ACOR. This report shall contain a description of the occurrences and the resulting actions. The contractor shall maintain accountability, control and custody of areas containing POVs. POVs awaiting shipment shall be properly stored in a secured area.

**5.5.7 Performance Objective #15 Flat-rack Service.** The Carrier guarantees the required number of flat-racks requested by the Government for each vessel sailing, provided the requirement is given to the carrier by the OO at least two (2) weeks prior to the intended sailing of the Carrier's vessel.

Performance Measure:  
Availability of Flat Racks

Performance Standard:  
100%

## **5.6 Refrigerated Containers**

**5.6.1 General.** Refrigerated containers, not more than two years old at contract/service inception, shall be provided by the Carrier for this service. Such containers shall be in good working order and delivered to the stuffing activity pre-cooled to the in-transit temperature specified by the Government. Reefers will be loaded on the vessel last at CONUS port of loading and offloaded first at GTMO.

**5.6.2 Performance Objective #16 Quality of Refrigerated Containers.** Containers shall be maintained at an internal temperature within three (3) degrees Fahrenheit of the specified in-transit temperature from the time of initial stuffing until unstuffed at final destination. For Chilled Cargo in refrigerated containers only, the in-transit temperature specified in the booking for service shall be maintained by the Carrier at an internal temperature within plus or minus three (3) degrees Fahrenheit of the specified temperature from the time of initial stuffing until unstuffing at final destination providing that such variance does not allow cargo freezing.

Performance Measure:  
% of refrigerated  
containers meeting requirements

Performance Standard:  
100%

**5.6.3 Performance Objective #17 Temperature Recording.** The Carrier shall furnish two operable continuous temperature recording instruments (to include at least one interior Ryan type recorder or equivalent and one exterior recorder) in each refrigerated container ordered. These instruments shall measure and record in a legible manner any variation in temperature of one degree Fahrenheit or more inside the container during the time it is stuffed with cargo. The original printed records of the temperature maintained during the transit from origin to destination shall be made available for inspection by the receiving activity when the container is delivered. Upon request of the consignee, a copy of the original records shall be provided to the receiving activity within five (5) working days.

Performance Measure:  
Provision of Recorder inside reefer

Performance Standard:  
100%

Performance Measure:  
Submission of Printouts

Performance Standard:  
100%

**5.6.4 Performance Objective #18 Maintenance and Fuel.** It is the sole responsibility of the carrier. The Carrier shall bear the costs of maintaining its refrigerated container equipment in good working order. Reefers must arrive inspected and certified with the capability of operating at 220 and 440 electrical volts with separate wires and plugs for reefers. The carrier is responsible for delivering a container to the consignee with a full tank of fuel. This fuel shall be provided at the Carrier's expense. The carrier must also provide a back-up/redundancy/monitoring system for adequately protect the contents of the reefers during the entire transit.

5.6.4.1 The OO, at the time of booking, shall order gensets for reefer containers delivered to the consignees, that do not have reefer plugs for commercial power at their facility. A reefer genset rental rate without regards to the size of the container will be applied on a daily basis as set forth in the accessorial rates in CARE II system. Gensets and fuel tanks must be maintained by the carrier for the duration of free time while in the possession of the consignee.

## **5.7 Hazardous Waste Material**

**5.7.1 Performance Objective #19 Provide Hazardous Waste Containers.** The Carrier shall provide empty containers with applicable placards at GTMO for hazardous waste material required to be shipped to CONUS. Carrier shall be responsible for placing the appropriate placards on these containers. Hazardous material may consist of, but is not limited to, antifreeze, contaminated soil, asbestos, corrosive liquid and solids, poly-chlorinated biphenyl (PCB)'s, regulated and non-regulated flammables, and oils and lubricants.

5.7.1.1 Tank Container Service. The commodity will be containerized in Government Bulk Fuel Tank Containers and shipped on a carrier-furnished chassis. Carrier must comply with all applicable U.S. and foreign laws and/or regulations established for transportation of such cargo including but not limited to Title 49 of the Code of Federal Regulations, Part 171 et seq. (CFR et seq.) and the International Maritime Organization (IMO) regulations. If the carrier fails to meet any obligations imposed by these regulations, then any liability resulting from the carrier's non-compliance with these regulations will be solely the carrier's responsibility.

5.7.1.2 Transportation Documentation. Carrier should accept only those hazardous material and/or wastes that have been manifested in accordance with 40 C.F.R. 262.20 and 262.20(b). The manifest shall stay with the shipment to its destination. The Government will arrange for pick-up and movement of the hazardous waste from the Carrier's CONUS terminal to the treatment, storage, or disposal facility (TSD).

5.7.1.3 Spill Reporting. In the event of an accidental discharge of the hazardous cargo during transport, the carrier is required to take immediate action to protect human health and the environment as defined in 49 C.F.R. 171.15 and must be reported verbally and in writing to the National Response Center, Office of Hazardous Material Regulations Department of Transportation, Washington, DC 20590. (See 33 CFR 153.203, 40 C.F.R. 263.31) State and local laws may require additional notifications. Carrier is liable for spills and discharges of hazardous cargo while being transported and is responsible for the cleanup. (See 40 C.F.R. 263.30 and 31).

5.7.1.4 Storage. Carrier may store hazardous waste material en-route for up to ten (10) days at each transfer facility as defined by 40 C.F.R. 260.10, 263.12 and 268.50 (a) (3) without becoming a TSD facility. If storage exceeds the ten days at any transfer facility, then the carrier must issue a new manifest and sign and return to the initial shipper its original manifest. Carriers that transport hazardous waste material into the United States from abroad or mix hazardous wastes of different DOT shipping descriptions into the same container must also meet the standards applicable to hazardous wastes shippers.



### **5.8 Government — Containers**

The Government may book cargo for carriage in Government-owned or leased containers or may book carriage of empty Government-owned or leased containers. The Carrier will furnish any additional equipment, including chassis, necessary for the carriage of cargo in Government containers in accordance with the provisions of this Contract. All provisions of this Contract shall apply to the carriage of cargo in Government containers in the same manner that they apply to the carriage of cargo in the Carrier's container.

### **5.9 Transfer of Containerized Cargo**

The Carrier shall not transfer or transload cargo from one container to another without the authorization of the PCO/COR/ACOR except when such transfer is required to safeguard the cargo during the continuation of the movement. When cargo is transferred from the original container, the Carrier shall immediately notify the SDDC activities having cognizance over the loading and discharge ports. Such notice shall contain the serial number and seal number of the original container, and of the container to which cargo was transferred, the place where the transfer occurred and the reason for the transfer. When the container to which the cargo was transferred differs in internal cubic capacity from the original container, freight shall be based upon the cubic capacity of the original container.

**5.9.1 Performance Objective #20 Container Identification.** Within thirty (30) days of the effective date of this contract, containers shall be clearly marked to indicate the name of the Carrier. Leased containers utilized under this Contract shall have the name of the Carrier, affixed with stencils or stickers, in letters of not less than three (3) inches in height. As a minimum, such identification will be affixed to each end of a leased container.

### **5.10 Equipment Substitution**

When ordering containers from the Carrier, the OO will specify the size and type of the container required. The Carrier shall not furnish a container of a different type or size than ordered without authorization from the OO. If the OO allows the Carrier to substitute a larger size container than booked, and the loaded shipment does not exceed the cubic capacity of the size container originally ordered, the Government shall pay for the size ordered only. If the loaded shipment exceeds the cubic capacity of the size container originally ordered, the Government will pay for the size container actually furnished.

**5.10.1 Performance Objective #21 Equipment Pools.** The Carrier must establish and maintain equipment pools, as necessary, at CONUS inland locations as designated by the contracting officer to ensure timely availability for outloading operations. The expense for operating equipment pools must be borne by the Carrier.

Performance Measure:  
Availability of Flat Racks

Performance Standard:  
100%

### **5.11 Break Bulk Service**

**Performance Objective #22 Break Bulk Service** The Carrier shall provide liner term break bulk cargo service that shall consist of receiving cargo at its facility; cargo handling; loading and transporting the cargo in its vessel; and discharging the cargo and moving it to the staging area in GTMO or Carrier's Terminal(s) in CONUS. All break bulk cargo shall be carried with protected stowage on board the Carrier-provided vessel. Break bulk cargo received as indicated in Paragraph 5.4 shall be loaded on the scheduled (booked) vessel.



## **5.12 Submission of Operational Reports**

### **5.12.1 Load Report**

The Carrier shall provide (by mutually agreeable means) the cognizant SDDC activity and the activity responsible for cargo documentation (including the COR/ACOR) with the following information in connection with cargo loaded at each port.

5.12.1.1 On terminal in-gate information (CONUS/OCONUS). Cargo on terminal in-gate information shall consist of carrier name, port of loading, date cargo received at port, container number with ALPHA prefix, TCN, and seal and/or keyless lock number. This data shall be provided within four working hours of cargo receipt by the Carrier to the QAE.

5.12.1.2 Cargo Receipt. The Ship Master shall sign the Vessel Papers or receipt acknowledging receipt of the cargo in apparent good order and condition or he/she shall record thereon any apparent damage to or shortage of such cargo or any other specific exception to the cargo as listed on the manifest or receipt. For containerized cargo both received by the Carrier and delivered at destination under seal, the Master's receipt acknowledges only the apparent good order of the container.

5.12.1.3. Cargo Lift Information (CONUS/OCONUS). Cargo lift information shall consist of: name of vessel and voyage document number, container number with ALPHA prefix, TCN, port of discharge, final destination, general description of cargo (i.e., general cargo, mail/mail equipment, POV, other vehicles, refrigerated cargo, and seal and/or keyless lock number). This data shall be provided within eight working hours after vessel departure to the COR/ACOR.

**Note:** If a seal on any container has been broken and/or replaced while in the Carrier's custody, the Carrier shall notify the COR/ACOR and the designated Government representative (e.g. QAE) at the Port with a complete report as to the circumstances and the reasons therefor.

5.12.1.4 Voyage Reconciliation. The Carrier shall provide both the cognizant SDDC activity and local activity responsible for cargo documentation a listing of cargo to include container number and TCN of cargo which were booked but not loaded, or loaded but not booked, and the reasons why the cargo missed their designated scheduled sailing. Such notification shall not relieve the Carrier of its obligations under this Contract to fulfill the original cargo booking commitments. Reports shall be furnished within eight hours after vessel departure to the COR/ACOR.

