

**UNITED STATES TRANSPORTATION COMMAND
(USTRANSCOM)**

**Contract: HTC711-09-D-0040
Awarded to Solicitation: HTC711-08-R-0011
30 January 2009**

Ocean & Intermodal Distribution Services

Awarded to: Maersk Line Limited

**Full release under USTRANSCOM
FOIA 11-88 Interim Response**

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

1. REQUISITION

PAGE 1 OF 47

2. CONTRACT
HTC711-09-D-0040

3. AWARD/EFFECTIVE
30-Jan-2009

4. ORDER

5. SOLICITATION NUMBER
HTC711-08-R-0011

8. SOLICITATION ISSUE DATE
08-Aug-2008

7. FOR INFORMATION

a. CYNTHIA L. STROUT

b. TELEPHONE NUMBER (No Collect Calls)
618-229-2495

9. OFFER DUE DATE/LOCAL TIME
04:00 PM 10 Nov 2008

9. ISSUED BY
CODE HTC711

USTRANSCOM-AQ-HTC711
508 SCOTT
SCOTT AFB IL 62225-5357

10. THIS ACQUISITION IS
☒ UNRESTRICTED
☐ SET %
☐ SB
☐ HUBZONE
☐ 8(A)
☐ SVC-DISABLED VET-OWNED
☐ EMERGING SB

11. DELIVERY FOR FOR
DESTINATION UNLESS
BLOCK IS MARKED
☐ SEE

12. DISCOUNT TERMS
Net 000 Days

13a. THIS CONTRACT IS A RATED ORDER
☐ UNDER DPAS (15 CFR 700)

13b. RATING

TEL. CONTACT BUYER
FAX: CONTACT BUYER

14. METHOD OF SOLICITATION
☐ RFO ☐ IFB ☒ RF

15. DELIVER TO
AS SPECIFIED ON INDIVIDUAL ORDER
PER INDIVIDUAL
INDORD
INDORD

COD INDORD

16. ADMINISTERED BY
SIZE 500 NAICS 483111
CODE

SEE ITEM 9

17a. CONTRACTOR/OFFEROR
COD 4X16

MAERSK LINE, LIMITED
JOHN F. REINHART
ONE COMMERCIAL PL 20TH FL
NORFOLK VA 23510-2126

18a. PAYMENT WILL BE MADE BY
COD PWRTRK

POWERTRACK
PAID BY POWERTRACK
VIA ELECTRONIC TRANSMISSION
SCOTT AFB IL 62225

TEL. (703) 351-0125

FACILITY
CODE 4X16

17d. CHECK IF PERMITTANCE IS DIFFERENT AND PUT
— SUCH ADDRESS IN OFFER

18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a. UNLESS BLOCK
BELOW IS CHECKED ☐ SEE ADDENDUM

19. ITEM NO.	20. SCHEDULE OF SUPPLIES/ SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT
SEE SCHEDULE					

25. ACCOUNTING AND APPROPRIATION DATA

26. TOTAL AWARD AMOUNT (For Govt. Use Only)
\$316,377,296.70 EST

27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1 52.212-4 FAR 52.212-3 52.212-5 ARE ATTACHED. ADDENDA ☐ ARE ☐ ARE NOT ATTACHED

X 27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4 FAR 52.212-5 IS ATTACHED. ADDENDA ☒ ARE ☐ ARE NOT ATTACHED

28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN COPIE 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

29. AWARD OF CONTRACT:
☐ OFFER
☒ YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS.

30a. SIGNATURE OF OFFEROR/CONTRACTOR

30b. NAME AND TITLE OF SIGNER
(TYPE OR PRINT)

30c. DATE SIGNED

31a. UNITED STATES OF AMERICA SIGNATURE OF CONTRACTING OFFICER (Type or Print)
31b. DATE SIGNED

CHARLES M BURTON JR.
30 JAN 09

31c. NAME OF CONTRACTING OFFICER (TYPE OR PRINT)
31d. EMAIL

AUTHORIZED FOR LOCAL REPRODUCTION
PREVIOUS EDITION IS NOT USABLE

STANDARD FORM 1449 (REV 3/2005)
Prescribed by GSA
FAR (48 CFR) 53.212

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS (CONTINUED)						PAGE 2 OF 47
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	37. CHECK NUMBER
<input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL					<input type="checkbox"/> COMPLETE <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 41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER		41c. DATE	42a. RECEIVED BY <i>(Print)</i>			
			42b. RECEIVED AT <i>(Location)</i>			
			42c. DATE REC'D <i>(YY/MM/DD)</i>	42d. TOTAL CONTAINERS		

Section SF 1449 - CONTINUATION SHEET

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0001	Base Year (1 Apr 09 - 31 Mar 10) FFP Rates are contained in the CARE II (Carrier Analysis and Rate Evaluation System) FOB: Destination SIGNAL CODE: A	1	Lot	\$316,377,296.70	\$316,377,296.70 EST
				MAX NET AMT	\$316,377,296.70 (EST.)

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
1000 OPTION	Option Year One (1 Apr 10 - 31 Mar 11) FFP Rates are contained in the CARE II (Carrier Analysis and Rate Evaluation System) FOB: Destination SIGNAL CODE: A	1	Lot	\$332,196,161.54	\$332,196,161.54 EST
				MAX NET AMT	\$332,196,161.54 (EST.)

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
2000 OPTION	Option Year Two (1 Apr 11 - 31 Mar 12) FFP Rates are contained in the CARE II (Carrier Analysis and Rate Evaluation System) FOB: Destination SIGNAL CODE: A	1	Lot	\$348,805,969.61	\$348,805,969.61 EST
				MAX NET AMT	\$348,805,969.61 (EST.)

MINIMUM GUARANTEE**CONTRACT MINIMUM/MAXIMUM QUANTITY AND CONTRACT VALUE**

The minimum quantity and contract value for all orders issued against this contract shall not be less than the minimum quantity and contract value stated in the following table. The maximum quantity and contract value for all orders issued against this contract shall not exceed the maximum quantity and contract value stated in the following table.

MINIMUM QUANTITY	MINIMUM AMOUNT	MAXIMUM QUANTITY	MAXIMUM AMOUNT
1 FEU / 5 MsT	\$5,000.00	N/A	\$2,900,000,000.00

CLIN TASK ORDER (BOOKING) MINIMUM/MAXIMUM QUANTITY AND CLIN ORDER VALUE

The minimum quantity and order value for the given Task Order (Booking) issued for this CLIN shall not be less than the minimum quantity and order value stated in the following table. The maximum quantity and order value for the given Task Order (Booking) issued for this CLIN shall not exceed the maximum quantity and order value stated in the following table.

CLIN	MINIMUM QUANTITY	MINIMUM AMOUNT	MAXIMUM QUANTITY	MAXIMUM AMOUNT
0001	1 TEU / 1 MsT	\$1,000.00	N/A	\$20,000,000.00
1000	1 TEU / 1 MsT	\$1,000.00	N/A	\$20,000,000.00
2000	1 TEU / 1 MsT	\$1,000.00	N/A	\$20,000,000.00

INSPECTION AND ACCEPTANCE TERMS

Supplies/services will be inspected/accepted at:

CLIN	INSPECT AT	INSPECT BY	ACCEPT AT	ACCEPT BY
0001	Destination	Government	Destination	Government
1000	Destination	Government	Destination	Government
2000	Destination	Government	Destination	Government

DELIVERY INFORMATION

CLIN	DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
0001	POP 01-APR-2009 TO 31-MAR-2010	N/A	AS SPECIFIED ON INDIVIDUAL ORDER PER INDIVIDUAL ORDER INDORD INDORD AA FOB: Destination	INDORD
1000	POP 01-APR-2010 TO 31-MAR-2011	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	INDORD
2000	POP 01-APR-2011 TO 31-MAR-2012	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	INDORD

RATE RULES AND PROVISIONS**1 Rate Rules****1.1 Application of Ocean Freight Rates--Containers**

All rates included herein are based on Liner Terms and include all costs for normal services from gate to gate. Except as otherwise provided, all basic ocean freight rates are stated in U.S. dollars and cents per manifested type/size container and apply between Contractor's terminal at the loading port and the Contractor's terminal at the discharge port. Basic ocean freight rates shall be applicable to all categories of cargo except as specified below.

1.1.1 Equipment Charges

1.1.1.1 Cargo shipped in flatrack containers shall be freighted at the General Cargo container rate. In addition, the Contractor's lumpsum flatrack surcharge shall be added to the total for this cargo. The flatrack surcharge applies by route, size of container, and direction of movement. Direction is outbound, inbound, or interport as described in Carrier Analysis and Rate Evaluation System (CARES II). For outbound identified routes, the first geographic area is the origin. For inbound identified routes, the first geographic area is the destination. Rates for Interport identified routes are the same in all directions. For cargo moving under single factor rates, the flatrack surcharge applicable to the specific route, size and direction is applicable and is in addition to the single factor rate. For shipments that include a port arbitrary, the route used to pay ocean freight shall be used to determine the flatrack surcharge.

This provision is not applicable to excepted commodities.

1.1.1.2 Movement of **Empty**, U.S. Government-Owned or Leased Containers

The basic rate for empty, U.S. Government furnished containers accepted on a space available basis shall be fifty percent (50%) of the general cargo container rate that would apply for the size container. The general cargo container rate shall apply for shipments of two or more collapsed flatrack containers shipped together.

1.1.1.2.1 The Contractor's charges for drayage or inland linehaul of empty U.S. Government containers shall be the same as the Contractor rates contained in the Schedule of Rates (CARES II).

1.1.1.2.2 Accessorial services provided by the contractor, in connection with service provided to U.S. Government containers, shall be at the rates contained in the Schedule of Rates (CARES II)

1.1.1.3 Hazardous Cargo On-Deck Surcharge

The lumpsum surcharge shall only apply, per container, to hazardous cargo requiring on-deck stowage per Coast Guard Regulations. The surcharge shall be in addition to the general cargo container rate. This charge does not apply to excepted commodities.

1.1.1.4 Small Arms Ammunition

Small Arms Ammunition (International Marine Organization (IMO) Class 1.4) is moved at the same rate as general cargo plus a surcharge of \$1,000 per container or, for breakbulk shipments, \$50 per measurement ton.

1.1.1.5 Twenty-Foot Container Formula

For routes where 20-foot rates are not specifically solicited, 20-foot container ocean rates shall be calculated at 75% of the applicable 40-foot-and-over dry or reefer rates and rounded to the nearest dollar. This formula is not applicable to single factor rates or linehaul rates.

1.1.1.5.1 Twenty-Foot Linehaul/Drayage Formula

Rates for drayage or inland service for 20 foot containers may be applied at 85% of the 40 foot drayage, inland, or mileage rate unless a rate for the linehaul is specifically provided.

1.1.1.6 Forty-Five Foot Containers

A surcharge of 12.5% of the basic rate for a 40-foot container shall be applied for use of any 45-foot (or greater) container.

1.1.1.7 High-Cube Containers

A container (dry or reefer) in excess of 8'6" in height shall be paid at the same rate as an 8'6" container.

1.1.1.8 Open-Top Containers

Contractor shall be paid a surcharge of \$300.00 for the use of Contractor-provided, open-top containers.

1.1.1.9 Commingling of U.S. Government Less-than-Container load and Commercial Cargo

Government cargo commingled with commercial cargo shall be freighted in accordance with the following formula: Contractor's basic ocean rate for a 40' container divided by 59 multiplied by manifested cargo measurement tons; a 20' container is divided by 29 multiplied by manifested cargo measurement tons.

1.1.1.10 Bulk liquid commodities containerized in U.S. Government owned or leased 20-ft. Tank Containers.

1.1.1.10.1 The U.S. Government shall pay for bulk liquid containerized service at the rates for each overland linehaul segment; the ocean segment shall be paid at the Contractor's 20-foot general cargo dry container rate, plus a surcharge of \$500.00 for each loaded tank container or empty tank container that is not cleaned, sealed and certified. Clean and empty tank containers shall be paid at the Contractor's 20-foot general cargo dry container rate, without the surcharge for the ocean segment.

1.1.1.10.2 Contractor-provided tank container service is described in Section 3.A.19.2 of the PWS .

1.1.1.11 Ocean and single factor rates shall be in whole dollars. Any calculated rate shall be rounded to the nearest whole dollar.

1.1.2 Application of Drayage and Inland Rates

All drayage or inland services rates are stated in whole dollars per manifested container size/type and are applicable for drayage or inland services furnished by the Contractor in conjunction with basic ocean services. All drayage and inland rates are for between service. No directional rates shall apply under this contract. When there is no drayage, inland or mileage rate that would apply for a shipment, charges shall be negotiated with the Contracting Officer prior to booking. Drayage and inland rates apply for tank opentop and flatrack containers unless specifically provided herein. Mileage rates shall be calculated to dollars and cents.

1.1.2.1 Inland Rate Application

1.1.2.1.1 Linehaul and drayage rates apply to points specifically named and to other points, places, ports, and cities as described in Attachment 4. Additional points can be added to Attachment 4 that are within the Commercial Zone of the named point as described by the 49 CFR Ch. III Part 372. for points in the U.S. or points within 10 miles radius of the city limits of foreign cities. Other points may be added upon mutual agreement by U.S. Government and Contractor.

1.1.2.1.1.1 As an exception to the application of the linehaul rates, service to points identifies as "Via Inland Customs" include delivery to a specified customs clearance facility, and after customs clearance is completed, delivery to destination.

1.1.2.1.2 In the absence of specific container linehaul rates between points , inland charges are computed using mileage band rates, multiplied by the one-way mileage. Mileage rates apply by container size. Rates for mileage bands under 51 miles are per container.

1.1.2.1.2.1 Mileage rates apply between points and ports in the country named in the rate table, except,

1.1.2.1.2.1.1 The U.S. mileage rate table shall also apply from/to points in Canada and include ports in the U.S. and Canada. U.S mileage rates apply to CONUS and Canada, not Alaska.

1.1.2.1.2.1.2 European Mileage rates apply between ports and points in Germany, Belgium, Luxembourg, Italy, and the Netherlands.

1.1.2.1.3 Application of Breakbulk and out-of-gauge container linehaul for shipments to and from Afghanistan via ports in Pakistan.

1.1.2.1.3.1 Container linehaul rates shall apply to out-of-gauge flatracks as an exception to 1.1.3.7.

1.1.2.1.3.2 Breakbulk cargoes:

1.1.2.1.3.2.1 The under-40' container linehaul rate applies to pieces of cargo less than 20' in length.

1.1.2.1.3.2.2 The 40'-and-over container linehaul rate applies to pieces of cargo 20' or over..

1.1.2.1.3.2.3 The Contractor shall be paid for service actually provided for multiple pieces where more than one breakbulk piece can be loaded to a conveyance as follows:

1.1.2.1.3.2.3.1 Apply the under 40' container rate to each conveyance with pieces totaling less than 20' in length.

1.1.2.1.3.2.3.2 Apply the 40' and over container rate to each conveyance with pieces totaling 20' or more in length.

1.1.2.1.3.2.3.3 The breakbulk linehaul rates and terms shall apply for breakbulk cargo if a Contractor offers both container and breakbulk linehaul rates.

1.1.2.1.3.3 Port transload. The Contractor shall be paid the transload surcharge for Karachi to transfer cargo from flatrack to truck and to flatrack from truck at rates in Schedule of Rates Table 6 located in CARE II.

1.1.2.1.3.4 Overheight shipments: The Contractor shall be paid an additional charge per conveyance for out-of-gauge cargos that exceed 10 feet in height, but that do not exceed 12 feet in height. Applies to container and breakbulk shipments in both directions (to and from port).

1.1.2.1.3.5 Super Load Shipments. Rates for super load shall apply to cargo that exceeds 144 inches high but not 156 inches high or exceeds 132 inches wide but does not exceed 144 inches wide, or both. The charge shall apply per conveyance at rates in Schedule of Rates Table 3 located in CARE II. Applies to container and breakbulk shipments.

1.1.2.1.4 Inland Service by Ferry or by Barge-Ship Systems.

Inland rates shall apply to inland service provided by commercial ferry or by commercial barge ship systems in the following instances:

1.1.2.1.4.1 Between ports in the United Kingdom and ports in Ireland.

1.1.2.1.4.2 Between ports on the mainland of Italy and ports of Sicily and Sardinia.

1.1.2.1.4.3 Between ports in mainland Greece and ports in Crete.

1.1.2.1.4.4 Between ports in Japan and Misawa, Iwakuni, Sasebo Japan

1.1.2.1.5 Grouping of Certain Ports, Cities, and Places

1.1.2.1.5.1 In order to avoid proliferation of rates, certain ports and inland points have been grouped together as described in Attachment 4, City Groupings.

1.1.2.1.5.2 The ports listed below have been grouped. For routings via below listed ports, CARE II SM shall only accept routings that use the port group for drayage, linehaul, and single factor rates.

Port Group

CONUS

Galveston Bay

Los Angeles

Port Members

Galveston, Houston

Los Angeles, Long Beach,






San Pedro, Wilmington,

<u>Port Group</u>	<u>Port Members</u>
	Terminal Island
Miami	Miami, Port Everglades, Fort Lauderdale
New York	New York, Bayonne, Newark, Elizabeth, Howlan Hook-Kearney
Norfolk	Norfolk, Newport News, Portsmouth ,Virginia Beach Chesapeake
Philadelphia	Philadelphia, Pennsauken
Puget Sound	Bremerton, Seattle, Tacoma
San Francisco Bay Area	San Francisco, Oakland, Richmond, Mare Island, Alameda
OCONUS	
Calcutta/Kolkata	Calcutta,/Kolkata Haldia
Dammam	Dharan, Dammam
Karachi	Karachi, Port Qasim
Maputo	Maputo, Lourenco Marques
Muscat	Muscat, Mina Qaboos
Naha	Naha, Aja
Naples	Naples, Salerno
Thamesport	Thamesport, Isle of Grain
Jebel Ali	Dubai, Jebel Ali

1.1.3 Over dimensional Cargo

1.1.3.1 Selection of the equipment used for ocean transportation shall not result in overlength dimensions when the cargo is loaded on the container unless the Contractor and the U.S. Government mutually agree to this at the time of cargo booking. For example, cargo 24 feet in length shall be loaded on a 40-foot flatrack, not a 20-foot flatrack.

1.1.3.2 Charges for over dimensional or super load 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 flatrack container):

In gauge:	$\frac{\text{BOF (Basic ocean freight)} + \text{FRS (Flat rack surcharge)}}{\text{TP (Total price)}}$	
Over height:	$\frac{\text{BOF} + (\text{BOF} \times 65\%) + \text{FRS}}{\text{TP}}$	 
Over width:	$\frac{\text{BOF} + ((\text{BOF} \times 2) \times 65\%) + \text{FRS}}{\text{TP}}$	
Over height and Overwidth	$\frac{\text{BOF} + ((\text{BOF} \times 5) \times 65\%) + \text{FRS}}{\text{TP}}$	

NOTE: The blocks in the above examples depict the displaced cells based on shipments being overheight, overwidth, or both overheight and overwidth. The black block is the loaded flatrack and the gray blocks are the displaced cells.

1.1.3.2.1 In-gauge cargo is defined as less than or equal to 456 inches long, 96 inches wide, and 77 inches high for a 40-foot flatrack.

1.1.3.2.2 For a 20-foot flatrack, in-gauge cargo is defined as less than or equal to 216 inches long, 96 inches wide, and 87 inches in height.

1.1.3.2.3 Cargo exceeding 90 inches in height shall be considered overheight for open tops.

1.1.3.2.4 A 35% discount off the basic ocean freight rate shall be applied for displaced slots in any configuration.

1.1.3.3 If other than flatracks are used to ship over dimensional cargo, the flatrack surcharge shall not be applied to the formula. If open top containers are used, the open top surcharge shall apply.

1.1.3.4 Flatrack surcharges shall not apply to U.S. Government-owned flatracks in the rate computation for over dimensional cargo.

1.1.3.5 Displaced slots for which charges are assessed shall be counted toward the minimum cargo guarantee.

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

1.1.3.7 The over dimensional formula is limited to port-to-port terms only. Basic ocean freight (BOF) is the General Cargo Ocean Container Rate from the Table of Rates.

1.1.3.8 This formula can be applied to cargo exceeding either the weight and/or the dimensions defining over dimensional cargo when the U.S. Government and the Contractor mutually agree to do so at the time of cargo booking.

1.1.4 Single Factor Rates

1.1.4.1 These rates include all considerations except for Currency Adjustment Factor (CAF), Bunker Adjustment Factor (BAF), War Risk Insurance, and other accessorial ordered in the booking. *Single factor rates can apply to point-to-point, point-to-port, or port-to-point movements. In-gauge cargoes on flatracks can move at the single factor rate subject to the flatrack surcharge for the route.*

1.1.4.2 Single factor rates apply from specified origin to specified destination via the ports specified in the single factor rate. Contractors shall designate the port of loading and port of discharge for each single factor rate. Bookings shall be made using the combination of ports designated by Contractors.

1.1.4.3 Contractors may change the ports to be used for a Single Factor Rate or add new port combinations to an existing Single Factor requirement by notifying the Contracting Officer. Any change in price shall require approval by the Contracting Officer.

1.1.5 Cargo Handling (Stuffing, Unstuffing, and Transloading)

Cargo Handling. When this service is ordered by the U.S. Government, Contractors shall be paid for each manifest MsT for providing cargo handling services at Contractor-designated facilities. The rates apply for the commodities and locations specified in the rate without regard to size container. Cargo handling and transloading rates are for the place named in the rate and apply for both import and export services.

1.2 Application of Ocean Freight Rates—Breakbulk/RORO

All rates included herein are based on Free-In, Free-Out (FIO) terms and include all costs for normal service from port to port. Basic ocean freight rates shall be applicable, to the commodity categories as specified below:

General Cargo	U.S. Government Owned/Leased Dry Containers
Light Vehicles	Helicopters
Heavy Vehicles	

1.2.1 Rates shall be priced based on measurement ton. Rates shall be applied based on MsT, defined as either 40 cubic feet per ton or 2,240 lbs. (long ton), whichever shall generate the highest revenue. U.S. Government owned/leased dry containers should be rated per container size. Only General Cargo shall be rated on a weight or cube basis.

1.2.2 When liner service is required for breakbulk shipments at the load port, discharge port or at both ports, the applicable liner term rate(s) in the Table of Accessorials shall be added to the FIO ocean rate for the ports where liner service is ordered.

1.2.3 Extra length charge: For each additional 10 feet or fraction thereof in excess of 45 feet, the extra length charge shall be added to the ocean rate to calculate the total ocean freight.

1.2.4 Hazardous Cargo Surcharge: This surcharge applies to hazardous cargo requiring on-deck stowage by Coast Guard regulations and is expressed as a rate per MsT to be added to the commodity rate for the ocean transportation.

1.2.5 In accordance with booking terms, when the U.S. Government requests the Contractor to provide loading and/or discharging service for self-propelled wheeled or tracked vehicles, and the vehicle(s) are delivered in an undriveable condition or become inoperable prior to loading or discharge, the U.S. Government shall be liable for the extra handling, such as towing, or pushing cargo incurred by the Contractor at a rate of \$75.00 per vehicle at origin, if applicable, and/or \$75.00 at destination, if applicable, maximum not to exceed \$150.00 per vehicle. The Contractor shall certify that the vehicle is inoperable, stating the TCN and/or vehicle serial number, vessel name and voyage number, sailing date and port of loading/destination. These charges are exclusive of cargo handling for loading/unloading to/from trailer/lowboy or other equipment for movement of normal breakbulk cargo or unit moves.

1.2.6 When ocean service is ordered to a port subject to the Port Arbitrary, the Port Arbitrary rate in the Table of Accessorials applicable to the specific port is added to the FIO ocean rate for the trade route used to deliver cargo to the intermediate port for transshipment to the arbitrary port. The Port Arbitrary surcharge includes costs to load or discharge feeder vessels at intermediate ports. Service at the arbitrary port is FIO unless liner service is ordered.

1.2.7 Vessel Demurrage: Contractor shall be compensated for berthing delays caused by the U.S. Government (See PWS paragraph 3.1.3.3) based on demurrage rates (per vessel day) in the Schedule of Rates Table 6C. Charges are prorated for the actual period of delay.

1.2.8 Linehaul for Breakbulk and RORO cargo

1.2.8.1 For breakbulk shipments requiring inland movement, linehaul rates apply to points specifically named and to other points, places, ports, and cities as described in Attachment 4.

1.2.8.2 In the absence of specific linehaul rates between points within CONUS, inland charges are computed using mileage band rates, multiplied by the one-way mileage. For mileage less than 51, the rates are per conveyance.

1.2.8.3 Mileage rates apply between ports and points in the named country, except that the U.S. mileage rate table shall also apply from/to points in Canada and include ports in the U.S. and Canada and the Northern European Mileage rates apply between ports and points in Germany, Belgium, Luxembourg, Italy, and the Netherlands.

1.3 Application of Ocean Rates—Container and Breakbulk

1.3.1 Port Arbitraries: A surcharge is applicable for selected ports designated by the U.S. Government. The port arbitrary shall be in addition to the applicable ocean rate.

1.3.1.1 Port Arbitraries apply to all directions of movement.

1.3.1.2 Port Arbitraries do not apply to single factor rates.

1.3.1.3 PWS Section 7, paragraph E, identifies the ports for which port arbitraries may be established for this contract. The surcharge shall be listed in the Schedule of Rates Table 6, Accessorial Rates.

1.3.1.4 Each Port Arbitrary, as specified in the Schedule of Rates Table 6, names a port or zone over which the port arbitrary applies. The applicable ocean rate is the rate to /from this port or zone.

1.3.1.5 Port Arbitraties do not apply to:

Scandinavia, Baltic - Continental Europe, United Kingdon, Ireland,

Kuwait - Iraq,

Kuwait - Djibouti

or other routes where the ports subject to port arbitraties are named in the ocean route (Section 7.E)

1.3.2 Mileage Source.

1.3.2.1 The Defense Table of Official Distances (DTOD) is the official source of distances for payment of rates based on mileage and for calculation of standards based on overland distance. Contractor shall be paid in accordance with the version of DTOD used by IBS at the time of the booking. The U.S. Government shall provide notification of changes in the version of DTOD used.

1.3.2.1.1 A commercial product that is DTOD-compliant is "PC*Miler" that shall produce distance calculations identical to DTOD. Contractors who have PC*Miler shall be provided a file of the official mileages to be used by IBS for all point to port and port to point combinations using mileage based rates. Contractors should ensure that they have the same version of PC*Miler as used in IBS. Contractors who elect to use another source for computing mileages cannot be provided this file. Should there be any differences in the mileages computed by DTOD and the mileage invoiced by the Contractor, the Contractor shall be paid based on the DTOD mileages.

2. Bunker Adjustment Factor (BAF)

2.1 Allowance

An allowance for fluctuations in marine fuel prices shall be paid to the Contractors or to the U.S. Government in accordance with the following:

The allowance shall be paid per freight payable unit of cargo. For containerized goods these units are 20-foot and 40-foot containers. For breakbulk cargo, they are measurement tons.

The Bunker Adjustment Factor is zero unless the one-month average fuel price is at least 20% higher or 20% lower (inclusive) than the baseline average fuel price. No bunker adjustment is payable on the routes not included in Table 1 below.

The compensation per freight payable unit shall be calculated as follows:

$$[(\text{Monthly Avg fuel price of MDO} \times 5\% + \text{Monthly Avg fuel price IFO 380} \times 95\% - \text{Baseline fuel price}) \times \text{BAF Technical Factor}] / 6.50$$
 (Conversation factor, metric tons to barrels)

2.2 Baseline Fuel Price

~~The baseline is \$225.00 for Norfolk and \$225.00 for Los Angeles.~~ The baseline is for a bunker fuel mixture of IFO 380 (95%) and MDO (5%). This baseline will apply to the base year and all option years.

NOTE: Due to the volatility of the bunker fuel market, the Government will continue to monitor bunker prices up to contract award. If market prices indicate a downward trend, the Contracting Officer will recalculate the BAF baseline and request revised pricing prior to contract award.

2.3 Calculations

2.3.1 BAF shall be calculated using Norfolk (ex-wharf) prices except for routes below that shall use Los Angeles (ex-wharf) prices:

- USWC to Far East
- Hawaii - Far East
- Hawaii - Kwajalein
- USWC - Oceania
- USWC - Middle East

2.3.2 An average fuel price shall be computed by SDDC for Los Angeles and Norfolk. This average price shall be calculated on or after the first of the month for the prior month and shall apply to shipments booked for sailings in the next month. The monthly computation of adjusted average fuel prices will be posted to the SDDC website no later than the 10th of the month prior to the month in which it will be applied. Example: The average fuel prices for calculation of BAF charges for March shall be based on bunker prices for the month of January.

2.3.2.1 The scheduled month the vessel departs the load port at the time of booking shall determine the month for calculation of BAF charges.

2.3.3 The source for bunker prices is Bunkerworld; <http://www.bunkerworld.com/>, which calculates bunker average monthly prices by port and fuel type. These prices are quoted in metric tons and shall be converted to barrels by dividing by 6.50. The IFO 380 and MDO average quotes shall then be averaged to calculate the monthly average fuel prices for Norfolk and Los Angeles.

Conversion Factors for fuel types identified above are per DESC FY 07 standard fuel conversions

Fuel Type	BBLs per MT
IFO 380	6.467
MDO	7.162

2.3.4 SDDC shall monitor, calculate and post BAF to the SDDC website.

2.4 Payment procedures.

2.4.1 For shipments paid using PowerTrack/U.S. Bank, the BAF shall be fixed at the time of booking and shall be based on the date the booked vessel is scheduled to sail. When BAF is payable, shippers shall include the applicable BAF amount (plus or minus) to all shipments paid to the Contractor via their own documentation and payment system at the time that the original transactions are sent to PowerTrack. Contractors using the PowerTrack invoice procedure shall include the applicable BAF amount (plus or minus) in their invoice.

2.4.2 For all shipments other than those paid using PowerTrack/U.S. Bank, Contractors are responsible for indicating on their shipment invoice whether a fuel payment is due them, whether no fuel payment is to be made or whether a fuel payment is due SDDC. If a fuel payment is due the Contractor or SDDC, the Contractor shall compute the value of the payment (or credit) and indicate this on the shipment invoice. If there is no fuel payment,

the Contractor shall indicate on the invoice "No Fuel Adjustment". BAF for authorized agent shipments shall be paid using this process.

2.5 Application

The bunker fuel adjustment applies to fuel purchased by the Contractor from normal commercial suppliers and does not apply when bunker fuel has been provided or subsidized by the U.S. Government or foreign Governments.

2.6 Technical Factors and Freight Payable Units

The technical factors and their freight payable units are shown in Table 1.

Table 1. Technical Factors		
Route(s)	Payable Unit	Factor
01	20-foot container	4.35
	40-foot container	7.25
	MsT	0.17
05	20-foot container	2.88
	40-foot container	4.80
	MsT	0.11
02 Continental Europe/UK—Middle East and 06A USEC—West Med	20-foot container	5.55
	40-foot container	9.25
	MsT	0.21
47 – USWC to Middle East	20-foot container	9.90
	40-foot container	16.49
	MsT	0.38
61 Guam-Korea, 61 Guam-Okinawa, 61 Guam-Manila,	20-foot container	2.1
	40-foot container	3.5
	MsT	0.08
61 Guam Japan, 39 and 43 79 Hawaii - Kwajalein, 61 Guam-Singapore	20-foot container	4.2
	40-foot container	7.0
	MsT	0.16
61 Guam-Thailand and 32, 54F West Coast to Kwajalein, 06B, 06C, 10, 11,	20-foot container	6.3
	40-foot container	10.5
	MsT	0.24
12A, 16 (Hawaii – Far East), and 55 7, 12B, 12 C, 13, 54D	20-foot container	8.4
	40-foot container	14.0
	MsT	0.32

2.7 For the base year, BAF will be applicable only on those routes listed in the table above. USTRANSCOM will commission an effort to develop a BAF methodology encompassing all routes. Upon receiving a BAF methodology from the commissioned entity that is acceptable to the U.S. Government, the Contracting Officer shall incorporate it into the Contract via unilateral modification. The modification incorporating the new BAF methodology shall be completed prior to the date CARE II is opened for Contractors to submit rates for the option year.

3 Currency Adjustment Factor (CAF)

3.1 Allowance

CAF only applies to the ocean portion of the transportation and is intended to offset the local currency exchange rate fluctuations for terminal services. An allowance for fluctuations in foreign currency exchange rates shall be paid to Contractors or to SDDC for the routes shown in Table 2 below. The allowance shall be paid per freight payable unit of cargo. For containerized goods, these units are 20-foot and 40-foot containers. For breakbulk cargo, they are measurement tons.

3.2 Calculation

3.2.1 The compensation per freight payable unit shall be derived by calculating the difference between the one-month average exchange rate and the baseline exchange rate (subtract the baseline exchange rate from the one-month average exchange rate), dividing this difference by the baseline exchange rate, then multiplying by the basic ocean freight times the technical factor. The technical factor is 0.15 all routes. Note that the General Section basic ocean freight is used to calculate CAF for all shipments eligible for CAF. The basic ocean freight does not include BAF in the calculation of CAF. Exchange rates are expressed as foreign currency per dollar.

3.2.2 The Currency Adjustment Factor is zero unless the one-month average exchange rate is at least 10% higher or 10% lower (inclusive) than the baseline average currency exchange rate. No CAF is payable on routes/countries not included in Table 2 below.

3.2.3 Base rates and differentials in currency exchange rates shall be computed for the currencies shown in Table 2. The applicable currency for payment shall be determined by the foreign port of discharge or load.

3.2.4 The source for exchange rates is XE.com. The base rate is the exchange rate published on the Monday which immediately precedes the date proposals are due for base or option periods.

3.2.5 A one-month average exchange rate shall be computed by SDDC for the Euro, Yen, Pound, and Won. This average price shall be calculated on or after the first day of the month for the prior calendar month and shall apply to shipments booked for sailings in the following month. Example: The average exchange rates for calculation of CAF charges for March shall be calculated on or after February 01 and shall be based on exchange rates for January.

3.2.6 USTRANSCOM will commission an effort to develop a CAF methodology. Upon receiving a CAF methodology from the commissioned entity that is acceptable to the U.S. Government, the Contracting Officer shall incorporate it into the Contract via unilateral modification. The modification incorporating the new CAF methodology shall be completed prior to the date CARE II is opened for Contractors to submit rates for the option year.

3.3 Payment

3.3.1 For shipments paid using PowerTrack/U.S. Bank: The CAF shall be fixed at the time of booking and shall be based on the date the booked vessel is scheduled to depart. When CAF is payable, shippers shall include the applicable CAF amount (plus or minus) to all shipments paid to the Contractor via their own documentation and payment system at the time that the original transactions are sent to PowerTrack. Contractors using the PowerTrack invoice procedure shall include the applicable CAF amount (plus or minus) in their invoice.