### **5.12.2 Discharge Report.**

The Carrier shall provide either the Supply Officer's agent at GTMO or designee at SDDC (including the COR/ACOR) with a discharge report. This report shall be provided for cargo discharged as soon as practicable after discharge, but not later than twenty-four (24) hours after discharge. Information must indicate the following for each shipment/TCN: name and voyage number of vessel, date and time cargo was discharged, date and time cargo is available for commencement of drayage or linehaul, and date, time and mode of commencement of drayage or linehaul.

### **5.12.3 Situation Report.**

The Carrier shall provide written notice within four (4) hours to the Contracting Officer, QAE, the OO and the COR/ACOR and any other designated representatives of the Government of any operational shortfall that occurs relative to the services described in this contract. Examples of operational shortfalls include sailing delays, container unavailability, strikes, receiving delays, port backlogs and equipment failures.

#### 5.12.4 Vessel Position Reports.

The Carrier shall report via e-mail specifying longitude and latitude, and distance to go at 0600 and 1800 to the distribution list provided by the Government..

#### 5.12.5 Performance Objective #23 Operational Reports.

Carrier shall submit the load, discharge, situation, vessel position reports in the frequencies noted above.

Performance Measure:  
Submission of reports on-time

Performance Standard:  
90%

#### 5.13 *Electronic Data Interchange (EDI)*

##### 5.13.1 EDI and Automated Carrier Interface (ACI) System.

5.13.1.1 Booking and In-transit Status Data. The Carrier shall use Electronic Data Interchange (EDI) protocols or Ocean Carrier Interface (OCI) as the primary means for interfacing with the SDDC. SDDC will make OCI training available as required to Carriers.

Carriers electing to participate in the SDDC EDI are required to execute a Trading Partner Agreement with SDDC.

5.13.1.2 Defense Transportation Electronic Data Interchange (DTEDI). The Carrier must use the Defense Transportation Electronic Data Interchange approved Implementation Convention for the ANSI X-12 300, 301, 303, and 315 transaction sets in compliance with their approved concepts of operation. Versions 3060, 4010 or later are required. The Carrier will implement changes to business processes contained in revisions to Transaction Set Implementation Conventions and their controlling concepts of operations as may be approved by the Ocean ACI Committee. These changes must be implemented in accordance with schedules approved by the Ocean ACI Committee.

5.13.1.3 **Performance Objective # 24 Event Reporting**. Carriers shall receive booking data (300) and cancellation data (303) from SDDC, and shall send booking confirmation (301) and in-transit status (315) data to SDDC. Carriers shall provide the Government status reports for the following events:

<i>Code</i>	<i>Meaning</i>	<i>Notes</i>
EE	Empty spotted	Empty container outgate is acceptable in lieu of actual spot reports
W	Pickup of Loaded container	Required only if carrier provides origin pick-up for inland dray/linehaul
I	In-gate	At POE
VD	Vessel sails	At POE and at transshipment ports
VA	Vessel arrival	Report actual vessel arrival
UV	Vessel discharge	At POD and at trans-shipment ports
OA	Out-gate	At POD (Not applicable in GTMO)
XI	Delivery	At consignee
EC	Empty container pick-up	At consignee

In-gate, sail, arrival, discharge and out-gate events will be reported within 6 hours of the event. Other events will be reported within one business day of the event.

Performance Measure:  
Submission of reports on-time

Performance Standard:  
100%



**5.13.1.4 Performance Objective # 25 Accuracy of EDI transactions.**

Carrier shall provide accurate and complete EDI transactions for all events indicated in Paragraph 5.13.1.3.

Performance Measure:  
Accuracy of EDI  
transactions

Performance Standard:  
90%

**6.0 INSPECTION OF COMMERCIAL SERVICES****6.1 Quality Assurance Program (QAP)**

The Government will monitor the Carrier's performance under this Contract through its Quality Assurance Program (QAP), which will consist of continuing evaluation of all services including documentation provided by the Carrier. The ACO shall issue administrative instructions for this program. A copy of the Performance Requirements Summary (PRS) is incorporated as Attachment 5 to this Contract. To the extent that any conflict may arise between this plan and the substantive provisions of RFP-06-R-0014 and the resultant contract(s), then the substantive portions of the RFP and the resultant contract(s) shall apply.

**6.1.1 Quality Council Meetings**

In order to identify and resolve potential operational problems, review Carrier performance, and to solicit continuous process improvement ideas, a Quality Council Meeting will be conducted twice per year. Participants for these reviews include representatives of the Carrier, Ocean Cargo Booking Office (OCBO), Ocean Cargo Clearance Authority (OCCA), Shippers, as well as the Administrative Contracting Officer (ACO), Ordering Officer (OO) and the COR/ACOR.

**6.2 Quality Control Plan**

The Carrier must establish and maintain a Quality Control Plan (QCP). The QCP shall cover as a minimum how the Carrier intends to meet the requirements and what mechanisms will be used to monitor and proactively manage DoD shipments moving in the Carrier's system to ensure quality service. The plan will also include the timely reporting of information to designated Government personnel for any potential performance shortfalls, problems/failures, and other incidents that are likely to result in loss/damage of DoD cargo or delays beyond the required delivery dates. A copy of the QCP shall be submitted to the Contracting Officer within thirty (30) calendar days from the date of contract award. The Carrier shall revise the plan and submit it to the Contracting Officer within ten (10) calendar days after notification by the Contracting Officer of deficiencies requiring corrective action.

**6.3 Damages**

FAR 52.211-11 does not apply to this section.

**6.3.1 Refrigerated containers breakdown and spoilage.** If while in the possession of the carrier, a container does not maintain the proper setting and/or malfunctions causing cargo loss, the carrier will be liable for the total amount of the cargo loss, spoilage and transportation. If the Government deems the cargo to be urgent and replaced prior to the next vessel arriving at GTMO Naval Base and airlifts the cargo, the carrier will be responsible for the cost of the air shipment.

**6.3.2 Failure To Spot.** When the Carrier fails to spot an empty container by the designated date and time, and as a result there is not reasonable time to allow stuffing and release of the container in sufficient and reasonable time to meet the scheduled sailing date of the vessel to which the container is booked, the Carrier shall be liable for the



payment of liquidated damages. The Government shall also be entitled to cancel the booking of such cargo at no cost.

6.3.2.1 Liquidated damages for failure to spot shall be equal to the detention charges as stated in Special Terms and Conditions, Paragraph (d)(5), for each 24-hour period, or part thereof, from the time and date for spotting until the container is spotted or a new spotting date and time are agreed upon by the OO. Further, if the failure to spot does not allow for Government stuffing and release of the container in sufficient reasonable time to meet the scheduled sailing date of the vessel to which the container is booked, liquidated damages equal to detention charges for each 24-hour period, or part thereof, will apply from the completion of loading of the vessel to which the container was originally booked to the time of commencement of loading of the Carrier's next scheduled vessel to the port of destination to which the container was booked. If the Government cancels the booking, the Carrier's liability for liquidated damages shall be limited to the period ending with cancellation.

6.3.2.2 Neither liquidated damages nor charges for Government expenses will be assessed if the Carrier can establish: 1) that the inability to spot the container as agreed is the result of the Government's failure to unstuff and release an empty container to the Carrier within a reasonable time to meet the required spotting date and 2) that it advised the OO of such inability at least seven days prior to the required spotting date..

6.3.2.3 When the Carrier fails to spot an empty container by the designated date and time, and as a result the Government must incur overtime expenses to enable stuffing and release of the container by the Government prior to the scheduled sailing date of the vessel, the Carrier shall be liable for payment of liquidated damages equal to the total overtime expense incurred by the Government.

#### 6.3.3 Overweight Containers.

6.3.3.1 If the Government stuffs a container with cargo weighing in excess of the container's standard maximum weight carrying capacity or in excess of any lesser weight of which it has been given notice under this Section, it shall remove, or pay the expenses of the Carrier in removing or handling the excess weight of cargo. All consequences or liabilities that may result from excessive weight of containers stuffed by the Carrier shall be the responsibility of the Carrier. All fees or other costs incident to weighing containers shall be the responsibility of the Carrier.

6.3.3.2 The Carrier shall not refuse to carry a container that weighs in excess of the local maximum weight allowed by U.S. Federal, state, or local governments if the container can be discharged from the vessel and the excess weight of cargo can be removed without violation of the applicable law, regulation, or ruling that established the maximum weight.

6.3.4 Government Failure To Release Containers In a Timely Manner. When a container which has been positioned at a Government stuffing facility is not released by the Government within a reasonable time to meet the scheduled sailing time and date of the Carrier's vessel to which it is booked, thereby precluding the container from being loaded on the vessel, the Government shall have the alternatives set forth below. In no event will the Government be liable for vessel demurrage or dead freight as a result of failure to release a container in time to meet a specified vessel sailing.

6.3.4.1 The Government may allow the Carrier to load the container on the next vessel scheduled to the booked port of debarkation and pay the Carrier detention charges set forth in the contract from the time of completion of loading of the vessel to which the container was originally booked to the time of the commencement of loading of the Carrier's next scheduled vessel to the port of debarkation to which the container is booked.

6.3.4.2 The Government may order the Carrier to move the container to another place for unstuffing. The Government shall bear all costs of such movement and shall pay detention charges set forth in the contract between the time of completion of loading of the vessel to which the container was booked and the release of the empty container.

6.3.5 Carrier Failure To Load Containers. When a stuffed container is released by the Government within reasonable time to meet the scheduled sailing time and date of the Carrier's vessel to which it is booked and the container is delayed, through fault of the Carrier, thereby precluding the container from being loaded on the vessel, the Government shall have the remedies set forth below.

6.3.5.1 The Government may order the Carrier to load the container on the next vessel scheduled to the same port of debarkation and hold the Carrier liable for liquidated damages equal to detention charges from time of completion of loading of the vessel to which the container was originally booked to the time of completion of loading of the Carrier's next scheduled vessel to the port of debarkation to which the container is booked.

6.3.5.2 The Government may order the Carrier to move the cargo to another place, including another Carrier's terminal, and the Carrier shall bear all cost of such movement. The Carrier shall also be liable for freight, and any other expenses, paid by the Government for movement of the cargo over that freight which would have been paid to the Carrier if it had been loaded as originally booked.

6.3.5.3 The Government may elect to return the cargo, in which case the Carrier shall move the cargo to a place designated by the OO for unstuffing and shall bear all costs for such movement and unstuffing. The Government shall not be obligated to pay for use of the container. The Carrier shall be liable for liquidated damages in an amount equal to detention charges, commencing at the time of completion of loading of the vessel to which the container was originally booked and ending when the OO notifies the Carrier of this course of action.

6.3.6 Delay Of Scheduled Sailing. If the scheduled sailing to which container cargo is booked is delayed more than forty-eight (48) hours, the Government shall have the alternatives set forth below.

6.3.6.1 The Government may allow cargo to move on the delayed sailing.

6.3.6.2 The Government may order the Carrier to move the containers to another place, including another Carrier's terminal. The Carrier shall bear all costs for such movement, including the removal of the containers from the vessel and placement on a chassis. The Government shall return the containers to the Carrier at the port of debarkation.

6.3.6.3 The Carrier is entitled to compensation for expenses incurred in the movement of the cargo prior to the ordered release to another ocean carrier. Carrier shall be responsible for submitting and supporting these expenses.

## **7.0 RATE RULES**

### ***7.1 Orders for Service***

The Government will prepare all necessary papers including shipping instructions, vessel papers or manifests listing the cargo to be stowed aboard the vessel. Such papers shall be receipted by the Carrier or his agent, and shall be evidence of ownership. These documents and the booking shall be deemed to be an Order within the meaning of the Ordering Clause (See FAR 52.216-18). The OO shall provide the Carrier with written notice of the Government activities authorized to issue Orders.

### ***7.2 Application of Rates***

7.2.1 Expression of Rates. All rates appearing in CARE II - SM System are stated in U.S. dollars and cents per the applicable unit of measure.

7.2.2 Containerized Cargo. All rates for containers are based on liner terms.



7.2.2.1 Single Factor Rates. Single factor rates are "all-in" rates which includes ocean, linehaul and drayage that can apply to door/door, door/pier, and pier/door rate movements. Freight shall be computed by applying the applicable single factor container rate.

7.2.2.2 Bi-Factor Rates. In order to minimize number of rates, the mileage table rates may be used in conjunction with a pier to pier rate to meet CONUS door to door requirements whenever a rate is not available. For the purposes of this contract, this is referred to as a bi-factor rate. See terms of usage on the mileage table.

7.2.3 Break bulk Cargo. All rates included herein are based on a liner term basis. Cargo shall be rated based on a MT as defined as either 40 cubic feet or 2240 pounds per ton whichever will generate the highest tonnage units and revenue when applied to the dimensions and weight of cargo. Only general cargo will be rated on a weight or cube basis. Cargo booked as break bulk cargo will be so freighted at the MT rate, regardless of whether containerized for the Carrier's convenience.

#### 7.2.4 Over Dimensional and Unusual Size Cargo Service

7.2.4.1 Over dimensional cargo is defined as cargo that when booked to be shipped as a unit of cargo in/on a single container does not exceed the following maximum weight and dimensions:

Weight:	48,000 lbs.
Length:	40'0" (480")
Width:	11'0" (132")
Height:	11'6" (139")

In addition, over dimensional cargo is considered to be cargo within the above maximum dimensions and weight which has a dimension (length, width, or height) that exceeds any external dimension of the container most suitable to the cargo when loaded and measured in/on such container. Selection of the equipment used for ocean transportation shall not result in over length dimensions when the cargo is loaded on a 40-foot flat-rack.

7.2.4.2 Charges for over dimensional cargo stowed on a vessel in containers shall equal the additional ocean rate for equivalent displaced standard dry container(s) by size, in accordance with the following formula (which includes use of a flat-rack container):

In gauge:	BOF	(Basic ocean freight)
		<u>+FRS</u> (Flat rack surcharge)
		TC (Total charge)
Over height:	BOF+	(BOF x 60%)
		<u>+FRS</u>
		TC
Over width:	BOF+	((BOFx2) x60%)
		<u>+FRS</u>
		TC
Over height and over width:	BOF+	((BOFx5) x60%)
		<u>+FRS</u>
		TC

7.2.4.3 A forty (40) percent discount shall be applied for displaced slots in any configuration. If other than flat-racks is used to ship over dimensional cargo, the flat-rack surcharge shall not be applied to the formula.

7.2.4.3 Flat-rack surcharges shall not apply to Government owned flat-racks in the rate computation for over dimensional cargo.



7.2.4.4 Displaced slots for which charges are assessed will be counted toward the minimum cargo guarantee.

7.2.4.5 Cargo that cannot be loaded on or in an intermodal container (closed, open top, flat-rack) prior to stevedoring is not covered by this formula.

7.2.4.6 The over dimensional formula is limited to port-to-port terms only. This formula can be applied to cargo exceeding either the weight and/or the dimensions defining over dimensional cargo when the Government and the carrier mutually agree to do so at the time of cargo booking.

**7.2.4.7 Bunker Fuel Adjustment Factor (BAF)**

A. The purpose of this Bunker Adjustment Factor (BAF) clause is to provide an allowance for the fluctuations in marine fuel prices that is fair to the Government and the Contractor. The allowance shall be paid on per freight payable unit of cargo (Military/DTS cargo only). For containerized goods these units are twenty foot and forty foot containers. For breakbulk cargo they are measurement tons. Forty MT equals one FEU.

B. The allowance shall be paid/set off only on the amount of the annual fuel price that is 20% above or 20% below (inclusive) the baseline fuel price.

C. The allowance for the fluctuations in marine fuel prices shall be paid/set off to the contractor or the Government in accordance with the following:

1) BAF: An annual adjustment shall be made for fluctuations in fuel price. If an increase in fuel cost results in payment to the Carrier, then a lump sum payment will be made as calculated below. If a decrease in fuel cost results in payment to the Government, the Government shall set off the sums against monies owed the Carrier. The Bunker Adjustment Factor (BAF) is zero unless the annual fuel price is at least 20% above or 20% below (inclusive) the baseline fuel price.

2) Baseline Price: The baseline price is developed over a seven-week period and it does not change during the life of the contract. The base period for the contract is seven-week prior to the release of the Request for Proposal (RFP). The base price will be computed for Jacksonville, FL. The source of price information is Bunkerwire based on the bunker type used by vessel as provided. The prices are quoted in dollars per metric ton. Upon award of the contract a modification will be made establishing the baseline price.

3) Annual Price: An annual price will be computed at the end of each contract period by taking the average price of fuel (Bunkerwire Subscription) used between Jacksonville, FL./ Guantanamo Bay and return over the contract period. Average fuel prices will be converted into barrels by dividing by the appropriate conversion factor: MDO: 7.2, and HFO: 6.4. The ACO shall provide notice of the annual price no later than 30 days following the end of the contract period. *[Annual Price = total avg. fuel price per month /12 month]*

4) Dollar Differential: The Dollar Differential shall be calculated by subtracting the Baseline Price from the New Annual Price. *[Dollar Differential = Annual Price – Baseline Price]*

5) Percentage Differential: Dividing the dollar differential by the base price derives the percentage differential. *[Percentage Differential = dollar differential/baseline price]* If the percent differential is greater or less than 20 percent, a payment or deduction will be made. If an increase in cost results in payment to the carrier, such payment will be a lump sum. If a decrease in cost results in benefit to the Government, the Government shall set off sums against monies owed the carrier. The dollar payment/set off shall be in accordance with paragraph 9.

6) Total Fuel Consumption: No later than thirty days after the conclusion of any contract/option period, the Carrier shall submit to the ACO a certified statement by voyage of total fuel consumption for the voyages accomplished during the one-year contract/option period. For each voyage, the certification shall contain the following information: Ship name, sailing dates, POD and POE, carrier voyage number and route index, DTS voyage number, amount of commercial cargo loaded and unloaded in Jacksonville and Guantanamo Bay, and the amount of military cargo loaded and unloaded in Jacksonville and Guantanamo Bay.

7) Percentage of Government Cargo: The percentage of Government cargo carried between Jacksonville, FL./ Guantanamo Bay and return shall be calculated by dividing the amount of Government cargo carried by the total amount of cargo carried. [ $\% \text{ Government Cargo} = \text{Government cargo} / \text{Total cargo amount carried (Military Cargo + Commercial Cargo)}$ ]. (Military and Commercial Breakbulk must be include in the total cargo amount)

8) Government Fuel Consumption: The Government fuel consumption shall be calculated by multiplying the percentage of government cargo carried by the total amount of fuel consumption [ $\text{Government Fuel consumption} = \% \text{ of Government cargo carried} \times \text{total fuel consumption}$ ].

9) Final Adjustment: The Final Adjustment shall be calculated by the Dollar Differential minus 20% of baseline price multiplied by Government Fuel Consumption. [ $\text{Final Adjustment} = (\text{Dollar Differential} - 20\% \text{ of the baseline price}) \times \text{Government Fuel consumption}$ ].

#### BAF Formula Example:

##### Information provided by the Contractor:

- Average annual fuel price • certified total annual fuel consumption
- Annual total amount of cargo carried (Military/DTS & Commercial)

##### Information provided by the Government:

- Baseline price

Baseline price: \$38.00 per bbls.

Annual Fuel price: \$50.82 per bbls.

Total cargo carried: 1200 TEUs (Mil.) + 700 TEUs (C) = 1900 TEU's

Total annual fuel consumption: 16,000 bbls.

##### BAF Calculation:

Dollar Differential = \$50.82 – \$38.00 = \$12.82

Percentage Differential = \$12.82/38.00 = .337 or 34% (if the differential exceeds +/- 20% an adjustment is due either the carrier or the Government)

Total fuel = 16,000 bbls.

Percentage of Government Cargo = 1200 TEU/1900 TEUs = .631 or 63%

Government Fuel Consumption = 16,000 bbls x .63 = 10080 bbls

##### Final Adjustment:

(\$12.82 – ((.20)\$38.00) x 10080 bbls =

(\$12.82 - \$7.60) x 10080 bbls =

\$5.22 x 10080 = \$52,617.60 payment to the carrier

10) Invoicing Procedures: The Contractor is responsible for indicating, within 30 days following the conclusion of the contract period, whether a fuel payment is due, no fuel payment due, or a fuel payment is due to SDDC. If a fuel payment is due, the contractor must compute the value of the payment and indicate it on an invoice. The invoice shall contain the following information: ship name, sail dates, and copies of the carriers fuel invoices verifying fuel was purchased at the price stated in the calculation, fuel consumed, total cargo carried (military/DTS and commercial), the dollar differential, and the total adjustment due for the contract period.