3.3.2 For all shipments other than those paid using PowerTrack/U.S. Bank, Contractors are responsible for indicating on their shipment invoice whether a currency adjustment payment is due them, whether no currency adjustment payment is to be made or whether a currency adjustment payment is due SDDC. If a currency adjustment payment is due the Contractor or SDDC, the Contractor shall compute the value of the payment (or credit) and indicate this on the shipment invoice. If there is no currency adjustment payment, the Contractor shall indicate on the invoice "No Currency Adjustment Payment". CAF for authorized agent shipments shall be paid using this process.

Table 2. Routes and Currencies

<u>Route</u>	<u>Country</u>	<u>Currency</u>
01	Japan (includes Okinawa)	Yen
01	S. Korea	Won
05 and 11	United Kingdom	Pound
05 and 11	Germany, Belgium, Netherlands	Euro
06 and 12	Spain, Italy	Euro

4. Fuel Adjustment Factor (FAF)

No FAF will be payable for inland transportation during the Base Year of the contract. Prior to the 1st option period, USTRANSCOM will commission an independent study to develop a FAF methodology encompassing all CONUS and OCONUS inland routes. Upon receiving a FAF methodology from the commissioned entity that is acceptable to the U.S. Government, the Contracting Officer shall incorporate it into the Contract via unilateral modification. The modification incorporating the new FAF methodology shall be completed prior to the date CARE II is opened for Contractors to submit rates for the option year.

5. Regulatory Compliance

The Contractor shall comply with regulations of the Federal Maritime Commission and the Surface Transportation Board, Department of Transportation and/or other U.S. Governmental organizations, including local regulations at origin, destination and in-transit as may be applicable for service to the U.S. Government in carriage of cargo as set forth in this contract.

(End - Rate Rules and Provisions)

CLAUSES INCORPORATED BY REFERENCE

52.204-2	Security Requirements	AUG 1996
52.204-9	Personal Identity Verification of Contractor Personnel	SEP 2007
52.212-4	Contract Terms and Conditions--Commercial Items	FEB 2007
52.219-16	Liquidated Damages-Subcontracting Plan	JAN 1999
52.222-50	Combating Trafficking in Persons	AUG 2007
52.222-50 Alt I	Combating Trafficking in Persons (Aug 2007) Alternate I	AUG 2007
52.223-3	Hazardous Material Identification And Material Safety Data	JAN 1997
52.223-14	Toxic Chemical Release Reporting	AUG 2003
52.228-3	Worker's Compensation Insurance (Defense Base Act)	APR 1984
52.233-3	Protest After Award	AUG 1996
52.233-4	Applicable Law for Breach of Contract Claim	OCT 2004
52.247-5	Familiarization With Conditions	APR 1984
52.253-1	Computer Generated Forms	JAN 1991
252.201-7000	Contracting Officer's Representative	DEC 1991
252.204-7000	Disclosure Of Information	DEC 1991
252.204-7005	Oral Attestation of Security Responsibilities	NOV 2001
252.209-7004	Subcontracting With Firms That Are Owned or Controlled By The Government of a Terrorist Country	DEC 2006
252.212-7001 (Dev)	Contract Terms and Conditions Required to Implement Statutes or Executive Orders Applicable to Defense Acquisitions of Commercial Items (Deviation)	MAR 2008

252.219-7003	Small Business Subcontracting Plan (DOD Contracts)	APR 2007
252.222-7002	Compliance With Local Labor Laws (Overseas)	JUN 1997
252.228-7003	Capture and Detention	DEC 1991
252.229-7005	Tax Exemptions (Spain)	JUN 1997
252.229-7006	Value Added Tax Exclusion (United Kingdom)	JUN 1997
252.229-7007	Verification of United States Receipt of Goods	JUN 1997
252.233-7001	Choice of Law (Overseas)	JUN 1997

CLAUSES INCORPORATED BY FULL TEXT

52.212-5 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS--COMMERCIAL ITEMS (JUN 2008) (DEVIATION)

(a) Comptroller General Examination of Record. The Contractor agrees to comply with the provisions of this paragraph (a) if the 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 the 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 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.

(b)(1) Notwithstanding the requirements of any other clause in this contract, the Contractor is not required to flow down any FAR clause, other than those in paragraphs (i) through (vii) 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 (MAR 2007)(E.O. 11246).

(iii) 52.222-35, Equal Opportunity for Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans (SEP 2006)(38 U.S.C. 4212).

(iv) 52.222-36, Affirmative Action for Workers with Disabilities (Jun 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 (Nov 2007)(41 U.S.C. 351, et seq.).

(vii) 52.222-50, Combating Trafficking in Persons (AUG 2007) (22 U.S.C. 7104(g)) flow down required for all subcontracts subject to the Service Contract Act of 1965 (41U.S.C. 351, et seq.).

(viii) 52.222-51, Exemption from Application of the Service Contract Act to Contracts for Maintenance, Calibration, or Repair of Certain Equipment--Requirements (Nov 2007) (41 U.S.C. 351, et seq.)

(ix) 52.222-53, Exemption from Application of the Service Contract Act to Contracts for Certain Services--Requirements `` (Nov 2007)" (41 U.S.C. 351, et seq.)

(x) 52.247-64, Preference for Privately-Owned U.S. Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) 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)

CLAUSES INCORPORATED BY FULL TEXT

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 1 April 2009 through 31 March 2010.

(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)

CLAUSES INCORPORATED BY FULL TEXT

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 TEU (for container carriers) or 1 MsT (for breakbulk carriers), the Government is not obligated to purchase, nor is the Contractor obligated to furnish, those supplies or services under the contract.

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

(1) Any order for a single item in excess of 10% of vessel capacity for the booking of Government cargo on each U.S. flag vessel sailing from CONUS on the designated routes listed below:

Outbound Routes/Zones	
01	West Coast/Far East
05/11	East & Gulf Coasts/Europe & UK
6A/12A	East & Gulf Coast/West Med

(2) Any order for a combination of items in excess of 10 % of vessel capacity per voyage for the booking of Government cargo on each U.S. flag vessel sailing from CONUS on the designated routes listed below:

Outbound Routes/Zones	
01	West Coast/Far East
05/11	East & Gulf Coasts/Europe & UK
6A/12A	East & Gulf Coast/West Med

; or

(3) A series of orders from the same ordering office within 7 days that together call for quantities exceeding the limitation in subparagraph (1) or (2) above.

(d) 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.

(e) 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 24 hours 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)

52.216-22 INDEFINITE QUANTITY. (OCT 1995)

(a) This is an indefinite-quantity contract for the supplies or services specified, and effective for the period stated, in the Schedule. The quantities of supplies and services specified in the Schedule are estimates only and are not purchased by this contract.

(b) Delivery or performance shall be made only as authorized by orders issued in accordance with the Ordering clause. The Contractor shall furnish to the Government, when and if ordered, the supplies or services specified in the Schedule up to and including the quantity designated in the Schedule as the "maximum". The Government shall order at least the quantity of supplies or services designated in the Schedule as the "minimum".

(c) Except for any limitations on quantities in the Order Limitations clause or in the Schedule, there is no limit on the number of orders that may be issued. The Government may issue orders requiring delivery to multiple destinations or performance at multiple locations.

(d) 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 March 2010.

(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 no later than 60 days before the contract expires.

(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 no later than 30 days before the contract expires; 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 yrs and 6 Months.

(End of clause)

52.219-9 SMALL BUSINESS SUBCONTRACTING PLAN (APR 2008)

(a) This clause does not apply to small business concerns.

(b) Definitions. As used in this clause--

"Alaska Native Corporation (ANC)" means any Regional Corporation, Village Corporation, Urban Corporation, or Group Corporation organized under the laws of the State of Alaska in accordance with the Alaska Native Claims Settlement Act, as amended (43 U.S.C. 1601, et seq.) and which is considered a minority and economically

disadvantaged concern under the criteria at 43 U.S.C. 1626(e)(1). This definition also includes ANC direct and indirect subsidiary corporations, joint ventures, and partnerships that meet the requirements of 43 U.S.C. 1626(e)(2).

“Commercial item” means a product or service that satisfies the definition of commercial item in section 2.101 of the Federal Acquisition Regulation.

“Commercial plan” means a subcontracting plan (including goals) that covers the offeror’s fiscal year and that applies to the entire production of commercial items sold by either the entire company or a portion thereof (e.g., division, plant, or product line).

“Electronic Subcontracting Reporting System (eSRS)” means the Governmentwide, electronic, web-based system for small business subcontracting program reporting. The eSRS is located at <http://www.esrs.gov>.

“Indian tribe” means any Indian tribe, band, group, pueblo, or community, including native villages and native groups (including corporations organized by Kenai, Juneau, Sitka, and Kodiak) as defined in the Alaska Native Claims Settlement Act (43 U.S.C.A. 1601 et seq.), that is recognized by the Federal Government as eligible for services from the Bureau of Indian Affairs in accordance with 25 U.S.C. 1452(c). This definition also includes Indian-owned economic enterprises that meet the requirements of 25 U.S.C. 1452(e).

“Individual contract plan” means a subcontracting plan that covers the entire contract period (including option periods), applies to a specific contract, and has goals that are based on the offeror’s planned subcontracting in support of the specific contract except that indirect costs incurred for common or joint purposes may be allocated on a prorated basis to the contract.

“Master plan” means a subcontracting plan that contains all the required elements of an individual contract plan, except goals, and may be incorporated into individual contract plans, provided the master plan has been approved.

“Subcontract” means any agreement (other than one involving an employer-employee relationship) entered into by a Federal Government prime Contractor or subcontractor calling for supplies or services required for performance of the contract or subcontract.

(c) The offeror, upon request by the Contracting Officer, shall submit and negotiate a subcontracting plan, where applicable, that separately addresses subcontracting with small business concerns, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business concerns, small disadvantaged business, and with women-owned small business concerns. If the offeror is submitting an individual contract plan, the plan must separately address subcontracting with small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns with a separate part for the basic contract and separate parts for each option (if any). The plan shall be included in and made a part of the resultant contract. The subcontracting plan shall be negotiated within the time specified by the Contracting Officer. Failure to submit and negotiate the subcontracting plan shall make the offeror ineligible for award of a contract.

(d) The offeror’s subcontracting plan shall include the following:

(1) Goals, expressed in terms of percentages of total planned subcontracting dollars, for the use of small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns as subcontractors. The offeror shall include all subcontracts that contribute to contract performance, and may include a proportionate share of products and services that are normally allocated as indirect costs. In accordance with 43 U.S.C. 1626:

(i) Subcontracts awarded to an ANC or Indian tribe shall be counted towards the subcontracting goals for small business and small disadvantaged business (SDB) concerns, regardless of the size or Small Business Administration certification status of the ANC or Indian tribe.

(ii) Where one or more subcontractors are in the subcontract tier between the prime contractor and the ANC or Indian tribe, the ANC or Indian tribe shall designate the appropriate contractor(s) to count the subcontract towards its small business and small disadvantaged business subcontracting goals.

(A) In most cases, the appropriate Contractor is the Contractor that awarded the subcontract to the ANC or Indian tribe.

(B) If the ANC or Indian tribe designates more than one Contractor to count the subcontract toward its goals, the ANC or Indian tribe shall designate only a portion of the total subcontract award to each Contractor. The sum of the amounts designated to various Contractors cannot exceed the total value of the subcontract.

(C) The ANC or Indian tribe shall give a copy of the written designation to the Contracting Officer, the prime Contractor, and the subcontractors in between the prime Contractor and the ANC or Indian tribe within 30 days of the date of the subcontract award.

(D) If the Contracting Officer does not receive a copy of the ANC's or the Indian tribe's written designation within 30 days of the subcontract award, the Contractor that awarded the subcontract to the ANC or Indian tribe will be considered the designated Contractor.

(2) A statement of --

(i) Total dollars planned to be subcontracted for an individual contract plan; or the offeror's total projected sales, expressed in dollars, and the total value of projected subcontracts to support the sales for a commercial plan;

(ii) Total dollars planned to be subcontracted to small business concerns (including ANC and Indian tribes);

(iii) Total dollars planned to be subcontracted to veteran-owned small business concerns;

(iv) Total dollars planned to be subcontracted to service-disabled veteran-owned small business;

(v) Total dollars planned to be subcontracted to HUBZone small business concerns;

(vi) Total dollars planned to be subcontracted to small disadvantaged business concerns (including ANCs and Indian tribes); and

(vii) Total dollars planned to be subcontracted to women-owned small business concerns.

(3) A description of the principal types of supplies and services to be subcontracted, and an identification of the types planned for subcontracting to --

(i) Small business concerns,

(ii) Veteran-owned small business concerns;

(iii) Service-disabled veteran-owned small business concerns;

(iv) HUBZone small business concerns;

(v) Small disadvantaged business concerns, and

(vi) Women-owned small business concerns.

(4) A description of the method used to develop the subcontracting goals in paragraph (d)(1) of this clause.

(5) A description of the method used to identify potential sources for solicitation purposes (e.g., existing company source lists, the Central Contractor Registration database (CCR), veterans service organizations, the National Minority Purchasing Council Vendor Information Service, the Research and Information Division of the Minority Business Development Agency in the Department of Commerce, or small, HUBZone, small disadvantaged, and women-owned small business trade associations). A firm may rely on the information contained in CCR as an accurate representation of a concern's size and ownership characteristics for the purposes of maintaining a small, veteran-owned small, service-disabled veteran-owned small, HUBZone small, small disadvantaged, and women-owned small business source list. Use of CCR as its source list does not relieve a firm of its responsibilities (e.g., outreach, assistance, counseling, or publicizing subcontracting opportunities) in this clause.

(6) A statement as to whether or not the offeror included indirect costs in establishing subcontracting goals, and a description of the method used to determine the proportionate share of indirect costs to be incurred with --

(i) Small business concerns (including ANC and Indian tribes);

(ii) Veteran-owned small business concerns;

(iii) Service-disabled veteran-owned small business concerns;

(iv) HUBZone small business concerns;

(v) Small disadvantaged business concerns (including ANC and Indian tribes); and

(vi) Women-owned small business concerns.

(7) The name of the individual employed by the offeror who will administer the offeror's subcontracting program, and a description of the duties of the individual.

(8) A description of the efforts the offeror will make to assure that small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns have an equitable opportunity to compete for subcontracts.

(9) Assurances that the offeror will include the clause of this contract entitled "Utilization of Small Business Concerns" in all subcontracts that offer further subcontracting opportunities, and that the offeror will require all subcontractors (except small business concerns) that receive subcontracts in excess of \$550,000 (\$1,000,000 for construction of any public facility with further subcontracting possibilities) to adopt a plan similar to the plan that complies with the requirements of this clause.

(10) Assurances that the offeror will --

(i) Cooperate in any studies or surveys as may be required;

(ii) Submit periodic reports so that the Government can determine the extent of compliance by the offeror with the subcontracting plan;

(iii) Submit the Individual Subcontract Report (ISR) and/or the Summary Subcontract Report (SSR), in accordance with paragraph (I) of this clause using the Electronic Subcontracting Reporting System (eSRS) at <http://www.esrs.gov>. The reports shall provide information on subcontract awards to small business concerns, veteran-owned small business concerns, service-disabled veteran-owned small business concerns, HUBZone small business concerns, small disadvantaged business concerns, women-owned small business concerns, and Historically Black Colleges and Universities and Minority Institutions. Reporting shall be in accordance with this clause, or as provided in agency regulations;

- (iv) Ensure that its subcontractors with subcontracting plans agree to submit the ISR and/or the SSR using eSRS;
 - (v) Provide its prime contract number, its DUNS number, and the e-mail address of the Government or Contractor official responsible for acknowledging or rejecting the reports, to all first-tier subcontractors with subcontracting plans so they can enter this information into the eSRS when submitting their reports; and
 - (vi) Require that each subcontractor with a subcontracting plan provide the prime contract number, its own DUNS number, and the e-mail address of the Government or Contractor official responsible for acknowledging or rejecting the reports, to its subcontractors with subcontracting plans.
- (11) A description of the types of records that will be maintained concerning procedures that have been adopted to comply with the requirements and goals in the plan, including establishing source lists; and a description of the offeror's efforts to locate small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns and award subcontracts to them. The records shall include at least the following (on a plant-wide or company-wide basis, unless otherwise indicated):
- (i) Source lists (e.g., CCR), guides, and other data that identify small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns.
 - (ii) Organizations contacted in an attempt to locate sources that are small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, or women-owned small business concerns.
 - (iii) Records on each subcontract solicitation resulting in an award of more than \$100,000, indicating --
 - (A) Whether small business concerns were solicited and if not, why not;
 - (B) Whether veteran-owned small business concerns were solicited and, if not, why not;
 - (C) Whether service-disabled veteran-owned small business concerns were solicited and, if not, why not;
 - (D) Whether HUBZone small business concerns were solicited and, if not, why not;
 - (E) Whether small disadvantaged business concerns were solicited and if not, why not;
 - (F) Whether women-owned small business concerns were solicited and if not, why not; and
 - (G) If applicable, the reason award was not made to a small business concern.
 - (iv) Records of any outreach efforts to contact --
 - (A) Trade associations;
 - (B) Business development organizations;
 - (C) Conferences and trade fairs to locate small, HUBZone small, small disadvantaged, and women-owned small business sources; and
 - (D) Veterans service organizations.
 - (v) Records of internal guidance and encouragement provided to buyers through --

(A) Workshops, seminars, training, etc., and

(B) Monitoring performance to evaluate compliance with the program's requirements.

(vi) On a contract-by-contract basis, records to support award data submitted by the offeror to the Government, including the name, address, and business size of each subcontractor. Contractors having commercial plans need not comply with this requirement.

(e) In order to effectively implement this plan to the extent consistent with efficient contract performance, the Contractor shall perform the following functions:

(1) Assist small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns by arranging solicitations, time for the preparation of bids, quantities, specifications, and delivery schedules so as to facilitate the participation by such concerns. Where the Contractor's lists of potential small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business subcontractors are excessively long, reasonable effort shall be made to give all such small business concerns an opportunity to compete over a period of time.

(2) Provide adequate and timely consideration of the potentialities of small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns in all "make-or-buy" decisions.

(3) Counsel and discuss subcontracting opportunities with representatives of small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business firms.

(4) Confirm that a subcontractor representing itself as a HUBZone small business concern is identified as a certified HUBZone small business concern by accessing the Central Contractor Registration (CCR) database or by contacting SBA.

(5) Provide notice to subcontractors concerning penalties and remedies for misrepresentations of business status as small, veteran-owned small business, HUBZone small, small disadvantaged or women-owned small business for the purpose of obtaining a subcontract that is to be included as part or all of a goal contained in the Contractor's subcontracting plan.

(f) A master plan on a plant or division-wide basis that contains all the elements required by paragraph (d) of this clause, except goals, may be incorporated by reference as a part of the subcontracting plan required of the offeror by this clause; provided --

(1) The master plan has been approved;

(2) The offeror ensures that the master plan is updated as necessary and provides copies of the approved master plan, including evidence of its approval, to the Contracting Officer; and

(3) Goals and any deviations from the master plan deemed necessary by the Contracting Officer to satisfy the requirements of this contract are set forth in the individual subcontracting plan.

(g) A commercial plan is the preferred type of subcontracting plan for contractors furnishing commercial items. The commercial plan shall relate to the offeror's planned subcontracting generally, for both commercial and Government business, rather than solely to the Government contract. Once the Contractor's commercial plan has been approved, the Government will not require another subcontracting plan from the same Contractor while the plan remains in effect, as long as the product or service being provided by the Contractor continues to meet the definition of a commercial item. A Contractor with a commercial plan shall comply with the reporting requirements stated in

paragraph (d)(10) of this clause by submitting one SSR in eSRS for all contracts covered by its commercial plan. This report shall be acknowledged or rejected in eSRS by the Contracting Officer who approved the plan. This report shall be submitted within 30 days after the end of the Government's fiscal year.

(h) Prior compliance of the offeror with other such subcontracting plans under previous contracts will be considered by the Contracting Officer in determining the responsibility of the offeror for award of the contract.

(i) A contract may have no more than one plan. When a modification meets the criteria in 19.702 for a plan, or an option is exercised, the goals associated with the modification or option shall be added to those in the existing subcontract plan.

(j) Subcontracting plans are not required from subcontractors when the prime contract contains the clause at 52.212-5, Contract Terms and Conditions Required to Implement Statutes or Executive Orders--Commercial Items, or when the subcontractor provides a commercial item subject to the clause at 52.244-6, Subcontracts for Commercial Items, under a prime contract.

(k) The failure of the Contractor or subcontractor to comply in good faith with --

(1) The clause of this contract entitled "Utilization Of Small Business Concerns;" or

(2) An approved plan required by this clause, shall be a material breach of the contract.

(l) The Contractor shall submit ISRs and SSRs using the web-based eSRS at <http://www.esrs.gov>. Purchases from a corporation, company, or subdivision that is an affiliate of the prime Contractor or subcontractor are not included in these reports. Subcontract award data reported by prime Contractors and subcontractors shall be limited to awards made to their immediate next-tier subcontractors. Credit cannot be taken for awards made to lower tier subcontractors, unless the Contractor or subcontractor has been designated to receive a small business or small disadvantaged business credit from an ANC or Indian tribe.

(1) ISR. This report is not required for commercial plans. The report is required for each contract containing an individual subcontract plan and shall be submitted to the Administrative Contracting Officer (ACO) or Contracting Officer, if no ACO is assigned.

(i) The report shall be submitted semi-annually during contract performance for the periods ending March 31 and September 30. A report is also required for each contract within 30 days of contract completion. Reports are due 30 days after the close of each reporting period, unless otherwise directed by the Contracting Officer. Reports are required when due, regardless of whether there has been any subcontracting activity since the inception of the contract or the previous reporting period.

(ii) When a subcontracting plan contains separate goals for the basic contract and each option, as prescribed by FAR 19.704(c), the dollar goal inserted on this report shall be the sum of the base period through the current option; for example, for a report submitted after the second option is exercised, the dollar goal would be the sum of the goals for the basic contract, the first option, and the second option.

(iii) The authority to acknowledge receipt or reject the ISR resides--

(A) In the case of the prime Contractor, with the Contracting Officer; and

(B) In the case of a subcontract with a subcontracting plan, with the entity that awarded the subcontract.

(2) SSR.

(i) Reports submitted under individual contract plans--

(A) This report encompasses all subcontracting under prime contracts and subcontracts with the awarding agency, regardless of the dollar value of the subcontracts.

(B) The report may be submitted on a corporate, company or subdivision (e.g. plant or division operating as a separate profit center) basis, unless otherwise directed by the agency.

(C) If a prime Contractor and/or subcontractor is performing work for more than one executive agency, a separate report shall be submitted to each executive agency covering only that agency's contracts, provided at least one of that agency's contracts is over \$550,000 (over \$1,000,000 for construction of a public facility) and contains a subcontracting plan. For DoD, a consolidated report shall be submitted for all contracts awarded by military departments/agencies and/or subcontracts awarded by DoD prime Contractors. However, for construction and related maintenance and repair, a separate report shall be submitted for each DoD component.

(D) For DoD and NASA, the report shall be submitted semi-annually for the six months ending March 31 and the twelve months ending September 30. For civilian agencies, except NASA, it shall be submitted annually for the twelve month period ending September 30. Reports are due 30 days after the close of each reporting period.

(E) Subcontract awards that are related to work for more than one executive agency shall be appropriately allocated.

(F) The authority to acknowledge or reject SSRs in eSRS, including SSRs submitted by subcontractors with subcontracting plans, resides with the Government agency awarding the prime contracts.

(ii) Reports submitted under a commercial plan--

(A) The report shall include all subcontract awards under the commercial plan in effect during the Government's fiscal year.

(B) The report shall be submitted annually, within thirty days after the end of the Government's fiscal year.

(C) If a Contractor has a commercial plan and is performing work for more than one executive agency, the Contractor shall specify the percentage of dollars attributable to each agency from which contracts for commercial items were received.

(D) The authority to acknowledge or reject SSRs for commercial plans resides with the Contracting Officer who approved the commercial plan.

(iii) All reports submitted at the close of each fiscal year (both individual and commercial plans) shall include a Year-End Supplementary Report for Small Disadvantaged Businesses. The report shall include subcontract awards, in whole dollars, to small disadvantaged business concerns by North American Industry Classification System (NAICS) Industry Subsector. If the data are not available when the year-end SSR is submitted, the prime Contractor and/or subcontractor shall submit the Year-End Supplementary Report for Small Disadvantaged Businesses within 90 days of submitting the year-end SSR. For a commercial plan, the Contractor may obtain from each of its subcontractors a predominant NAICS Industry Subsector and report all awards to that subcontractor under its predominant NAICS Industry Subsector.

(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.arnet.gov/far/>

or

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

(End of clause)

52.252-6 AUTHORIZED DEVIATIONS IN CLAUSES (APR 1984)

(a) The use in this solicitation or contract of any Federal Acquisition Regulation (48 CFR Chapter 1) clause with an authorized deviation is indicated by the addition of "(DEVIATION)" after the date of the clause.

(b) The use in this solicitation or contract of any DFARS (48 CFR 2) clause with an authorized deviation is indicated by the addition of "(DEVIATION)" after the name of the regulation.

(End of clause)

5552.204-9001 Facility Clearance

FACILITY CLEARANCE (APRIL 2007)

The offeror must possess, or acquire prior to award of a contract, a facility clearance equal to the highest classification stated on the Contract Security Classification Specification DD Form 254 attached to this solicitation.

(End of clause)

TCAQ 07-03 TASK AND DELIVERY ORDER OMBUDSMAN. (Jan 2007)

In accordance with FAR 16.505(b)(5), the following individual is designated Ombudsman, for all awarded USC-6 contracts. 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:

Mr. Dale Huegen
Deputy Director, Acquisition
Directorate of Acquisition
Telephone Number: 618-256-4292 FAX: 618-256-4702
Email Address: dale.huegen@ustranscom.mil

Exhibit/Attachment Table of Contents

DOCUMENT TYPE	DESCRIPTION	PAGES	DATE
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ADDITIONAL CLAUSES**1. Contractor Protection from Competition****1.1 Contractor Protection**

A Contractor receiving an initial base period award or an option period award for this contract shall, during the respective base or option period of this contract, be protected from the subsequent competition of other Contractors after that initial award within the limitations of the Cargo Preference Act of 1904. This Contractor protection encourages initial full and open competition, protects the integrity of the contracting process, facilitates a streamlined acquisition process, promotes DOD's sealift readiness goals implemented in the VISA priorities, and complies with applicable law. The Cargo Preference Act of 1904 also has the effect of establishing a ceiling price; it states that charges to the U.S. Government may not be higher than the charges for transporting like goods for private persons.

1.2 Cargo Preference

The availability of U.S. flag service shall be evaluated up to the date for responses to the RFP that resulted in this contract. While initial awardees may be subject to contractual remedies for failure to provide promised U.S. flag service, an initial award for foreign flag service that complies with law at the time of award shall be displaced during the period of the contract by another Contractor's subsequent offer of U.S. flag service for the same requirement only in accordance with the following procedures. Initial award(s) shall not be displaced until the minimum cargo guaranteed to the initial awardee(s) has been offered to the awardee(s). Initial awardees displaced by a "late" offeror remain eligible to receive future orders for transportation when the "late" offeror is unavailable or as otherwise authorized by this contract and applicable law.

1.3 VISA Status

In that VISA status relates to a Contractor's VISA commitment and whereas VISA Priority relates to both VISA commitment of the Contractor and flag status of a particular service, the VISA status of an offeror shall be evaluated up to the date for responses to the RFP that resulted in this contract, or the date for responses to the option period. A contract awardee may be subject to contractual remedies for failure to maintain at least the same VISA status throughout the respective base or option period of this contract. However, minimum cargo commitments awarded that properly reflect all offerors' VISA status at the time of responses to the RFP or option period shall not be negated during the respective base or option period as a result of one or more contract awardees subsequently attaining a higher VISA status.

1.4 Late Rates

1.4.1 USTRANSCOM shall not accept proposals of service and rates from Contractors that were not awarded any contracts as a result of this solicitation unless the Contractor is offering U.S. flag service or combination U.S. flag service that cannot otherwise be obtained from Contractors that were awarded contracts. In such case, paragraph 1.2 applies.

1.4.2 The Contracting Officer shall negotiate rates when capacity from Contractors with initially awarded rates is not available to meet requirements or a new service will provide a higher VISA priority service than otherwise available to the U.S. Government under initially awarded rates. Rates for ocean and single factor service accepted after initial award will be marked as late and used only when the late rates involve a service with a higher VISA priority than the service otherwise available to the U.S. Government under initially awarded rates; or capacity from Contractors with initially awarded rates is not available to meet the requirement.

1.5 Option Years Rate Additions

1.5.1 Contractors awarded a contract during the basic contract period may offer rates on additional routes during the option year rate refresh on routes they do not have accepted rates on for the basic contract period. Contractors who had accepted rates on these routes during the basic contract period are not protected from this new competition on those routes during any option period; the protection described in subparagraph 1.4 above does not apply to this situation. All Contractors with accepted rates on the same routes for an option period and any extension shall compete equally for all cargo volumes based on a contemporaneous best value analysis. A similar ability to offer new service on a route shall not exist at the time of contract extension, if any; the offer of new rate at time of contract extension would be processed under paragraph 1.4.2.

2. Maritime Clauses

2.1 Application of COGSA

The United States Carriage of Goods by Sea Act 46 U.S.C. 1300 et seq. (hereinafter "COGSA" or "the Act") is incorporated 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 Shipping Order with the same force and effect as if the Act applied to such carriage by express provision therein; except that as to deck cargo, the U.S Government shall bear the risk of perils inherent in deck carriage; 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 contractor or as to the period within which claim, therefore, shall be made or suit instituted. For the purpose of interpreting Section 4 of the Act, "Limitation of Liability", the act of loading cargo into, or upon, a container shall not transform such containerized cargo into a single COGSA "package" (as defined herein), unless such cargo satisfies the COGSA requirements of a single "package" irrespective of the fact that it has been containerized. (for example, the decision of a contractor to load a piece of equipment or other cargo on a flatrack does not necessarily convert that equipment/cargo into a single COGSA "package.") The limitation of liability set out in Section 4 of the Act shall apply to each package and to cargo not in packages to each measurement ton of cargo. The carriage of cargo under any Shipping Order 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 the Act; and nothing in this solicitation is intended to relieve the contractor 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 the Act or to lessen such liability otherwise than as provided therein. COGSA shall apply from the point of delivery to the Contractor to the point of delivery to the Consignee whether in connection with intermodal or ocean-only transportation under this Contract. Accordingly, COGSA shall apply in determining the limits of a Contractor's liability for loss or damage to cargo booked under this Contract arising at any time in the custody of the Contractor.

Upon U.S. Senate ratification of the United Nations Commission on International Trade Law (UNCITRAL) Convention on the Carriage of Goods Wholly or Partly by Sea (the Convention) or entry into force of the Convention (whichever event occurs first), the package limitation provisions of the Convention shall substitute for or otherwise stand in the place of the COGSA package limitation for the purpose of determining the limits of a Contractor's liability for loss or damage to US Government cargo arising at any time in the custody of the Contractor.

2.2 Application of COGSA for Non-Government Owned Cargo

The United States Carriage of Goods by Sea Act 46 U.S.C. 30701 et seq. (hereinafter "COGSA" or "the Act") is incorporated and shall apply to the ocean transportation by the Contractor of all goods (including goods in containers stowed on deck, which shall be considered as goods stowed under deck) owned by a non-government cargo owner under any Shipping Order with the same force and effect as if the Act applied to such carriage by express provision therein; except that as to deck cargo, the non-government cargo owner shall bear the risk of perils inherent in deck carriage; provided, however, in case of loss, damage or shrinkage in transit, the rules and conditions governing commercial shipments may apply, depending on the terms of any agreement between contractor and a non-government cargo owner, as to the period within which notice thereof shall be given the contractor or as to the period within which claim, therefore, shall be made or suit instituted. For the purpose of

interpreting Section 4 of the Act, "Limitation of Liability", the act of loading cargo into, or upon, a container shall not transform such containerized cargo into a single COGSA "package" (as defined herein) unless such cargo satisfies the COGSA requirements of a single "package" irrespective of the fact that it has been containerized. For example, the decision of a contractor to load a piece of equipment or other cargo on to a flatrack does not necessarily convert that equipment/cargo into a single COGSA "package". The limitation of liability set out in Section 4 of the Act shall apply to each package and to cargo not in packages to each measurement ton of cargo. The carriage of cargo under any Shipping Order 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 the Act; and nothing in this solicitation is intended to relieve the contractor or the vessel from liability to the non-government cargo owner for loss or damage to or in connection with the goods arising from negligence, fault or failure in the duties and obligations provided by the Act or to lessen such liability otherwise than as provided therein. COGSA shall apply from the point of delivery to the Contractor to the point of delivery to the Consignee whether in connection with intermodal or ocean-only transportation under this Contract. Accordingly, COGSA shall apply in determining the limits of a Contractor's liability for loss or damage to cargo booked under this Contract arising at any time in the custody of the Contractor.

Upon U.S. Senate ratification of the United Nations Commission on International Trade Law (UNCITRAL) Convention on the Carriage of Goods Wholly or Partly by Sea (the Convention) or entry into force of the Convention (whichever event occurs first), the package limitation provisions of the Convention shall substitute for or otherwise stand in the place of the COGSA package limitation for the purpose of determining the limits of a Contractor's liability for loss or damage to non-government cargo arising at any time in the custody of the Contractor.

2.3 Scope of Voyage (Liberties). U.S. Government cargo, by its very nature, may require special diligence in the prosecution of a voyage at sea. In some cases, the highly sensitive nature of military cargo may require extraordinary handling to ensure the safety and security of the cargo as well as that of our warfighters in the field. Accordingly, the diversion of U.S. Government cargo at sea requires the unique conditions set forth below.

2.3.1 Diversion of Cargo. 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 contractor 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 the goods at the port of discharge, or to give rise to delay or difficulty in arriving, discharging at 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 U.S. Government Cargo (the Cargo) may, upon notification to the Contracting Officer (CO) as described at Section 2.3.1.1 below, discharge the Cargo into another port, depot, lazarette, craft, or other place, or retain the goods on board until the return trip or until such other time as would be prudent in the ordinary course of the Contractor's business.

2.3.1.1 Notice of Diversion. The Notice described at Section 2.3.1 above shall include, at a minimum, a description of the cargo to be diverted (container number, Transportation Control Number, etc.), the conditions giving rise to the Contractor's planned diversion of the Cargo, the diversion planned and any other measures deemed necessary by the Contractor to protect the Cargo. The Contractor or his designated representative shall provide such Notice in a manner and place consistent with the provisions of this agreement (eg., electronic mail), but it is understood that such notice may be delayed if it would put the vessel, her crew or cargo at risk of loss, damage or injury.