11) The fuel allowance applies to carrier purchases of fuel from normal commercial suppliers and does not apply when fuel has been provided or subsidized by the U. S. Government or foreign Governments.

7.2.4.8 The Government reserves the right to ship oversized/over dimensional cargo on break bulk terms. The Carrier, at its discretion, may elect to containerize the cargo, but at no additional cost to the Government above those break bulk rates set forth in the CARE-SM II System.



### **7.3 Accessorial Charges**

7.3.1 Cargo Handling. When this service is ordered by the Government, Carrier will be paid for each manifested measurement tons (MT) for providing cargo handling services which consist of stuffing, unstuffing, transloading, and consolidation of containerized cargo at Carrier designated facilities or as specified by the Government. The rate applies without regard to type/size container and includes tallying of cargo, and necessary blocking, bracing, and dunnage, in accordance with the rates set forth in the Table of Accessorial Rates.

7.3.2 Re-spot charges. Re-spot charges shall be paid in accordance with the rates set forth in the Table of Accessorial Rates in CARE II -SM.

7.3.3 POV Processing. POV Processing charges shall be paid once for each POV processed in accordance with the rates set forth in the Table of Accessorial Rates in CAREII-SM. This rate will be applicable to all POVs delivered to the Carrier for transport to and from GTMO. The rate shall cover both receiving and issuing the vehicle. Any POV processing charges in association with the shipment of a second vehicle or marine conveyance in accordance with Paragraph 2.5 shall be billed to the owner of the second POV or alternate marine conveyance, consistent with the other charges found in Paragraph 2.5.

7.3.4 Flat Rack Surcharge. The carrier will be paid an additional surcharge as indicated in CARE II – SM.

7.3.5 Controlled Atmosphere Surcharge. The carrier will be paid an additional surcharge as indicated in CARE II – SM.

7.3.6 Equipment Lease Rates. The carrier will be paid the rates as indicated in the CARE II-SM.

7.3.7 Supercargo Service. The carrier shall be paid the rates as indicated in the CARE II-SM on per individual/per day basis.

7.3.8 Genset Rental Rates – The carrier will be paid a daily rental rate for each genset ordered with the reefer container. This rate is applicable when freetime has expired, and the container is in the possession of the consignee/government.

### **7.4 CONUS Mileage Rates**

In the absence of specified line haul rates between points within CONUS, inland charges are computed using mileage band rates, multiplied by the mileage found in the Defense Table of Distances (DTOD). Mileage rates are stated by container size and are only used where no specific door/door rate exists. The DTOD is the official source for calculating distances when applying mileage rates. A commercial product that is DTOD compliant is "PC\*Miler" that will produce distance calculations identical to DTOD. If the Carrier has "PC\*Miler", he will be provided a file of the official mileages to be used for all point to port and port to point combinations using mileage based rates. If the Carrier elects to use another source for computing mileage, he cannot be provided this file. Should there be any differences in the mileage computed by DTOD and the mileage invoiced by the Carrier, the Carrier will be paid based on the DTOD mileages. Rates for drayage or inland service in connection with the transportation of refrigerated cargo are applied at an additional 5% of the basic general cargo drayage inland or mileage rate.

### **7.5 Exceptions to General Application of Rates**

7.5.1 Government Furnished Containers. The Carrier's charges for through transportation of commercially acceptable Government containers will be ninety-five percent of the appropriate container rate for that cargo commodity when shipped in dry or flat-rack containers and 70 percent for tank containers. The Carrier's charges for empty Government containers shall be one-half the appropriate rate for that container type. When detention is



incurred on the Carrier's chassis in connection with service provided for Government containers, the chassis detention rates will apply.

End of Performance Work Statement

## ***8.0 Special Terms and Conditions***

### ***8.1 Agreed Cost Responsibility***

General. As a means of facilitating the administration of this Contract, the parties have agreed that certain items of cost anticipated as likely to arise in the performance of their respective duties under this Contract shall be listed. Determinations of responsibility for items of cost agreed by the parties under this Section are intended to be consistent with the substantive clauses of this Contract; provided however, in the event of conflict, the substantive clauses of the Contract shall prevail.

**8.1.2 Responsibility of the Carrier.** The Carrier is responsible for the costs associated with the following services:

8.1.3 Furnishing and maintaining containers and chassis.

8.1.4 Drayage of containers including: Furnishing and maintaining tractors; furnishing drivers; delivery costs of movement of containers, including tractors and driver; highway, ferry, tunnel and bridge tolls; and user taxes.

8.1.5 All costs of vessel operation and all port charges and other expenses charged to the Carrier's vessel, including such charges assessed at Government installations.

8.1.6 All stevedoring costs and all costs of loading and discharging and preparation, including special cargo fire or security watch required by port regulations due to loading and discharging operations.

8.1.7 All container terminal costs including: receipt of containers; marshaling of containers; and cleaning containers before stuffing and after unstuffing.

8.1.8 Taxes, dues, fees and other charges (including storage charges levied by governments, ports authorities, or wharfingers) on break bulk cargo, on the containers, and on their contents, if any, except those charges which are payable by the Government. These are charges that are levied against the vessel.

8.1.9 Agency fees in connection with port clearance of cargo tariffs.

8.1.10 Landing and wharfage charges including: landing charges against cargo in accordance with the regulations of the port, including those billed by port authorities to the ship; and wharfage charged to military cargo.

8.1.11 All transportation and intermodal equipment shall be furnished at the Port of Guantanamo Bay, Cuba (e.g. crane, containers, chassis, forklifts, or top-loaders, etc.)

**8.1.12 Responsibility of the Government.** The Government is responsible for the cost of the following services:

8.1.13 Except when ordered from the Carrier, container stuffing and unstuffing including: labor employed; packing material and/or dunnage employed; preparing documentation; sealing the container; removal of packing material, dunnage and placards; and sweeping.

8.1.14 Miscellaneous dues, fees and charges including: cargo surveyor fees when services are ordered by the Government or when resulting from dispute between the Government and the Carrier resolved in favor of the Carrier; drayage or line-haul charges listed under Section 8.1.4 above when performed by the Government.

8.1.15 Customs and other taxes, dues and/or taxes charged to the cargo; harbor and quay dues charged to the cargo based on local tariffs.

8.1.16 Contaminated cargo costs including: fumigation required solely because of contaminated Government cargo, including related costs and detention; crew overtime in connection with standby security watch when required by the OO during loading and discharging; crew wages, fringe benefits and related payroll tax when ship's crew are performing longshore work in cargo operations at the request of the terminal or by custom of the port including members of the steward's department required to prepare additional meal.

## ***8.2 Diversion for the Convenience of the Government***

Upon written direction by the Contracting Officer, the Carrier may route or divert its vessel, for the convenience of the Government, to a port of loading or discharging not on the route for which rates are quoted. The written direction shall reflect the special routing or diversion and state the agreed additional freight, if any, to be paid by the Government for such special routing or diversion. Compensation for CO directed diversion of shipment shall be provided as a negotiated equitable adjustment to the contract.

## ***8.3 Free Time***

8.3.1 Free Time Allowed. The total amount of free time in CONUS will be five working days. In Guantanamo Bay, total free time shall be ten working days or the time between delivery of a container and arrival of the Carrier's next vessel, whichever is longer.

8.3.2 Commencement of Free Time. Time shall commence to run at 0001 hours local time after the container is physically tendered for delivery.

8.3.3 Running of Time. Time shall run during any period when clearance by local government agencies is delayed due to the non-availability of documents required for such clearances which are furnished by the Government, provided, that the container is otherwise ready for line-haul/drayage and the OO has been notified of the unavailability of such documents. Time shall, when the Government requests such delay, run during the period of delay prior to commencement of inland delivery.

8.3.4 No Running of Time. Time shall not run during any Saturday, Sunday, or locally observed holiday at the place the container is located. Time shall not run during any period containers are held due to local labor disturbances.

8.3.5 Cessation of Time. Time shall cease to run at 2400 hours on the day the Carrier is notified that the container is released or when the container is returned to the Carrier, whichever is earlier.

8.3.6 Delivery at Carrier's Terminal. When the OO elects to take delivery of containers at the Carrier's Terminal at the port of discharge, time shall start to run when the container with trailer is hooked to the Government tractor.

## ***8.4 Detention***

8.4.1 Incurrence. In the event the Government holds the Carrier's container longer than the free time allowed, the Government shall pay detention charges as set forth below.

8.4.2 Computation of Detention. Detention charges will be paid at the rates set forth below for each 24-hour period of time, or pro-rata for part thereof, beyond the total allowed free time that the containers are held by the Government. Rates are expressed in dollars and cents and apply for containers with or without chassis.



8.4.3 Detention Invoices. Detention invoices must be submitted to the COR no later than six (6) months from the date the empty container is returned to the Carrier. Detention invoices received for payment after that time will not be certified for payment and the Carrier waives any right to payment thereafter. The Carrier must support any detention invoices with documentation that will provide a complete custody chain including names of personnel and legible signatures. Invoices not properly supported shall be denied.

8.4.4 Chassis Detention. When Government owned or leased chassis are not provided for carriage of Government owned or leased containers, and the carrier must furnish its own chassis, the carrier's chassis will be subject to the same detention and free time provisions as prescribed. When return of chassis to the carrier is delayed by the Government beyond the allowable free time and the chassis is being used solely for the carriage of Government owned or leased containers, the carrier shall assess detention charges as specified in below in Paragraph (5)

8.4.5 Container Detention Charges.

THE FOLLOWING CHARGES ARE FOR EACH 24-HOUR PERIOD OR PART THEREOF. FOR DRY, CONTAINER WITH OR WITHOUT CHASSIS (includes closed containers, open top containers, flat racks & car carriers)

The following charges will apply to all containers accruing detention.

Container Type	Rate Per Day
20 ft Dry	\$22
20 ft Flat	\$22
40 ft Dry	\$35
40 ft Flat	\$35
40 ft Open Top	\$35
20 ft Reefer	\$70
40 ft Reefer	\$92

D. STORAGE CHARGES FOR POV'S  
AND MILITARY VEHICLE  
HELD LONGER THAN 30 DAYS  
each vehicle \$ 5.00

## **8.5 GTMO and JAX Port Security Requirements**

8.5.1 All vessels shall be inspected in accordance with the US Coast Guards' Uninspected Towing Vessel Safety regulation. Attachment 4

8.5.2 US Customs and Border Protection (CBP), Department of Homeland Security has issued specific instructions for the export cargo that is destined for US Naval Base Guantanamo Bay Cuba.

8.5.3 Facility security shall be IAW 33 CFR Part 105.

## **8.6 Leasing of Carrier Equipment.**

Upon request of the CO, the Contract Administrator, or COR, the carrier shall furnish containers, flat-racks, and chassis, also a generator set if necessary, for lease in connection with land and ocean transportation of Government cargo arranged under this contract or in support of sustainment operations. Equipment so leased may be transported aboard any vessel designated by the government and may be transported inland by any means available to the



Government. Unless otherwise agreed, the Government shall return Carrier equipment leased by the Government to the place where such equipment was originally received from the Carrier. A modification/booking shall be issued to reflect each lease of equipment. The modification/booking shall set forth the number, size, and appropriate identification information of such Carrier equipment, the estimated duration of lease, and place of return. The Carrier shall be paid for each twenty-four hour period or part thereof, Saturdays, Sundays, and holidays included, for the period between the time the equipment is received or ordered from the Carrier, whichever is later, until the time the equipment is returned to the Carrier.

#### ***8.7 Equipment Interchange.***

1. The Government may require that another carrier lift a loaded container belonging to the Carrier. If so directed by the Contracting Officer, in writing, the Carrier shall freely interchange the container to another designated carrier. The equipment will be returned to the carrier at the port of embarkation.

#### ***8.8 Supercargo Service.***

The carrier shall provide this service for Government personnel or representatives on a per-day basis to cover room and board and food on board the tug, when requested by the Ordering Officer/booking office to accompany specific cargo moves. The carrier shall carry one (1) supercargo or the maximum number allowed for safety reasons as authorized by the Carrier at the time of request and/or as additional space becomes available.

#### ***8.9 Carrier Inspection of Contents.***

When the Carrier is of the opinion that the cargo is unsuitable for shipment to the specified destination, the Carrier shall immediately advise the OO of such condition, and request a written decision regarding inspection of the container.

#### ***8.10 Use of Government Terminals***

The Carrier shall pay the Government, represented by the agency operating the terminal, for any services or materials provided at a Government terminal in accordance with the current rates established by that agency.

#### ***8.11 Shifting Docks***

Within a vessel's port of call, the COR/ACOR may require the vessel to call at, or shift to a particular dock wharf, place or open roadstead at which the vessel can lie always safely afloat at any time of tide, or at which, in the judgement of the Master, the vessel may lie safely aground, and to and from which the vessel may safely proceed when the aggregate of the cargo to be loaded or of the cargo to be discharged at such location is 300 measurement tons or more. If the COR/ACOR orders such a call or shift and less than 300 measurement tons of cargo are loaded or discharged, the direct costs of such shift shall be reimbursed by the Government. Nothing herein shall be construed as a warranty by the Government of berth, or approaches thereto, at facilities owned or operated by or for the Carrier or at other commercial facilities normally utilized by ships of the size of the carrier's vessel to load and discharge cargo.

#### ***8.12 Custom of the Trade***

Wherever the standard of performance by either party is not provided under the provisions of these Basic Terms, the "Custom of the Trade" shall be used as a standard of performance. This phrase shall mean the established practice generally accepted by the trucking, rail, and marine shipping industries for cargo transportation service in the geographic trade covered by this Contract.

### **8.13 Appointment of Personnel**

If the Government notifies the Carrier that the employment or the continued employment of the Master or any member of the crew is prejudicial to the interests or endangers the security of the United States of America, the Carrier shall make any changes necessary in the appointment(s).

### **8.14 Safety in Loading and Discharging of Cargo**

The Carrier shall comply with all applicable provisions of Public Law 91-596.84 Stat. 1590 (approved December 29, 1970) known as the Occupational Safety and Health Act of 1970 (29 USC 655, ex. Seq.) and with the standards promulgated thereunder by the Secretary of Labor for Safety in loading and discharging of cargo. **Note:** The OSHA responsibility of Department of Defense Carriers is set forth in Defense Acquisition Circular 76-1 (30 Aug 1976), Item XXIII.

### **8.15 War Risk**

#### **8.15.1 Compensation**

In the event it is necessary for the contractor to pay additional premiums to extend the coverage of crew, hull and machinery, protection and indemnity insurance and insurance covering the loss and damage of cargo while aboard the vessel to include war risks, or to pay crew war risk bonuses as a result of the vessel entering the war risk area, the Government shall reimburse the contractor at the appropriate rate filed on carrier's commercial tariff. For contractors that do not have filed commercial tariffs for such War Risk charges, the Government shall reimburse the Contractor for a percentage of such extra premium and bonus payments based on the ratio existing between the cargo carried for the account of SDDC and the total cargo aboard the vessel which is loaded or discharged at ports within the War Risk area.

#### **8.15.2 Alternatives**

If Commercial Marine, War Risk, and Liability Insurance is not available or if Marine, War Risk, and Liability Insurance through the Secretary of Transportation under Sections 1202-1205 of the Merchant Marine Act of 1936, 46 App. U.S.C. 1282-1285, is available at a lesser rate, the Procuring Contracting Officer (PCO) reserves the right to require contractors to obtain the necessary Marine, War Risk, and Liability Insurance from the Secretary of Transportation. Further, in the event that the Secretary of Defense, or his/her authorized designee, is authorized to provide and does provide indemnification to the Secretary of Transportation under Section 1205 of the Merchant Marine Act, 1936, 46 App. U.S.C. 1285, for Marine, War Risk, and Liability coverage without premium, the Contracting Officer reserves the right to require the contractor to obtain such insurance from the Department of Transportation and no premiums as set forth in Paragraph 8.15.1 above will be paid to the contractor by the Government.

#### **8.15.3 Limitation of Government Liability**

No payments shall be due from the Government under this Section unless and until the contractor shall also assess such charges against commercial cargo loaded or discharged in the war risk area.

#### **8.15.4 U.S. Government—Additional Assured**

The contractor agrees to add the United States Government as an additional assured on its War Risk Policy with waiver of subrogation noted, for which the Government has agreed to reimburse the extra premium under this Section.

### **8.16 Application of COGSA**

8.16.1. Incorporation. The United States Carriage of Goods by Sea Act (COGSA) 46 U.S.C. 1300-1315 is incorporated into this contract and shall apply to the ocean transportation of all goods (including goods in containers stowed on deck, which shall be considered as goods stowed under deck) under any booking with the same force and



effect as if the Act applied to such carriage by express provision therein; provided, however, in case of loss, damage or shrinkage in transit, the rules and conditions governing commercial shipments shall not apply as to the period within which notice thereof shall be given the Carrier or as to the period within which claim therefor shall be made or suit instituted.

8.16.2. Liability. For the purpose of interpreting Section 4 of COGSA "Limitation of Liability," for all cargo, the limitation of liability set out in Section 4 of COGSA shall apply to each package, and for cargo not in packages to each measurement ton of cargo within the container. The carriage of cargo under any booking issued pursuant to this contract shall not be deemed or construed to be the carriage of cargo pursuant to special terms and conditions as provided for in Section 6 of COGSA; and nothing in this contract is intended to relieve the Carrier or the vessel from liability for loss or damage to or in connection with the goods arising from negligence, fault or failure in the duties and obligations provided by COGSA or to lessen such liability otherwise than as provided therein. The Carrier shall be liable as a common Carrier by land for any loss of or damage to cargo while being transported under this contract between any inland origin and the vessel's side and between the vessel's side and any inland destination.

#### ***8.17 Scope of Voyage (Liberties)***

8.17.1. Determination of the Master/Carrier. In any situation, whatsoever or wheresoever occurring and whether existing or anticipated before commencement of or during the voyage, which in the judgment of the Carrier or Master of the vessel is likely to give rise to capture, seizure, detention, damage, delay, or disadvantage to or loss of the vessel or any part of her cargo, or to make it unsafe, imprudent, or unlawful for any reason to begin or continue the voyage or to enter or discharge, or to give rise to delay or difficulty in arriving, discharging, or leaving the port of discharge or the usual place of discharge in such port, the Master, whether or not proceeding toward or entering or attempting to enter the port of discharge or reaching or attempting to reach the usual place of discharge therein or attempting to discharge the Government's goods may, upon notification to and with the consent of the Contracting Officer, discharge the goods into another port, depot, lazarette, craft, or other place, or retain the goods onboard until the return trip or until such other time as is deemed mutually advisable. This notice Officer shall include, but may not be limited to, the planned port of discharge of the cargo and any measures planned to protect the cargo.

8.17.2. Contracting Officer's Direction. If the Contracting Officer determines that the planned disposition of the cargo is not in the Government's best interest, the Carrier shall comply with the PCO's direction to the Carrier to divert the cargo to a port of the Government's choice and to make any other arrangements for the cargo the PCO deems necessary to protect the Government's interest.

8.17.3. Equitable Adjustment. The Carrier may be entitled to an equitable adjustment to the Contract for actions taken pursuant to the PCO's direction. However, for any services rendered without prior notice to and consent of the Contracting Officer, the Carrier shall not be entitled to an equitable adjustment. In no such case shall freights be payable until the goods are delivered to the named destination on the booking.

8.17.4. Responsibility. In any event, the Carrier shall at all times be responsible to assure the security and protection of the cargo until relieved of such responsibility by the Government or its designated agent.

8.17.5. Compliance with Government Direction. The Carrier, the Master, and the vessel shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, discharge, destination, delivery or otherwise howsoever given by the government of any nation or department thereof or any person acting or purporting to act with the authority of such government or of any department thereof (or by any committee or person having, under the terms of the war risk insurance on the vessel, the right to give such orders or directions). Delivery or other disposition of the goods in accordance with such orders or directions shall be a fulfillment of the contract voyage. The vessel may carry explosives, munitions, warlike stores, hazardous cargo, and may sail armed or unarmed and with or without convoy.

#### ***8.18 Exception Force Majeure***



An act of God, enemies, fire, restraint of princes, rulers of people, and all dangers and accidents of the seas, rivers, machinery, boilers and steam navigation, and errors of navigation throughout this contract are mutually excepted. The vessel shall have the liberty to deviate for the purpose saving life and property, to tow or to be towed, to sail with or without pilots, or to go into dry dock or into ways with or without cargo on board. However, in no case shall the Carrier be entitled to extra compensation for such a deviation and the Carrier shall not be relieved of responsibility for delivery of cargo to its original destination.