2.3.1.2 Equitable Adjustment, Carrier Proposed Course of Action. After notification to the CO and approval by the CO of the contractor's proposed course of action, the contractor may submit a request for an equitable adjustment to the contract for the reasonable, allocable, incurred costs to implement the approved course of action. It is understood that the contractor may be required to act before CO approval to prevent risk of loss, damage or injury to the vessel, her crew or cargo. If the contractor acts before notice to and approval by the CO, the contractor shall nonetheless be entitled to reasonable, allocable, incurred costs if the CO finds that the actions were prudent

and necessary for the security and protection of government cargo. In no case shall an equitable adjustment duplicate compensation provided in a USC-6 rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-USC-6 shipper. If the contractor has been paid for delivery to destination, the CO will consider this fact in evaluating any request for an equitable adjustment or potential government claim for a windfall to the contractor.

2.3.1.3 Mutual Agreement. Where the CO determines that the Contractor's planned diversion of the Cargo is not in the best interest of the U.S. Government, the CO shall so advise the Contractor as soon as practicable. Thereafter, the CO and the Contractor shall, with all due diligence and good faith, endeavor to mutually agree upon the prudent disposition of the Cargo.

2.3.1.4 Responsibility for the Cargo. Where the Contracting Officer determines that the contractor's planned diversion of the Cargo is not in the best interest of the U.S. Government and the Contracting Officer and the Contractor cannot timely agree upon the disposition of the Cargo, the Contractor shall comply with the CO's direction to the contractor to diver the cargo to a port of the U.S. Government's choice and to make any other arrangements for the cargo the Contracting Officer deems necessary to protect the Government's interest.

2.3.1.5 Equitable Adjustment for US Government Directed Course of Action. The contractor may submit a request for an equitable adjustment to the contract for reasonable, allocable costs incurred to carry out the CO's direction if such costs are caused by the need to respond to the special situation and would not have been incurred in performing the contract of carriage except for the special situation. This equitable adjustment includes costs associated with cargo on the vessel that is not transported under this contract to the extent these costs exceed costs allocable to any non-USC-6 shipper under any Scope of Voyage (Liberties) or similar clause in any contract between the contractor and a non-USC-6 shipper. In no case shall an equitable adjustment duplicate compensation provided in a USC-6 freight rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-USC-6 shipper. If the contractor has been paid for delivery to destination, the CO will consider this fact in evaluating any request for an equitable adjustment or any government claim for a windfall to the contractor.

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

2.3.2 Liberties. The Contractor, 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 excuse delay in performance to the extent that such order or direction persists in prevention of performance. (See compensable Delay Clause below in Para 6.) The vessel may carry seized contraband, explosives, munitions, warlike stores, hazardous cargo, and may sail armed or unarmed and with or without convoy.

2.3.3 The vessel shall have the liberty to deviate for the purpose of 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 contractor be entitled to extra compensation for such a deviation and the contractor shall not be relieved of responsibility for delivery of cargo to the destination named in the Shipping Order.

2.4 Strikes

2.4.1 Loading Port—In the event the vessel or the loading of the vessel is delayed by reason of strikes or stoppage of work, the contractor may, at the loading port dispatch the vessel with such portion of the cargo as may then be on board.

2.4.2 Discharge Port—In the event the vessel or discharge of the vessel is delayed by reason of strikes or stoppage of work, the contractor at the discharge port may discharge the cargo still on board or with the approval of the U.S. Government dispose of the cargo or any part of it at the U.S. Government's risk and expense.

2.5 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 contractor is not responsible, by statute, contract, or otherwise, the goods, Shippers, consignees, or owners of the goods shall contribute with the contractor 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 salvaging vessel is owned or operated by the contractor, salvage shall be paid for as fully as if such salvaging vessel or vessels belonged to strangers.

2.6 General Average

General average shall be adjusted, stated and settled, according to York-Antwerp Rules 2004 at such port or place in the United States as may be selected by the contractor, 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 in foreign currency 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.

2.7 Liens

2.7.1 Seizure of Cargo: The contractor agrees that it will not assert any type of lien, including a maritime lien, on any cargo shipped by the U.S. Government under this Contract. The contractor 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 contractor agrees to insert this clause in all subcontracts at any level and to expend any resources necessary to expeditiously enforce the provisions of this clause against such subcontractors.

2.7.2 Freight: There shall be no liens, including maritime liens, asserted on any freights payable by the U.S. Government under this contract. The Contractor agrees to insert this clause in all subcontracts at any level and to expend any resources necessary to expeditiously enforce the provisions of this clause against such subcontractors.

2.8 Force Majeure

The 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. In other words, such situations excuse delay in performance (similar to paragraph (f) of FAR 52.212-4) by either party to this contract to the extent that the situation persists in preventing performance. This clause does not address liability for loss/damage to cargo (see, instead, the applicable "Application of COGSA clause"), liability for costs/damages resulting from delay in performance, or matters other than excusable delay.

3. War Risk

3.1 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 U.S. 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 U.S. 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. Contractors will provide copies of War Risk Insurance policies and the applicable tariffs to the Contracting Officer within 10 days of award.

3.2 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 Contracting Officer (CO) 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 3.1 above will be paid to the contractor by the U.S. Government.

3.3 Limitation of U.S. Government Liability

No payments shall be made until the contractor also assess such charges against commercial cargo loaded or discharged in the war risk area.

3.4 U.S. Government—Additional Assured

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

4. Cargo Claims

The Government will process cargo claims in accordance with the Defense Transportation Regulation, Volume II, Chapter 210, and the Contractor agrees to cooperate with Government efforts to resolve claims for loss or damage to Government cargo.

5. Rejection and Price Reduction for Non-Conforming Transportation Services

5.1 The Contractor recognizes that the Contracting Officer ordinarily must reject services that are non-conforming in a major or critical aspect or are otherwise incomplete. To the extent the transportation of cargo results in loss or damage of cargo, the purpose of the transportation is frustrated and the non-conformance in the transportation service is major/critical.

5.2 The Contracting Officer may evaluate the conformity of transportation to contract requirements in addition to evaluating whether lost/damaged cargo complies with contract requirements. If cargo is found to be lost or damaged, either before or after acceptance by the Government of the cargo, and the loss/damage is due to fault or liability of the contractor under the contract, the Contracting Officer may - in addition to any action related to the lost/damaged cargo - take any of the following actions related to non-conforming transportation:

- a. Notify the contractor of the non-conforming transportation;
- b. Request the contractor to address fault or liability for loss or damage to cargo and corresponding non-conforming transportation;
- c. Reject the non-conforming transportation in whole or in part, as may be warranted;
- d. Seek a price reduction or other consideration in whole or in part, to the extent the transportation is non-conforming.

5.3 The Contracting Officer shall not revoke acceptance of transportation services, reject transportation services, or implement a price reduction until the contractor has been provided notice and an opportunity to demonstrate that the transportation services conformed to the contract of carriage as booked.

6. Compensable Delays

6.1 Other clauses in this contract (such as FAR 52.212-4 paragraph f; 2.8 force majeure; 2.3.2 Scope of Voyage (Liberties); etc.) cover delay in performance or frustration of performance in certain situations. Section 2.3.1 Scope of Voyage (Liberties) provides for monetary equitable adjustment, but only in the case of maritime (not in-land) transportation where attempted delivery to the destination port has been abandoned.

6.2 Situations where the U.S. Government Causes a Delay. This clause addresses compensation/financial liability in other situations. Specifically, to the extent action or inaction by the U.S. Government in either its contractual or sovereign capacity, causes a delay in Contractor performance, the Contractor shall be entitled to an equitable adjustment for costs incurred directly related to the safety and security of U.S. Government cargo or related to efforts to deliver the cargo as contracted. Such cost shall be reasonable, supported by appropriate documentation and subject to audit. The Contractor shall be entitled to such equitable adjustment under this contract to the extent that:

- a) The U.S. Government action or inaction is otherwise not compensable under other provisions of this contract; and
- b) The U.S. Government action or inaction interferes with or prevents performance of a contractual obligation by a reasonable Contractor; and
- c) The Contractor's actions or inactions have not contributed to the Government caused delay; and
- d) The Contractor has exercised due diligence to mitigate the delay or the financial consequences of such delay.

6.2.1 In no case shall an equitable adjustment duplicate compensation provided in a USC-6 freight rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-USC-6 shipper.

6.3 Situations where neither the Contractor nor the U.S. Government Cause Delay. To the extent delays in Contractor performance are caused by third parties, natural causes, or any cause other than those within the control of either the Contractor or the U.S. Government, this clause apportions risk. In such situations, the Contractor may be entitled to an equitable adjustment for costs incurred directly related to the safety and security of U.S. Government cargo or related to efforts to deliver the cargo as contracted. Such cost shall be reasonable, supported by appropriate documentation and subject to audit. The Contractor shall be entitled to an equitable adjustment to the extent that:

- a) The subject delay is caused by an extraordinary event not within the control of either the U.S. Government or the Contractor. An extraordinary event is uncommon or unusual and beyond the control of a reasonable Contractor exercising customary foresight and sound business practices; and
- b) The extraordinary event is otherwise not compensable under other provisions of this contract; and
- c) The extraordinary event interferes with or prevents performance of a contractual obligation by a reasonable Contractor; and
- d) The Contractor has exercised due diligence to mitigate the delay or the financial consequences of such delay.

6.4 Exigency Areas. With respect to declared Exigency Areas (See Section 6 of the PWS), the scope of equitable adjustment is hereby broadened to the extent that action or inaction by any government, not just the U.S. Government, delays Contractor performance in a declared Exigency Area or at the border of a declared Exigency Areas. In all other respects, the terms of Paragraph 6.2 above shall apply to Exigency Areas.

6.4.1 In no case shall an equitable adjustment duplicate compensation provided in a USC-6 freight rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-USC-6 shipper.

6.5 Notice. The Contractor shall, as soon as practicable, provide notice to the cognizant SDDC Group Operations Center and the cognizant COR of the events giving rise to a potential request for compensation under this clause.

7. Contractor Performance Assessment Reporting

7.1 Good performance by Department of Defense (DOD) contractors is essential. FAR 42.1502 directs all Federal Agencies to collect past performance information on contracts, which will benefit source selection teams. TCAQ will be conducting an evaluation of your company's performance for the duration of the contract using a web-enabled application called the Contractor Performance Assessment Reporting System (CPARS).

7.2 As of 01 November 2006, all DoD contractors were required to obtain a Public Key Infrastructure (PKI) certificate to access the CPARS/ACASS/CCASS applications. DoD contractors are required to purchase a certificate from an External Certificate Authority (ECA). However, we are aware that DoD contractors continue to face delays in acquiring certificates from the ECAs. As a result, we recommend that you begin the process in the very near future to obtain the PKI Certificate before the CPARS becomes available for review. If you have questions on obtaining PKI certificates, please visit www.cpars.navy.mil. Questions should be directed to the Help Desk at (603) 431-9460 x 486, or via e-mail: webpmsmh@navy.mil.

7.2.1 You may purchase a DoD PKI certificate from one of three External Certificate Authorities (ECAs). The ECAs are vendors who provide digital certificates to DoD's industry partners who are using their own equipment or working in non-government facilities. A list of ECAs is available at http://www.cpars.navy.mil/pki_info.htm. Each contractor employee accessing CPARS, ACASS, or CCASS will need an Identity Certificate; an Encryption Certificate is not required. Certificate prices range from \$99 - \$115 per certificate per year, with volume discounts available at some ECAs.

7.3 Following a contract award, the contracting officer will request the contractor furnish the name of the Defense Contractor Representative who will have program management oversight on the awarded contract and is qualified to participate in the performance assessment process. This individual will receive a CPARS Userid and Temporary Password from the Government CPARS Focal Point by telephone or E-mail.

7.4 Contractors should log on to the Navy CPARS website (www.cpars.navy.mil). At this site, you will find helpful information regarding the CPARS process under "Reference Material" and then "General." Of special interest to the contractor are the (1) CPARS System Policy Guide and the (2) CPARS User's Guide pages 31-32.

8. Pass-through Charges

8.1 The Contractor shall pay valid pass-through charges incurred on behalf of the U.S. Government. Pass-through charges shall not include any cost or charge that is included in priced services or is paid directly by the U.S. Government or the consignee. The Government shall pay the Contractor on a cost reimbursement basis for valid direct pass-through charges, incurred by the Contractor on behalf of the U.S. Government, not included in priced services or covered by the Compensable Delays clause at "Additional Clauses" paragraph 6. The pass-through charges shall be allowable, reasonable, and allocable, supported by an invoice, and subject to audit. The Government reserves the right to reject any pass-through charge that is not allowable, reasonable, and allocable, or is not supported by a proper invoice. Pass-through charges shall include only direct reimbursable pass-through costs and shall exclude overhead, general and administrative expenses, and profit.

8.1.1 Examples of the type of additional charges that shall be paid include, but are not limited to, port storage, custom inspection charges, rework of improper blocking and bracing, and dry run.

8.1.2 Pass-through charges shall be invoiced in accordance with Attachment 6.

8.2 Priced Services

8.2.1 Pursuant to Section 1, Rate Rules, all rates shall include all costs for normal services from gate to gate. Priced services include Section 1.1. Ocean Freight Rates--Containers, Section 1.2 Ocean Freight Rates—Breakbulk/RORO, Section 1.3 Ocean Rates—Container and Breakbulk, Section 3.H Accessorials, Section 3.J Additional Services, Section 3.K Linehaul for Breakbulk and Out-of-Gauge (OOG) Cargo, Section 3.K.2 Carload Service, Section 4.A Shipments by Authorized Agents of the U.S. Government, and Section 4.B Shipments of Cargo Not Owned by the U.S. Government, and Section 2.A.1 Excepted Cargo and Routes. Costs or charges included in priced service shall not be invoiced as a pass-through charge.

8.3 Equitable Adjustments

8.3.1 Where the Government causes delay, or where neither the Contractor nor the U.S. Government cause the delay, and the Contractor accrues costs due to the delay, pursuant the Compensable Delays clause at “Additional Clauses” paragraph 6, these costs shall not be invoiced under Attachment 6 as pass-through charges. These alleged additional costs, charges, or third-party reimbursement costs shall be submitted in accordance with FAR 52.212-4(c) and (d).

8.3.2 Examples of costs that shall be submitted in accordance with FAR 52.212-4(c) and (d) include, but are not limited to, Government-caused delay costs, customs delay costs, border delay costs, destination delay costs, gate delay costs, and costs relating to a requested Contract modification and/or costs relating to an alleged Contract change.

CENTCOM CLAUSES

1. The following clauses are applicable when performance is required in Iraq or Afghanistan:

1.1 AI 22.1 Prohibition Against Human Trafficking, Inhumane Living Conditions, and Withholding of Employee Passports

All contractors (“contractors” herein below includes subcontractors at all tiers) are reminded of the prohibition contained in Title 18, United States Code, Section 1592, against knowingly destroying, concealing, removing, confiscating, or possessing any actual or purported passport or other immigration document, or any other actual or purported government identification document, of another person, to prevent or restrict or to attempt to prevent or restrict, without lawful authority, the person’s liberty to move or travel, in order to maintain the labor or services of that person, when the person is or has been a victim of a severe form of trafficking in persons.

Contractors are also required to comply with the following provisions:

- 1) Contractors shall only hold employee passports and other identification documents discussed above for the shortest period of time reasonable for administrative processing purposes.
- 2) Contractors shall provide all employees with a signed copy of their employment contract, in English as well as the employee’s native language that defines the terms of their employment/compensation.
- 3) Contractors shall not utilize unlicensed recruiting firms, or firms that charge illegal recruiting fees.
- 4) Contractors shall be required to provide adequate living conditions (sanitation, health, safety, living space) for their employees. Fifty square feet is the minimum acceptable square footage of personal living space per employee. Upon contractor’s written request, contracting officers may grant a waiver in writing in cases where the existing square footage is within 20% of the minimum, and the overall conditions are determined by the contracting officer to be acceptable. A copy of the waiver approval shall be maintained at the respective life support area.

5) Contractors shall incorporate checks of life support areas to ensure compliance with the requirements of this Trafficking in Persons Prohibition into their Quality Control program, which will be reviewed within the Government's Quality Assurance process.

6) Contractors shall comply with international laws regarding transit/exit/entry procedures, and the requirements for work visas. Contractors shall follow all Host Country entry and exit requirements.

Contractors have an affirmative duty to advise the Contracting Officer if they learn of their employees violating the human trafficking and inhumane living conditions provisions contained herein. Contractors are advised that contracting officers and/or their representatives will conduct random checks to ensure contractors and subcontractors at all tiers are adhering to the law on human trafficking, humane living conditions and withholding of passports.

The contractor agrees to incorporate the substance of this clause, including this paragraph, in all subcontracts under his contract.

(END)

1.2 AI 25.2 Fitness for Duty and Limits on Medical / Dental Care in Iraq and Afghanistan:

(1) The contractor shall perform the requirements of this contract notwithstanding the fitness for duty of deployed employees, the provisions for care offered under this section, and redeployment of individuals determined to be unfit. The contractor bears the responsibility for ensuring all employees are aware of the conditions and medical treatment available at the performance. The contractor shall include this information and requirement in all subcontracts with performance in the theater of operations.

(2) The contractor shall not deploy an individual with any of the following conditions unless approved by the appropriate CENTCOM Service Component (ie. ARCENT, CENTAF, etc.) Surgeon: Conditions which prevent the wear of personal protective equipment, including protective mask, ballistic helmet, body armor, and chemical/biological protective garments; conditions which prohibit required theater immunizations or medications; conditions or current medical treatment or medications that contraindicate or preclude the use of chemical and biological protectives and antidotes; diabetes mellitus, Type I or II, on pharmacological therapy; symptomatic coronary artery disease, or with myocardial infarction within one year prior to deployment, or within six months of coronary artery bypass graft, coronary artery angioplasty, or stenting; morbid obesity (BMI \geq 40); dysrhythmias or arrhythmias, either symptomatic or requiring medical or electrophysiologic control; uncontrolled hypertension, current heart failure, or automatic implantable defibrillator; therapeutic anticoagulation; malignancy, newly diagnosed or under current treatment, or recently diagnosed/treated and requiring frequent subspecialist surveillance, examination, and/or laboratory testing; dental or oral conditions requiring or likely to require urgent dental care within six months' time, active orthodontic care, conditions requiring prosthodontic care, conditions with immediate restorative dentistry needs, conditions with a current requirement for oral-maxillofacial surgery; new onset (< 1 year) seizure disorder, or seizure within one year prior to deployment; history of heat stroke; Meniere's Disease or other vertiginous/motion sickness disorder, unless well controlled on medications available in theater; recurrent syncope, ataxias, new diagnosis (< 1 year) of mood disorder, thought disorder, anxiety, somatoform, or dissociative disorder, or personality disorder with mood or thought manifestations; unrepaired hernia; tracheostomy or aphonia; renalithiasis, current; active tuberculosis; pregnancy; unclosed surgical defect, such as external fixator placement; requirement for medical devices using AC power; HIV antibody positivity; psychotic and bipolar disorders. (Reference: Mod 8 to USCENTCOM Individual Protection and Individual/Unit Deployment Policy, PPG-Tab A: Amplification of the Minimal Standards of Fitness for Deployment to the CENTCOM AOR).

(3) In accordance with military directives (DoDI 3020.41, DoDI 6000.11, CFC FRAGO 09-1038, DoD PGI 225.74), resuscitative care, stabilization, hospitalization at Level III (emergency) military treatment facilities and assistance with patient movement in emergencies where loss of life, limb or eyesight could occur will be provided. Hospitalization will be limited to emergency stabilization and short-term medical treatment with an emphasis on return to duty or placement in the patient movement system. Subject to availability at the time of need, a medical treatment facility may provide reimbursable treatment for **emergency** medical or dental care such as broken bones, lacerations, broken teeth or lost fillings.

(4) Routine and primary medical care is not authorized. Pharmaceutical services are not authorized for routine or known, routine prescription drug needs of the individual. Routine dental care, examinations and cleanings are not authorized.

(5) Notwithstanding any other provision of the contract, the contractor shall be liable for any and all medically-related services or transportation rendered. In accordance with OUSD(C) Memorandum dated January 4, 2007, the following reimbursement rates will be charged for services at all DoD deployed medical facilities. These rates are in effect until changed by DoD direction.

(a) Inpatient daily rate: \$1,918.00. Date of discharge is not billed unless the patient is admitted to the hospital and discharged the same day.

(b) Outpatient visit rate: \$184.00. This includes diagnostic imaging, laboratory/pathology, and pharmacy provided at the medical facility.

(END)

1.3 AI 25.3 Compliance with Laws and Regulations.

The Contractor shall comply with, and shall ensure that its personnel and its subcontractors and subcontractor personnel at all tiers obey all U.S. and Host Nation laws, Federal or DoD regulations, and Central Command orders and directives applicable to personnel in Iraq and Afghanistan, including but not limited to USCENTCOM, Multi-National Force and Multi-National Corps fragmentary orders, instructions and directives.

Contractor employees performing in the USCENTCOM Area of Operations are under the jurisdiction of the Uniform Code of Military Justice (UCMJ). Under the UCMJ, U.S. commanders may discipline contractor employees for criminal offenses. Contractors shall advise the Contracting Officer if they suspect an employee has committed an offense. Contractors shall not knowingly facilitate the departure of an employee suspected of a serious offense or violating the Rules for the Use of Force to depart Iraq or Afghanistan without approval from the senior U.S. commander in the country.

(End)

1.4 AI 25.4 Quarterly Contractor Census Reporting (12 Nov 07). The prime contractor will report upon contract award and then quarterly thereafter, not later than January, 1 April, 1 July and 1 October, to JCCI.J2J5J7@pco-iraq.net for Iraq and to BGRMPARC-A@swa.army.mil for Afghanistan the following information for the prime contract and all subcontracts under this contract:

- (1) The total number of contract employees performing on the contract who receive any support benefits, including but not limited to billeting, food, use of exchanges, laundry by host nation, US Nationals, and Third Country Nationals;
- (2) The total number of prime contract employees performing on the contract by host nation, US Nationals, and Third Country National;
- (3) The total number of subcontractor employees performing on the contract by subcontractor, host nation, US Nationals, and Third Country National;
- (4) The company names and contact information of its subcontractors at all tiers; and

(5) The name of all company POCs who are responsible for entering and updating employee data in the Synchronized Predeployment & Operational Tracker (SPOT) IAW DFAR 252.225-7040 DOD class deviation 2007-O0004 or DFAR DOD class deviation 2007-O0010.

(End)

2. The following clauses are applicable when performance is required in Iraq:

2.1 AI 23.1 To Report a Kidnapping (5 Nov 07) Contract manager will notify the JCCI/A Duty Officer at phone number 914-822-1419 when an employee kidnapping occurs:

Report the following information:

Name of person reporting: _____

Phone: _____

E-mail: _____

- **Who** was kidnapped?
 - Name
 - Age
 - Nationality and country of residence
 - **When** did the incident occur?
 - **Where** did it happen?
- How** was the person kidnapped?

(End)

2.2 AI 25.1 Armed Personnel – Incident Reports (5 Nov 07): All Contractors in the Multi-National Forces-Iraq (MNF-I) theater of operations shall comply with and shall ensure that their personnel supporting MNF-I forces are familiar with and comply with all applicable orders, directives, and instructions issued by the MNF-I Commander relating to force protection and safety.

Contractors shall provide an initial report of all weapons firing incidents to the Reconstruction Operations Center (ROC) as soon as practical based upon the situation and shall submit a written report to a ROC within 48 hours. The initial report will include the name of the company, where the incident occurred, time when the incident occurred, a brief description of the events leading up to the incident, and a point of contact for the company. A follow-up, comprehensive written report of events surrounding the firing of weapons will be provided to the ROC within 96 hours. Reports shall be submitted to the ROC, Operations Section (or as otherwise directed): roc.ops@aeegisiraq.com, DSN 318-239-4301, VOIP 703-544-1370, MCI 914-822-5302, IRENA 07902-7762300, Thurman 8821621157354, and IMMersed 870764061257.

Contractors will also provide first aid and request MEDEVAC of injured persons, and remain available for Coalition response forces based upon the situation. In the event contractor personnel are detained by US or Coalition Forces, prolonged detention due to lack of proper identification can be alleviated by contractor personnel possessing on their person information that includes the Contractors name, the contract number, a POC in the Contractor management, and the phone number of the ROC.

(End)

2.3 AI 52.6 Arming Requirements and Procedures for Private Security Company (PSC) Contracts, Personal Security Detachment (PSD) Contracts, and for Requests for Personal Protection in Iraq and Afghanistan (5 Nov 07)

- a. **General.** Contractor and its subcontractors at all tiers that require arming under this contract agree to obey all laws, regulations, orders, and directives applicable to the use of private security personnel in Iraq and Afghanistan, including US CENTCOM, Multi-National Force Commander and Multi-National Corps Commander orders, instructions and directives. Contractors will ensure that all employees, including employees at any tier of subcontracting relationships, armed under the provisions of this contract, comply

with the contents of this clause and with the requirements set forth in the following:

- (1) DODI 3020.41, *Contractor Personnel Authorized to Accompany the US Armed Forces*;
 - (2) DFARS 252.225-7040, *Contractor Personnel Supporting a Force Deployed Outside the United States*;
 - (3) Class Deviation 2007-O0010, Contractor Personnel in the United States Central Command Area of Responsibility
 - (4) CPA Order #17, *Registration Requirements for Private Security Companies*, dated 27 Jun 04;
 - (5) US CENTCOM Policy Letter, Mod 1, *Personal Protection and Contract Security Service Arming*, dated 7 Nov 2006
- b. **Required Government Documentation.** The unit requesting the contractor security shall provide a description of the following to the arming approval authority and to the contracting officer:
- (1) The specific location where the PSC will operate;
 - (2) The persons and/or property that require protection;
 - (3) The anticipated threat;
 - (4) The required weapon types; and
 - (5) The reason current security/police forces are inadequate.
- c. **Required Contractor Documentation.** Contractors and their subcontractors at all tiers that require arming approval shall provide the following to the contracting officer representative (COR):
- (1) Documentation that each employee who will be armed under the contract received the following training—
 - (A) Weapons Qualification/Familiarization. All employees must meet the qualification requirements established by any DoD or other U.S. government agency
 - (B) Law of Armed Conflict (LOAC);
 - (C) Rules for the Use of Force (RUF), as defined in the US CENTCOM Policy, dated 23 December 2005; and
 - (D) Distinction between the above-prescribed RUF and the Rules of Engagement (ROE), which are applicable only to military forces.
 - (2) Completed DD Form 2760 (or equivalent documentation) for each armed employee, indicating that the employee is not otherwise prohibited under U.S. law from possessing the required weapon or ammunition.
 - (3) One (1) copy of a business license from the Iraqi or Afghani Ministry of Trade or Interior;
 - (4) One (1) copy of an operating license (or a temporary operating license) from the Ministry of Interior;
 - (5) A communications plan that, at a minimum, sets forth the following:
 - (A) The contractor's method of notifying military forces and requesting assistance where hostilities arise or combat action is needed;
 - (B) How relevant threat information will be shared between contractor security personnel and U.S. military forces; and
 - (C) How the contractor will coordinate transportation with appropriate military authorities.
 - (6) An acceptable plan for accomplishing background checks on all contractor and subcontractor employees who will be armed under the contract. The contractor shall, at a minimum, perform the following (which will be specifically addressed in its plan and which will be documented and furnished to the COR upon completion):

- (A) Use one or more of the following sources when conducting the background checks: Interpol, FBI, Country of Origin Criminal Records, Country of Origin US Embassy Information Request, CIA records, and/or any other records available;
 - (B) Verify with MNC-I or Afghanistan RCE – CG Provost Marshal that no employee has been barred by any commander within Iraq or Afghanistan; and
 - (C) Certify, after completing all checks, that all persons armed under this contract are not prohibited under U.S. law from possessing a weapon or ammunition.
- d. **Required Contractor Acknowledgements.** Contractors and their subcontractors at all tiers that require arming approval will provide written acknowledgement of the following to the COR:
- (1) Penalties for Non-Compliance. Failure of contractor or subcontractor employee(s) to comply with the laws, regulations, orders, and rules (including those specified herein) governing the use of force may result in the revocation of weapons authorization for such employee(s). Where appropriate, such failure may also result in the total revocation of weapons authorization for the contractor (or subcontractor) and sanctions under the contract, including termination.
 - (2) Criminal and Civil Liability. Arming of contractor or subcontractor employees under this contract may subject the contractor, its subcontractors, and persons employed by the same, to U.S. and Host Nation prosecution and civil liability. "Host Nation" refers to the nation or nations where services under this contract are performed.
 - (3) Lapses in Training. Failure to successfully retrain an employee who is armed under this contract within twelve (12) months of the last training date will constitute a lapse in the employee's authorization to possess and carry the weapon. All unauthorized employees will immediately surrender their weapon to the contractor and will remain unarmed until such time as they are retrained and the COR determines that the retraining is sufficient.
- e. **Authorized Weapon & Ammunition Types.** Unless DCDRUSCENTCOM (or a designee) provides otherwise, all arming requests and authorizations for contractor or subcontractor employees under this contract shall be limited to U.S. Government-approved weapons and ammunition. This restriction applies to all weapons in the possession of contractor employees, even if such weapons are required for personal protection. The following weapons and ammunition are currently authorized by the U.S. Government for use in Iraq and Afghanistan:
- (1) The M9, M4, M16, or equivalent (e.g. .45 CAL, AK-47).
 - (2) The M9 or equivalent sidearm will be the standard personal protection weapon unless other weapons are specifically requested and approved.
 - (3) US government Ball ammunition is the standard approved ammunition.
- f. **Requirements for Individual Weapons Possession.** All employees of the contractor and its subcontractors at all tiers who are armed under this contract must:
- (1) Possess only those U.S. Government-approved weapons and ammunition for which they are qualified under the training requirements of section (c);
 - (2) Carry weapons only when on duty or at a specific post;
 - (3) Not conceal any weapons, unless specifically authorized;
 - (4) Carry proof of authorization to be armed. Employees not possessing such proof will be deemed unauthorized and must surrender their weapon to their employer; and
 - (5) IAW USCENTCOM G.O. #1, consumption of alcohol in Iraq or Afghanistan is prohibited. In the event of a suspension or an exception to G.O. #1, employees shall not consume any alcoholic beverage while armed or within eight (8) hours of the next work period where they will be armed.
- g. **Weapons/Equipment Restrictions and Responsibilities.** Unless otherwise provided, the U.S. Government will not provide any weapons or ammunition to contractors, their subcontractors, or any

employees of the same. The Contractor will provide all weapons and ammunition to those employees that will be armed under the contract. The contractor and its subcontractors at all tiers will also provide interceptor body armor, ballistic helmets, and the Nuclear, Biological, and Chemical (NBC) protective masks to those employees that require such equipment in the performance of their duties.

- h. ***Rules for the Use of Force (RUF).*** In addition to the RUF and ROE training referenced in paragraph (c), the contractor and its subcontractors at all tiers will monitor and report all activities of its armed employees that may violate the RUF. Prompt reporting demonstrates a desire by the contractor and its subcontractors to minimize the impact of any violations and, therefore, will be given favorable consideration. Violations of the RUF include, though are not limited to:
 - (1) Taking a direct part in hostilities or combat actions, other than to exercise self-defense;
 - (2) Failing to cooperate with Coalition and Host Nation forces;
 - (3) Using deadly force, other than in self-defense where there is a reasonable belief of imminent risk of death or serious bodily harm;
 - (4) Failing to use a graduated force approach;
 - (5) Failing to treat the local civilians with humanity or respect; and
 - (6) Detaining local civilians, other than in self-defense or as reflected in the contract terms.
- i. ***Retention and Review of Records.*** The Contractor and all subcontractors at all tiers shall maintain records on weapons training, LOAC, RUF and the screening of employees for at least six (6) months following the expiration (or termination) of the contract. The Contractor and its subcontractors at all tiers shall make these records available to the Contracting Officer or designated representative, at no additional cost to the government, within 72 hours of a request.
- j. ***Contractor Vehicles.*** Vehicles used by contractor and subcontractor personnel in the course of their security duties shall not be painted or marked to resemble US/Coalition or host nation military and police force vehicles.
- k. ***Quarterly Reporting.*** The prime contractor will report quarterly (i.e. NLT 1 January, 1 April, 1 July and 1 October for each quarter of the calendar year) to the Contracting Officer responsible for this contract, and any other organization designated by the Contracting Officer, the following information under this contract:
 - (1) The total number of armed civilians and contractors;
 - (2) The names and contact information of its subcontractors at all tiers; and
 - (3) A general assessment of the threat conditions, adequacy of force numbers, and any problems that might require a change to force levels. Note: this information is in addition to the information the contractor promises to immediately provide under the communications plan referenced at paragraph (c)(5).

(End)

3. Based upon guidance from CENTCOM J4C, the following DFARS Class Deviation applies to individuals performing in theater for 30 days or more:

3.1 DFARS DEVIATION 2007-O0010CONTRACTOR PERSONNEL IN THE UNITED STATES CENTRAL COMMAND AREA OF RESPONSIBILITY

(a) ***Definitions.*** As used in this clause—

“Chief of mission” means the principal officer in charge of a diplomatic mission of the United States or of a United States office abroad which is designated by the Secretary of State as diplomatic in nature, including any individual assigned under section 502(c) of the Foreign Service Act of 1980 (Public Law 96-465) to be temporarily in charge of such a mission or office.

“Combatant commander” means the commander of a unified or specified combatant command established in accordance with 10 U.S.C. 161.

(b) *General.* (1) This clause applies when contractor personnel are required to perform in the United States Central Command (USCENTCOM) Area of Responsibility (AOR), and are not covered by the clause at DFARS 252.225-7040, Contractor Personnel Authorized to Accompany U.S. Armed Forces Deployed Outside the United States.

(2) Contract performance may require work in dangerous or austere conditions. Except as otherwise provided in the contract, the Contractor accepts the risks associated with required contract performance in such operations.

(3) Contractor personnel are civilians.

(i) Except as provided in paragraph (b)(3)(ii) of this clause, and in accordance with paragraph (i)(3) of this clause, contractor personnel are only authorized to use deadly force in self defense.

(ii) Contractor personnel performing security functions are also authorized to use deadly force when use of such force reasonably appears necessary to execute their security mission to protect assets/persons, consistent with the terms and conditions contained in the contract or with their job description and terms of employment.

(4) Service performed by contractor personnel subject to this clause is not active duty or service under 38 U.S.C. 106 note.

(c) *Support.* Unless specified elsewhere in the contract, the Contractor is responsible for all logistical and security support required for contractor personnel engaged in this contract.

(d) *Compliance with laws and regulations.* The Contractor shall comply with, and shall ensure that its personnel in the USCENTCOM AOR are familiar with and comply with, all applicable—

(1) United States, host country, and third country national laws;

(2) Treaties and international agreements;

(3) United States regulations, directives, instructions, policies, and procedures; and

(4) Force protection, security, health, or safety orders, directives, and instructions issued by the Combatant Commander; however, only the Contracting Officer is authorized to modify the terms and conditions of the contract.

(e) *Preliminary personnel requirements.* (1) Specific requirements for paragraphs (e)(2)(i) through (e)(2)(vi) of this clause will be set forth in the statement of work, or elsewhere in the contract.

(2) Before contractor personnel depart from the United States or a third country, and before contractor personnel residing in the host country begin contract performance in the USCENTCOM AOR, the Contractor shall ensure the following:

(i) All required security and background checks are complete and acceptable.

(ii) All personnel are medically and physically fit and have received all required vaccinations.

(iii) All personnel have all necessary passports, visas, entry permits, and other documents required for contractor personnel to enter and exit the foreign country, including those required for in-transit countries.

(iv) All personnel have received theater clearance, if required by the Combatant Commander.

(v) All personnel have received personal security training. The training must at a minimum—

(A) Cover safety and security issues facing employees overseas;

(B) Identify safety and security contingency planning activities; and

(C) Identify ways to utilize safety and security personnel and other resources appropriately.

(vi) All personnel have received isolated personnel training, if specified in the contract. Isolated personnel are military or civilian personnel separated from their unit or organization in an environment requiring them to survive, evade, or escape while awaiting rescue or recovery.

(vii) All personnel who are U.S. citizens are registered with the U.S. Embassy or Consulate with jurisdiction over the area of operations on-line at <http://www.travel.state.gov>.

(3) The Contractor shall notify all personnel who are not a local national or ordinarily resident in the host country that—

(i) Such employees, and dependents residing with such employees, who engage in conduct outside the United States that would constitute an offense punishable by imprisonment for more than one year if the conduct had been engaged in within the special maritime and territorial jurisdiction of the United States, may potentially be subject to

the criminal jurisdiction of the United States (see the Military Extraterritorial Jurisdiction Act of 2000 (18 U.S.C. 3261 *et seq.*);

(ii) Pursuant to the War Crimes Act, 18 U.S.C. 2441, Federal criminal jurisdiction also extends to conduct that is determined to constitute a violation of the law of war when committed by a civilian national of the United States;

(iii) Other laws may provide for prosecution of U.S. nationals who commit offenses on the premises of United States diplomatic, consular, military or other Government missions outside the United States (18 U.S.C. 7(9)).

(f) *Processing and departure points.* The Contractor shall require its personnel who are arriving from outside the area of performance to perform in the USCENTCOM AOR to—

(1) Process through the departure center designated in the contract or complete another process as directed by the Contracting Officer;

(2) Use a specific point of departure and transportation mode as directed by the Contracting Officer; and

(3) Process through a reception center as designated by the Contracting Officer upon arrival at the place of performance.

(g) *Personnel data.* (1) The Contractor shall enter, before deployment, or if already in the USCENTCOM AOR, enter upon becoming an employee under this contract, and maintain current data, including departure date, for all contractor personnel, including U.S. citizens, U.S. legal aliens, third country nationals, and local national contractor personnel, who are performing this contract in the USCENTCOM AOR. This requirement excludes—

- Personnel hired under contracts for which the period of performance is less than 30 days; and
- Embarked contractor personnel, while afloat, that are tracked by the Diary Message Reporting System.

(2) The automated web-based system to use for this effort is the Synchronized Predeployment and Operational Tracker (SPOT). Follow these steps to register in and use SPOT:

(i) SPOT registration can be accomplished by either a Common Access Card or through an Army Knowledge Online (AKO) account.

(ii) In order to obtain an AKO account, the Contractor shall—

(A) Request the Contracting Officer or other Government point of contract to sponsor its AKO guest account;

(B) Go to <http://www.us.army.mil>;

(C) Enter the AKO sponsor username; and

(D) After AKO registration, contact the sponsor to confirm registration.

(iii) *Registration in SPOT.*

(A) Register for a SPOT account at <https://iel.kc.us.army.mil/spotregistration/>.

(B) The customer support team must validate user need. This process may take 2 business days.

Company supervisors will be contacted to determine the appropriate level of user access.

(iv) *Access to SPOT.* Upon approval, all users will access SPOT at <https://iel.kc.us.army.mil/spotracker>.

(v) *SPOT Questions.* Refer SPOT application assistance questions to the Customer Support Team at 717-506-1358 or SPOT@technisource.com.

(3) The Contractor shall ensure that all employees in the database have a current DD Form 93, Record of Emergency Data Card, on file with both the Contractor and the designated Government official. The Contracting Officer will inform the Contractor of the Government official designated to receive the data card.

(h) *Contractor personnel.* The Contracting Officer may direct the Contractor, at its own expense, to remove and replace any contractor personnel who fail to comply with or violate applicable requirements of this contract. Such action may be taken at the Government's discretion without prejudice to its rights under any other provision of this contract, including termination for default or cause.

(i) *Weapons.* (1) If the Contracting Officer, subject to the approval of the Combatant Commander, authorizes the carrying of weapons—

(i) The Contracting Officer may authorize an approved Contractor to issue Contractor-owned weapons and ammunition to specified employees; or

(ii) The _____ [*Contracting Officer to specify individual, e.g. Contracting Officer Representative, Regional Security Officer, etc.*] may issue Government-furnished weapons and ammunition to the Contractor for issuance to specified contractor employees.

(2) The Contractor shall provide to the Contracting Officer a specific list of personnel for whom authorization to carry a weapon is requested.

(3) The Contractor shall ensure that its personnel who are authorized to carry weapons—

(i) Are adequately trained to carry and use them—

(A) Safely;

(B) With full understanding of, and adherence to, the rules of the use of force issued by the Combatant Commander; and

(C) In compliance with applicable Department of Defense and agency policies, agreements, rules, regulations, and other applicable law;

(ii) Are not barred from possession of a firearm by 18 U.S.C. 922; and

(iii) Adhere to all guidance and orders issued by the Combatant Commander regarding possession, use, safety, and accountability of weapons and ammunition.

(4) Upon revocation by the Contracting Officer of the Contractor's authorization to possess weapons, the Contractor shall ensure that all Government-furnished weapons and unexpended ammunition are returned as directed by the Contracting Officer.

(5) Whether or not weapons are Government-furnished, all liability for the use of any weapon by contractor personnel rests solely with the Contractor and the Contractor employee using such weapon.

(j) *Vehicle or equipment licenses.* Contractor personnel shall possess the required licenses to operate all vehicles or equipment necessary to perform the contract in the area of performance.

(k) *Military clothing and protective equipment.* (1) Contractor personnel are prohibited from wearing military clothing unless specifically authorized by the Combatant Commander. If authorized to wear military clothing, contractor personnel must wear distinctive patches, arm bands, nametags, or headgear, in order to be distinguishable from military personnel, consistent with force protection measures.

(2) Contractor personnel may wear specific items required for safety and security, such as ballistic, nuclear, biological, or chemical protective equipment.

(l) *Evacuation.* (1) If the Chief of Mission or Combatant Commander orders a mandatory evacuation of some or all personnel, the Government will provide to United States and third country national contractor personnel the level of assistance provided to private United States citizens.

(2) In the event of a non-mandatory evacuation order, the Contractor shall maintain personnel on location sufficient to meet contractual obligations unless instructed to evacuate by the Contracting Officer.

(m) *Personnel recovery.* In the case of isolated, missing, detained, captured or abducted contractor personnel, the Government will assist in personnel recovery actions in accordance with DoD Directive 2310.2, Personnel Recovery.

(n) *Notification and return of personal effects.* (1) The Contractor shall be responsible for notification of the employee-designated next of kin, and notification as soon as possible to the U.S. Consul responsible for the area in which the event occurred, if the employee—

(i) Dies;

(ii) Requires evacuation due to an injury; or

(iii) Is isolated, missing, detained, captured, or abducted.

(2) The Contractor shall also be responsible for the return of all personal effects of deceased or missing contractor personnel, if appropriate, to next of kin.

(o) *Mortuary affairs.* Mortuary affairs for contractor personnel who die in the area of performance will be handled in accordance with DoD Directive 1300.22, Mortuary Affairs Policy.

(p) *Changes.* In addition to the changes otherwise authorized by the Changes clause of this contract, the Contracting Officer may, at any time, by written order identified as a change order, make changes in place of performance or Government-furnished facilities, equipment, material, services, or site. Any change order issued in accordance with this paragraph shall be subject to the provisions of the Changes clause of this contract.

(q) *Subcontracts*. The Contractor shall incorporate the substance of this clause, including this paragraph (q), in all subcontracts that require subcontractor personnel to perform in the USCENCOM AOR.
(End of clause)

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SECTION 1 – BACKGROUND

1.A History

1.A.1 As a component command of the United States Transportation Command (USTRANSCOM), the Military Surface Deployment and Distribution Command (SDDC) provides ocean terminal, commercial ocean liner and distribution services to deploy, sustain and redeploy U.S. forces on a global basis.

1.A.2 SDDC is responsible for surface transportation (with the exception of ocean charters) and is the interface between Department of Defense (DoD) shippers and the commercial surface transportation industry. This includes movement of DoD member household goods and privately owned vehicles. SDDC also provides transportation for troops and materiel to ports of departure in the U.S. and overseas and manages numerous ports throughout the world.

1.B Purpose

1.B.1 To fulfill its mission of providing global surface deployment command, control and distribution operations to meet National Security objectives in peace and war, it is necessary for SDDC to provide ocean and intermodal distribution services for delivering Defense Transportation System (DTS) cargo anywhere in the world. DTS cargo consists of military equipment and related supplies including supermarket-type commodities shipped by the Defense Commissary Agency, department store merchandise shipped by Army and Air Force Exchange Service, mail shipped by the Military Postal Service, Prime Vendor cargo, General Services Administration (GSA) and personal property including Privately Owned Vehicles (POV) of DoD personnel. DoD is the largest single shipper of cargo by ocean transportation on a worldwide basis. DTS cargo is shipped in substantial, recurring and consistent volumes on many trade routes.

1.C Period of Performance

1.C.1 Base Period

The one-year base period of performance for this contract is 1 March 2009 to 28 February 2010.

1.C.2 Option Periods

The periods of performance for the option years are 1 March 2010 through 28 February 2011 and 1 March 2011 through 29 February 2012 (Ref: FAR 52.217-9).

SECTION 2 – SCOPE

2.A Scope

This contract is to provide international cargo transportation and distribution services using ocean common or contract carriers, as defined in the Shipping Act of 1984, offering regularly scheduled commercial liner service for requirements that may arise in any part of the world. Service exempted from the Jones Act is included in the scope of this contract. Contractors shall be capable of providing ocean, intermodal, and related transportation and distribution services to support their offered services as required herein. This contract is primarily for requirements sponsored by the DoD. Other organizations may fill their requirements through this contract only as designated by the Contracting Officer (CO). This contract shall apply to services performed in peacetime and exigency areas as defined herein. This contract is not subject to terms or conditions of Contractors' tariffs except for war risk or as otherwise specified in this contract. The accepted booking, in conjunction with the terms contained in this contract, constitutes the contract of carriage.

This contract applies to Unit Movement Cargo and Other Than Unit Movement (OTUM) Cargo. Unit Movement Cargo is described by Unit Line Numbers (ULNs) and Plan Identification Numbers (PIDs) in the Joint Operation Planning and Execution System (JOPES) -- whether contingency, exercise or administrative in nature -- whether characterized as deployment, redeployment or retrograde cargo.

2.A.1 Excepted Cargo and Routes

Excepted cargoes (Breakbulk/RORO and Container) and excepted routes are included in the scope of this contract. Prices for such excepted cargo and excepted routes have not been negotiated at the time of award. Excepted cargoes and routes shall be competitively ordered using the Ordering Procedure Carrier Selection Fair Opportunity Process in Attachment 2, except Past Performance Evaluation SubFactor for "History of Meeting RDD for the required route" shall not be used if no relevant past performance exists for the specified excepted route. The U.S. Government shall issue a modification to add rates for the movement of excepted type cargo and routes under the changes provision of FAR 52.212-4.

Excepted Cargoes Breakbulk/RORO – Aircraft (unboxed), Helicopters, Boats over 40 ft., Oversized cargo, bulk cargo, heavy lift cargo, and explosives (excluding IMO Class 1.4), except where a specific CLIN has been included for the commodity.

Excepted Cargoes Container – Heavy lift cargo, oversized cargo (with the exception of cargo that meets the definition of over dimensional cargo or super load), explosives (excluding IMO Class 1.4), and all containers other than dry, reefer, ISO tank, open tops and flatrack containers.

Excepted Route – A one-time order for a nonrecurring cargo movement for a route not previously priced or negotiated at time of award.

2.A.2 Additional Services

The U.S. Government reserves the right to contract for additional services within the scope of the contract by modification or separate contract, as requirements become known.

2.B Aggregate Government Volume Estimates

The estimated cargo volume (the aggregate volume across all awarded contracts) is identified in the Carrier Analysis and Rate Evaluation (CARE II) system.

SECTION 3 – GENERAL REQUIREMENTS

3.A General/Administrative

3.A.1 Use of English Language

All documentation and verbal notices shall be provided in the English language. If required by local law or regulation, additional language(s) may be used.

3.A.2 Hazardous Cargo

3.A.2.1 Limitations of Contractor's Obligation

3.A.2.1.1 The U.S. Government shall provide accurate and timely hazardous cargo documentation in accordance with applicable laws and regulations.

3.A.2.1.2 The Contractor may refuse to transport hazardous cargo either by land or by ocean, which does not conform in all respects to applicable laws and regulations.

3.A.2.1.3 The Contractor shall identify to the Contracting Officer any cargo precluded from carriage due to Contractor policy prior to contract award and further advise the Contracting Officer of any changes to such policy thereafter. The Contractor shall accept for ocean carriage all commodities listed in Attachment I not otherwise identified in this section when the commodity is packaged, labeled, and documented in compliance with applicable laws and regulations.

3.A.2.1.4 Tremcards

The Contractor shall produce "tremcards" for hazardous cargo transiting through countries where this requirement exists.

3.A.3 Quality Control, Reporting, and Records

3.A.3.1 Quality Control

3.A.3.1.1 The Contractor shall utilize its commercial quality control processes/plan (QCP) to ensure quality service is provided throughout the term of the contract.

3.A.3.1.2 The Contractor shall immediately notify the appropriate Contracting Officer Representative (COR) of any problems or failures that may affect performance. The Contractor shall provide the COR with a written plan of corrective action, including a proposed timeline, within 10 business days after the COR is notified of the situation. This plan shall describe proposed Contractor actions to correct the problem or deficiency and bring performance back in compliance with identified performance standards.

3.A.3.1.3 The CORs shall monitor Contractor performance and compliance with the terms and the conditions of the contract using standard techniques such as inspections, U.S. Government-generated management reports, Contractor reports and customer feedback. The Contractor shall attend periodic meetings called by the COR or the Contracting Officer to discuss operations and problem areas.

3.A.3.1.4 Quality Council Meetings

The Contractor shall participate in Quality Council Meetings as requested by the Contracting Officer to review performance and discuss operational issues. Meetings shall be held as directed by the Contracting Officer, but will not exceed two per year.

3.A.3.1.5 Performance Reporting

SECTION 3 – GENERAL REQUIREMENTS

When the Contracting Officer determines, in his/her sole discretion, that Contractor performance under any Performance Objective cannot be accurately measured, the Contracting Officer may direct the contractor to provide additional reports that satisfactorily quantify Contractor performance under those Objectives. The Contracting Officer may establish the format and frequency of such reports.

3.A.3.1.6 Retention of Records

The Contractor shall maintain and, upon request, provide to the Contracting Officer such documentation deemed relevant to performance of transportation services ordered under the terms of this contract. Records will be maintained and available to the Contracting Officer throughout the term of the contract and for three years after final payment IAW FAR 4.7 -- Contractor Records Retention.

3.A.4 Invoicing and Payment

Contractor shall prepare and submit invoices or proper documentation for payment of shipments in accordance with the procedures in Attachment 6.

3.A.4.1 Where the Electronic Invoice Presentation and Payment (EIPP) program has been implemented by the effective date of the contract, the Contractor shall comply with the payment procedures for this program. Contractors shall be provided 30 days' advance notice of implementation of EIPP for shipments not covered by the program by the effective date of the contract. U.S. Bank's PowerTrack is the system used for this contract. Attachment 6 contains instructions and procedures on PowerTrack.

3.A.5 Responsibility for Charges and Taxes

3.A.5.1 The Contractor shall pay all dues, charges and taxes customarily levied on the vessel, however the amount thereof may be levied. The Contractor shall pay all taxes levied on the freight charges. The U.S. Government shall pay all dues, charges, duties, and taxes customarily levied on the cargo, however the amount thereof may be assessed.

3.A.6 Space Commitment

3.A.6.1 A "container" contractor must make available 10% of vessel capacity for the booking of Government cargo on each U.S. flag vessel sailing from CONUS on the designated routes listed below:

Outbound Routes/Zones	
01	West Coast/Far East
05/11	East & Gulf Coasts/Europe & UK
6A/12A	East & Gulf Coast/West Med

3.A.6.2 A "breakbulk/RORO" contractor must make available 10% of vessel capacity for the booking of Government cargo on each U.S. flag vessel sailing from CONUS on the designated routes listed below:

Outbound Routes/Zones	
01	West Coast/Far East
05/11	East & Gulf Coasts/Europe & UK
6A/12A	East & Gulf Coasts/West Med

SECTION 3 – GENERAL REQUIREMENTS

3.A.7 Schedule Maintenance

3.A.7.1 For service between countries or ports for which there is more than one shipment forecast per month, the Contractor shall provide and maintain schedules in IBS at least 45 days prior to the earliest sail date. For "Short Sails" of 3 days or less, the Contractor shall provide schedules in IBS 15 days in advance of vessel sailing.

3.A.7.2 The U.S. Government will request routing proposals for service between ports for which there is less than one shipment per month.

3.A.7.3 The Contractor shall accept, reject, or counter on the same working day to a request for routing proposals received prior to 1430 local time. For a request received after 1430 local time, the Contractor shall respond by 1200 local time of the next working day.

3.A.7.4 Contractor proposal shall include the military voyage number obtained from IBS. Request for routing proposals shall be submitted by email until this information can be requested and replied to via EDI.

3.A.8 Permanent Service Changes

3.A.8.1 Notification

3.A.8.1.1 The Contractor shall notify the Contracting Officer at least 45 days prior to implementation of permanent changes in the Contractor's commercial service. All bookings accepted prior to notification of permanent service change shall be performed in accordance with the booking and all terms contained herein.

3.A.8.1.2 The Contractor shall notify the Contracting Officer of permanent changes in service and if the Contracting Officer deems the change meets the requirements for initial award of that service, initial contract rates shall apply to the changed service. If the changed service no longer meets the initial award of that service, the Contracting Officer may adjust the award minimums.

3.A.8.1.3 Dry-Dock Initiated Service Change

The Contractor shall notify the Contracting Officer in writing of scheduled dry dockings at least four months prior to the scheduled dry-dock date. The Contracting Officer must be notified in writing of any emergency dry-dock requirement affecting published schedules.

3.A.9 Customer Service Assistance

The Contractor shall submit points of contact who can respond to U.S. Government activities on a 24/7 basis to provide expert assistance in answering questions, exchanging information, and resolving problems. The Contractor shall provide specific points of contact no later than seven days after contract award.

3.A.10 Electronic Commerce / Electronic Data Interchange (EDI)

The Contractor shall use Electronic Data Interchange (EDI) or Ocean Carrier Interface (OCI) (or successor system) as the primary means for interfacing with SDDC for all CONUS and OCONUS bookings.

The Contractor shall use the Defense Transportation Electronic Data Interchange (DTEDI) approved Implementation Convention for the ANSI X 12 300, 301, 303, 304 and 315 transaction sets in compliance with their approved concepts of operations. Versions 3060, 4010 or later are required. The Contractor shall 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 shall be implemented in accordance with schedules approved by the Ocean ACI Committee.

The Contractor shall receive or transmit, as appropriate, the following transactions sets:

SECTION 3 – GENERAL REQUIREMENTS

- Contractor receiving order data, 300 (Delivery order, the booking, including increases and decreases)
- Contractor ordering confirmation data, 301 (Confirmation of order, Contractor to Ordering Officer/COR)
- Cancellation data from Ordering Officer, 303 (Ordering Officer cancellation)
- Shipping Instructions, 304 (optional)
- Contractor shipment status reporting data, 315

3.A.10.1 Shipment Status Reporting: The Contractor shall provide accurate shipment status reports using the 315 transaction sets. Transactions shall be submitted in ANSI X-12 EDI standard or OCI to SDDC. Table 3. A.10.1.1 identifies specific events that require reporting. The Contractor shall submit all reports within 24 hours of accomplishment or when the carrier has received the booking details and/or lift information from the U.S. Government.

3.A.10.1.1 Table of Reportable Shipment Status Events

CODE	DEFINITION	NOTES
EE	Empty spotted	Empty container out gate in lieu of actual spot is acceptable for shippers having container pools. Required for other than pool locations (NOT REQUIRED FOR BREAKBULK)
W	Pickup of Loaded container/ Breakbulk	This transaction is required at the time customer turns over possession to Contractor
I	In-gate at Port of Embarkation (POE)	This transaction is required at the POE
AE	Loaded on Vessel	This transaction is required at the POE and required at all transshipment ports
VD	Vessel departure	This transaction is required at POE and required at all transshipment ports
VA	Vessel arrival	This transaction is required at the POD and required at all transshipment ports
UV	Vessel discharge	This transaction is required at the POD and required at all transshipment ports
OA	Out gate from POD	This transaction is required at the final POD (Port and Door bookings)
AV	Available for Delivery	This transaction is situational at POD or inland locations. This transaction may be submitted when situations arise from delays in local delivery caused by the U. S. Government, when local delivery can be made within the next business day
X1	Deliver to consignee	This transaction is required when shipment is delivered to customer, or possession is turned over to the U.S. Government
EC	Empty container pick-up	This transaction is required (NOT REQUIRED FOR BREAKBULK)
RD	Return of empty containers to terminal	This transaction is required when the empty container is returned to the commercial terminal (NOT REQUIRED FOR BREAKBULK)
TBD	Release of empty not to Contractor's terminal	When an empty container is released to the Contractor but not returned empty to the Contractor's terminal, the Contractor shall report an alternate event that shows that the detention/Free Time clock has stopped. Contractor shall report this using codes approved by the Ocean ACI Committee.

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CODE	DEFINITION	NOTES
TBD	In-transit position report	Required only for shipments to Central Asia that transit the Northern GLOC, locations in AFRICOM and other austere locations designated by the Contracting Officer. Reporting shall be by email until reporting requirements are established and included in Transaction Set Implementation Conventions and their controlling concepts of operations approved by Ocean ACI Committee.

3.A.11 Vessel Cutoffs, Late Gates, and Expedited Linehaul

3.A.11.1 Vessel Cutoffs

The Contractor shall provide local cutoffs for origins within CONUS and keep SDDC apprised of changes. The default local cutoff is close of business one working day before the vessel cutoff at the port with an additional day for each 300 miles from the port to the inland origin point, rounded to the nearest whole day. If the local cutoff falls on a weekend, the cutoff shall be the final workday of that week.

3.A.11.2 Late Gates

The Contractor shall lift cargo to the booked vessel when cargo is received after the Contractor's vessel cutoff at no additional charge, if mutually agreeable arrangements have been made with the Contractor for a late gate.

3.A.11.3 Expedited Linehaul to POE

Contractors shall provide expedited linehaul in CONUS from selected origins to the booked port of embarkation when this service is requested at time of booking by the Ordering Officer. Contractor shall be paid at the rates in the Table of Accessorials for the specific origin/port combination requested in the booking. No payment shall be made if the requested level of service is not provided as booked.

3.A.12 Required Delivery Date (RDD)

The Contractor shall deliver all cargo by the Required Delivery Date (RDD) specified in the accepted booking. When a delay is caused by the U.S. Government, or an excusable delay as defined in the terms and conditions contained within this contract, the contractor shall be relieved of responsibility to meet RDD as booked, however, due diligence shall be exercised to meet RDD and/or achieve delivery at the earliest possible time after RDD. The contractor shall convey impact on delivery to cognizant COR at the earliest practical time to ensure adequate coordination with receiving activity.

3.A.13 Less-Than-Container-Load (LCL) Container Services

The Contractor is authorized to commingle LCL cargo with commercial cargo. The Contractor shall provide the cognizant Ordering Officer with the same receipt/lift information as required by Paragraph 3.A.21.1 below for preparation of shipping instructions. (See Rate Rules & Provisions Clause; paragraph 1.1.1.9, for rating formula). The Contractor shall provide stuffing, consolidating, stripping, sorting, and transloading services as specified in the booking or as ordered by the Ordering Officer and shall be paid at the Cargo Handling rates listed in the Schedule of Rates Table 6.

3.A.14 Equipment

3.A.14.1 Container Standards

Contractors shall provide containers with clearly marked container numbers that are clean, dry, empty, odor free, suitable for protecting cargo from damage and comply with ISO, IMO, and CSC standards.

3.A.14.2 Reefer Equipment

The Contractor shall provide refrigerated containers to the stuffing activity in accordance with the booking to include pre-cooling, when requested by the Ordering Officer.

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3.A.14.2.1 The Contractor shall supply reefer containers that maintain a temperature within three degrees Fahrenheit of the in-transit temperature specified for controlled atmosphere and straight chill, and five degrees Fahrenheit for frozen.

3.A.14.2.2 The Contractor shall provide continuous measurement of internal temperature using a Ryan-type recorder or equivalent capable of continuous recording from availability date for a minimum period of 90 days to provide consistent reporting and equipment supply. Contractor shall provide measurement data upon request from the Government.

3.A.14.3 Substitution of Equipment:

When the Contractor has accepted a booking and does not provide the conveyance listed in the booking, the Contractor shall provide a suitable alternative agreed upon by the shipper and the Ordering Officer at no additional cost to the U.S. Government.

3.A.15 Chassis Requirements

Containers delivered to the Government or spotted by the contractor must be on a contractor-provided chassis that supports stuffing/unstuffing operations by the Government. The chassis must remain with the container while in the custody of the Government; unless this requirement is waived by the cognizant COR. Blanket waivers for specific areas or destinations may be issued by the cognizant COR upon request.

3.A.16 Equipment Pools (container only)

The Contractor shall establish and maintain equipment pools identified in Attachment 2 and as requested by the Contracting Officer at CONUS and OCONUS locations. All expense for operating equipment pools shall be borne by the Contractor to include establishing, managing and disestablishing pools.

3.A.17 U.S. Government Furnished Containers (GFC)

3.A.17.1 – The shipment of U.S. Government-furnished containers (GFC) shall be subject to mutual agreement between the Carrier and the Government, except that the Government shall have the right to ship up to 200 U.S. GFC against the space commitment required under Section 3.A.6 of the PWS as part of a Unit move, provided that such shipments were coordinated at least 45 days in advance of the vessel sailing.

3.A.17.2 – The Contractor shall provide a chassis for GFC shipments whenever the Contractor is responsible for the associated inland transportation, unless this requirement is waived by the local shipping/receiving facility or custom of the trade does not normally call for the use of chassis. Detention shall apply to carrier owned chassis when associated to GFC.

3.A.17.3 – Contract linehaul rates shall apply for transporting loaded GFC. Inland transportation of empty GFC requested by the Government shall constitute a separate inland move subject to contract linehaul rates unless otherwise mutually agreed to by the Contractor and the Government.

3.A.17.4 – The Contractor shall not be entitled to detention for GFC. The Contractor shall return GFC in the same condition as received and shall be liable for loss or damage to the GFC resulting from the Contractor's negligence. The Contractor shall not procure war risk insurance coverage for GFC and shall not be liable for any loss that would have been covered by war-risk insurance.

3.A.17.5 When the Contractor provides any of the services for Accessorial, rates, in connection with service provided to U.S. Government owned/leased containers, the appropriate Contractor rates contained in the Schedule of Rates shall apply.

3.A.18 Flatrack Containers

The Contractor shall furnish flatrack containers as specified in the booking. Contractor shall be paid an additional flatrack surcharge in accordance with the Table of Accessorial Rates.

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3.A.19 Bulk Liquids

3.A.19.1 The U.S. Government may furnish 20' tank containers for shipment of bulk liquids by the Contractor.

3.A.19.2 The Contractor shall provide an acceptable, clean and empty tank container to the shipper and transport to destination. The consignee shall empty the container and return it to the Contractor, empty, but with residue. The Contractor shall be compensated for providing the tank container and for cleaning the empty container at the "Contractor Provided Tank Container" rate in Table 6B, Accessorial Rates. The Contractor shall be compensated for ocean transportation of these tanks at rates for dry containers, and for linehaul or drayage, if ordered. The tank container surcharge for Contractor-provided containers does not apply.

3.A.20 Manual Operational Reports

Until EDI transaction submissions can fully provide this data, the Contractor shall provide the cognizant SDDC activity and the military activity responsible for cargo documentation at each port where U.S. Government cargo is lifted and/or discharged certain information in connection with cargo at that port. Manual Operational Reports for cargo lift are not required for cargo loaded on a "Free-in" basis. Report format, distribution, submission schedule and medium are described at Attachment 7.

Cargo Receipt
Cargo Lift Information – Containers
Cargo Lift Information – Breakbulk
Pre-Arrival Notice
Cargo Discharge
Cargo Disposition
Contractor Containerization
Cargo not lifted as booked / booked and not lifted
Direct Booking Report

3.A.21 Daily Intransit Visibility (ITV) Reports

3.A.21.1 Inland ITV services identified in this section shall apply to Afghanistan, Pakistan, Uzbekistan, Tajikistan, Kazakhstan, Turkmenistan, Kyrgyzstan, Jordan or Iraq, or other areas as directed by the Contracting Officer. When ordered, the Contractor shall be paid an additional daily ITV Surcharge in accordance with the Table of Accessorial Rates.

3.A.21.1.1 When ordered by the U. S. Government, the Contractor shall provide daily reporting of the status/location of cargo while in transit to locations listed in 3.A.21.1. Contractor shall report on each shipment every day, providing event reports or a location report as identified by the Ordering Officer. Reportable events shall include vessel arrival, cargo discharge, cleared by customs, out-gate, arrive consignee (inbound cargo); pickup requested; depart origin, in-gate, lift to vessel, vessel sail (outbound cargo) and transit of Contractor waypoints (inbound and outbound). A location report is required for any day that no event reports are reported for the shipment. The location reports for shipments in transit between port and origin/destination that are reported at the same location as the prior day's location report shall also provide a brief explanation of the reasons for the delay and if the reason for the delay is within the control of the Contractor, date transit is estimated to resume.

3.A.21.1.2 Report format. The Contractor shall provide reports in separate Excel spreadsheets for inbound and outbound shipments. Include columns describing the cargo (TCN, container number (with prefix), booking number, type/description of cargo, origin or destination, POE or POD, shipper DODAAC, receiver DODAAC) and each applicable event, plus additional columns for exception information (location, remarks and dates) of all events that occurred during the prior 24 hours or had not been included

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in the prior report. Exception information is required only when there is no event report for the prior day. Remarks can be used to advise of cargo exception information but would not replace notifications otherwise required by the contract. Completed shipments may be deleted 30 days after delivery.

3.A.21.1.3 Reports shall be provided by email attachments to distribution as provided by SDDC-G9.

3.B Shipment Planning and Booking

3.B.1 Shipment Booking and Scheduling

The Contractor shall provide the services as identified in the accepted booking.

3.B.1.1 Shipment Booking

All cargo shall be booked to the Contractor at the discretion of Ordering Officers (Shipper Select) based on a contemporaneous best value analysis of technical capability, scheduled service, past performance and price, subject to VISA priorities. Awarded contract minimums for the base period shall be satisfied by the expiration date of the base period.

3.B.1.1.1 See Attachment 8, Section 1.3 for additional factors in best value analysis when booking Prime Vendor owned cargo for shipment.

3.B.1.2 Booking Acceptance

Issuance of a booking number by the Contractor through EDI, OCI, Direct Booking, email, or facsimile communication to the U.S. Government constitutes acceptance booking. The parties may subsequently agree to amendments/changes prior to delivery, including rerouting of containers as specified at paragraph G.5 below. Should the Contractor use auto-accept or other processes that provide a booking number in advance of full evaluation of the offer, Contractors shall have one business day to counteroffer.

The Contractor shall accept bookings, up to a vessel's space commitment, if the booking is received no less than five business days prior to a local cutoff. Empty U.S. Government-owned or empty leased containers or other empty special equipment shall be booked on a space-available basis. Empty containers shall be offered to the Contractor, who shall propose space for them on the first sailing for which space is available.

3.B.1.3 Response to Booking Requests

The Contractor shall accept, reject, or counter on the same business day to a booking received prior to 1430 local time. For a booking received after 1430 local time, the Contractor shall respond by 1200 local time of the next working day.

3.B.1.4 Automated Booking (This paragraph does not apply to Breakbulk Carriers)

Contractors shall implement an automated booking capability via EDI or OCI with the Integrated Booking System (IBS) within 30 business days after award of contract. EDI transaction sets shall comply with standards identified in this contract. Contractor shall respond to all cargo offerings, including changes to previous offerings, within two hours of the time the cargo offering is released by IBS. Automated booking capability shall be maintained 24 hours per day, 7 days per week, throughout the period of the contract. Contractors shall have one business day to counteroffer any booking processed automatically. Contractor shall accept bookings via a Contractor-provided website for shippers that SDDC authorizes to use Direct Booking procedures. During the term of the contract, the U.S. Government may implement a successor system that shall replace IBS. Contractor shall be required to interface with this new system and shall be provided at least 120 calendar days' notice prior to implementation of the new system.

3.B.1.5 Direct Booking Procedures: Contractors with established direct booking capabilities shall accept bookings from shippers who elect to use Direct Booking procedures. Contractors shall ensure that Direct Booking systems comply with the terms and provisions of this contract. RDDs accepted in the Contractor's Direct Booking systems shall be used to measure RDD compliance.

3.B.1.5.1 Contractors with Direct Booking capabilities will ensure that the booking acceptance process evaluates "Required Delivery Dates" consistent with booking acceptance logic resident in IBS. When

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deemed necessary, the U.S. Government in cooperation with the contractor will review and update the acceptance logic and associated tables, and publish results through SDDC generated customer advisories.

3.C Origin Services (container only)

3.C.1 Providing Empty Containers to Shippers

3.C.1.1 Pool Locations. The Contractor shall maintain empty container pools at locations and levels specified in Attachment 2. The Contractor shall provide documentation to the shipper to identify the equipment by Contractor SCAC, equipment owner code, and container number when empty containers are delivered to a shipper for inclusion in a pool. Once the shipper notifies the Contractor that a container is available for pickup, the container is considered loaded and no longer part of the established pool and the Contractor shall replace the empty container, by the next business day. Detention at origin does not apply to locations with equipment pools.

3.C.1.2 Drop and Pick Service

3.C.1.2.1 The Contractor shall spot the requested equipment at the location on or before the date and time specified in the booking.

3.C.1.2.2 The Contractor shall provide drop and pick service without surcharge for:

3.C.1.2.2.1 OCONUS locations not requiring container pools,

3.C.1.2.2.2 CONUS/OCONUS locations listed at Attachment 2 where the Contractor has no pool assignment, and

3.C.1.2.2.3 CONUS locations where the Contractor and shipper mutually agree to drop and pick service.

3.C.1.2.3 The Contractor shall provide drop and pick service and be entitled to a surcharge for CONUS locations not described above, when drop and pick service is ordered.

3.C.1.2.3.1 When drop and pick service is ordered, the Contractor shall be compensated \$300 per container.