#### ***8.19 Strikes***

8.19.1. Loading Port. In the event the vessel or loading of the vessel is delayed by reason of strike or stoppage of work, the Carrier reserves the right at the loading port to dispatch the vessel with such portion of the cargo as may then be on board, or if no Government cargo is on board, to delay or cancel the voyage.

8.19.2. Discharge Port. In the event the vessel or discharge of the vessel is delayed by reason of strikes or stoppage of work, the Carrier reserves the right at the discharge port to discharge the cargo still on board or with the approval of the Government to dispose of the cargo or any portion of the it at the Government's risk and expense.

#### ***8.20 Amended Jason Clause***

In the event of accident, danger, damage, or disaster, before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract, or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the Carrier in general average to the payment of any sacrifices, losses, or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the goods. If a sailing vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if such sailing vessel or vessels belonged to strangers.

#### ***8.21 General Average***

General Average shall be adjusted, stated and settled, according to York-Antwerp Rules 1974 as amended to the date of this contract, at such port or place in the United States as may be selected by the Carrier, and as to matters not provided for by those Rules, according to the laws and usages at the Port of New York. In such adjustment, disbursements in foreign currencies shall be exchanged into United States money at the rate prevailing on the dates made and allowances for damage to cargo claimed shall be converted at the rate prevailing on the last day of discharge at the port or place of final discharge of such damaged cargo from the ship.

#### ***8.22 Liens***

8.22.1. Seizure of Cargo. The Carrier agrees that it will not assert any type of lien, including a maritime lien, on any cargo shipped by the Government under this contract. The Carrier further agrees that it will not take any action to seize, arrest, hold, or otherwise detain such cargo through any judicial process in the U.S. or any foreign country. The Carrier agrees to insert this clause in all subcontracts at any tier and to expand any resources necessary to expeditiously enforce the provisions of this clause against such subCarriers.

8.22.2. Freight. There shall be no liens, including maritime liens, asserted on any freights payable by the Government under this bill of lading. The carrier agrees to insert this clause in all subcontracts at any tier and to expend any resources necessary to expeditiously enforce the provisions of this clause against such subCarriers.

#### ***8.23 Damaged to Equipment***

8.23.1 Loss of or Damage to Carrier Equipment. Should a container, chassis, or any other piece of Carrier equipment be damaged by act of the Government, its agents, employees, or Carriers while such Carrier equipment is

in the custody of the Government, its agents, employees or Carriers, the Government shall repair or reimburse the Carrier the least of the following: the reasonable costs of repairs; the fair market value immediately prior to the damage; or the depreciated value on the Carrier's books. The Carrier will assign to the Government any rights, causes of action, or other claims that the Carrier may have against third parties with respect to such damage. The Government shall not be liable for the repair of any damage under this paragraph unless written notice specifying such damage shall have been given to and acknowledged by the Government or its authorized representative at the time custody of the container or other equipment is returned to the Carrier.

8.23.2 Damage to Carrier Vessel or Vessel Equipment. Should the vessel or its equipment be damaged by act, neglect or failure of equipment of the Government, its agents, employees, or Carriers in loading or discharging the vessel, the Government shall reimburse the Carrier the reasonable costs of repairs and the Carrier will assign to the Government any rights, causes of action, or other claims which the Carrier may have against third parties with respect to such repairs. In the event that any damage should occur to the vessel or its equipment as a result of the joint fault of the Carrier and the Government, payment for such damage shall be apportioned pro rata in accordance with the respective degrees of fault. The Government shall not be liable for the repair of any damage under this paragraph unless notice specifying such damage and the name(s) of the party or parties causing such damage shall have been given to and acknowledged by the Government or its authorized representative as soon as possible after the occurrence of such damage, or in any event before the vessel leaves the berth or anchorage where the damage occurred, and provided, further, that the Government shall not be liable for the repair of any damage under this paragraph if such damage is caused by a Carrier of the Government unless demand first is made upon such Carrier by the Carrier and payment therefore has been refused.

8.23.3 Loss or Damage to Government Equipment. The Carrier shall be liable for loss of or damage to Government containers and chassis while in the Carrier's custody to the same extent that the Government is liable for loss of or damage to the Carrier equipment while in the Government's custody. The Carrier will not procure insurance coverage on Government containers and will not be liable for any loss thereof under circumstances covered by the Carrier's war risk insurance on its own containers.

8.23.4 Damage Claims. Claims submitted under this Section shall be filed with the Military Surface Deployment and Distribution Command (SDDC). To the attention of: Ms. Pamela Mainor, 661 Sheppard Place, SDG3-GD-CS, Fort Eustis, VA 23604-1644. Phone (757) 878-8622.

#### **8.2.4 Ombudsman**

In accordance with FAR 16.505(b)(5), the following individual has been appointed as ombudsman for this contract issued by this organization:

Mr. Dale Huegen  
Deputy, Acquisition and Business Support Directorate  
Command Acquisition  
Telephone Number: 618-256-4300 FAX: 618-256-4702  
Email Address: dale.huegen@ustranscom.mil

The Ombudsman is an independent official designated to review complaints and to ensure contractors are afforded a fair opportunity to be considered, consistent with the procedures in the contract. Consulting the ombudsman does not alter or postpone the timelines for any other processes. Interested parties should first address their concerns, issues, disagreements, and/or recommendations to the contracting officer for resolution. If resolution cannot be made by the contracting officer, concerned parties may contact the Ombudsman.

End of Special Terms and Conditions.

***9.0 List of Attachments and Addendums***

Attachment 1 – Acronyms and Definitions

Attachment 2 – PowerTrack Business Rules.

Attachment 3 – City Groups- On website: [www.sddc.army.mil](http://www.sddc.army.mil)

Attachment 4 – USCG Uninspected Towing Vessel Safety Regulation.

Attachment 5 – Performance Requirements Summary

(End of Summary of Changes)



<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>				1. CONTRACT ID CODE <b>J</b>		PAGE OF PAGES <b>1    2</b>	
2. AMENDMENT/MODIFICATION NO. <b>P00005</b>		3. EFFECTIVE DATE <b>21-Mar-2008</b>		4. REQUISITION/PURCHASE REQ. NO. <b>W911LJ53082000</b>		5. PROJECT NO.(If applicable)	
6. ISSUED BY CODE <b>HTC711</b>  USTRANSCOM-AQ - HTC711 508 SCOTT DR SCOTT AFB IL 62225-5357		7. ADMINISTERED BY (If other than item 6) CODE  <b>See Item 6</b>					
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)  <b>(b)(6)</b>  GREENWICH CT 06830-5751				9A. AMENDMENT OF SOLICITATION NO.			
				9B. DATED (SEE ITEM 11)			
				<input checked="" type="checkbox"/> 10A. MOD. OF CONTRACT/ORDER NO. <b>W81GYE-06-D-0117</b>			
				<input checked="" type="checkbox"/> 10B. DATED (SEE ITEM 13) <b>18-May-2006</b>			
CODE <b>1MJZ1</b>		FACILITY CODE					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
12. ACCOUNTING AND APPROPRIATION DATA (If required)							
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.							
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.							
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).							
<input checked="" type="checkbox"/> C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: <b>IAW FAR 52.212-4 (c), Changes</b>							
D. OTHER (Specify type of modification and authority)							
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return <b>1</b> copies to the issuing office.							
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Modification Control Number: <b>tcwoodcm08825</b> A. The purpose of this modification is to effect the Bunker Adjustment Factor (BAF) adjustment in the amount of <del>Non-responsive</del> or the period of 01 July 2006 through 30 June 2007.  B. All other terms and conditions remain unchanged.							
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.							
15A. NAME AND TITLE OF SIGNER (Type or print)				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) <b>PAMELA S. HALL / CONTRACTING OFFICER</b> TEL: 618-256-6646 EMAIL: pamelah.hall@ustranscom.mil			
15B. CONTRACTOR/OFFEROR  <b>(Signature of person authorized to sign)</b>		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA  BY <b>(Signature of Contracting Officer)</b>		16C. DATE SIGNED  <b>25-Mar-2008</b>	

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

**SUMMARY OF CHANGES**

(End of Summary of Changes)

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>				1 CONTRACT ID CODE <b>J</b>	PAGE OF PAGES <b>1 3</b>
2 AMENDMENT/MODIFICATION NO <b>P00007e</b>	3 EFFECTIVE DATE <b>14-Apr-2008</b>	4 REQUISITION/PURCHASE REQ NO <b>W011LJ53082000</b>	5. PROJECT NO (If applicable)		
6. ISSUED BY <b>USTRANSCOM-AQ-HTC711 508 SCOTT DR SCOTT AFB IL 62225-5357</b>	CODE <b>HTC711</b>	7 ADMINISTERED BY (If other than item 6) <b>See Item 6</b>			
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code) <b>TRANSATLANTIC LINES, LLC (b)(6) 15 LINCOLN AVE GREENWICH CT 06830-5751</b>			9A. AMENDMENT OF SOLICITATION NO.		
			9B. DATED (SEE ITEM 11)		
			<input checked="" type="checkbox"/> 10A. MOD. OF CONTRACT/ORDER NO. <b>W01GYE-06-D-0117</b>		
			<input checked="" type="checkbox"/> 10B. DATED (SEE ITEM 13) <b>18-May-2008</b>		
CODE <b>1MUZ1</b>		FACILITY CODE			
<b>11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS</b>					
<input type="checkbox"/> The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of offer <input type="checkbox"/> is extended. <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing items 8 and 15, and returning _____ copies of the amendment, (b) By acknowledging receipt of this amendment on each copy of the offer submitted, or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
<b>13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.</b>					
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.					
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).					
<input checked="" type="checkbox"/> C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: <b>IAW FAR 52.212-4 (c), Changes</b>					
D. OTHER (Specify type of modification and authority)					
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return <u>1</u> copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Modification Control Number: <b>tcw oodcm08984</b> A. The purpose of this modification is to accomplish the following: 1. Incorporate rates to the basic contract as outlined in the SF 30 Block 14 Continuation Page. 2. Changed Delivery Address information for administrative purposes. B. There is no change in contract price as a result of this modification. C. All other terms and conditions remain unchanged.					
Except as provided herein, all terms and conditions of the document referenced in item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print) <b>(b)(6) PRESIDENT</b>			16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) <b>TEL Pamela S. Hall (EMAIL)</b>		
15B. CONTRACTOR OFFEROR <b>(b)(6)</b> <b>(Signature of person authorized to sign)</b>		15C. DATE SIGNED <b>4/15/08</b>	16B. UNITED STATES OF AMERICA <b>BY Pamela S. Hall</b> <b>(Signature of Contracting Officer)</b>		16C. DATE SIGNED <b>16 Apr 08</b>

EXCEPTION TO SF 30  
APPROVED BY OIRM 11-84

30-105-04

STANDARD FORM 30 (Rev. 10-83)  
Prescribed by GSA  
FAR (48 CFR) 53.243



# AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE  
J  
PAGE OF PAGES  
1 | 3  
5. PROJECT NO. (If applicable)

2. AMENDMENT/MODIFICATION NO.

P00006

3. EFFECTIVE DATE

14-Apr-2008

4. REQUISITION/PURCHASE REQ. NO.

W911LJ53082000

6. ISSUED BY

CODE

HTC711

7. ADMINISTERED BY (If other than item 6)

CODE

USTRANSCOM-AQ - HTC711  
508 SCOTT DR  
SCOTT AFB IL 62225-5357

See Item 6

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

(b)(6)  
6 LINCOLN AVE  
GREENWICH CT 06830-5751

9A. AMENDMENT OF SOLICITATION NO.