3.C.1.2.3.2 For bookings of three or more containers, the shipper may order round robin drop and pick service. The Contractor shall be paid \$300 for this service if the U.S. Government orders it.

3.C.1.2.4 A container which has been spotted by the Contractor for stuffing by the U.S. Government shall be permitted a period of two working days, commencing on the first workday after delivery, for stuffing before detention applies. Detention at origin does not apply to any containers that are lifted to the booked sailing or any earlier sailing nor to any containers sailing on a later vessel when the Government is not responsible for the delay.

3.C.1.3 Live load. For other locations in CONUS, the Contractor shall provide live load service at origin unless drop and pick service is ordered. The Contractor and the shipper shall set a live load appointment (date and time and specific location) for each container booked. The shipper shall have three hours' free time, starting from the time of the appointment to load the container or upon actual start. The Contractor shall be paid waiting time at the rate of \$60 per hour rounded to the next higher quarter hour. Waiting time shall only run during the shipper's normal hours of operation. In the event the Contractor does not meet the agreed appointment time by 15 minutes or more, the shipper may load the container immediately or reschedule the load for a later time. Free time start will be adjusted to actual start time. Shipper may also cancel the appointment and reschedule for a different day.

3.C.1.3.1 In the event the shipper is not able to complete loading by the end of the shipper's business day, the Contractor shall be paid a \$150 overnight charge. When loading operations resume, free time, if there is

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any not used or waiting time shall start at the time the shipper's workday starts unless the shipper and Contractor agree to a different time.

3.C.1.3.2 The contractor shall provide live load service, at no added cost, for locations otherwise entitled to pool or drop and pick service, when requested by the shipper in the booking, free time and waiting time rates apply in accordance with 3.G.4.5.3.

3.C.1.3.3 At the request of the Ordering Officer the Contractor may, pick up empty U.S. Government owned or leased containers from locations separate from the designated loading location and deliver them to the shipper for loading. Compensation for this will be mutually agreed to through a bilateral modification to this contract. The container shall be spotted at the shipper's location using rules for live load, drop and pick or pool as would apply for a Contractor provided container.

3.C.1.4 At least one day prior to the spot date annotated in the booking, the Contractor shall notify the cognizant Ordering Officer of any containers, which cannot be spotted to meet booking requirements.

3.D Ocean Transportation

3.D.1 Cargo Lift and Advancement

3.D.1.1 For door-origin cargo, the Contractor shall pick-up cargo/stuffed containers to meet the booked vessel when the U.S. Government makes pick-up notification at least one business day prior to cutoff at origin.

3.D.1.2 The Contractor shall lift cargo onto the vessel identified in the booking or to an earlier arriving vessel. Cargo advanced to an earlier arriving vessel shall not displace no-shows and rollovers from previous voyages or cargo already booked. Cargo may be advanced only if the Contractor has received all required documentation.

3.D.1.3 Contractor shall not deliver early to consignees unless approved by the U.S. Government.

3.D.1.3.1 For shipments that were advanced without U.S. Government approval for early delivery, additional charges and free time shall be calculated based on the RDD agreed to in the booking.

3.D.1.4 Contractor shall not advance cargo to an earlier vessel(s) that has a lower VISA priority than the booking unless prior approval is granted by SDDC.

3.E Customs Clearance

3.E.1 Responsibilities

The responsibilities for customs clearance under this contract are shared between contractor and US Government.

3.E.1.1 For many destinations the US Government has principal responsibility for customs clearance and performs the majority of tasks incident to clearance. These include the preparation of documents or entry into automated customs systems but, by local practice the government may require the contractor to perform tasks such as document pickup and delivery, presentation of documents to appropriate customs officials and payment of processing fees

Costs incurred by the contractor to provide these incidental services shall be included in applicable ocean or single factor rates. At Table 3.E.1 is a list of locations where the US Government has principal responsibility for customs clearance and Contractor-Arranged Customs Clearance is not payable.

Hardcopy document clearance

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1. Government prepares a customs clearance request package (Complete except for any carrier provided documents):

2. Government may submit to customs or give to the carrier for the carrier to combine with carrier documents (such as bill of lading) and deliver to customs officials, pay minor processing fees, obtain approvals and notify any others needing to be notified when clearance is approved.

3.E.1.2 Contractor Arranged Customs Clearance: Contractor acts on behalf of U.S. Government to obtain Customs clearance.

When Contractor-Arranged Customs Clearance is ordered by the US Government the contractor has principal responsibility for customs clearance

Contractor-Arranged Customs Clearance includes, as required by local practice additional services that include,

Coordination with shipper/consignee and local customs authorities to obtain and/or prepare (except for signature) all necessary documentation for custom clearance,

Provide prepared forms/documents to receiver/US Government for signature,

Deliver documents to the customs office, and ensure that documentation is provided to all local entities as required to permit release and on-carriage of cargo to final destination.

When ordered, contractor shall be paid a customs clearance surcharge in accordance with the Table of Accessorial Rates. (CARE II)

3.E.1.3 Additional countries may be added to Table 3.E.1 should it be determined that the U.S. Government has increased its presence in a country, and that the U.S. Government shall provide clearance services as described by 3.E.1.1.

3.E.1.3.1 Countries shall be removed from Table 3.E.1 via bilateral modification should it be determined that the U.S. Government has decreased its presence in those countries, and that the U.S. Government can no longer provide clearance services as described by 3.E.1.1.

3.E.1.4 Exception for Shipments to Kobe, Hakata and Nagoya, Japan

Due to the of absence of Transportation Movement Offices (TMO) at Kobe, Nagoya and Hakata ports, the following ancillary service shall be provided by the Contractor for these specific ports. In addition to the Contractor's basic service, the Contractor shall provide courier service performed by a licensed customs broker for each port. The Contractor shall present the certified and authenticated Customs Free Import or Export of Cargo or Customs Declaration of Personal Property, USFJ Form 380EJ together with the Contractor Arrival Notice (OCAN) to the customs office. The contractor shall include costs for this service in the applicable rate.

3.E.1.5 The Government will provide the contractor with appropriate shipper generated customs documents at least three business days prior to vessel departing port of origin.

Table 3.E.1

Canada
Japan (See Para. 3.E.1.4) / Okinawa
Saudi Arabia
South Korea
Spain
The Netherlands
Turkey
United States territories and possessions
Belgium
Denmark
Germany

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Italy
Kuwait
Norway
United Kingdom and its territories and possessions
Portugal including Azores
Bulgaria
Romania
Slovenia

3.E.1.5.1 Import/Export Services: The Contractor shall be responsible for the preparation and/or completion of all required documentation and the submission of the documentation to the appropriate embassy and/or local U.S. Government agencies for the approval, certification, stamping and/or signatures necessary to obtain border clearances and transit. Costs for these services must be included in line haul rates, except that for locations included in the Table of Accessorial, contractor to submit rates for Import/Export Border Clearance service as part of proposal submission.

3.E.1.5.2 The requested services include, but are not limited to, the completion, preparation, and submission of exemption forms, cargo declarations, goods declaration forms, and importation/exportation forms necessary to effect border transit from origin to port.

3.E.1.6 Notification of Cargo Held by Customs

The Contractor shall promptly notify the COR, or designee within 24 hours, if cargo is held up by Customs, or if the local port authorities require direct U. S. Government intervention for cargo terminal clearance.

3.E.1.7 The Contractor shall be paid at the rates set forth in Accessorial Table 6 for import and export clearance services.

3.F Destination Services

3.F.1 Delivery Notification and Receipt

3.F.1.1 Schedule all deliveries of containers with the consignee or consignee's agent at least two working days prior to any actual delivery of containers.

3.F.1.2 Do not deliver containers on the same day as notification unless approved by the consignee.

3.F.1.3 Deliver all containers to each consignee during the consignee's normal business hours.

3.F.1.4 The Contractor shall provide a delivery receipt for the consignee or agent to sign to acknowledge receipt of the container and to annotate any exceptions.

3.F.1.5 The contractor shall display on the truck or container a placard with identifying marks where required by local practice.

3.F.1.6 A signed delivery receipt with no damage noted does not preclude the U.S. Government from pursuing a claim for damages discovered after delivery. If damage is later discovered, Contractor will be notified, and allowed to survey cargo.

3.F.2 Expedited Delivery

3.F.2.1 Expedited delivery service: The Contractor shall provide expedited delivery when ordered by the Ordering Officer. The Contractor shall deliver the container to consignees in Germany within two business days and one business day at all other locations commencing at 0001 hours on the first working day following vessel discharge or customs clearance of such containers, whichever is later, for distances of up

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to 400 miles. For distances greater than 400 miles, Contractors shall be provided an additional day for each 400 miles of distance. When the contractor schedules delivery by appointment for a mutually agreed on time and date the consignee shall be required to "live unload" containers transported under expedited delivery service ordered by the U.S. Government. EXCEPTION: Expedited delivery of shipments enroute, but prior to commencement of on-carriage at port of discharge shall be by mutual consent of the U.S. Government and the Contractor. Contractors shall be compensated according to the following schedule for expedited delivery services:

EXPEDITED DELIVERY SERVICE SCHEDULE

Minimum Charge (up to 199 miles)	\$350.00
200 miles to 400 miles	\$450.00
401 miles to 599 miles	\$750.00
Over 599 miles	\$750.00 plus \$0.25 per mile for each mile over 599

3.F.2.2 When booked from Mechanicsburg Group to final destinations in Germany using single factor rates, Contractors shall provide the most expeditious mode for delivery from the POD to destination. This expedited service is a basic service to be included in rates when Mechanicsburg Group is the origin point, and is not to be considered as an accessorial service as described in Section 3.F.2.1.

3.F.3 Specified Day Delivery

3.F.3.1 The Contractor shall deliver on a specific day if requested by the consignee provided the Contractor could accommodate the request using the Contractor's normal service. This service to be performed at no additional cost to the U.S. Government.

3.F.3.2 Requests for a specified day delivery earlier than the RDD that cannot be provided using the Contractor's normal service can be ordered using Expedited Delivery service in accordance with Section 3.F.2.

3.F.3.3 If delivery is requested and performed outside normal business hours, Contractor may submit invoices for additional costs as provided by Attachment 6.

3.F.3.4 If the date the delivery is requested is later than the RDD, the shipment would be considered constructively staged.

3.G Exceptions to Normal Service

3.G.1 Alternate Service

The Contractor is responsible for the delivery of services required by the booking. This responsibility extends to the performance of any other provider the Contractor may subcontract to in order to perform the services ordered. The Contractor shall notify the Ordering Officer of any alternate service arrangements prior to implementation. The Contractor shall use the Voluntary Intermodal Sealift Agreement (VISA) priorities when making alternative service arrangements and may not use a lower VISA priority without approval of SDDC.

3.G.2 Recurring Service Failure

3.G.2.1 Under circumstances described below and when approved by SDDC HQ, the U. S. Government may obtain services from alternate sources either inside or outside this contract to include MSC Charters or activation of US Government Vessels.

3.G.2.1.1 The Contractor fails to complete ordered service within the time and service requirements described in a Performance Objective and a systematic problem exists in the judgment of the Contracting Officer.

3.G.2.2 The U. S. Government shall provide the Contractor with prompt written notice of the Contracting Officer's determination of the Contractor's inability to provide the required service before obtaining service from another source.

3.G.2.2.1 The actions by the U.S. Government to obtain services from another source is a remedy independent of other remedies provided in this contract and shall not necessarily constitute "default" or require remedies in this contract for default.

3.G.2.2.2 These actions shall not preclude the U.S. Government's rights in the event of Contractor default, and shall not preclude the U.S. Government's use of other remedies provided in the contract.

3.G.2.3 The Contractor's vessels shall be considered not available unless the Contracting Officer issues a reinstatement of service per paragraph 3.G.2.4.

3.G.2.4 For purposes of reinstatement, the Contractor shall provide the U.S. Government evidence of ability to perform in accordance with the contract requirements. The Contracting Officer shall review the evidence and make a determination as to reinstatement of Contractor's service.

3.G.3 Canceled Shipments/No Shows

The Contractor shall accept cancellation of shipments for booked cargo without penalty to the U.S. Government. The U.S. Government will provide cancellation notice at least 24 hour prior to vessel cutoff. Special situations shall be addressed by the Contracting Officer.

3.G.3.1 The contractor shall notify the COR of cargo not tendered to the contractor in time to meet the booked sailing that has not been cancelled or rebooked.

3.G.3.1.1 For containers that miss the booked sailing through no fault of the Contractor, the Contractor shall load containers on the next scheduled sailing after receipt of containers from the U.S. Government.

3.G.3.2 When the U.S. Government notifies the Contractor of cargo not available for a booked sailing, the Contractor shall then designate a new vessel based on the revised availability of cargo. Should the "roll over" cargo not show for the follow on designated vessel, the booking shall be cancelled and the cargo rebooked.

3.G.3.3 The Contractor shall in no event hold the U.S. Government liable for vessel demurrage or dead freight by failing to release a container in time to meet a specified vessel sailing.

3.G.4 Free Time and Detention

3.G.4.1. The contractor must provide 10 calendar days free time commencing at 0001 hours on the first calendar day after delivery, except as provided below:

Fifteen (15) calendar days free time for all equipment delivered to Saudi Arabia:

Free Time and detention provisions for cargo delivered within exigency areas as described in Section 6.C.1

3.G.4.1.1 Free time/detention will run during any delays caused by the U.S Government. However, when call-forward or staging is requested by the receiving activity, free-time will run

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commencing at RDD for the remainder of the requested hold time.

3.G.4.1.2 When free time is exceeded, contractor will be paid at detention rates at 3.G.4.3.1 and for reefer maintenance as stated at 3.G.4.3.1 below.

3.G.4.1.3 Detention shall cease to run at 2359 hours on the day

- 1) the contractor is notified the container is available for pickup at the carrier's point of delivery or other mutually agreed location and the container is available when the carrier arrives for pickup, or
- 2) the container is returned to the contractor, or
- 3) specified when the contracting officer notifies the carrier in writing that it is purchasing the container under Section 3.G.8 or 3.G.9.

Whichever occurs earlier.

The notification or redelivery must take place before the end of that business day or time shall run until the next day. For delays prior to delivery that start the running of freetime, or detention if freetime has expired, time will cease running at 2359 hours on the day the government provides documents or otherwise cures the situation causing the delay or notifies the contractor to release the shipment from staging. However, in no case will any day that a shipment is intransit inland count as a freeday or detention day when the contractor is responsible for the inland delivery.

3.G.4.1.4 At locations where the Government has automated system capability to report that containers are empty and request their pickup, the dates documented by the system will be the official date/time of notification unless the contractor has been provided earlier written notice from the Government. Contractor personnel will obtain passwords as needed to access these systems.

3.G.4.2 Reserved

3.G.4.3 Calculation of Detention-Related Charges

3.G.4.3.1 Standard Container Detention

The following charges and provisions will apply to all equipment accruing detention except for containers booked to locations designated as exigency areas under section 6.C.2.

<u>Equipment Type</u>	<u>Daily Detention</u>
20 ft Dry	\$22
20 ft Flat	\$22
20 ft Reefer	\$70
40 ft Dry	\$35
40 ft Flat	\$35
40 ft Open Top	\$35
40 ft Reefer	\$92
20 ft Chassis	\$9
40 ft Chassis	\$16

For Government caused delays in the movement of or return of containers beyond applicable free time, the Government will pay the carrier the above daily standard container detention charges. Detention charges will continue to accrue until one of the following occurs:

- (1) The Government notifies the carrier in writing that the container is available for pickup at the carrier's point of delivery or other mutually agreed location and the container is available when the carrier arrives for pickup;

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(2) The Government returns the container to the carrier at the carrier point of delivery or other mutually agreed location; or

(3) The contracting officer notifies the carrier in writing that it is purchasing the container under Section 3.G.8 or 3.G.9. Purchase under 3.G.8 or 3.G.9 is not intended to permit the Government to make wholesale purchases of containers. The Government will make a determination on a case-by-case basis that the container has been lost, destroyed, or impracticable to return.

When the contracting officer notifies the carrier that the container is available for pickup, returns the container to the carrier, or pursuant to (3) above, notifies the carrier that it is purchasing the container, detention will accrue for that day and stop at 2359 hours of that day. Detention already accrued will not be credited against the purchase price.

Detention is payable for chassis only when the chassis is not used with a carrier container.

3.G.4.4 Reefer Maintenance.

3.G.4.4.1 When onward movement has been delayed due to the fault of the Government and free time has expired, the carrier will be reimbursed for additional expenses incurred in maintaining the operations of the refrigerated container. These maintenance charges will not apply while containers are in transit status in accordance with the booking terms of this contract. The parties recognize that while the refrigerated containers are in the possession of the carrier, the carrier normally incurs costs in maintaining their operation. Accordingly, for maintenance costs incurred after the expiration of free time, while the refrigerated container is in the carrier's possession the carrier will be reimbursed for such costs pursuant to the per diem rates in Columns A and B below. When the container is in the possession of the Government, the carrier will be reimbursed its actual expenses for maintenance services the Ordering Officer ordered and the Contractor performed. The carrier must certify to the Contracting Officer that it in fact incurred these costs and submit an invoice in accordance with Attachment 6 of this contract.

- (1) Column A – per diem or part thereof charge when refrigerated containers are delayed at those facilities where power is available for direct connection to the Carrier's container.
- (2) Column B – per diem or part thereof charge when refrigerated containers are delayed at those facilities where the Carrier is required to maintain operation of refrigerated containers without the use of electrical power.

Reefer Maintenance Rates

Container	Column A	Column B
(PER 24 HOUR PERIOD OR PART THEREOF AFTER FREE TIME WHILE CONTAINER IS IN POSSESSION OF CARRIER)		
20 Feet and Over	\$17.23	\$42.02
40 Feet and Over	\$26.50	\$64.64

Note: When a carrier bills in accordance with Column B above, it must certify that electrical power was unavailable at the facility.”

3.G.4.4.2 When the Government retains/orders (see accessorial at 3.H.9 for genset rental) the genset after the delivery of the reefer to the consignee, the carrier will be entitled to a genset rental charge from the date of delivery to the date the Government returns the genset to the carrier or purchases the genset in conjunction with purchasing a reefer.

3.G.4.5 Live unload

3.G.4.5.1 The Contractor shall provide live unload service at destination as follows:

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- CONUS locations where drop and pick load service is not included in the linehaul rate (see 3.C.1.2)
- Other CONUS and OCONUS locations when requested by the U.S. Government at time of booking
- When agreed to by the receiver when the Contractor schedules delivery.

The Contractor and the shipper shall set a live unload appointment (date and time and specific location) for each container. For locations described in Table 3.G.4.5.3.1, the receiver shall have four hours free time starting from the time of the appointment to unload the container. The Contractor shall be paid waiting time at the rates in Table 3.G.4.5.3.1 below for periods in excess of free time. Waiting time shall only run during the receiver's normal business hours of operation. In the event the Contractor does not meet the agreed appointment time by 15 minutes or more, the shipper may unload the container immediately or reschedule the unload for a later time the same day. In either case, free time starts upon actual start of unloading operations. Shipper may also cancel the appointment and reschedule for a different day.

3.G.4.5.2 When containers are not delivered on chassis and waived per Section 3.A.15, live unload free time shall start when the shipment is accepted at the base gate or an earlier date if the Contractor provides notice by providing an "AV" EDI transaction (see 3.A.10) that the container is locally available for immediate delivery but is delayed by the U.S. government, in which case the date/time the transaction is sent would start live unload free time. Driver wait time shall start when live unload free time ends. Driver wait time shall end when either the container is removed from the conveyance or the cargo removed from the container or conveyance and the receiver annotates the completion of delivery on the driver's copy of the delivery receipt. For locations listed at Table 3.G.4.5.3.2, Contractor shall be compensated as described at 3.G.4.5.3.

3.G.4.5.2.1 Shipments delivered with evidence of tampering or loss shall be investigated by base security and drivers may be detained for questioning by base security. If investigation determines no tampering occurred, applicable wait time rates will be paid. If the investigation determines that tampering/pilferage has occurred, wait time will not be payable.

3.G.4.5.3 Free time and waiting time

Table 3.G.4.5.3.1

<u>Location</u>	<u>Free Time</u>	<u>Driver Wait Time Rate</u>
USA, Canada	4 hours	\$15.00 per quarter-hour *
Europe,	2 hours	\$80.00 per hour
Japan (inc. Okinawa)	2 hours	\$45.00 per 30 minutes
Korea	2 hours	\$35.00 per hour
Afghanistan	Ends at 1800 day of arrival	\$100.00 per day
Kuwait	Ends at 2359 day of arrival	\$25.00 per hour
Bahrain	Ends at 1600 day of arrival	\$20.00 per hour

*Note: For USA and Canada Round to next higher quarter hour

3.G.4.6. For other locations, Contractor may request reimbursement of actual expenses for waiting time incurred after expiration of at least four hours of Free Time.

3.G.5 Rerouting of Containers

3.G.5.1 En-Route Port Changes

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3.G.5.1.1 Port change requested by the U.S. Government.

3.G.5.1.1.1 Except as authorized under the "Liberties" clause, the contractor shall not divert cargo to a different POD without prior approval of the Contracting Officer/cognizant COR.

3.G.5.1.1.1.1 If the location of the cargo at the time of the diversion request is within a reasonably normal path for service to the new POD from the POE, and the diversion request is in advance of arrival at the POD, the Contractor shall execute the diversion and shall be paid for service to the new destination.

3.G.5.1.1.1.2 If the diversion is not within a reasonably normal path for service, the container shall be short stopped (3.G.5.2 below) and rebooked to the new destination.

3.G.5.1.1.2 Should the Contractor incur costs to effect the diversion, such as additional lifts, rehandling, or moves within the terminal, these costs may be reimbursable and may be submitted as described in Attachment 6. Contractor's administrative expenses are not reimbursable.

3.G.5.1.1.3 If containers are stowed so as to require rework of overstowed containers, Contractor shall advise the COR of the number of containers overstowed and provide a cost estimate to discharge each container. Vessel rework to remove overstowed containers or vessel delay costs requires authorization by the Contracting Officer.

3.G.5.2 Short Stop

The Ordering Officer may elect, in writing, to take delivery at the Contractor's port instead of at the original inland destination. Free time provisions shall apply at the elected port of the short stop. The shipment shall be re-priced based on the modified booking.

The Contractor shall short stop containers at port of discharge or any relay port when the Ordering Officer elects to take delivery at that location instead of inland destination. The U.S. Government may order delivery at any intermediate port of call but would be subject to costs and limitations as specified in Paragraphs 3.G.5.1.1.2 and 3.G.5.1.1.3 above.

3.G.5.3 Change of Destination

The Ordering Officer may elect, in writing, to change the final destination to a different destination served by linehaul from the POD at any time before the container has commenced final inland movement from the port of discharge. The shipment shall be re-priced based on the modified booking made by the Ordering Officer.

The Contractor shall move the container to the new inland destination at the request of the U.S. Government at any time before the container has commenced final inland movement from the port of discharge.

3.G.6 Staging (container only)

The Contractor shall stage containers upon written request of the Contracting Officer/COR. After written request by the Contracting Officer/COR or its designated local authority for release from staging, the Contractor shall commence on-carriage within one business day. Free time shall run while containers are staged, and detention shall run after free time is exceeded.

3.G.7 Notice of Transfer of Cargo

The Contractor shall notify the Ordering Officer, or designee in writing when cargo is transferred from one container to another or the seal is replaced.

3.G.7.1 Broken Seals

The Contractor shall notify the /COR, if a seal on any unit of cargo has been broken and/or replaced while the container is in the possession of the Contractor. A complete report of the circumstances and reasons shall be provided.

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3.G.8 Damage to Contractor Equipment

3.G.8.1 The Contractor shall be entitled to reimbursement for damages to Contractor owned equipment when such damage or loss is by act, neglect or failure to maintain equipment by the U.S. Government, its agents, employees or Contractors (other than the prime Contractor) while such Contractor equipment is in the custody and care of the U.S. Government, its agents, employees or Contractors (other than the prime Contractor). The U.S. Government shall repair or reimburse the Contractor the least of the following:

- (1) the reasonable costs of repairs or
- (2) The purchase price as stated at paragraph 6.C.3.3

3.G.8.1.1 The U.S. Government shall notify the Contractor of damage to Contractor's equipment while in the U.S. Government's care and custody immediately upon identification of the occurrence of said damage. The Contractor shall assign to the U.S. Government any rights, causes of action, or other claims, which the Contractor may have against third parties with respect to such damage.

3.G.8.1.2 The U.S. Government shall not be liable for the repair of any damage under this Section unless written notice specifying such damage shall have been given to and acknowledged by the U.S. Government or its authorized representative:

- 1) at the time custody of the equipment is returned by the U.S. Government to the Contractor; or
- 2) within 5 days after the damage was discovered or should have been discovered after custody of the equipment is returned by the U.S. Government to the Contractor (for damage that is not readily apparent).

3.G.9 Theft or Disappearance

Contractor equipment shall be considered lost when theft or disappearance is determined by the Contracting Officer's Representative (COR) and upon concurrence by the Contracting Officer. In addition, COR may determine as lost those containers whose return to the Contractor is impracticable or impossible due to conditions existing at destination, subject to Contracting Officer concurrence. Once a piece of Contractor equipment is determined to be lost, the Contracting Officer shall notify the Contractor. No pre-determined period shall govern when equipment shall be declared lost under this Contract. This provision is not intended to permit the Government to make wholesale purchases of containers in the possession and effective control of the Government.

3.G.9.1 When purchase is made in accordance with this provision, the contractor will be paid as stated at Section 6.C.3.3. Detention accrued will not be credited against the purchase price.

3.G.10 Port Storage

3.G.10.1 When onward movement has been delayed due to the fault of or at the specific request of the U. S. Government, the Contractor shall be reimbursed for actual expenses incurred in the storage of containers or cargo.

3.G.10.2 To receive reimbursement for Port Storage services while the container is in the possession of the Contractor, the contractor shall submit an invoice in accordance with Attachment 6 of this contract and shall include the following attachments to the invoice:

- (1) Certify to the Contracting Officer that the Contractor in fact, incurred these costs
- (2) Copy of the Port Invoice indicating proof of incurred costs
- (3) Copy of the applicable port tariff citing the applicable rate.

3.H Accessorials

3.H.1 Stopoff Service

3.H.1.1 Free Time of four hours shall be allowed for each stop off. Free time shall commence when the container is placed for unloading at the stop off location or the scheduled delivery appointment time, whichever is later. Free time shall end when the Contractor has been notified that the container is available or when the container is returned to the Contractor, whichever occurs first. However, if the free time has

not expired at the end of the working day at the stop off location, it shall be suspended until 0800 hrs on the next working day. If the free time has expired at the end of the working day, the Contractor shall be paid waiting time for each hour or part of an hour in excess of free time at the rate of \$60.00 per hour. Partial hour payments are identical to those mentioned in Section 3.C.1.3. In the event the shipper is not able to complete unloading by the end of the shipper's workday, the Contractor shall be paid a \$150.00 overnight charge. When unloading operations resume, free time, if there is any not used, or waiting time shall start at the time the shipper's workday starts unless the shipper and Contractor agree to a different time.

3.H.1.2 When two to three stopoffs are ordered, an additional transit day shall be allowed. When four stopoffs are ordered, two additional days shall be allowed.

3.H.1.3 The Contractor shall provide up to a maximum of four U.S. Government-ordered stopoffs per container when ordered at the time of the booking. The service shall consist of spotting the container on a chassis at a location designated by the U.S. Government for loading and unloading.

3.H.1.3.1 A "per container" stopoff charge of \$150 CONUS and \$225 OCONUS shall be paid for each stopoff after the first stop off. After the third stop, and if the inland service provider shall go into overnight to make the next delivery, the stopoff payment shall double. If the inland service provider shall go overnight on Saturday and/or Sunday to make delivery, then the stopoff payment shall triple.

3.H.1.3.2 When total distance traveled in excess of any one-way mileage between the contractor's terminal and either origin or destination exceeds 50 miles, an additional stop-off charge will be paid for each 50 miles or fraction thereof.

3.H.1.4 The Contractor, by mutual consent with consignee, shall ensure that consignee-requested assistance is available from the inland service provider for unloading at each stop.

3.H.2 CONUS Linehaul for Containerized Ammunition Shipments

The Contractor shall use a DoD approved contractor for the movement of ammunition. A list of DoD approved contractors can be obtained from the SDDC Operations Center, Fort Eustis, Virginia at 757-878-8141. Additionally dual-driver service and satellite monitoring that feeds into the Defense Transportation Tracking System (DTTS) is required. Ammunition linehaul surcharges shall apply to these movements. Carrier to submit Ammunition linehaul surcharge rate in CARE II as part of proposal submission. Rate offered is to be CONUS rate.

3.H.3 Tarping Service

When ordered by the ordering officer, the Contractor shall provide tarps, and other material as necessary, to cover the cargo completely so that the cargo is concealed from view while being transported. Tarping materials shall be weather resistant, non-transparent and shall remain secured and in place during the complete transit of cargo. The Contractor shall repair or replace any material used for tarping if damaged in transit. In addition, tarps shall remain on the cargo until final destination unless otherwise directed by the U.S. Government. If directed by the U.S. Government, the Contractor shall be responsible for the removal and the disposal of such tarping material. If not so directed by the U.S. Government, the U.S. Government is responsible for the removal and disposal of tarping material. The Contractor shall be paid for tarping service in accordance with the Schedule of Rates, Table 6 in CARE II.

3.H.4 Supercargo

The Contractor shall provide Supercargo transportation service when required by the booking. The service shall consist of transporting, providing meals for, and accommodating on the vessel, one or more personnel designated by the U.S. Government to accompany the cargo. The Contractor shall be paid the Super Cargo rate set forth in the Schedule of Rates, Table 6 in CARE II.

3.H.5 Flatrack tie-down equipment surcharge:

When ordered by the Ordering Officer, the Contractor shall deliver the empty flatrack with supplies and materials to secure the load to the container appropriate for the cargo as described in the booking.

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Contractor is not required to provide dunnage. Surcharge includes price for load binders and chains (Load binders and chains shall not be returned to the Contractor with the empty container). Other supplies such as wire rope may be retained by the receiver, discarded or returned to the Contractor. The Contractor shall be paid the Flatrack tie-down equipment surcharge rate set forth in the Schedule of Rates, Table 6 in CARE II.

3.H.6 Cargo Rinsing Service

3.H.6.1. The purpose of cargo rinsing service is to remove road dirt and other contaminants from cargo that was cleaned and found to be acceptable for entry into the U.S. prior to tendering to the Contractor. When ordered by the ordering officer, Contractor shall clean cargo to a condition acceptable for entry.

3.H.6.2 Rates apply at the ports named by the Contractor and include costs to move cargo to the rinse facility or to move rinse equipment to the cargo.

3.H.6.3 The Contractor may choose where to perform the rinsing service; however, the payment shall be based on the lowest rate offered at the POE or any transshipment port, unless location is specifically directed by the ordering officer.

3.H.6.4 Contractor shall re-rinse at POD if rejected by customs/agriculture authorities, at no cost to the U.S. government.

3.H.7 Railcar Inspection Service

Railcar Inspection Service consists of inspecting rail cars at major terminals by railroad personnel for evidence of forced entry or tampering with seals or securing devices and notifying SDDC immediately if forced entry, vandalism, and sabotage or tampering with seals has occurred.

3.H.8 Reserved

3.H.9 Cargo Handling

3.H.9.1 Cargo handling and transloading service (Container)- Service provided by Contractor for cargo received at its facility that the contractor loads into a container, or for containerized cargo that is unstuffed at the contractors facility.

3.H.9.2 Cargo Handling Service includes tallying of cargo, and necessary blocking, bracing and dunnage and reports as specified in Section 3.A.21.6. Chains and binders provided by the Contractor to secure cargo remain the property of the Contractor. Cargo Handling Service includes all services from receipt of the cargo to load in a container. Cargo Handling Service also applies to containerized cargo that is unstuffed and transferred to a different conveyance. Cargo handling includes services such as receiving, unloading, loading and securing of cargo removed from containers on conveyance, intra-terminal transfers, stuffing, unstuffing, transloading, consolidation, tallying of cargo, necessary blocking, bracing, or dunnage and reports as specified in Section 3.A.21. Chains and binders provided by the Contractor to secure cargo remain the property of the Contractor.

3.H.9.3 Movement between ship and contractor designated facilities in a port area is included in the Cargo Handling and Transloading rates. Contractor will be paid linehaul to move containers from/to their designated facility when services are ordered at facilities outside the drayage area of the port of load/discharge.

3.H.10 Side-Load Chassis

When ordered by the ordering officer, Contractor will provide a side-load chassis. The Contractor will be paid the Slide-Load Chassis rate in accordance with the Schedule of Rates, Table 6 in Care II.

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3.H.11 Convoy Security (Iraq)

When ordered by the ordering officer, Contractor will provide private convoy security for cargo moving in Iraq. Contractor must use a trucking company registered with the Logistics Movement Coordination Center (LMCC), meet all Multi-National Forces Iraq (MNF-I) requirements and have vetted access to include badging of personnel and drivers, when applicable. The Contractor will be paid the Convoy Security rate in accordance with the Schedule of Rates, Table 6 in Care II.

3.I Breakbulk and RORO Requirements

3.I.1 Cargo Lift and Advancement of Cargo

The Contractor shall lift cargo onto the vessel identified in the booking or may advance cargo to an earlier arriving vessel of equal or higher VISA priority. Cargo advanced to an earlier arriving vessel shall not displace cargo already booked to the vessel, no shows or rollovers from previous voyages. No prior approval is required from the U.S. Government.

3.I.1.1 For breakbulk cargo moving under liner terms, within one working day after vessel departure from each POE, or receipt of lift details from the Government, the Contractor shall provide to the cognizant COR a list of cargo by TCN, which was booked but not loaded, and/or loaded but not booked, and the reasons why cargo was not lifted as booked. The contractor shall submit cargo lift reports within two working days after receipt of booking and/or lift details from the government. (See Attachment 7)

3.I.1.2 For shipments that were advanced and the U.S. Government does not approve early delivery, storage charges shall be calculated based on the date the booked vessel was scheduled to arrive at POD. Contractor shall not deliver early to consignees unless approved by the Consignee. Contractor shall not violate cargo preference laws.

3.I.2 Services During Hazardous Cargo Handling

When ordered by Ordering Officer or required by local ordinance, the Contractor shall provide fireboats, tugs, and pilots on a standby basis, during ammunition, explosives, or other hazardous cargo handling operations. Contractors shall submit charges for reimbursement IAW Attachment 6.

3.I.3 Cargo Berth

The Contractor shall load and discharge cargo at a dock, wharf, place or open roadstead designated by the Contractor, except as provided hereinafter.

3.I.3.1 Shifting of Berths, Meeting Minimum Tonnage

The Contractor shall (for cargo to be loaded or discharged within a vessel's port of call, or other port located in the same port group as listed at Rate Rules and Provisions Clause, Para. 1.1.2.2.5.3 if such cargo is booked under Free-in or Free-out terms, at the request of the Ordering Officer call at, or shift to, any particular dock, wharf, place or open roadstead at which the vessel can lie always safely afloat at any time of tide, or at which the judgment of the master of the vessel may lie safely aground, and to and from which the vessel may safely proceed, at no additional cost, when the aggregate of the Free-in/Free-out cargo to be loaded or discharged at such location shall meet the minimum tonnage of 1,000 MsTs for shifting.

3.I.3.2 Shifting of Berths, Not Meeting Minimum Tonnage

The Contractor, for cargo loaded or discharged within a vessel's port of call, if cargo is booked under Free-in or Free-out terms, and the minimum tonnage is not met, shall at the request of the OO/COR, shift the vessel to a particular dock, wharf, place, or open roadstead. The US Government will reimburse the Carrier for direct costs incurred IAW Attachment 6.

3.I.3.3 Demurrage If Shift is Requested

If the U.S. Government directs the Contractor to an encumbered berth or U.S. Government-provided stevedores are not available upon vessel's scheduled arrival and shall delay the vessel in her schedule, demurrage is payable on a pro rata basis (based on a per diem demurrage rate) until the berth or stevedores are available at the corresponding demurrage rate stated in the Accessorial Table (CARE II).

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3.1.4 Reimbursement for Damage

The U.S. Government shall reimburse the Contractor the cost of repairing any damage to a vessel caused by any unsafe condition of any berth or anchorage to which a vessel is ordered by the Contracting Officer under paragraphs 3.1.3.1 or 3.1.3.2 above, provided that notice of such damage is given to the Contracting Officer before the vessel leaves the berth or anchorage where the damage occurred if such damage is known or suspected at that time, or, if not so known or suspected, within a reasonable time after discovery of such damage.

3.1.5 Free-in/Free-out Terms

All cargo loaded or discharged at any berth or anchorage to which a vessel is ordered by the Contracting Officer under 3.1.3.1 or 3.1.3.2 above shall be loaded or discharged under Free-in/Free-out terms unless otherwise mutually agreed between the U.S. Government and the Contractor.

3.1.6 Terms for Loading and Discharging Services

The Contractor shall accept requests for loading and discharging services at the Contractor's water terminal on a Free-in, Free-out, liner term, and/or combination Free-in, Free-out, liner term basis where accessorial rates are awarded.

3.1.6.1 Stowing of Free-in, Free-out Cargo

When cargo is booked as Free-in or Free-out, the U.S. Government shall bring the cargo into the holds, stow it and/or trim it, tally it, lash it and/or secure it (Free-in), and take it from the holds and discharge it (Free-out) with customary dispatch, free of any risk, liability, and expense whatsoever to the Contractor. However, nothing herein shall be construed as an expressed or implied indemnification of the Contractor for any claims arising out of injuries to stevedoring personnel or other personnel involved in cargo operations resulting from negligence of the vessel operator or due to unseaworthiness of the vessel.

3.1.6.1.1 Dunnage

The Government will provide and lay all dunnage material as required for the proper stowage and protection of Free In/Free Out cargo on board. The Government will be responsible for and pay cost of removing their dunnage after discharge of cargo

3.1.6.2 Loading, Stowing, Trimming, Securing Supervision

Cargo loaded, stowed, trimmed and secured by the U.S. Government shall be under the supervision and to the satisfaction of the Master.

3.1.6.3 Stowage Preplans/Plans

When cargo is to be loaded or discharged by the U.S. Government, the Contractor shall provide to the local terminal commander and to the Ocean Cargo Clearance Authority (OCCA) or Ocean Cargo Booking Office (OCBO) having cognizance over the loading or discharging port, one copy each of the preplan/plan indicating the specific location, pertinent dimensions and total cubic measurement of the vessel space available for the cargo loading or involved with the cargo discharge. Upon request U.S. Government will provide load list to Breakbulk carriers a minimum of five (5) business days prior to vessel arrival .

3.1.6.4 Acceptable Cargo Space: The Contractor shall provide acceptable space for the cargo. The Contractor shall bear all expense of providing acceptable space. If at the time for loading the cargo, the space provided is not acceptable, the Contracting Officer may reject the space, except that the Contractor and the Contracting Officer may agree that the U.S. Government shall properly prepare, clean, ready or provide normal access to the space at the Contractor's expense. If space otherwise acceptable is so situated in the vessel that in order to discharge cargo stowed therein it shall be necessary to first discharge, move or otherwise handle cargo, the costs of discharging, moving or handling and reloading such cargo shall be borne by the Contractor unless the Shipping Order shall provide otherwise. Any questions as to what constitutes acceptable space, which cannot be disposed of by mutual agreement between the Contractor and the Contracting Officer, shall be a dispute within the meaning of that term as referred to in the Disputes Clause of this contract.

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3.1.6.4.1 If, at the time for loading the cargo, the specifications and/or description of the cargo vary from that of the booking or otherwise communicated data, the contractor shall not bear the burden of preparing, cleaning or making readily available sufficient space to load the cargo. The government shall bear all expense necessary to first discharge, move or otherwise handle cargo to create such sufficient space for loading.

3.1.6.5 Use of Cargo Handling Gear

The Contractor shall, throughout the duration of the loading and/or discharging, give free use of the vessel's cargo handling gear and of sufficient motive power to operate all such cargo handling gear to the U.S. Government.

3.1.6.6 Cranemen/Winchmen/Tallymen/Other Crew

The Contractor shall, upon written request of the OO/COR, provide cranemen/winchemen, tallymen, or others from the crew to operate the vessel's cargo handling gear or perform other stevedore functions on the vessel unless prohibited by local regulations. The Contractor shall not be held responsible for refusal of the crew to perform the additional tasks described in this Section. The crew shall be under the U.S. Government's risk and responsibility and as stevedores to be deemed as their servants but shall always work under the supervision of the Master.

3.1.6.6.1 Reimbursement of Crew Costs

When such services are performed by the crew in accordance with 3.1.6.6, the U.S. Government shall reimburse the Contractor for (a) additional labor costs actually incurred in conformity with labor agreements and (b) any increased cost or premiums for insurance coverage, in addition to costs not covered by insurance, resulting from compliance with this paragraph.

3.1.6.7 Stevedore Damage

The U.S. Government shall be responsible for damage (beyond ordinary wear and tear) to any part of the vessel caused by stevedores. Such damage shall be notified as soon as reasonably possible by the Master to the U.S. Government or its agents and to its stevedores, failing which the U.S. Government shall not be held responsible. The U.S. Government is obliged to repair any stevedore damage prior to completion of the voyage but shall repair stevedore damage affecting the vessel's seaworthiness or class before the vessel sails from the port where such damage was caused or found. All additional expenses incurred shall be for the account of the U.S. Government and any time lost shall be for the account of and shall be paid to the Contractor by the U.S. Government at the demurrage rate.

3.1.6.8 Breakbulk/RORO Liner Service and Linehaul Service

3.1.6.8.1 The Contractor shall, provide service on a liner-term basis when ordered and where accessorial rates are awarded,

3.1.6.8.2 The Contractor shall provide breakbulk linehaul service when ordered and when rates have been awarded from origin to POE and/or from POD to destination. When origin door service is ordered Contractor shall provide liner service at POE; when door service to destination is ordered Contractor shall provide liner service at POD. Breakbulk linehaul rates can be used for cargoes that are transloaded from/to containers.

3.1.6.9 Containerization for the Convenience of the Contractor

For breakbulk cargo booked by the U.S. Government on a liner-term basis, the Contractor may, in its discretion, containerize such cargo for its own operational convenience without any additional cost or expense to the U.S. Government. However, breakbulk cargo booked on a port basis should be decontainerized and made available for customer pick up within 2 working days after vessel discharge, and is considered breakbulk cargo for the purpose of computing the cargo guarantees for this contract.

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3.I.7 AAFES English Channel Service

The Contractor shall provide two sailings each day, Monday through Friday, both westbound from ports on the Continent in Belgium or Netherlands to ports in the United Kingdom, either at Ipswich or Felixstowe and eastbound from the United Kingdom ports to the ports on the Continent. (Route 48 AB is AAFES cross channel service.)

Contractor shall provide water transportation on a Roll-on/Roll-off (RORO) service on a liner term basis for dry and reefer U.S. Government owned/leased trailers between any port on the Continent in Belgium or Netherlands and either Ipswich or Felixstowe in the United Kingdom. U.S. Government shall deliver and pick up trailers at docks, piers or yards as designated by the Contractor at POE and POD. Contractor receives trailers from the U.S. Government, loads and stows trailers on vessel, and discharges trailers. Dimensions of trailers (in meters) are as indicated below:

<u>Type/Size Trailer</u>	<u>Dimensions (length x width x height)</u>
40-foot Cargo (Dry)	12.35 x 2.50 x 3.95
40-foot Cargo (Reefer)	12.80 x 2.50 x 3.95
35-foot Cargo (Dry)	10.80 x 2.50 x 3.95
35-foot Cargo (Reefer)	11.35 x 2.50 x 3.95

The electrical hookup requirements are standard European plugs, five poles, 380 volts.

3.J Additional Services

The U.S. Government may require incidental logistics/distribution services, not priced under this contract, to complete a shipment or shipments booked under the contract. The following is a listing of the types of incidental services that the U.S. Government may request. If additional services are required, the Contracting Officer shall request the Contractor submit proposed pricing, terms and conditions for services prior to performance. The pricing, terms and conditions must be agreed to via an executed modification prior to Contractor performance.

3.J.1 Cargo Handling

3.J.1.1 Lift-on/lift-off services (containers and cargo): Services include grounding and mounting containers to/from chassis, flatbed trucks or rail cars, loading and unloading high, wide and heavy cargo to/from inland conveyances at port and inland origin/destination.

3.J.1.2 Rehandling of overweight cargo: Services include bundling and palletizing cargo stripped from a container due to excess capacity weight of cargo and reloading into another container.

3.J.1.3 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.

3.J.2 Consolidation and Transfer Services

3.J.2.1 Stuffing, stripping, and transloading: Stuffing services include receiving cargo at the terminal, consolidating, segregating, tallying and loading of cargo into containers. Stripping services include unloading cargo from the container, segregating, and tallying the cargo. Transloading service is a direct crossdock transfer of cargo from one conveyance to another without grounding or storing the cargo. Contractor shall ensure that cargo is secure until it is reloaded into the delivery conveyance.

SECTION 3 – GENERAL REQUIREMENTS

3.J.2.2 Dunnage and materials: All materials used in the services for unitizing, palletizing, blocking or bracing of loose cargo.

3.J.2.3 Export packing and marking: Crating services to ensure safe transport of loose or breakbulk cargo. Services include stenciling markings normally provided in custom of the trade.

3.J.2.4 Establishing and managing of marshalling yard: Services include providing a paved, fenced and secure land area to receive and dispatch loose, breakbulk or containerized cargo. Locations shall be able to provide cargo handling and CFS related services as needed.

3.J.2.5 In-transit storage: Services include short-stopping containers or cargo in transit from origin to destination and the movement and storage of such containers or cargo to a temporary warehouse or terminal.

3.J.3 Services for Special Cargo

3.J.3.1 Hazardous cargo handling: Stuffing, stripping and transloading services for IMO hazardous cargo.

3.J.3.2 Ammo special handling Stuffing, stripping and transloading of ammunitions and explosives.

3.J.3.3 Extraordinary monitoring of cargo: Full 24-hour per day continuous oversight of cargo at designated locations.

3.K Linehaul for Breakbulk and Out-of-Gauge (OOG) Cargo

3.K.1 Flatbed and double drop service

3.K.1.1 Ordering Officers may order linehaul for breakbulk shipments using flatbed or double drop rates when:

3.K.1.1.1 Rates are provided.

3.K.1.1.2 The weight of any single piece does not exceed 44,000 pounds for flatbed or 40,000 pounds for doubledrop.

3.K.1.1.3 The height of the cargo, when loaded on the equipment, does not exceed 13 feet 6 inches.

3.K.1.1.4 The width does not exceed 11 feet.

3.K.1.2 Service Requirements

3.K.1.2.1 Contractor's loading of cargo on conveyance at POD and removal from conveyance at POE is included in liner term rates for breakbulk. Costs for securing cargo onto conveyance are included in contractors inland rates for flatbed and doubledrop service.

3.K.1.2.2 For cargo moving on flatracks:

3.K.1.2.2.1 The container dry cargo linehaul rate shall apply for in-gauge cargo per container rule; however, Contractor may transload to flatbed or doubledrop for its convenience.

3.K.1.2.2.2 For OOG cargo on flatrack, the Contractor shall be paid for the flatbed or doubledrop service as required by the height of the cargo and paid the cargo handling rate to transload the cargo.

3.K.1.2.2.3 EDI reporting requirements apply for events as specified in Section 3 A.10.1.1 .

3.K.1.3 Pricing and Rate Rules.

SECTION 3 – GENERAL REQUIREMENTS

3.K.1.3.1 Line haul shall be priced by type of equipment and separately for in-gauge and over wide cargoes as follows:

Height	Width	Equipment Type
Up to 10'6"	Up to 8'6"	Flatbed in-gauge*
Up to 10'6"	Over 8'6" up to 11'	Flatbed OOG*
Over 10'6" up to 11'8"	Up to 8'6"	Double drop in-gauge**
Over 10'6" up to 11'8"	Over 8'6" up to 11'	Double drop OOG**

* Not to exceed 44,000 lbs.

** Not to exceed 40,000 lbs."

3.K.1.3.1.1 There are two categories of equipment:

3.K.1.3.1.1.1 Flatbed includes dropdeck.

3.K.1.3.1.1.2 Double drop includes removable gooseneck (RGN).

3.K.1.3.1.2 Equipment length is as required to move the cargo safely and in compliance with local laws and regulations but should not exceed 53 feet.

3.K.1.3.1.3 In-gauge is cargo with a width less than or equal to 8.5 feet.

3.K.1.3.1.4 Over width cargo is cargo that exceeds 8.5 feet but does not exceed 11 feet.

3.K.1.3.2 Contractor shall be paid for each piece of equipment used.

3.K.1.3.2.1 If more than one piece can be loaded per conveyance:

3.K.1.3.2.1.1 Contractor shall organize available cargo to trucks and use best practices to minimize the number of conveyances used.

3.K.1.3.2.1.2 The tallest piece shall determine whether the conveyance shall be priced as flatbed or double drop; the widest piece shall determine whether the conveyance shall be priced as in-gauge or OOG.

3.K.1.3.2.2 If cargo ordered on different bookings is loaded on the same conveyance, the Contractor may only bill once for the equipment.

3.K.1.3.3 Chains and binders shall be provided by the Contractor as necessary. Chains and binders remain the property of the Contractor.

3.K.1.3.4 Extra driver service can be ordered by the Ordering Officer at time of booking or at any time before the cargo departs the port. Contractor shall be compensated for extra driver service at \$0.40 per one way mileage subject to a minimum of \$160.00.

3.K.1.3.5 Shipper-owned containers shall move at Contractor's container linehaul rates or flatbed in-gauge rates, whichever are lower. Three Tricons or four Quadcons shall move as one 20-ft. container for rate calculation.

3.K.1.3.6 Contractor shall be compensated for costs incurred , not to exceed \$120.00, for pickup or delivery ordered and provided on a non-business day.

3.K.1.3.7 The Contractor may choose to use other types of equipment that can accommodate the cargo; however, the Contractor shall be paid for flatbed or double drop service as determined by the height of the cargo as specified in Para. 3.K.2 below.

3.K.2 Carload Service

3.K.2.1 Ordering Officers may order linehaul movement for breakbulk shipments or flatrack container using carload rates when rates are provided and cargo is:

8'6" or less wide

SECTION 3 – GENERAL REQUIREMENTS

48' or less long
10' or less high
40,000 lbs or less weight

3.K.2.1.1 For cargo exceeding these dimensions rates may be negotiated.

3.K.2.2 Service Requirements

3.K.2.2.1 Contractor's loading and securing of cargo on conveyance at POD and removal from conveyance at POE is included in liner term rates for breakbulk.

3.K.2.2.2 Shipper shall be responsible for loading and securing cargo onto Contractor equipment and shall resecure/reload any cargo the Contractor's inspector rejects.

3.K.2.2.3 EDI reporting requirements apply for events as specified in 3.A.10.

3.K.2.2.4 Delivery

3.K.2.2.4.1 Before dispatch from the port, the Contractor shall notify the receiver, SDDC and SDDC's rail ITV Contractor of the imminent shipment. This notice to the consignee shall be by email to the receiver and SDDC. Other organizations shall be included in the email distribution as advised by the consignee or COR.

3.K.2.2.4.2 Receiver is responsible for unloading cargo from Contractor provided equipment.

3.K.2.3 Free time and demurrage applies at both origin and destination.

3.K.2.3.1 Receiver/shipper shall be allowed three freedays, starting on the first work day after receipt of equipment. Holidays and weekends do not count as freedays. At end of free time, demurrage shall run until the Contractor is notified that equipment is available for pickup. Neither demurrage nor free time will run for any time that the shipper/receiver operations are interfered with by acts of God or the public enemy, acts of the Government in its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers.

3.K.2.3.2 Detention shall be paid at rate of \$75.00 per day per railcar.

3.K.2.3.3 For cars ordered but not used the Contractor shall be compensated \$200.00 per railcar. Contractor is entitled to compensation only if the actual cargo tendered differs from the cargo described in the booking

3.K.2.4 Accessorial services

3.K.2.4.1 When ordered, the Contractor shall provide Greater Security Service and be compensated \$75.00 per railcar.

3.K.2.5 Pricing and Rate Rules

3.K.2.5.1 Service from/to military installations includes delivery/pickup at a railhead on the facility, except that service to/from military facilities that do not have rail service on base shall be from/to a location designated by activity. Rates include drayage or other service connecting the facility with railhead.

3.K.3 Where cargo exceeds the dimensions at 3.K.1.3.1 or 3.K.2.1.2 above or a shipment exceeds 35 carloads, Government may chose to negotiate a onetime price for the shipment.

SECTION 3 – GENERAL REQUIREMENTS

SECTION 4 – SHIPMENTS OF SPECIAL PROGRAM CARGO

4.A Shipments by Authorized Agents of the U.S. Government

4.A.1 Scope

The provisions of Section 4A apply to shipments booked by Authorized Agents of the U.S. Government (Authorized Agents). These shipments include, but are not limited to, Military Household Goods Code 3 shipments, International Through Bills of Lading shipments, and Privately Owned Vehicles (POVs) shipped by Global POV Contractors.

4.A.2 Booking of Cargo

4.A.2.1 Shipments booked by Authorized Agents shall be booked in accordance with instructions provided by SDDC. Booking decisions shall be IAW Exhibit 2.

4.A.2.2 The Contractor shall accept or decline cargo bookings made by Authorized Agents so long as said bookings are offered not less than five business days prior to the vessel cutoff date, unless a later time is agreed upon by the Contractor.

4.A.2.3 When the Authorized Agent prepares a delivery order in a format acceptable to the Contractor, said delivery order shall constitute proof of ownership and the contract of carriage.

4.A.3 Submission of Status Reports

Contractors shall provide reports to the Authorized Agent as prescribed in Section 3. When acceptable to the Authorized Agent, the Contractor may provide such reports indexed by delivery order.

4.A.4 Payment

4.A.4.1 The Contractor shall be entitled to payment for transportation services rendered to the Authorized Agent within 30 days after presentation of the Contractor's invoice to the Authorized Agent. The Contractor shall submit directly to the Authorized Agent all invoices for detention, port storage, reefer maintenance and any other costs associated with the movement of cargo not ordered by the U.S. Government.

4.A.4.2 The Contractor shall notify the Contracting Officer when payment for services identified in 4.A.4.1 are not received within 45 days of invoice. Should the Authorized Agent fail to pay the Contractor for transportation services rendered to the Authorized Agent within 90 days of invoice, the Contractor may submit a claim for said services to the U. S. Government.

4.A.5 Special provisions for Privately Owned Vehicles (POVs)

If the Contractor fails to deliver a POV on or before the booked RDD, the Contractor shall reimburse the Authorized Agent for rental car expenses or other transportation expenses paid to the owner of the POV as a consequence of such delay. This reimbursement shall not exceed expenses actually incurred by the owner of the POV or \$30.00 per day for each day past RDD, whichever is less.

SECTION 5 – MEASURING PERFORMANCE

5.A Performance Requirements

The expectation of the U.S. Government is that all cargo booked under this contract shall successfully move in accordance with the terms of the contract. The US Government strategy for assessing the Contractor's performance under this contract focuses on two business lines, Unit Moves and Other Than Unit Moves (OTUM). Performance Requirements, Measures and Standards are applicable to Exigency and Non-Exigency Areas.

5.A.1 Performance Measures and Performance Standards

5.A.1.1 To evaluate the Contractor's success in meeting minimum contract standards that support stated Performance Objectives, the U.S. Government may monitor and measure Contractor performance under this contract using the Performance Measures identified at Table 5.A.2.1. There may be more than one Performance Measure for a single Performance Objective.

5.A.2 Performance Objectives

Performance Objective No. 1: On-Time Delivery

The Contractor shall deliver the cargo not later than the Required Delivery Date (RDD) specified in the accepted booking.

Performance Objective No. 2: In-Transit Visibility

The Contractor shall provide accurate and timely shipment status reports using the Electronic Data Interchange (EDI), or the Ocean Carrier Interface (OCI) as required by Section 3.A.10.

Performance Objective No. 3: Good Order & Condition

Cargo shall be delivered to the consignee in the same order and condition as when turned over to the contractor for shipment.

5.A.2.1 Performance Assessment

Performance Averages shall be based upon a 90-day rolling average refreshed at the close of business on the 15th business day of each calendar month. Rolling 90-day averages shall be based upon performance data provided by the Contractor to SDDC not later than the close of business on the first business day of each month. The COR will coordinate with the Contractor to resolve all disputed performance assessment data prior to the refreshing of the Performance Average. The Government shall accomplish random sample checks of contractor submitted performance data to ensure accuracy. Data points for Performance Objectives 1, 2 and 3 represent one container or piece of cargo as booked.

Table 5.A.2.1

Performance Objective	Description	Performance Measure	Performance Average	Weight	Performance Assessment
1	On-Time Delivery	Cargo shall be delivered within 24 hours of Required Delivery Date as accepted in the booking.	<i>a%</i>	<i>0.60</i>	<i>a x .60</i>
2	In-transit Visibility	The Contractor shall provide to the U.S. Government an accurate 315 transaction set within 24 hours of	<i>b%</i>	<i>0.30</i>	<i>b x .30</i>

Performance Objective	Description	Performance Measure	Performance Average	Weight	Performance Assessment
		triggering event.			
3	Good Order & Condition	Cargo shall be delivered to consignee in same order and condition as delivered to carrier	c%	0.10	c x .10
Contractor Performance Score				1.00	Total %

5.A.2.2 Performance Rating

The U.S. Government may use the Contractor Performance Score calculated at Table 5.A.2.1 above as a significant factor in the contemporaneous best value booking process. To facilitate that process, the U.S. Government may, as suggested in Table 5.A.2.2 below, assign a Contractor Rating to the Contractor's Performance Score to be published in SDDC's Integrated Booking System. As described below, the Government may, under certain circumstances, choose to use Contractors performing below 91% (below 91% being a "Bravo" or "Charlie" rated Contractor) by offering cargo bookings to those Contractors.

Table 5.A.2.2

Contractor Performance Score	Contractor Rating	Performance Shaping Options
91% - 100%	Alpha	Eligible for all cargo bookings. Preferred Contractor for Unit Move Cargo
81% - 90%	Bravo	Eligible for all cargo bookings. Reduced Preference Contractor for Unit Move Cargo (See 5.A.2.2.1 and 5.A.2.2.2 below)
80% & below	Charlie	Eligible for cargo bookings. Reduced Preference Contractor for all Cargo (See 5.A.2.2.1 and 5.A.2.2.2 below)

5.A.2.2.1 The U.S. Government will generally consider Alpha rated Contractors first for Unit Move cargo. In situations when no Alpha rated Contractors are available to meet customer requirements, the U.S. Government may select a Bravo rated Contractor for the movement. If no Alpha or Bravo Contractors are available, then the U.S. Government may select a Charlie rated Contractor. SDDC shall make final determination of exclusion in cases of unit move cargo.

SECTION 6 – OPERATIONS IN EXIGENCY AREAS

6. A Declaration of Exigency Area

The Commander, USTRANSCOM (TCCC) may designate any geographic area as Exigency Areas for the purposes of this contract after determining that such designation is in the best interest of the U. S. Government. TCCC designated Exigency Areas may include any geographic area in which contingency operations are being conducted and any geographic area that is used as a primary staging area for such operations. Areas designated as “Exigency” will remain so until such designation is rescinded by TCCC. The Contracting Officer shall notify the Contractor in writing of each Exigency Area determination.

6. B Scope

The terms and conditions described in this section shall apply to any and all geographic areas designated as Exigency Areas. These terms and conditions shall supersede any conflicting terms or conditions of this contract and shall take precedence over same. All other terms and conditions of this contract not in conflict with this section shall apply to Exigency Areas.

6.C Equipment Management

The following terms and conditions shall apply to conveyance equipment booked to areas designated as Exigency Areas by TCCC. Exigency Area determination shall apply prospectively to equipment with a vessel sail date on or after USTRANSCOM’S declaration of an Exigency Area.

6.C.1 Free Time

When containerized cargo is booked to an area designated as an Exigency Area, the U. S. Government shall be permitted 15 calendar days' free time to return the Contractor's equipment to the contractor.

Exception: Reefers are permitted 10 days free time in Exigency Areas.

6.C.2 Exigency Area Container Detention

6.C.2.1 The following charges and provisions will apply to containers booked to areas designated as Exigency Areas by TCCC. Exigency Area determinations will apply prospectively to containers with a vessel sail dated on or after the Exigency Area determination. (or any later date specified by the Contracting Officer).

<u>Container Type</u>	<u>Daily</u>	<u>Daily</u>
	<u>Detention</u>	<u>Detention</u>
	<u>Days 1-90</u>	<u>Days 91+ (Credit Against Purchase Price)</u>

Type	Days 1-90	Days 91+ (Credit Against Purchase Price)
20 ft dry	\$22.00	\$22.00 (\$13.00)
20 ft flat	\$22.00	\$22.00 (\$13.00)
20 ft reefer	\$70.00	\$70.00 (\$26.00)
40 ft dry	\$35.00	\$35.00 (\$19.00)
40 ft flat	\$35.00	\$35.00 (\$19.00)
40 ft open top	\$35.00	\$35.00 (\$19.00)
40 ft reefer	\$92.00	\$92.00 (\$35.00)
20 ft chassis	\$9.00	\$9.00
40 ft chassis	\$16.00	\$16.00

The Government will pay the carrier the above daily exigency detention charges , for Government caused delays in the movement or return of containers beyond applicable free time.. Detention charges will continue to accrue until 2400 hours on the day one of the following occurs:

SECTION 6 – OPERATIONS IN EXIGENCY AREAS

- (1) The Government notifies the carrier in writing that the container is available for pickup at the carrier's point of delivery or other mutually agreed location and the container is available when the carrier arrives for pickup;
- (2) The Government returns the container to the carrier at the original point of delivery or other mutually agreed location;
- (3) The Government notifies the carrier in writing that it is purchasing the container under Section 3.G.8 or 3.G.9. Purchase under 3.G.8 or 3.G.9 is not intended to serve as a substitute for compliance with the container purchase provision in 6.C.3 below. The Government will make a determination on a case-by-case basis that the container has been lost, destroyed, or impracticable to return. The carrier is entitled to payment of the applicable purchase price set forth below. When the Government pays the purchase price and any unpaid detention for the equipment, it shall on that date have title to the equipment.

6.C.2.2 Except as directed in Section 4, the Contractor shall invoice the U.S. Government for Detention incurred in connection with equipment delays in accordance with Attachment 6. The Contractor shall separately invoice the U.S. Government for Detention incurred in connection with equipment delivered to Exigency Areas. The Contractor shall invoice the U.S. Government on a monthly basis for Detention incurred in connection with delays in return of Contractor owned equipment whether said equipment has been returned to the Contractor or remains in the custody of the U. S. Government.

6.C.2.3 Detention invoiced more than 120 days after the expiration of free time shall not accrue interest for delays attributable to the processing of such invoices.

6.C.3 Exigency Area Container Purchases

6.C.3.1 A container may be purchased if it has accrued a minimum of 90 days of detention. Detention accrued/paid through the first 90 days of detention shall not be applied to the purchase price. If the Government returns the container, requests pick-up, or notifies the Carrier that it will purchase the container, it will not accrue further detention. If the Government does not take one of these actions, it will be obligated to pay further detention from Day 91 until conclusion of detention through container return, pick-up, or purchase.

6.C.3.2 Detention accruing beginning on Day 91 shall include a daily credit against the purchase price, as reflected in the table above. (For example, the Day 91+ detention rate for a D20 is \$22. Of the \$22, \$13 is a credit against the purchase price.) Day 91+ detention will continue to accrue until the container is returned or requested for pick-up, or the Government notifies the Carrier that it will purchase the container. If the Government returns or requests pick-up of the container after Day 90, it shall not be entitled to a refund of any accumulated Day 91+ detention including the purchase price credit. Detention will cease to accrue when either the U.S. Government notifies the Contractor of intent to purchase or when the accumulated credit against detention for the container equals the container purchase price listed in paragraph 6.C.3.3 below. When the U. S. Government pays the purchase price as adjusted by any applicable credits or accumulates credits equal to the purchase price, it shall on that date have title to the equipment. Title transfer shall be contingent upon final payment of outstanding detention owed.

6.C.3.3 The Government will have the unilateral right to purchase immediately any container that has been lost or destroyed. The purchase will be completed in accordance with paragraph 3.G.8 and 3.G.9 at any time during the detention period, after free time has expired, at the following prices:

<u>Container Type</u>	<u>Purchase Price</u>
20 ft Dry	\$3,200
20 ft Flat	\$5,000
20 ft Reefer	\$31,500
40 ft Dry	\$5,100
40 ft Flat	\$7,000
40 ft Open Top	\$6,500

SECTION 6 – OPERATIONS IN EXIGENCY AREAS

40 ft Reefer \$35,000
Genset* \$11,000

*In order to purchase a genset the Government also must purchase the reefer that the genset services. The Prompt Payment Act shall apply to carrier invoices for detention and container purchases under 6.C.3.1.

6.D Security

6.D.1 Standard Security

6.D.1.1 Port Security

6.D.1.1.1 The Contractor shall provide standard commercial security services at commercial ports within Exigency Areas.

6.D.1.2 Inland Transit Security

6.D.1.2.1 The Contractor shall be responsible for the safe delivery of all cargo booked under this Agreement and shall employ security methods than can normally be expected to minimize pilferage and banditry. Contractor shall be responsible for all damage to and loss of cargo while in the physical custody of the Contractor, his agents or assigns, including but not limited to losses caused by pilferage, or theft.

6.D.1.2.2 The Contractor shall report to the CO any loss of cargo, breach of sealed containers, or hijacking of cargo within 48 hours of when the Contractor becomes aware of the event.. If the Contractor fails to report such loss, breach, or hijacking, the U.S. Government may exclude the Contractor from consideration for future bookings as detailed at Section 5 above.

6.D.1.2.3 The Contractor shall include the cost of Standard Inland Transit Security in its basic linehaul rates.

6.D.1.2.4 The Contractor shall observe the ITV and reporting requirements provided at Section 3.A.10 above.

6.D.2 Enhanced Security Services

Enhanced Security Services include measures above and beyond the Standard Security measures required by Section 6.D.1 above and may be ordered separately or together. Enhanced Security Services include enhanced physical security and enhanced ITV. These added security services are intended to eliminate pilferage and prevent banditry; to provide the time and location where losses occur, to assist law enforcement in the prosecution of offenders and recovery of goods and to guide future route selection decisions. These accessorial services shall be limited to overland linehaul services to and from Afghanistan via sea ports in Pakistan

6.D.2.1 When ordered by the US Government or its authorized booking agents as a contracted Accessorial Service, the Contractor shall provide Enhanced ITV Services as detailed below:

1. Automated Location Reporting, to include:
 - a. Position Calculation via GPS every 15 minutes with data queued for later transmission;
 - b. Communication from cargo via satellite shall include devices capable of transmitting position reports every 30 minutes with no interruption in service for the entire transit from origin to POE;
 - c. Reporting Frequencies shall include multiple options ranging from 30 minutes to six hours. Transmission must include all queued position reports.
 - d. Communication to Government must be automated via interface with IRRIS.

SECTION 6 – OPERATIONS IN EXIGENCY AREAS

- e. Transponders: Attached to Cargo (vice conveyance)
- 2. Intrusion Detection, to include:
 - a. Electronic or Automated Detection of intrusion or tampering;
 - b. Communication from device to transponder;
 - c. Automated communication to government via approved interface immediately upon detection of intrusion;
 - d. Archived record of events to include time and location; and
 - e. Installation and arming of devices
- 3. Position/Status Data Reporting, to include:
 - a. Position/Status reports that shall feed into IRRIS using secure FTP XML, web service, or other format acceptable to IRRIS.
Data transmitted to IRRIS must include:
 - Device identifier,
 - Shipment identifier (Container number or TCN)
 - Date/time in ZULU format,
 - Location information in decimal latitude/longitude format
 - Status/event codes to report when intrusion is detected and (optional) any other shipment events or status.
 - b. Status code definitions and test data provided to the IRRIS PMO upon contract award and two weeks prior to any scheduled movement for subsequent code changes.
 - c. Functional Points of Contact for the IRRIS PMO are Ms. Karen Timmons at 618-220-5116 and Mr. Phil Krueger at 618-220-5216 for review of alternate feed formats, coordination of system interfaces and testing.

This accessorial shall be applicable when ordered and may be used for Unit Cargo Moves, Sustainment Cargo Moves, or Retrograde Cargo Moves.

6.D.2.2 When ordered by the US Government or its authorized booking agents as a contracted Accessorial Service, the Contractor shall provide Enhanced Physical Security as detailed below:

- 1. Convoy Movement Security planning and execution;
- 2. Secure enroute checkpoints to include cargo inspection and daily reporting of checkpoint activity;
- 3. Contractor provided special security devices, bolts, seals and/or procedures used to detect and reduce pilferage;
- 4. Back-up truck and driver capability to recover from truck or driver disability;
- 5. Truck operations that incorporate:
 - a. Route planning to avoid reported threats;
 - b. Waypoint ETAs and status checks for overdue trucks;
 - c. Continuous contact with drivers and escorts;
 - d. Secure facilities for overnight rest; and
 - e. Immediate response to driver disability, equipment damage or breakdown.
- 6. Upon indication of deviation from planned route, unplanned delays in movement, loss of contact, pilferage, attack, security breach, or any other indication that the cargo has been compromised, the Contractor shall immediately notify the cognizant SDDC Group Operations Center of same and provide detailed information to include:
 - Time and location of incident;
 - Details of the incident;
 - Container numbers or breakbulk TCNs involved;
 - Proposed corrective action;
 - Impact to delivery schedule; and
 - Follow-on report within 24 hours with reports continuing every 24 hours' 1 until the cargo is recovered or the customer suspends the reporting.