9B. DATED (SEE ITEM 11)

X 10A. MOD. OF CONTRACT/ORDER NO.  
W81GYE-06-D-0117

10B. DATED (SEE ITEM 13)

X 18-May-2006

CODE 1MJZ1

FACILITY CODE

## 11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods:

(a) By completing Items 8 and 15, and returning \_\_\_\_\_ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

## 13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:  
IAW FAR 52.212-4 (c), Changes

D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, ☒ is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

Modification Control Number: tcw oodcm08984

A. The purpose of this modification is to accomplish the following:

1. Incorporate rates to the basic contract as outlined in the SF 30 Block 14 Continuation Page.

2. Changed Delivery Address information for administrative purposes.

B. There is no change in contract price as a result of this modification.

C. All other terms and conditions remain unchanged.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)

16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)

PAMELA S. HALL / CONTRACTING OFFICER

TEL: 618-256-6646

EMAIL: pamelahall@ustrancom.mil

15B. CONTRACTOR/OFFEROR

15C. DATE SIGNED

16B. UNITED STATES OF AMERICA

16C. DATE SIGNED

(Signature of person authorized to sign)

BY

(Signature of Contracting Officer)

16-Apr-2008

EXCEPTION TO SF 30

APPROVED BY OIRM 11-84

30-105-04

STANDARD FORM 30 (Rev. 10-83)

Prescribed by GSA

FAR (48 CFR) 53.243

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION SF 1449 - CONTINUATION SHEET

DELIVERIES AND PERFORMANCE

The following Delivery Schedule item for CLIN 0001 has been changed from:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2006 TO 30-JUN-2007	N/A	USTRANSCOM COMMAND ACQUISITION CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 229-2492 FOB: Destination	HTC711

To:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2006 TO 30-JUN-2007	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

The following Delivery Schedule item for CLIN 0002 has been changed from:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2007 TO 30-JUN-2008	N/A	USTRANSCOM COMMAND ACQUISITION CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 229-2492 FOB: Destination	HTC711

To:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2007 TO 30-JUN-2008	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

The following Delivery Schedule item for CLIN 0003 has been changed from:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2008 TO 30-JUN-2009	N/A	USTRANSCOM COMMAND ACQUISITION CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 229-2492 FOB: Destination	HTC711

To:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2008 TO 30-JUN-2009	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

(End of Summary of Changes)

**The following items are applicable to this modification:**

RATE TABLE  
Single Factor Container Rates

Origin	Destination	Commodity	Container Type	Equipment	Amount
Jacksonville, FL (Port)	Guantanamo Bay (Port)	General	Tank	Under 40 feet	Non-responsive
Guantanamo Bay (Port)	Jacksonville, FL (Port)	General	Tank	Under 40 feet	Non-responsive



<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>			1. CONTRACT ID CODE <b>J</b>		PAGE OF PAGES <b>1 3</b>	
2. AMENDMENT/MODIFICATION NO. <b>P00007</b>		3. EFFECTIVE DATE <b>01-Jul-2008</b>		4. REQUISITION/PURCHASE REQ. NO. <b>W911LJ53082000</b>		5. PROJECT NO. (If applicable)
6. ISSUED BY <b>USTRANSCOM-AQ - HTC711</b> <b>508 SCOTT DR</b> <b>SCOTT AFB IL 62225-5357</b>		7. ADMINISTERED BY (If other than item 6) <b>See Item 6</b>		7. ADMINISTERED BY (If other than item 6) <b>See Item 6</b>		CODE
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code) <b>TRANSATLANTIC LINES, LLC</b> <b>(b)(6)</b> <b>6 LINCOLN AVE</b> <b>GREENWICH CT 06830-5751</b>				9A. AMENDMENT OF SOLICITATION NO.		
				9B. DATED (SEE ITEM 11)		
				X 10A. MOD. OF CONTRACT/ORDER NO. <b>W81GYE-06-D-0117</b>		
				X 10B. DATED (SEE ITEM 13) <b>18-May-2006</b>		
CODE <b>1MUZ1</b>		FACILITY CODE				
<b>11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS</b>						
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment, (b) By acknowledging receipt of this amendment on each copy of the offer submitted, or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.						
12. ACCOUNTING AND APPROPRIATION DATA (If required)						
<b>13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS.</b> <b>IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.</b>						
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.						
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).						
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:						
X D. OTHER (Specify type of modification and authority) <b>Unilateral IAW FAR 52.217-9, Option to Extend the Term of the Contract.</b>						
E. IMPORTANT: Contractor <input checked="" type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.						
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Modification Control Number: <b>lcwoodcm081366</b> The purpose of this modification is to: A. Exercise Option Year Two (2) for this contract. B. SDDC PR # W911LJ80992000 funds the minimum guarantee for Option Year Two (2). Fund cite is 97 X 4930 FD30 8 35 7740 TTTS0000000 4430 252G W81GYE06D0117A 389900. C. The total cost of this contract was increased by \$5,000,000.00 from \$9,515,374.00 to \$14,515,374.00. D. Incorporate administrative changes to the Ship to address as identified in the Summary of Changes. E. All other terms and conditions remain unchanged.						
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.						
15A. NAME AND TITLE OF SIGNER (Type or print)				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)		
				PAMELA S. HALL / CONTRACTING OFFICER		
				TEL: 618-256-6646 EMAIL: pamelahall@ustrancom.mil		
15B. CONTRACTOR/OFFEROR		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA		16C. DATE SIGNED
(Signature of person authorized to sign)				BY <i>Pamela S. Hall</i>		30-Jun-2008
				(Signature of Contracting Officer)		

# AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE  
J  
PAGE OF PAGES  
1 | 3  
5. PROJECT NO. (If applicable)

2. AMENDMENT/MODIFICATION NO.

P00007

3. EFFECTIVE DATE

01-Jul-2008

4. REQUISITION/PURCHASE REQ. NO.

W911LJ53082000

6. ISSUED BY

CODE

HTC711

7. ADMINISTERED BY (If other than item 6)

CODE

USTRANSCOM-AQ - HTC711  
508 SCOTT DR  
SCOTT AFB IL 62225-5357

See Item 6

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

(b)(6)  
6 LINCOLN AVE  
GREENWICH CT 06830-5751

9A. AMENDMENT OF SOLICITATION NO.

9B. DATED (SEE ITEM 11)

X 10A. MOD. OF CONTRACT/ORDER NO.  
W81GYE-06-D-0117

10B. DATED (SEE ITEM 13)

X 18-May-2006

CODE 1MJZ1

FACILITY CODE

## 11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods:

(a) By completing Items 8 and 15, and returning \_\_\_\_\_ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

## 13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:

X D. OTHER (Specify type of modification and authority)  
Unilateral IAW FAR 52.217-9, Option to Extend the Term of the Contract.

E. IMPORTANT: Contractor ☒ is not, ☐ is required to sign this document and return \_\_\_\_\_ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

Modification Control Number: tcw oodcm081366

The purpose of this modification is to:

- A. Exercise Option Year Two (2) for this contract.
- B. SDDC PR # W911LJ80992000 funds the minimum guarantee for Option Year Two (2). Fund cite is 97 X 4930 FD30 8 35 7740 TTTS0000000 4430 252G W81GYE06D0117A 389900.
- C. The total cost of this contract was increased by \$5,000,000.00 from \$9,515,374.00 to \$14,515,374.00.
- D. Incorporate administrative changes to the Ship to address as identified in the Summary of Changes.
- E. All other terms and conditions remain unchanged.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)

16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)

PAMELA S. HALL / CONTRACTING OFFICER

TEL: 618-256-6646

EMAIL: pamelahall@ustrancom.mil

15B. CONTRACTOR/OFFEROR

15C. DATE SIGNED

16B. UNITED STATES OF AMERICA

16C. DATE SIGNED

(Signature of person authorized to sign)

BY

(Signature of Contracting Officer)

30-Jun-2008

EXCEPTION TO SF 30  
APPROVED BY OIRM 11-84

30-105-04

STANDARD FORM 30 (Rev. 10-83)  
Prescribed by GSA  
FAR (48 CFR) 53.243



SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION SF 1449 - CONTINUATION SHEET

DELIVERIES AND PERFORMANCE

The following Delivery Schedule item for CLIN 0001 has been changed from:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2006 TO 30-JUN-2007	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

To:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2006 TO 30-JUN-2007	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

The following Delivery Schedule item for CLIN 0002 has been changed from:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2007 TO 30-JUN-2008	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

To:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2007 TO 30-JUN-2008	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711



The following Delivery Schedule item for CLIN 0003 has been changed from:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2008 TO 30-JUN-2009	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

To:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2008 TO 30-JUN-2009	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. CONTRACT ID CODE J		PAGE OF PAGES 1   2	
2. AMENDMENT/MODIFICATION NO. P00008		3. EFFECTIVE DATE 28-Jul-2008		4. REQUISITION/PURCHASE REQ. NO. W911LJ53082000		5. PROJECT NO.(If applicable)	
6. ISSUED BY CODE USTRANSCOM-AQ - HTC711 508 SCOTT DR SCOTT AFB IL 62225-5357		HTC711		7. ADMINISTERED BY (If other than item 6) CODE			
				See Item 6			
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)  (b)(6) 6 LINCOLN AVE GREENWICH CT 06830-5751				9A. AMENDMENT OF SOLICITATION NO.			
				9B. DATED (SEE ITEM 11)			
				X 10A. MOD. OF CONTRACT/ORDER NO. W81GYE-06-D-0117			
				X 10B. DATED (SEE ITEM 13) 18-May-2006			
CODE 1MJZ1		FACILITY CODE					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
12. ACCOUNTING AND APPROPRIATION DATA (If required)							
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.							
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.							
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).							
X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: IAW FAR 52.212-4 (c), Changes							
D. OTHER (Specify type of modification and authority)							
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return <u>1</u> copies to the issuing office.							
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Modification Control Number: tceyearce081502 A. The purpose of this modification is to effect the Bunker Adjustment Factor (BAF) adjustment in the amount of Non-responsive for the period of 01 July 2007 through 30 June 2008.  B. All other terms and conditions remain unchanged.							
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.							
15A. NAME AND TITLE OF SIGNER (Type or print)				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)			
				TEL: EMAIL:			
15B. CONTRACTOR/OFFEROR		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA		16C. DATE SIGNED	
_____ (Signature of person authorized to sign)				BY _____ (Signature of Contracting Officer)			

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

**SUMMARY OF CHANGES**

(End of Summary of Changes)





## SECTION SF 30 BLOCK 14 CONTINUATION PAGE

## SUMMARY OF CHANGES

## SECTION SF 1449 - CONTINUATION SHEET

## SOLICITATION/CONTRACT FORM

The order period end date has changed from 30-Jun-2009 to 30-Nov-2009.

## SUPPLIES OR SERVICES AND PRICES

## CLIN 0003

The CLIN extended description has changed from GTMO DEDICATED OCEAN SHIPPING SERVICES FFP-TRANSPORTATION AND RELATED SERVICES PORT OF JACKSONVILLE, FL TO GUANTANAMO BAY CUBA FOR A BASE ONE YEAR FIRM PERIOD. EFFECTIVE 01 JULY 2008 THROUGH 30 JUNE 2009. SEE THE CARES II SYSTEM FOR THE INDIVIDUAL RATES, ORIGIN AND DESTINATION, COMMODITIES, AND ESTIMATED QUANTITIES, to support DOD Dedicated Intermodal Transportation requirements between the US and NAVSTA Guantanamo Bay Cuba and return... to GTMO DEDICATED OCEAN SHIPPING SERVICES FFP-TRANSPORTATION AND RELATED SERVICES PORT OF JACKSONVILLE, FL TO GUANTANAMO BAY CUBA FOR A BASE ONE YEAR FIRM PERIOD. EFFECTIVE 01 JULY 2008 THROUGH 31 JULY 2009. SEE THE CARES II SYSTEM FOR THE INDIVIDUAL RATES, ORIGIN AND DESTINATION, COMMODITIES, AND ESTIMATED QUANTITIES, to support DOD Dedicated Intermodal Transportation requirements between the US and NAVSTA Guantanamo Bay Cuba and return....

## DELIVERIES AND PERFORMANCE

The following Delivery Schedule item for CLIN 0002 has been changed from:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2007 TO 30-JUN-2008	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

To:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2007 TO 30-JUN-2008	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

The following Delivery Schedule item for CLIN 0003 has been changed from:



DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2008 TO 30-JUN-2009	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

To:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
POP 01-JUL-2008 TO 31-JUL-2009	N/A	USTRANSCOM-AQ - HTC711 CARRIE E. YEARIAN 508 SCOTT DR SCOTT AFB IL 62225-5357 618-256-6648 FOB: Destination	HTC711

The following have been modified:

52.216-18 ORDERING. (OCT 1995)

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from 18 May 2006 through 31 July 2009.

(b) All delivery orders or task orders are subject to the terms and conditions of this contract. In the event of conflict between a delivery order or task order and this contract, the contract shall control.

(c) If mailed, a delivery order or task order is considered "issued" when the Government deposits the order in the mail. Orders may be issued orally, by facsimile, or by electronic commerce methods only if authorized in the Schedule.

(End of clause)

52.216-21 REQUIREMENTS (OCT 1995)

(a) This is a requirements contract for the supplies or services specified, and effective for the period stated, in the Schedule. The quantities of supplies or services specified in the Schedule are estimates only and are not purchased by this contract. Except as this contract may otherwise provide, if the Government's requirements do not result in orders in the quantities described as "estimated" or "maximum" in the Schedule, that fact shall not constitute the basis for an equitable price adjustment.

(b) Delivery or performance shall be made only as authorized by orders issued in accordance with the Ordering clause. Subject to any limitations in the Order Limitations clause or elsewhere in this contract, the Contractor shall furnish to the Government all supplies or services specified in the Schedule and called for by orders issued in accordance with the Ordering clause. The Government may issue orders requiring delivery to multiple destinations or performance at multiple locations.



(c) Except as this contract otherwise provides, the Government shall order from the Contractor all the supplies or services specified in the Schedule that are required to be purchased by the Government activity or activities specified in the Schedule.


(d) The Government is not required to purchase from the Contractor requirements in excess of any limit on total orders under this contract.

(e) If the Government urgently requires delivery of any quantity of an item before the earliest date that delivery may be specified under this contract, and if the Contractor will not accept an order providing for the accelerated delivery, the Government may acquire the urgently required goods or services from another source.

(f) Any order issued during the effective period of this contract and not completed within that period shall be completed by the Contractor within the time specified in the order. The contract shall govern the Contractor's and Government's rights and obligations with respect to that order to the same extent as if the order were completed during the contract's effective period; provided, that the Contractor shall not be required to make any deliveries under this contract after 31 July 2009.

(End of clause)

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				I. CONTRACT ID CODE J	PAGE OF PAGES 1   2
2. AMENDMENT/MODIFICATION NO. F00010		3. EFFECTIVE DATE 24-Jun-2009		4. REQUISITION/PURCHASE REQ. NO. W911LJ53082000	
6. ISSUED BY CODE HTC711 USTRANSCOM-AQ - HTC711 508 SCOTT DR SCOTT AFB IL 62225-5357		5. PROJECT NO. (If applicable)			
		7. ADMINISTERED BY (If other than item 6) CODE HTC711 USTRANSCOM COMMAND ACQUISITION 508 SCOTT DR SCOTT AFB IL 62225-5357			
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code) TRANSATLANTIC LINES (b)(6) 6 LINDA LANE GREENWICH CT 06830-5751				9A. AMENDMENT OF SOLICITATION NO.	
				9B. DATED (SEE ITEM 11)	
				X 10A. MOD. OF CONTRACT/ORDER NO. W81GYE-06-D-0117	
				X 10B. DATED (SEE ITEM 13) 18-May-2006	
CODE 1MUZ1		FACILITY CODE			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of offer <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.					
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.					
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).					
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:					
X D. OTHER (Specify type of modification and authority) Unilateral in accordance with FAR 52.217-8, Option to Extend Services					
E. IMPORTANT: Contractor <input checked="" type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Modification Control Number: tcyearce091778 A. The purpose of this modification is to extend the contract completion date from 31 July 2009 to 31 August 2009 at the current contract rates. B. All other terms and conditions remain unchanged.					
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) PAMELA S. HALL / CONTRACTING OFFICER TEL: 618-256-8646 EMAIL: pamele.hall@ustrancom.mil		
15B. CONTRACTOR/OFFEROR  (Signature of person authorized to sign)		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA BY  (Signature of Contracting Officer)	
				16C. DATE SIGNED 24-Jun-2009	

EXCEPTION TO SF 30  
APPROVED BY OIRM 11-84

30-105-04

STANDARD FORM 30 (Rev. 10-83)  
Prescribed by GSA  
FAR (48 CFR) 53.243

W81GYE-06-D-0117

P00010

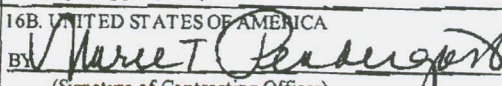
Page 2 of 2

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

**SUMMARY OF CHANGES**

(End of Summary of Changes)



AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. CONTRACT ID CODE <b>J</b>		PAGE OF PAGES <b>1</b>   <b>2</b>	
2. AMENDMENT/MODIFICATION NO. <b>P00011</b>		3. EFFECTIVE DATE <b>27-Jul-2009</b>		4. REQUISITION/PURCHASE REQ. NO. <b>W811J53082000</b>		5. PROJECT NO. (If applicable)	
6. ISSUED BY <b>USTRANSCOM-AQ - HTC711</b> <b>508 SCOTT DR</b> <b>SCOTT AFB IL 62225-5357</b>		CODE <b>HTC711</b>		7. ADMINISTERED BY (If other than item 6) <b>USTRANSCOM COMMAND ACQUISITION</b> <b>508 SCOTT DR</b> <b>SCOTT AFB IL 62225-5357</b>		CODE <b>HTC711</b>	
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)  <b>(b)(6)</b> <b>6 LINCOLN AVE</b> <b>GREENWICH CT 06830-5751</b>				9A. AMENDMENT OF SOLICITATION NO.			
				9B. DATED (SEE ITEM 11)			
				X 10A. MOD. OF CONTRACT/ORDER NO. <b>W81GYE-06-D-0117</b>			
				X 10B. DATED (SEE ITEM 13) <b>18-May-2006</b>			
CODE <b>1MJZ1</b>		FACILITY CODE					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of offer <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
12. ACCOUNTING AND APPROPRIATION DATA (If required)							
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACT/ORDERS IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.							
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.							
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).							
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:							
X D. OTHER (Specify type of modification and authority) Unilateral in accordance with FAR 52.217-8, Option to Extend Services.							
E. IMPORTANT: Contractor <input checked="" type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.							
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Modification Control Number: <b>tyearce091985</b> A. The purpose of this modification is to extend the contract completion date from 1 September 2009 to 30 September 2009 at the current contract rates.  B. All other terms and conditions remain unchanged.							
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.							
15A. NAME AND TITLE OF SIGNER (Type or print)				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) <b>MARIE PENDERCAST/CONTRACTING OFFICER</b> <b>TEL: 618-256-4524</b>			
15B. CONTRACTOR/OFFEROR  (Signature of person authorized to sign)		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA BY  (Signature of Contracting Officer)		16C. DATE SIGNED <b>27-Jul-2009</b>	

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

**SUMMARY OF CHANGES**

(End of Summary of Changes)