7. Screened Personnel to include drivers, escorts, and checkpoint and tracking personnel.

SECTION 7 – ABBREVIATIONS, DEFINITIONS, ROUTE INDICES

7.A Abbreviations/Acronyms

AAFES	Army Air Force Exchange Service
BAF	Bunker Adjustment Factor
CAF	Currency Adjustment Factor
CFS	Container Freight Station
CO	Contracting Officer
CONUS	Continental United States
COR	Contracting Officer's Representative
CPA	Cargo Preference Act (1904)
CSC	Convention of Safe Containers
DeCA	Defense Commissary Agency
DFARS	Defense Federal Acquisition Regulation Supplement
DLA	Defense Logistics Agency
DoD	Department of Defense
DSC	Deployment Support Command
DTEDI	Defense Transportation Electronic Data Interchange
DTR	Defense Transportation Regulation
EDI	Electronic Data Interchange
FEU	Forty Foot Equivalent Unit
FAR	Federal Acquisition Regulation
FAK	Freight All Kinds
FIO	Free In and Out
GLOC	Ground Line of Communication
GSA	General Services Administration
IMO	International Maritime Organization
ISO	International Organization for Standardization
IBS	Integrated Booking System
ITGBL	International Thru Government Bill of Lading
MPSA	Military Postal Service Agency
MSC	Military Sealift Command
MsT	Measurement Ton (40 Cubic Feet)
MVC	Minimum Volume Commitment
NEXCOM	Navy Exchange 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
RORO	Roll-On/Roll-Off
SCAC	Standard Carrier Alpha Code

SDDC	Surface Deployment and Distribution Command
TCMD	Transportation Control & Movement Document
TCN	Transportation Control Number
TEU	Twenty Foot Equivalent Unit
TREMCARD	Transport Emergency Card
VETCOM	U.S. Army Veterinary Command
VISA	Voluntary Intermodal Sealift Agreement

7.B Definitions

The following terms have the meaning as set forth below:

Acceptable Space – Space with normal access thereto as would normally be used in liner service for the particular type of cargo declared at the time of booking, and shall be properly prepared, cleaned and ready to receive the cargo.

Agent of the US Government - An entity authorized to book shipments under the USC-06 contract on behalf of the U.S. Government in accordance with terms and conditions listed in Section 4 of the Performance Work Statement.

Alternate Service/Arrangements – Service subcontracted to another provider that is different than the services described in the Contractors accepted proposal.

Ammunition Linehaul – Linehaul for ammunition (Class 1.4 and other classes of ammunition and explosives as may be accepted under this contract) that requires use of a Contractor approved by DoD for the transport of this commodity and includes, satellite tracking as part of the basic service.

Booking – Offer by the U.S. 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 containerized.

Cargo Cleaning service

Wash Service. Cleaning required for cargo that has been tendered to the Contractor dirty and requires thorough cleaning.

Rinse Service. Cargo cleaning to remove road dirt and other contaminants accumulated while in transit or at the port. Applies to cargo that had been tendered to the Contractor clean.

Cargo handling— Cargo handling (Container) Accessorial service provided by the contractor for cargoes that are containerized by the contractor. Cargo handling includes services such as receiving cargo, unloading from the inbound conveyance, loading and securing of cargo into containers, intra-terminal transfers, tallying of cargo, necessary blocking, bracing, and dunnage and reports Service includes all services from in-gate and receipt of the cargo through load in a container at the load port and at the discharge port, from unstuffing of the container to out-gate.

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

Consignee – The person or entity named in the booking or shipping instructions to which goods have been shipped or turned over for care.

Constructive Staging – A delay in the final receipt of the cargo by the U.S. Government at the inland destination after release and commencement of on-carriage from the discharge port caused by the U.S. Government's refusal or inability to accept the containers at the inland destination.

Container Freight Station (CFS) – A facility usually operated by the Contractor where loose cargo is received for consolidation/containerization or full container for deconsolidation/unstuffing.

SECTION 7 – ABBREVIATIONS, DEFINITIONS, ROUTE INDICES

Contingencies – Military operations that 1) are designated by the Secretary of Defense as an operation in which members of the armed forces are or may become involved in military actions, operations, or hostilities against an enemy of the United States or against an opposing military force; or 2) results in the call or order to, or retention on, active duty of members of the uniformed services under section 688, 12301(a), 12302, 12304, 12305, or 12406 of 10 U.S.C., chapter 15 of 10 U.S.C. or any other provision of law during a war or during a national emergency declared by the President or Congress.

Contracting Officer (CO) – A person with the authority to enter into, administer, and/or terminate contracts and make related determinations and findings. The term includes certain authorized representatives of the Contracting Officer acting within the limits of their authority as delegated by the Contracting Officer.

Contracting Officer's Representative (COR) – Appointed in writing by the CO, responsible for, but not limited to, the following: monitoring the Contractor's performance in accordance with the terms of the contract; ensuring Contractor's compliance with reporting requirements; providing data for U.S. Government reports; verifying/ certifying invoices; and reviewing Contractor claims.

Contractor - An entity in private industry, which enters into contracts with the U.S. Government to provide goods or services. For purposes of the USC-6 contract, the definition is further limited to ocean common carriers within the meaning of the Shipping Act of 1984, as amended, or vessel operating contract carriers as determined under Federal Maritime Law.

Customary Shipping (or Freight) Unit - Term used for unpackaged cargo to determine liability limits under COGSA and/or as a unit of measure for freight pricing purposes. For example, a large truck loaded on a vessel is considered unpackaged and the freight is priced per "measurement ton." Therefore, the liability under COGSA is based on the customary shipping unit of that item. For purposes of implementing COGSA under this contract, the customary shipping unit for cargo not shipped in packages is "measurement ton."

Customs Entry – Documentation submitted by the Importer to obtain customs release of shipments after unloading from vessel by importing Contractor.

Cutoffs

Cutoff at Origin: The date and time established by the Contractor when the cargo shall be tendered to the Contractor to meet the vessel's sail date.

Vessel Cutoffs: The date and time established by the Contractor when the cargo shall be tendered to the Contractor at its terminal facility or to the Contractor's agent to meet the requirement for lift to the booked vessel.

Deadfreight – Liability to pay for space booked but not occupied.

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.

Detention – The charge assessed by the Contractor for equipment delays exceeding applicable free time.

Drayage – The movement of a container between the Contractor's terminal at the port where the 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-mile radius of the city limits of that foreign port city, by means other than the Contractor's principal vessels, such as by highway or railway.

Drop and Pick - See Spotting of Containers

Dry Cargo Container – A completely enclosed weatherproof container.

Excepted Cargoes Breakbulk/RORO – Aircraft (unboxed), Helicopters, Boats over 40 ft., Oversized cargo, bulk cargo, heavy lift cargo, and explosives (excluding IMO Class 1.4), except where a specific CLIN has been included for the commodity.

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Excepted Cargoes Container – Heavy lift cargo, oversized cargo (with the exception of cargo that meets the definition of over dimensional cargo or super load), explosives (excluding IMO Class 1.4), and all containers other than dry, reefer, ISO tank, open tops and flatrack containers.

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).

Extra Driver Service – Carrier will provide an extra driver for continuous linehaul service within legal parameters.

Flatrack (Platform) Container – A container without weatherproof sides and/or top. Includes platforms, which have no sides or ends and flatracks with rigid or collapsible ends. They can be end loaded or top or side loaded.

Free-In Free-Out – When cargo is booked as Free-in or Free-out, the U.S Government shall bring the cargo into the holds, stow it and/or trim it, tally it, lash it and/or secure it (Free-in), and take it from the holds and discharge it (Free-out) with customary dispatch, free of any risk, liability, and expense whatsoever to the Contractor.

Free time - The time allowed for U.S. Government shippers and receivers to load or unload Contractor equipment (i.e. containers) before detention charges accrue.

General Cargo: Breakbulk/RORO – All static (non-wheeled cargo) except explosives (excluding IMO Class 1.4), helicopters, shipper owned 20 ft containers, excepted cargo, and hazardous cargo precluded from carriage by a Contractor under a Contractor's policy.

General Cargo: Container – All container cargo except refrigerated cargo, explosives (excluding IMO Class 1.4), over-dimensional cargo, excepted cargo, and hazardous cargo precluded from carriage by a Contractor under a Contractor's policy.

Greater Security Service (GSS) Inspection service for rail move

Hazardous Cargo – A hazardous substance or material including a hazardous substance, which has been determined by the Secretary of Transportation or International Maritime Organization (IMO) to be capable of posing an unreasonable risk to health, safety and property when transported in. For purposes of applying Hazardous surcharges or the use of Hazardous commodity rates, Hazardous cargo shall be required to be stowed on deck per U.S. Coast Guard Regulations.

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.

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

Household Goods - Shipments of household goods and baggage.

International through Government Bill of Lading (ITGBL) Contractor – a Contractor 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 Contractors are DoD designated Government Contractors with ordering authority to book Code 3 MHHG under this document.

Late Gate: Exception to vessel cutoff. Agreement by Contractor to lift cargo to a voyage if received at the terminal after the published cutoff for the voyage.

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

Linehaul – The movement of a container between the Contractor's terminal at the port where the container is loaded to, or discharged from, the vessel and another place outside of the Commercial Zone or modified zone of that United States port city or beyond a 10-mile radius of the city limits of that foreign port city by means other than the Contractor's principal vessels, such as by highway, railway, canal or river, or in specific instances by feeder vessels, ferry or bargeship system.

SECTION 7 – ABBREVIATIONS, DEFINITIONS, ROUTE INDICES

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

Liner Terms—Breakbulk: The Contractor provides all services from receipt of cargo at POE to load of cargo on the vessel (liner in) or from discharge of the vessel at POD to outgate (liner-out). Any costs for the loading and discharging of inland transport within the Contractor's terminal are for the account of the Contractor.

Liner Terms – Container: The Contractor assumes all responsibility and cost for the transportation of the cargo from the port or point where the cargo is receipted for by the Contractor to the destination port or point where the Contractor makes the cargo available to the consignee. In the case of BB/RO-RO, the cargo is accepted and/or made available within the Contractor's terminal. Any costs for the loading or discharging of inland transport within the Contractor's terminal are for the account of the Contractor.

Live Load- See Spotting of Containers

Measurement Ton (MsT) – 40 cubic feet per ton or 2240 lbs. per ton

Normal Access – Access to space that permits efficient and expeditious loading and discharging by means routinely employed in commercial practice loading and discharging like cargo in liner service in ships service of the same type as the Contractor's vessel.

Ocean Cargo Booking Office (OCBO) – The SDDC activity that 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)

Ordering Activity – Includes the Commander, Surface Deployment and Distribution Command (SDDC), and his designees, including authorized agents of the U.S. Government.

Ordering Officer (OO) – Appointed in writing by Contracting Officer. The Ordering Officer is responsible for but not limited to the following: booking cargo and issuing shipping orders; sampling bookings for low cost; monitoring cargo allocation, if applicable; recommending addition/deletion of routes/ services; and authorizing substitution of equipment and staging.

Over Dimensional Cargo – Cargo booked to be shipped as container cargo with at least one dimension exceeding any external dimension of a container's width (8') or height (8'6") but not exceeding the following maximum weight and dimensions:

Weight: 44,000 lbs. Length: 40'00" Width: 11'00" Height: 11'8"

Oversized Container Cargo – Cargo which when stowed aboard a cellular container ship would require more space than the space needed to load a 40 ft long, 8'6" high, 8 ft 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 50 feet long, more than eleven (11) feet wide or over eleven (11) feet in height, or as determined by the Ordering Officer, 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.

Package – a class of cargo, irrespective of size, shape or weight, to which some packaging preparation for transportation has been made which facilitates handling, but which does not necessarily conceal or completely enclose the goods. The act of loading cargo into, or upon, a container shall not transform such containerized cargo into a single COGSA package unless such cargo satisfies the COGSA requirements of a single "package" irrespective of the fact that it has been containerized.

Pools – See Spotting of Containers

Receiver – Individual or entity authorized by the consignee to receive and sign for delivered cargo.

SECTION 7 – ABBREVIATIONS, DEFINITIONS, ROUTE INDICES

Regularly Scheduled Sailings – Sailings at regular intervals between the same port ranges, consisting of regular arrivals, regular departures along established routes, which provide predictable Liner type service.

Required Delivery Date (RDD) – The date specified in the booking when cargo must be delivered .

Round Robin – See Spotting of Containers

SEAVAN Service Codes –DTR codes which indicate the extent of service for which the ocean Contractor is paid. Indicates where the ocean Contractor's responsibility for movement begins or ends:

K – At the Contractor's terminal (Pier Service).

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).

1-9 – In a modified zone for certain port cities as defined in this Contract. The number codes used correspond 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 Contractor. 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 Contractor. 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.

Single Factor Rates - Rates that include all charges except for Currency Adjustment Factor (CAF), Bunker Adjustment (BAF), War Risk Insurance, and accessorial ordered in the booking. Single factor rates can apply to point-to-point, point-to-port, or port-to-point movements.

Spotting containers. Positioning of empty containers at shippers facility for loading by the shipper. Includes:

Drop and Pick. Contractor delivers an empty container on chassis and later picks it up after it has been loaded.

Round Robin Drop and Pick. The Contractor would position one empty container at the shipper's facility. All other deliveries of empty containers would be scheduled with the pickup of loaded containers.

Live Load. Contractor delivers an empty container and the driver waits while the shipper loads the container.

Pools. Contractor maintains a pool of empty containers at the shipper's location to use for bookings with the contractor.

Vessel Status Code. The first position of the code describes the type of contract. The second indicates whether government or Contractor is responsible for vessel load and delivery of cargo to/from port. Codes 5-9 are only used for breakbulk cargoes 2nd Position codes are as follows:

Code	POE	POD
1	Free-in	Free-out
2	Liner-in	Liner-out
3.	Free-in	Liner-out
4.	Liner-in	Free-out
5.	Door/Liner-in	Free-out

- | | | |
|----|---------------|----------------|
| 6. | Door/Liner-in | Liner-out |
| 7. | Free-in | Liner-out/Door |
| 8. | Liner-in | Liner-out/Door |
| 9 | Door/Liner-in | Liner-out/Door |

Shipper Owned 20/40 ft Containers: Breakbulk/RORO – Government owned/leased container cargo carried by break bulk and/or RORO operators under the Breakbulk/RORO section.

Short Stop – To stop a stuffed container at the Contractor's terminal where the Contracting Officer (CO) has elected to take delivery, with final destination delivery to be performed by the U.S. Government.

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

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

Swing Cargo – Cargo, which may be containerized or shipped breakbulk/RORO.

Tarping Service- The covering and protecting of cargo using weather resistant, non-transparent, durable material.

Transloading service - Transload service is a direct crossdock transfer of cargo from one conveyance to another without grounding or storing the cargo

U.S. Flag Service – Full Service – Service where cargo is only loaded on US Flag ships between ports of embarkation and final port of discharge.

Combination Service – Service where the cargo is loaded on US Flag ships for at least one segment of the transoceanic carriage.

Wheeled or Tracked Vehicles – (Unboxed and Containerized) - Includes all types of unboxed, land or amphibious vehicles, set up on wheels or tracks, whether or not self propelled.

7.C Trade Areas and Zones

7.C.1 General Definition of Trade Areas

Africa: Includes all ports within East Africa, South Africa, West Africa and the Ascension Island.

Azores: Includes all ports in Azores Islands.

Black Sea: Includes Black Sea ports within the following countries: Bulgaria, Georgia, Romania, Russia, Turkey, and Ukraine.

Caribbean: Includes ports in the Caribbean Area and the following countries: Bahamas, Turks and Caicos, Aruba, Curacao, Bonaire, Bermuda Islands, Cuba, Caymans, Dominican Republic, Haiti, Jamaica, Lesser Antilles, Puerto Rico, Grenadines, Barbados, Grenada, St Vincent, St Lucia, Martinique, Dominica, Guadeloupe, Antigua, Barbuda, Montserrat, Saba, St Kitts/Nevis, St Barthelemy, Anguilla, St Martin/Maarten, British Virgin Islands, Trinidad, Tobago and the British Virgin Islands, St. Croix and St. Thomas, Antigua.

Central America/Mexico: Includes ports within the following countries: Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, and Panama.

Continental Europe & United Kingdom & Ireland: Includes ports on the north and west coasts of Europe from the northern border of Germany to the northwestern junction of Spain and Portugal and all ports within the British Isles and Ireland; Belgium, Benelux, Faroe Islands, France (Western Coast), Germany,

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Ireland, Netherlands, Portugal (Northwestern Junction), Shetland Islands, Spain (Bay Biscay ports) and United Kingdom.

Far East Area: Includes ports within the following countries, colonies, island and island groups; Japan, North and South Korea, China (PRC), Taiwan, Hong Kong, Philippine Islands, Ryukyu Islands (Okinawa), Bonin Islands, Thailand, Indonesia, Malaysia, Singapore, Vietnam, and Cambodia.

Hawaii: Includes all Hawaiian ports: Kauai, Kure Island, Lanai, Mainland Hawaii, Maui, Niihau, Oahu and Tern Island.

Iceland: Includes all Iceland ports.

Mediterranean Area: Includes ports in Portugal, Spanish ports between the boundary of Portugal and Gibraltar, ports of Morocco including Atlantic ports, ports of the Madeira and Canary Islands, ports of the Mediterranean and arms thereof, including the Bosphorus and inlands or island groups within the Mediterranean, but does not include ports of the Black Sea: The Mediterranean includes zones Adriatic Sea, Eastern Mediterranean and Western Mediterranean.

Middle East, South Asia and Indian Ocean: Includes ports in the Red Sea, Gulf of Aqaba, Gulf of Suez, Gulf of Aden, Arabian Sea, Gulf of Oman, Persian Gulf, Bay of Bengal, Andaman Sea; and Indian Ocean ports in India, Sri Lanka, Yemen, Oman and Seychelles Islands.

Oceania: Includes ports in American Samoa, Australia, New Zealand, Micronesia, Northern Marianas Islands, Kiribati, Marshall Islands, Johnston Island, Marcus Island, Palau, French Polynesia, Cook Islands, Tonga, Samoa, Tuvalu, Fiji, Wallis and Futuna, Papua New Guinea, Solomon Islands, New Caledonia, Vanuatu, Guam.

Scandinavia/Baltic: Includes ports in Estonia, Latvia, Lithuania, Poland, Norway, Denmark, Finland, Sweden and Russian (West Coast).

South America: Includes ports in Colombia, Brazil, Uruguay, Ecuador, Chile, Peru and Argentina, Falkland Island, Venezuela, Guyana, French Guiana, and Suriname.

U.S. East Coast: Includes ports between the boundary of Maine and Canada and the Southern tip of Key West Florida.

U.S. Gulf Coast: Includes ports between the boundary of Texas and Mexico on the Gulf of Mexico and Key West Florida on the Gulf of Mexico side.

U.S. West Coast: Includes ports between the boundary of California and Mexico and the States of Washington and Canada.

7.C.2 Descriptions of Zones

Many of the routes in this contract have been structured into zones so that countries/ports can be grouped to best reflect market conditions and minimize the number of rates to be submitted by Contractors. Ocean rates apply on a zone to zone basis. Below is a description of the zones included in each area and of the ports that are included in each zone. The zones in each list are numbered. This numbering does not match the naming of Route Index /Zone as used in CARE.

The rates are directional for service between different zones of the same area. Rates for service within zones are non-directional except for intra-zone N.E. Asia.

The service provided by Contractors who provide rates for specific zones shall be reflected in service profiles as described in proposals and vessel schedules maintained within the booking office.

7.C.2.1 Far East

7.C.2.1.1 Applies for service to/from CONUS and North East Asia intrazone

	<u>Zone</u>
	Country/Port Description
I	South Korea

2	Okinawa
3	Philippines
4	Malaysia
5	Singapore
6	Thailand
7	China
8	Hong Kong
9	Indonesia
10	Taiwan
11	Vietnam
12	Japan
13	Cambodia
14	Russia Pacific Ports

7.C.2.1.2 Applies to all other service

<u>Group Zone</u>	<u>Countries</u>
N.E. Asia:	Japan, Korea, & Okinawa
Chinas:	China, Hong Kong & Taiwan
S.E. Asia:	Indonesia, Malaysia, Philippines, Singapore, Thailand, Vietnam, Cambodia & Laos

The rates are directional between Group zones and within intra-zone N.E. Asia. Within Intra-zones Chinas and Southeast Asia rates are "between rates."

7.C.2.2 Mediterranean

The Mediterranean area is divided into three zones.

7.C.2.2.1 Western Mediterranean shall embrace the area bounded by a line from the north Portugal - Spain border west and south of the Madeira and Canary Islands to the southern border of Morocco, thence northward and eastward to the Tunisia - Libya border and northeastward to Cape Spartivento in Italy, but east of Malta and Sicily and thence northward and westward along the west coast of Italy and the Mediterranean coast of France and Spain and west to the point of beginning.

7.C.2.2.2 Eastern Mediterranean shall embrace the remaining area in the Mediterranean lying eastward of the east boundary of Zone, except as otherwise provided in Zone C (Adriatic Sea).
 The geographical areas affected are identified under their respective zones as follows:

1. Western Mediterranean includes ports in:

- Portugal
- Spain (from Southern boundary of Portugal to Mediterranean border of France)
- Gibraltar
- France (Mediterranean ports)
- Monaco
- Morocco
- Algeria
- Italy (Tyrrhenian and Ligurian ports)
- Tunisia
- Malta
- Sardinia
- Sicily
- Canary Islands
- Madeira Islands
- Other islands lying within the zone

2. Eastern Mediterranean includes ports in:

Libya
 Greece including Crete
 Italy (except Adriatic and Ionian ports)
 Lebanon
 Turkey- (Mediterranean ports including the Bosphorus but not including the Black Sea)
 Israel
 Cyprus
 Egypt- (Mediterranean ports)
 Other islands lying within the zone

3. Adriatic Sea includes ports in:

Albania
 Croatia
 Italy (Adriatic and Ionian ports)
 Slovenia
 Montenegro

7.C.2.3 Central America/Mexico

Central America/Mexico is divided into zones as follows.

1. Central America/Mexico WC

Mexico (WC)
 Guatemala (WC)
 El Salvador
 Nicaragua (WC)

2. Central America/Mexico EC

Mexico (EC)
 Belize
 Guatemala (EC)
 Nicaragua (EC)
 Honduras

3. Panama/Costa Rica

Panama
 Costa Rica

7.C.2.4 Caribbean

The Caribbean is divided into zones as follows:

<u>Zone</u>	<u>Includes</u>
1 Bahamas Area	Bahamas Turks and Caicos
2 Eastern Caribbean	Aruba Curacao Bonaire Trinidad & Tobago Grenadines Barbados Grenada St Vincent St Lucia Martinique Dominica

<u>Zone</u>	<u>Includes</u>
	Guadeloupe Barbuda Montserrat Saba St Kitts/Nevis St Barthelemy Anguilla St Martin/Maarten British Virgin Islands
3 Jamaica/Cayman/ Dominican Republic	Cayman Jamaica Dominican Republic
4 Haiti	Haiti
5 Puerto Rico	Puerto Rico U.S. Virgin Islands

7.C.2.5 Scandinavia/Baltic

<u>Zone</u>	
1	Norway East: South Norway ports east of and including Kristiansand
2	Norway West: Norway ports North of Kristiansand (not inclusive) to Trondheim area (inclusive)
3	Norway North: Norway ports north of Trondheim (not inclusive) and including Tromso port range
4	Sweden
5	Finland
6	Denmark
7	Estonia
8	Latvia
9	Lithuania
10	Poland
11	Russian West, Includes Russian ports in the Baltic Sea and Gulf of Finland

7.C.2.6 Middle East, South Asia and Indian Ocean Area

Middle East Area rates stated herein cover the service between United States ports and ports of the Middle Eastern countries within the following zones.

<u>Zone</u>	<u>Description</u>
1 Kuwait	Kuwait
2 Persian Gulf and Gulf of Oman	Saudi Arabia (Persian Gulf Ports) United Arab Emirate (UAE) Bahrain Qatar, and Mina Qaboos (includes the ports of Muscat and Muttrah)
3 Arabian Sea	Oman (South of Mina Qaboos) Peoples Democratic Republic of Yemen

	<u>Zone</u>	<u>Description</u>
4	Pakistan and India West Coast Ports	Pakistan India (West Coast)
5	Seychelles Islands	Seychelles Islands
6	Gulf of Aden, Gulf of Aqaba, Gulf of Suez and Red Sea	Gulf of Aden (except ports in Yemen) Gulf of Aqaba Gulf of Suez Red Sea(except Djibouti)
7	Bay of Bengal and Andaman Sea	India (East Coast), Burma (Myanmar) Sri Lanka Bangladesh
8	Iraq	Iraq
9	Djibouti	Djibouti

7.C.2.7 South America

South America includes the following zones:

East Coast of South America (zone/countries):

- 1 Columbia
- 2 Brazil
- 3 Uruguay
- 4 Argentina
- 5 French Guinea/Guyana/Suriname
Venezuela

West Coast of South America (zone/countries):

- 7 Columbia
- 8 Ecuador
- 9 Peru
- 10 Chile

7.C.2.8 Oceania

Oceania includes the following zones:

	<u>Zone</u>	<u>Includes</u>
1	Australia	Australia
2	New Zealand	New Zealand
3	Northern Marianas Islands	Saipan Tinian Rota
4	Guam	Guam
5	American Samoa	American Samoa

6	Kwajalein	Kwajalein Atoll, Marshall Islands
7	North Central Pacific	Johnston Island Marcus Island
8	Micronesia	Federated States of Micronesia
9	Marshall Islands	Marshall Islands except Kwajalein Atoll
10	Coral Sea	Papua New Guinea Solomon Islands New Caledonia Vanuatu
11	South Pacific	French Polynesia Cook Islands Tonga Samoa Tuvalu Fiji Wallis and Futuna
12	Palau	Palau
13	Kiribati	Kiribati

7.C.2.9 Africa

Africa includes the following zones:

<u>Zone</u>	<u>Includes</u>
1 West Africa	All ports in Africa from Western Sahara to Angola. Excludes Morocco. Includes ports in Cape Verde and Sao Tomas and Principe
2 South Africa	Namibia and South Africa
3 East Africa	All ports from Mozambique and continuing to include Somali Indian Ocean ports. Also includes ports in Madagascar.
4 Ascension Island	Ascension Island

7.D Designated Ports with Port Arbitraries

Contractors may establish port arbitraries, by the effective date of the contract, for selected countries/ports when ocean rates have not been provided for the route/zone designated to service this area or the Contractor's service profile for a route/zone does not include regular service to the specific country/port. The port arbitrary surcharge is used in conjunction with an accepted ocean rate for a route/zone to link the service on the route/zone with the feeder service to the country/port covered by the port arbitrary.

Arbitraries established after the effective date of the contract are subject to the Contractor Protection from Competition Clause. Port arbitraries may be provided for the following countries/ports:

Algeria	Poland
Black Sea Ports	Manheim
Cyprus	Sweden
Denmark	Tunisia
Estonia	Umm Said
Finland	Djibouti
Iraq	Russia (Baltic)
Latvia	Zamboanga
Lithuania	
Morocco	
Norway East—Norway ports from Oslo to Kristiansand	
Norway West—Norway ports from but not including Kristiansand to and including Trondheim	
Norway North—Norway ports North of Trondheim to and including Tromso	

SECTION 8 – LIST OF ATTACHMENTS

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HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Cartridges for weapons, inert projectile [or] Cartridges, small arms	0012	1.4S	II
Cartridges for weapons, blank [or] Cartridges, small arms, blank	0014	1.4S	II
Primers, cap type	0044	1.4S	II
Cases, cartridge, empty with primer	0055	1.4S	II
Cutters, cable, explosive	0070	1.4S	II
Fuse, igniter [tubular metal clad]	0103	1.4G	II
Cord, detonating, mild effect [or] Fuse, detonating, mild effect [metal clad]	0104	1.4D	II
Fuse, safety	0105	1.4S	II
Grenades, practice, [hand or rifle]	0110	1.4S	II
Lighters, fuse	0131	1.4S	II
Release devices, explosive	0173	1.4S	II
Rivets, explosive	0174	1.4S	II
Signal devices, hand	0191	1.4G	II
Signals, railway track, explosive	0193	1.4S	II
Signals, smoke	0197	1.4G	II
Charges, shaped, flexible, linear	0237	1.4D	II
Detonators, electric, [for blasting]	0255	1.4B	II
Fuzes, detonating	0257	1.4B	II
Detonators, non-electric, [for blasting]	0267	1.4B	II
Cartridges, power device	0276	1.4C	II
Cartridges, power device	0276	1.4C	II
Model rocket motor	0276	1.4C	II
Model rocket motor	0276	1.4C	II
Cartridges, oil well	0278	1.4C	II
Ammunition, illuminating [with or without burster, expelling charge or propelling charge]	0297	1.4G	II
Ammunition, incendiary [with or without burster, expelling charge or propelling charge]	0300	1.4G	II
Ammunition, tear-producing [with burster, expelling charge or propelling charge]	0301	1.4G	II
Ammunition, smoke [with or without burster, expelling charge or propelling charge]	0303	1.4G	II
Tracers for ammunition	0306	1.4G	II
Cartridges, signal	0312	1.4G	II
Fuzes, igniting	0317	1.4G	II
Primers, tubular	0320	1.4G	II
Cartridges, power device	0323	1.4S	II
Model rocket motor	0323	1.4S	II
Igniters	0325	1.4G	II
Fireworks	0336	1.4G	II
Fireworks	0337	1.4S	II
Toy Caps	0337	1.4S	II
Cartridges for weapons, blank [or] Cartridges, small arms, blank	0338	1.4C	II
Cartridges for weapons, inert projectile [or] Cartridges, small arms	0339	1.4C	II
Projectiles, [with bursting charge]	0344	1.4D	II
Projectiles, [inert with tracer]	0345	1.4S	II
Projectiles, [with burster or expelling charge]	0347	1.4D	II
Cartridges for weapons, [with bursting charge]	0348	1.4F	II
Cartridges for weapons, [with bursting charge]	0348	1.4F	II
Articles, explosive, n.o.s.	0349	1.4S	II
Articles, explosive, n.o.s.	0349	1.4S	II
Articles, explosive, n.o.s.	0350	1.4B	II
Articles, explosive, n.o.s.	0351	1.4C	II
Articles, explosive, n.o.s.	0352	1.4D	II
Articles, explosive, n.o.s.	0353	1.4G	II
Detonator assemblies, non-electric, [for blasting]	0361	1.4B	II
Ammunition, practice	0362	1.4G	II

HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Ammunition, proof	0363	1.4G	II
Detonators for ammunition	0365	1.4B	II
Detonators for ammunition	0366	1.4S	II
Fuzes, detonating	0367	1.4S	II
Fuzes, igniting	0368	1.4S	II
Warheads, rocket [with burster or expelling charge]	0370	1.4D	II
Warheads, rocket [with burster or expelling charge]	0371	1.4F	II
Signal devices, hand	0373	1.4S	II
Primers, tubular	0376	1.4S	II
Primers, cap type	0378	1.4B	II
Cases, cartridges, empty with primer	0379	1.4C	II
Flares, aerial	0403	1.4G	II
Flares, aerial	0404	1.4S	II
Cartridges, signal	0405	1.4S	II
Tetrazol-1-acetic acid	0407	1.4C	II
Fuzes, detonating, [with protective features]	0410	1.4D	II
Cartridges for weapons, [with bursting charge]	0412	1.4E	II
Projectiles, [inert, with tracer]	0425	1.4G	II
Projectiles, [with burster or expelling charge]	0427	1.4F	II
Articles, pyrotechnic [for technical purposes]	0431	1.4G	II
Articles, pyrotechnic [for technical purposes]	0432	1.4S	II
Projectiles, [with burster or expelling charge]	0435	1.4G	II
Rockets, [with expelling charge]	0438	1.4C	II
Charges, shaped, [without detonator]	0440	1.4D	II
Charges, shaped, [without detonator]	0441	1.4S	II
Charges, explosive, commercial [without detonator]	0444	1.4D	II
Charges, explosive, commercial [without detonator]	0445	1.4S	II
Cases, combustible, empty, without primer	0446	1.4C	II
5-Mercaptotetrazol-1-acetic acid	0448	1.4C	II
Grenades practice [Hand or rifle]	0452	1.4G	II
Rockets, line-throwing	0453	1.4G	II
Igniters	0454	1.4S	II
Detonators, non-electric, [for blasting]	0455	1.4S	II
Detonators, electric [for blasting]	0456	1.4S	II
Charges, bursting, plastics bonded	0459	1.4D	II
Charges, bursting, plastics bonded	0460	1.4S	II
Articles, explosive, n.o.s.	0471	1.4E	II
Articles, explosive, n.o.s.	0472	1.4F	II
Substances, explosive, n.o.s.	0479	1.4C	II
Substances, explosive, n.o.s.	0480	1.4D	II
Substances, explosive, n.o.s.	0481	1.4S	II
Substances, explosive, n.o.s.	0485	1.4G	II
Charges, propelling	0491	1.4C	II
Signals, railway track, explosive	0493	1.4G	
Jet perforating guns, charged oil well, with detonator	0494	1.4D	II
Jet perforating guns, charged, [oil well, without detonator]	0494	1.4D	II
Detonator, assemblies, non-electric [for blasting]	0500	1.4S	II
Propellant, solid	0501	1.4C	
Air bag inflators, [or] Air bag modules, [or] Seat-belt pretensioners.	0503	1.4G	II
Acetylene, dissolved	1001	2.1	
Air, compressed	1002	2.2	
Ammonia, anhydrous	1005	2.2	
Ammonia, anhydrous	1005	2.3	

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Argon, compressed	1006	2.2	
Bromotrifluoromethane [or] Refrigerant gas, R 13B1.	1009	2.2	
Butane [see also] Petroleum gases, liquefied	1011	2.1	
Carbon dioxide	1013	2.2	
Carbon dioxide and oxygen mixtures, compressed	1014	2.2	
Carbon monoxide, compressed	1016	2.3	
Chlorine	1017	2.3	
Chlorodifluoromethane [or] Refrigerant gas R 22	1018	2.2	
Chlorotrifluoromethane [or] Refrigerant gas R 13	1022	2.2	
Dichlorodifluoromethane [or] Refrigerant gas R 12	1028	2.2	
Dichlorofluoromethane [or] Refrigerant gas R21	1029	2.2	
1,1-Difluoroethane [or] Refrigerant gas R 152a	1030	2.1	
Ethyl chloride	1037	2.1	
Ethylene oxide [or] Ethylene oxide with nitrogen [up to a total pressure of 1MPa (10 bar) at 50 degrees C]	1040	2.3	
Fire extinguishers [containing compressed or liquefied gas]	1044	2.2	
Helium, compressed	1046	2.2	
Hydrogen, compressed	1049	2.1	
Hydrogen chloride, anhydrous	1050	2.3	
Lighters [or] Lighter refills [containing flammable gas]	1057	2.1	
Methyl acetylene and propadiene mixtures, stabilized	1060	2.1	
Nitrogen, compressed	1066	2.2	
Nitrous oxide	1070	2.2	
Oxygen, compressed	1072	2.2	
Oxygen, refrigerated liquid [(cryogenic liquid)]	1073	2.2	
Petroleum gases, liquefied [or] Liquefied petroleum gas	1075	2.1	
Propylene [see also] Petroleum gases, liquefied	1077	2.1	
Refrigerant gases, n.o.s.	1078	2.2	
Sulfur dioxide	1079	2.3	
Sulfur hexafluoride	1080	2.2	
Acetaldehyde	1089	3	I
Acetone	1090	3	II
Allyl bromide	1099	3	I
Amyl acetates	1104	3	III
Amyl mercaptans	1111	3	II
Amyl nitrites	1113	3	II
Benzene	1114	3	II
Butanols	1120	3	II
Butanols	1120	3	III
Butyl acetates	1123	3	II
Butyl acetates	1123	3	III
Adhesives, [containing a flammable liquid]	1133	3	I
Adhesives, [containing a flammable liquid]	1133	3	II
Adhesives, [containing a flammable liquid]	1133	3	III
Chlorobenzene	1134	3	III
Coating solution ([includes surface treatments or coatings used for industrial or other purposes such as vehicle undercoating, drum or barrel lining])	1139	3	I
Coating solution ([includes surface treatments or coatings used for industrial or other purposes such as vehicle undercoating, drum or barrel lining])	1139	3	II
Coating solution ([includes surface treatments or coatings used for industrial or other purposes such as vehicle undercoating, drum or barrel lining])	1139	3	III
Cyclohexane	1145	3	II
1,2-Dichloroethylene	1150	3	II

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Ethylene glycol diethyl ether	1153	3	II
Ethylene glycol diethyl ether	1153	3	III
Dimethylamine solution	1160	3	II
Extracts, aromatic, liquid	1169	3	II
Extracts, aromatic, liquid	1169	3	III
Ethanol [or] Ethyl alcohol [or] Ethanol solutions [or] Ethyl alcohol solutions	1170	3	II
Ethanol [or] Ethyl alcohol [or] Ethanol solutions [or] Ethyl alcohol solutions	1170	3	III
Ethylene glycol monoethyl ether	1171	3	III
Ethylene glycol monoethyl ether acetate	1172	3	III
Ethyl acetate	1173	3	II
Ethyl butyl ether	1179	3	II
Ethylene dichloride	1184	3	II
Ethylene glycol monomethyl ether	1188	3	III
Ethyl formate	1190	3	II
Ethyl methyl ketone [or] Methyl ethyl ketone	1193	3	II
Formaldehyde, solutions, flammable	1198	3	III
Diesel fuel	1202	3	III
Gas oil	1202	3	III
Heating oil, light	1202	3	III
Gasohol [gasoline mixed with ethyl alcohol, with not more than 20 percent alcohol]	1203	3	II
Gasoline	1203	3	II
Nitroglycerin solution in alcohol [with not more than 1 percent nitroglycerin]	1204	3	II
Heptanes	1206	3	II
Hexaldehyde	1207	3	III
Hexanes	1208	3	II
Printing ink, [flammable or] Printing ink related material [(including printing ink thinning or reducing compound), flammable]	1210	3	I
Printing ink, [flammable or] Printing ink related material [(including printing ink thinning or reducing compound), flammable]	1210	3	II
Printing ink, [flammable or] Printing ink related material [(including printing ink thinning or reducing compound), flammable]	1210	3	III
Isobutyl acetate	1213	3	II
Isopropanol [or] Isopropyl alcohol	1219	3	II
Kerosene	1223	3	III
Methanol	1230	3	II
Methylamyl acetate	1233	3	III
Methyl butyrate	1237	3	II
Methyl isobutyl ketone	1245	3	II
Methyl methacrylate monomer, stabilized	1247	3	II
Methyl propionate	1248	3	II
Methyl propyl ketone	1249	3	II
Methyltrichlorosilane	1250	3	I
Nitromethane	1261	3	II
Octanes	1262	3	II
Paint [including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler, and liquid lacquer base]	1263	3	I
Paint [including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler, and liquid lacquer base]	1263	3	II
Paint [including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler, and liquid lacquer base]	1263	3	III
Paint related material [including paint thinning, drying, removing, or reducing compound]	1263	3	I
Paint related material [including paint thinning, drying, removing, or reducing compound]	1263	3	II
Paint related material [including paint thinning, drying, removing, or reducing compound]	1263	3	III

HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Perfumery products [with flammable solvents]	1266	3	II
Perfumery products [with flammable solvents]	1266	3	III
Petroleum crude oil	1267	3	I
Petroleum crude oil	1267	3	II
Petroleum crude oil	1267	3	III
Petroleum distillates, n.o.s. [or] Petroleum products, n.o.s.	1268	3	I
Petroleum distillates, n.o.s. [or] Petroleum products, n.o.s.	1268	3	II
Petroleum distillates, n.o.s. [or] Petroleum products, n.o.s.	1268	3	III
Petroleum oil	1270	3	I
Petroleum oil	1270	3	II
Petroleum oil	1270	3	III
Pine oil	1272	3	III
n-Propanol [or] Propyl alcohol, normal	1274	3	II
n-Propanol [or] Propyl alcohol, normal	1274	3	III
Rubber solution	1287	3	II
Rubber solution	1287	3	III
Tinctures, medicinal	1293	3	II
Tinctures, medicinal	1293	3	III
Toluene	1294	3	II
Turpentine	1299	3	III
Turpentine substitute	1300	3	I
Turpentine substitute	1300	3	I
Turpentine substitute	1300	3	II
Turpentine substitute	1300	3	II
Turpentine substitute	1300	3	III
Turpentine substitute	1300	3	III
Vinyl acetate, stabilized	1301	3	II
Wood preservatives, liquid	1306	3	II
Wood preservatives, liquid	1306	3	III
Xylenes	1307	3	II
Xylenes	1307	3	III
Flammable solids, organic, n.o.s.	1325	4.1	II
Flammable solids, organic, n.o.s.	1325	4.1	III
Fusee (railway or highway)	1325	4.1	II
Matches, strike anywhere	1331	4.1	III
Naphthalene, crude [or] Naphthalene, refined	1334	4.1	III
Trinitrophenol, wetted [with not less than 30 percent water, by mass]	1344	4.1	I
Sulfur	1350	4.1	III
Sulfur	1350	9	III
Carbon, [animal or vegetable origin]	1361	4.2	II
Carbon, [animal or vegetable origin]	1361	4.2	III
Charcoal [briquettes, shell, screenings, wood, etc.]	1361	4.2	III
Copra	1363	4.2	III
Diethylzinc	1366	4.2	I
Pyrophoric metals, n.o.s., [or] Pyrophoric alloys, n.o.s.	1383	4.2	I
Alkaline earth metal alloys, n.o.s.	1393	4.3	II
Aluminum powder, uncoated	1396	4.3	II
Aluminum powder, uncoated	1396	4.3	III
Calcium carbide	1402	4.3	I
Calcium carbide	1402	4.3	II
Cesium [or] Caesium	1407	4.3	I
Sodium	1428	4.3	I
Sodium phosphide	1432	4.3	I

HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Zinc powder [or] Zinc dust	1436	4.3	I
Zinc powder [or] Zinc dust	1436	4.3	II
Zinc powder [or] Zinc dust	1436	4.3	III
Barium chlorate, solid	1445	5.1	II
Calcium chlorite	1453	5.1	II
Calcium nitrate	1454	5.1	III
Chlorites, inorganic, n.o.s.	1462	5.1	II
Chromium trioxide, anhydrous	1463	5.1	II
Ferric nitrate	1466	5.1	III
Oxidizing solid, n.o.s.	1479	5.1	I
Oxidizing solid, n.o.s.	1479	5.1	II
Oxidizing solid, n.o.s.	1479	5.1	III
Perchlorates, inorganic, n.o.s.	1481	5.1	II
Perchlorates, inorganic, n.o.s.	1481	5.1	III
Potassium chlorate	1485	5.1	II
Potassium nitrate	1486	5.1	III
Potassium permanganate	1490	5.1	II
Potassium persulfate	1492	5.1	III
Silver nitrate	1493	5.1	II
Sodium chlorate	1495	5.1	II
Sodium nitrate	1498	5.1	III
Barium compounds, n.o.s.	1564	6.1	II
Barium compounds, n.o.s.	1564	6.1	III
Dichloromethane	1593	6.1	III
Lead acetate	1616	6.1	III
Mercuric nitrate	1625	6.1	II
Mercury bromides	1634	6.1	II
Mercury iodide	1638	6.1	II
Mercury oxide	1641	6.1	II
Mercury sulfates	1645	6.1	II
Motor fuel anti-knock mixtures	1649	6.1	I
Phenol, solid	1671	6.1	II
Potassium cyanide, solid	1680	6.1	I
Sodium arsenite, aqueous solutions	1686	6.1	II
Sodium arsenite, aqueous solutions	1686	6.1	III
Sodium fluoride, solid	1690	6.1	III
Tear gas candles	1700	6.1	II
Thallium compounds, n.o.s.	1707	6.1	II
Trichloroethylene	1710	6.1	III
Xylidines, liquid	1711	6.1	II
Caustic alkali liquids, n.o.s.	1719	8	II
Caustic alkali liquids, n.o.s.	1719	8	III
Bromine [or] Bromine solutions	1744	8	I
Calcium hypochlorite, dry [or] Calcium hypochlorite mixtures dry [with more than 39 percent available chlorine (8.8 percent available oxygen)]	1748	5.1	II
Calcium hypochlorite, dry [or] Calcium hypochlorite mixtures dry [with more than 39 percent available chlorine (8.8 percent available oxygen)]	1748	5.1	III
Chromic acid solution	1755	8	II
Chromic acid solution	1755	8	III
Corrosive solids, n.o.s.	1759	8	I
Corrosive solids, n.o.s.	1759	8	II
Corrosive solids, n.o.s.	1759	8	III
Ferrous chloride, solid	1759	8	II

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Chemical kit	1760	8	II
Compounds, cleaning liquid	1760	8	I
Compounds, cleaning liquid	1760	8	II
Compounds, cleaning liquid	1760	8	III
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1760	8	I
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1760	8	II
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1760	8	III
Corrosive liquids, n.o.s.	1760	8	I
Corrosive liquids, n.o.s.	1760	8	II
Corrosive liquids, n.o.s.	1760	8	III
Ferrous chloride, solution	1760	8	II
Fire extinguisher charges, [corrosive liquid]	1774	8	II
Fluorosilicic acid	1778	8	II
Formic acid	1779	8	II
Hydriodic acid	1787	8	II
Hydriodic acid	1787	8	III
Hydrobromic acid, [with more than 49 percent hydrobromic acid]	1788	8	II
Hydrobromic acid, [with more than 49 percent hydrobromic acid]	1788	8	III
Hydrobromic acid, [with not more than 49 percent hydrobromic acid]	1788	8	II
Hydrobromic acid, [with not more than 49 percent hydrobromic acid]	1788	8	III
Hydrochloric acid	1789	8	II
Hydrochloric acid	1789	8	III
Hydrofluoric acid, [with more than 60 percent strength]	1790	8	I
Hydrofluoric acid, [with not more than 60 percent strength]	1790	8	II
Hypochlorite solutions	1791	8	II
Hypochlorite solutions	1791	8	III
Phosphoric acid solution	1805	8	III
Potassium hydroxide, solid	1813	8	II
Potassium hydroxide, solution	1814	8	II
Potassium hydroxide, solution	1814	8	III
Silicon tetrachloride	1818	8	II
Sodium hydroxide, solid	1823	8	II
Sodium hydroxide solution	1824	8	II
Sodium hydroxide solution	1824	8	III
Stannic chloride, anhydrous	1827	8	II
Sulfuric acid [with more than 51 percent acid]	1830	8	II
Sulfuric acid, fuming [with 30 percent or more free sulfur trioxide]	1831	8	I
Sulfuric acid, fuming [with less than 30 percent free sulfur trioxide]	1831	8	I
Sulfuric acid, spent	1832	8	II
Trichloroacetic acid	1839	8	II
Zinc chloride, solution	1840	8	III
Silicon tetrafluoride	1859	2.3	
Ethyl crotonate	1862	3	II
Fuel, aviation, turbine engine	1863	3	I
Fuel, aviation, turbine engine	1863	3	II
Fuel, aviation, turbine engine	1863	3	III
Resin solution, [flammable]	1866	3	I
Resin solution, [flammable]	1866	3	II
Resin solution, [flammable]	1866	3	III
Chloroform	1888	6.1	III
Tetrachloroethylene	1897	6.1	III
Disinfectant, liquid, corrosive, n.o.s.	1903	8	I
Disinfectants, liquid, corrosive n.o.s.	1903	8	II

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Disinfectants, liquid, corrosive n.o.s.	1903	8	III
Cyclohexanone	1915	3	III
Nonanes	1920	3	III
Cyanide solutions, n.o.s.	1935	6.1	I
Cyanide solutions, n.o.s.	1935	6.1	II
Cyanide solutions, n.o.s.	1935	6.1	III
Ammonium nitrate, [with not more than 0.2% total combustible material, including any organic substance, calculated as carbon to the exclusion of any other added substance]	1942	5.1	III
Matches, safety [(book, card or strike on box)]	1944	4.1	III
Aerosols, [corrosive, Packing Group II or III, (each not exceeding 1 L capacity)]	1950	2.2	
Aerosols, [flammable, (each not exceeding 1 L capacity)]	1950	2.1	
Aerosols, [non-flammable, (each not exceeding 1 L capacity)]	1950	2.2	
Aerosols, [poison, each not exceeding 1 L capacity]	1950	2.2	
Aerosols, flammable, n.o.s. [(engine starting fluid) (each not exceeding 1 L capacity)]	1950	2.1	
Ethylene oxide and carbon dioxide mixtures [with not more than 9 percent ethylene oxide]	1952	2.2	
Compressed gas, flammable, n.o.s.	1954	2.1	
Refrigerant gases, n.o.s. [or] Dispersant gases, n.o.s.	1954	2.1	
Compressed gas, toxic, n.o.s. [Inhalation Hazard Zone A]	1955	2.3	
Compressed gas, toxic, n.o.s. [Inhalation Hazard Zone B]	1955	2.3	
Compressed gas, toxic, n.o.s. [Inhalation Hazard Zone C]	1955	2.3	
Compressed gas, toxic, n.o.s. [Inhalation Hazard Zone D]	1955	2.3	
Organic phosphate, mixed with compressed gas [or] Organic phosphate compound, mixed with compressed gas [or] Organic phosphorus compound, mixed with compressed gas	1955	2.3	
Compressed gas, n.o.s.	1956	2.2	
Deuterium, compressed	1957	2.1	
1,2-Dichloro-1,1,2,2- tetrafluoroethane [or] Refrigerant gas R 114	1958	2.2	
Helium, refrigerated liquid [(cryogenic liquid)]	1963	2.2	
Hydrogen, refrigerated liquid [(cryogenic liquid)]	1966	2.1	
Insecticide gases, toxic, n.o.s.	1967	2.3	
Parathion and compressed gas mixture	1967	2.3	
Insecticide gases, n.o.s.	1968	2.2	
Isobutane [see also] Petroleum gases, liquefied	1969	2.1	
Methane, compressed [or] Natural gas, compressed [(with high methane content)]	1971	2.1	
Methane, refrigerated liquid [(cryogenic liquid)] [or] Natural gas, refrigerated liquid [(cryogenic liquid), with high methane content]	1972	2.1	
Chlorodifluoromethane and chloropentafluoroethane mixture [or] Refrigerant gas R 502 [with fixed boiling point, with approximately 49 percent chlorodifluoromethane]	1973	2.2	
Chlorodifluorobromomethane [or] Refrigerant gas R 12B1	1974	2.2	
Nitrogen, refrigerated liquid [cryogenic liquid]	1977	2.2	
Propane [see also] Petroleum gases, liquefied	1978	2.1	
Rare gases and nitrogen mixtures, compressed	1981	2.2	
Tetrafluoromethane [or] Refrigerant gas R 14	1982	2.2	
1-Chloro-2,2,2-trifluoroethane [or] Refrigerant gas R 133a	1983	2.2	
Trifluoromethane [or] Refrigerant gas R 23	1984	2.2	
Alcohols, flammable, toxic, n.o.s.	1986	3	I
Alcohols, flammable, toxic, n.o.s.	1986	3	II
Alcohols, flammable, toxic, n.o.s.	1986	3	III
Alcohols, n.o.s.	1987	3	I
Alcohols, n.o.s.	1987	3	II
Alcohols, n.o.s.	1987	3	III
Flammable liquids, toxic, n.o.s.	1992	3	I

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Flammable liquids, toxic, n.o.s.	1992	3	II
Flammable liquids, toxic, n.o.s.	1992	3	III
Combustible liquid, n.o.s.	1993	Comb liq	III
Compounds, cleaning liquid	1993	3	I
Compounds, cleaning liquid	1993	3	II
Compounds, cleaning liquid	1993	3	III
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1993	3	I
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1993	3	II
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1993	3	III
Diesel fuel	1993	3	III
Flammable liquids, n.o.s.	1993	3	I
Flammable liquids, n.o.s.	1993	3	II
Flammable liquids, n.o.s.	1993	3	III
Fuel oil [(No. 1, 2, 4, 5, or 6)]	1993	3	III
Asphalt, [at or above its flash point]	1999	3	III
Tars, liquid [including road asphalt and oils, bitumen and cut backs]	1999	3	II
Tars, liquid [including road asphalt and oils, bitumen and cut backs]	1999	3	III
Celluloid, [in block, rods, rolls, sheets, tubes, etc., except scrap]	2000	4.1	III
Cobalt naphthenates, powder	2001	4.1	III
Hydrogen peroxide, aqueous solutions [with more than 40 percent but not more than 60 percent hydrogen peroxide (stabilized as necessary)]	2014	5.1	II
Hydrogen peroxide, aqueous solutions [with not less than 20 percent but not more than 40 percent hydrogen peroxide (stabilized as necessary)]	2014	5.1	II
Ammunition, tear-producing, non-explosive, [without burster or expelling charge, non-fuzed]	2017	6.1	II
Epichlorohydrin	2023	6.1	II
Mercury compounds, liquid, n.o.s.	2024	6.1	I
Mercury compounds, liquid, n.o.s.	2024	6.1	II
Mercury compounds, liquid, n.o.s.	2024	6.1	III
Mercury compounds, solid, n.o.s.	2025	6.1	I
Mercury compounds, solid, n.o.s.	2025	6.1	II
Mercury compounds, solid, n.o.s.	2025	6.1	III
Sodium arsenite, solid	2027	6.1	II
Nitric acid [other than red fuming, with more than 70 percent nitric acid]	2031	8	I
Nitric acid [other than red fuming, with not more than 70 percent nitric acid]	2031	8	II
1,1,1-Trifluoroethane [or] Refrigerant gas, R 143a	2035	2.1	
Gas cartridges, [(flammable) without a release device, non-refillable]	2037	2.1	
Receptacles, small, containing gas (gas cartridges) [flammable, without release device, not refillable and not exceeding 1 L capacity]	2037	2.1	
Receptacles, small, containing gas (gas cartridges) [non-flammable, without release device, not refillable and not exceeding 1 L capacity]	2037	2.2	
Methyl isobutyl carbinol	2053	3	III
Morpholine	2054	8	I
Tetrahydrofuran	2056	3	II
Ammonium nitrate based fertilizer	2067	5.1	III
Ammonium nitrate based fertilizer	2071	9	III
Diethylenetriamine	2079	8	II
Carbon dioxide, refrigerated liquid	2187	2.2	
Hexafluoroethane, [or] Refrigerant gas R 116	2193	2.2	
Nitrous oxide, refrigerated liquid	2201	2.2	
Isocyanates, toxic, n.o.s. [or] Isocyanate solutions, toxic, n.o.s., [flash point more than 61 degrees C and boiling point less than 300 degrees C]	2206	6.1	II

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Isocyanates, toxic, n.o.s. [or] Isocyanate solutions, toxic, n.o.s., [flash point more than 61 degrees C and boiling point less than 300 degrees C]	2206	6.1	III
Calcium hypochlorite mixtures, dry, [with more than 10 percent but not more than 39 percent available chlorine]	2208	5.1	III
Formaldehyde, solutions, [with not less than 25 percent formaldehyde]	2209	8	III
Asbestos	2212	9	III
Blue asbestos [(Crocidolite)] [or] Brown asbestos [(amosite, mysorite)]	2212	9	II
Chlorotoluenes	2238	3	III
Matches, fusee	2254	4.1	III
Triethylenetetramine	2259	8	II
Hexamethylenediamine, solid	2280	8	III
Isobutyl methacrylate, stabilized	2283	3	III
Isophoronediamine	2289	8	III
Polychlorinated biphenyls, liquid	2315	9	II
Trimethylhexamethylenediamines	2327	8	III
Zinc chloride, anhydrous	2331	8	III
Butyl acrylates, stabilized	2348	3	III
Cyclohexylamine	2357	8	II
Diethyl sulfide	2375	3	II
Dimethyldiethoxysilane	2380	3	II
Bromotrifluoroethylene	2419	2.1	
Potassium chlorate, aqueous solution	2427	5.1	II
Potassium chlorate, aqueous solution	2427	5.1	III
Nitrogen trifluoride	2451	2.2	
Beryllium nitrate	2464	5.1	II
Dichloroisocyanuric acid, dry [or] Dichloroisocyanuric acid salts	2465	5.1	II
Potassium superoxide	2466	5.1	I
Trichloroisocyanuric acid, dry	2468	5.1	II
Ethanolamine [or] Ethanolamine solutions	2491	8	III
Bromobenzene	2514	3	III
Tricresyl phosphate [with more than 3 percent ortho isomer]	2574	6.1	II
Aluminum chloride, solution	2581	8	III
Ferric chloride, solution	2582	8	III
Alkyl sulfonic acids, liquid [or] Aryl sulfonic acids, liquid [with more than 5 percent free sulfuric acid]	2584	8	II
Alkyl sulfonic acids, liquid [or] Aryl sulfonic acids, liquid [with not more than 5 percent free sulfuric acid]	2586	8	III
Pesticides, solid, toxic, n.o.s.	2588	6.1	I
Pesticides, solid, toxic, n.o.s.	2588	6.1	II
Pesticides, solid, toxic, n.o.s.	2588	6.1	III
White asbestos [(chrysotile, actinolite, anthophyllite, tremolite)]	2590	9	III
Dichlorodifluoromethane and difluoroethane azeotropic mixture [or] Refrigerant gas R 500 [with approximately 74 percent dichlorodifluoromethane]	2602	2.2	
Methallyl alcohol	2614	3	III
Glycidaldehyde	2622	3	II
Firelighters, solid [with flammable liquid]	2623	4.1	III
Nitrites, inorganic, n.o.s.	2627	5.1	II
Hydroquinone, solid	2662	6.1	III
Ammonia solutions, [relative density between 0.880 and 0.957 at 15 degrees C in water, with more than 10 percent but not more than 35 percent ammonia]	2672	8	III
Lithium hydroxide	2680	8	II
Amines, flammable, corrosive, n.o.s. [or] Polyamines, flammable, corrosive, n.o.s.	2733	3	I
Amines, flammable, corrosive, n.o.s. [or] Polyamines, flammable, corrosive, n.o.s.	2733	3	II

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Amines, flammable, corrosive, n.o.s. [or] Polyamines, flammable, corrosive, n.o.s.	2733	3	III
Amines, liquid, corrosive, n.o.s., [or] Polyamines, liquid, corrosive, n.o.s.	2735	8	I
Amines, liquid, corrosive, n.o.s., [or] Polyamines, liquid, corrosive, n.o.s.	2735	8	II
Amines, liquid, corrosive, n.o.s., [or] Polyamines, liquid, corrosive, n.o.s.	2735	8	III
Carbamate pesticides, solid, toxic	2757	6.1	I
Carbamate pesticides, solid, toxic	2757	6.1	II
Carbamate pesticides, solid, toxic	2757	6.1	III
Organochlorine pesticides, solid, toxic	2761	6.1	I
Organochlorine pesticides, solid, toxic	2761	6.1	II
Organochlorine pesticides, solid, toxic	2761	6.1	III
Organophosphorus pesticides, solid, toxic	2783	6.1	I
Organophosphorus pesticides, solid, toxic	2783	6.1	II
Organophosphorus pesticides, solid, toxic	2783	6.1	III
Organophosphorus pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	2784	3	I
Organophosphorus pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	2784	3	II
Acetic acid, glacial [or] Acetic acid solution, [with more than 80 percent acid, by mass]	2789	8	II
Acetic acid solution, [not less than 50 percent but not more than 80 percent acid, by mass]	2790	8	II
Acetic acid solution, [with more than 10 percent and less than 50 percent acid, by mass]	2790	8	III
Batteries, wet, filled with acid, [electric storage]	2794	8	III
Batteries, wet, filled with alkali, [electric storage]	2795	8	III
Battery fluid, acid	2796	8	II
Sulfuric acid [with not more than 51% acid]	2796	8	II
Battery fluid, alkali	2797	8	II
Batteries, wet, non-spillable, [electric storage]	2800	8	III
Copper chloride	2802	8	III
Mercury	2809	8	III
Mercury [contained in manufactured articles]	2809	8	III
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	2810	6.1	I
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	2810	6.1	II
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	2810	6.1	III
Toxic, liquids, organic, n.o.s.	2810	6.1	I
Toxic, liquids, organic, n.o.s.	2810	6.1	II
Toxic, liquids, organic, n.o.s.	2810	6.1	III
Toxic solids, organic, n.o.s.	2811	6.1	I
Toxic solids, organic, n.o.s.	2811	6.1	II
Toxic solids, organic, n.o.s.	2811	6.1	III
Water-reactive solid, n.o.s.	2813	4.3	I
Water-reactive solid, n.o.s.	2813	4.3	II
Water-reactive solid, n.o.s.	2813	4.3	III
Phenol solutions	2821	6.1	II
Phenol solutions	2821	6.1	III
1,1,1-Trichloroethane	2831	6.1	III
Phosphorous acid	2834	8	III
Nitroethane	2842	3	III
Fluorosilicates, n.o.s.	2856	6.1	III
Refrigerating machines, [containing non-flammable, non-toxic, or ammonia solution (UN2672)]	2857	2.2	
Resorcinol	2876	6.1	III
Calcium hypochlorite, hydrated [or] Calcium hypochlorite, hydrated mixtures, [with not less than 5.5 percent but not more than 16 percent water]	2880	5.1	II

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Calcium hypochlorite, hydrated [or] Calcium hypochlorite, hydrated mixtures, [with not less than 5.5 percent but not more than 16 percent water]	2880	5.1	III
Pesticides, liquid, toxic, n.o.s.	2902	6.1	I
Pesticides, liquid, toxic, n.o.s.	2902	6.1	II
Pesticides, liquid, toxic, n.o.s.	2902	6.1	III
Pesticides, liquid, toxic, flammable, n.o.s. [flash point not less than 23 degrees C]	2903	6.1	I
Pesticides, liquid, toxic, flammable, n.o.s. [flash point not less than 23 degrees C]	2903	6.1	II
Pesticides, liquid, toxic, flammable, n.o.s. [flash point not less than 23 degrees C]	2903	6.1	III
Radioactive material, excepted package-articles manufactured from natural uranium [or] depleted uranium [or] natural thorium	2909	7	
Radioactive material, excepted package-limited quantity of material	2910	7	
Radioactive material, excepted package-instruments [or] articles	2911	7	
Radioactive material, low specific activity (LSA-I) [non fissile or fissile-excepted]	2912	7	
Corrosive liquids, flammable, n.o.s.	2920	8	I
Corrosive liquids, flammable, n.o.s.	2920	8	II
Corrosive liquids, toxic, n.o.s.	2922	8	I
Corrosive liquids, toxic, n.o.s.	2922	8	II
Corrosive liquids, toxic, n.o.s.	2922	8	III
Corrosive solids, toxic, n.o.s.	2923	8	I
Corrosive solids, toxic, n.o.s.	2923	8	II
Corrosive solids, toxic, n.o.s.	2923	8	III
Flammable liquids, corrosive, n.o.s.	2924	3	I
Flammable liquids, corrosive, n.o.s.	2924	3	II
Flammable liquids, corrosive, n.o.s.	2924	3	III
Flammable solids, toxic, organic, n.o.s.	2926	4.1	II
Flammable solids, toxic, organic, n.o.s.	2926	4.1	III
Ethyl phosphonothioic dichloride, anhydrous	2927	6.1	I
Ethyl phosphorodichloridate	2927	6.1	I
Toxic liquids, corrosive, organic, n.o.s.	2927	6.1	I
Toxic liquids, corrosive, organic, n.o.s.	2927	6.1	II
Methyl 2-chloropropionate	2933	3	III
Sulfamic acid	2967	8	III
Hydrogen peroxide, aqueous solutions [with not less than 8 percent but less than 20 percent hydrogen peroxide (stabilized as necessary)]	2984	5.1	III
Life-saving appliances, self inflating	2990	9	
Carbamate pesticides, liquid, toxic	2992	6.1	I
Carbamate pesticides, liquid, toxic	2992	6.1	II
Carbamate pesticides, liquid, toxic	2992	6.1	III
Arsenical pesticides, liquid, toxic	2994	6.1	I
Arsenical pesticides, liquid, toxic	2994	6.1	II
Arsenical pesticides, liquid, toxic	2994	6.1	III
Copper based pesticides, liquid, toxic	3010	6.1	I
Copper based pesticides, liquid, toxic	3010	6.1	II
Copper based pesticides, liquid, toxic	3010	6.1	III
Substituted nitrophenol pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3013	6.1	I
Substituted nitrophenol pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3013	6.1	II
Substituted nitrophenol pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3013	6.1	III
Organophosphorus pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3017	6.1	I

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SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Organophosphorus pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3017	6.1	II
Organophosphorus pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3017	6.1	III
Organophosphorus pesticides, liquid, toxic	3018	6.1	I
Organophosphorus pesticides, liquid, toxic	3018	6.1	II
Organophosphorus pesticides, liquid, toxic	3018	6.1	III
Organotin pesticides, liquid, toxic	3020	6.1	I
Organotin pesticides, liquid, toxic	3020	6.1	II
Organotin pesticides, liquid, toxic	3020	6.1	III
Pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	3021	3	I
Pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	3021	3	II
Batteries, dry, containing potassium hydroxide solid, [electric, storage]	3028	8	III
Aluminum alkyls	3051	4.2	I
Alcoholic beverages	3065	3	II
Alcoholic beverages	3065	3	III
Paint [or] Paint related material	3066	8	II
Paint [or] Paint related material	3066	8	III
Life-saving appliances, not self inflating [containing dangerous goods as equipment]	3072	9	
Environmentally hazardous substances, solid, n.o.s.	3077	9	III
Hazardous waste, solid, n.o.s.	3077	9	III
Other regulated substances, solid, n.o.s.	3077	9	III
Isocyanates, toxic, flammable, n.o.s. [or] Isocyanate solutions, toxic, flammable, n.o.s., [flash point not less than 23 degrees C but not more than 61 degrees C and boiling point less than 300 degrees C]	3080	6.1	II
Environmentally hazardous substances, liquid, n.o.s.	3082	9	III
Hazardous waste, liquid, n.o.s.	3082	9	III
Other regulated substances, liquid, n.o.s.	3082	9	III
Corrosive solids, oxidizing, n.o.s.	3084	8	I
Corrosive solids, oxidizing, n.o.s.	3084	8	II
Oxidizing solid, corrosive, n.o.s.	3085	5.1	I
Oxidizing solid, corrosive, n.o.s.	3085	5.1	II
Oxidizing solid, corrosive, n.o.s.	3085	5.1	III
Lithium battery	3090	9	II
Lithium batteries packed with equipment	3091	9	II
Lithium batteries, contained in equipment	3091	9	II
Corrosive liquids, oxidizing, n.o.s.	3093	8	I
Corrosive liquids, oxidizing, n.o.s.	3093	8	II
Corrosive liquids, water-reactive, n.o.s.	3094	8	I
Corrosive liquids, water-reactive, n.o.s.	3094	8	II
Oxidizing liquid, corrosive, n.o.s.	3098	5.1	I
Oxidizing liquid, corrosive, n.o.s.	3098	5.1	II
Oxidizing liquid, corrosive, n.o.s.	3098	5.1	III
Oxidizing liquid, toxic, n.o.s.	3099	5.1	I
Oxidizing liquid, toxic, n.o.s.	3099	5.1	II
Oxidizing liquid, toxic, n.o.s.	3099	5.1	III
Organic peroxide type D, liquid	3105	5.2	II
Organic peroxide type E, liquid	3107	5.2	II
Organic peroxide type F, liquid	3109	5.2	II
Organic peroxide type D, solid, temperature controlled	3116	5.2	II
Organic peroxide type F, solid, temperature controlled	3120	5.2	II
Trifluoromethane, refrigerated liquid	3136	2.2	
Oxidizing liquid, n.o.s.	3139	5.1	I

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SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Oxidizing liquid, n.o.s.	3139	5.1	I
Oxidizing liquid, n.o.s.	3139	5.1	II
Oxidizing liquid, n.o.s.	3139	5.1	II
Oxidizing liquid, n.o.s.	3139	5.1	III
Oxidizing liquid, n.o.s.	3139	5.1	III
Dyes, solid, toxic, n.o.s. [or] Dye intermediates, solid, toxic, n.o.s.	3143	6.1	I
Dyes, solid, toxic, n.o.s. [or] Dye intermediates, solid, toxic, n.o.s.	3143	6.1	II
Dyes, solid, toxic, n.o.s. [or] Dye intermediates, solid, toxic, n.o.s.	3143	6.1	III
Dyes, solid, corrosive, n.o.s. [or] Dye intermediates, solid, corrosive, n.o.s.	3147	8	I
Dyes, solid, corrosive, n.o.s. [or] Dye intermediates, solid, corrosive, n.o.s.	3147	8	II
Dyes, solid, corrosive, n.o.s. [or] Dye intermediates, solid, corrosive, n.o.s.	3147	8	III
Compressed gas, oxidizing, n.o.s.	3156	2.2	
1,1,1,2-Tetrafluoroethane [or] Refrigerant gas R 134a	3159	2.2	
Liquefied gas, flammable, n.o.s.	3161	2.1	
Liquefied gas, n.o.s.	3163	2.2	
Articles, pressurized pneumatic [or] hydraulic [containing non-flammable gas]	3164	2.2	
Engines, internal combustion, [flammable gas powered]	3166	9	
Engines, internal combustion, [flammable liquid powered]	3166	9	
Vehicle, flammable gas powered	3166	9	
Vehicle, flammable liquid powered	3166	9	
Battery-powered vehicle [or] Battery-powered equipment	3171	9	
Solids containing flammable liquid, n.o.s.	3175	4.1	II
Flammable solid, inorganic, n.o.s.	3178	4.1	II
Flammable solid, inorganic, n.o.s.	3178	4.1	III
Smokeless powder for small arms ([100 pounds or less])	3178	4.1	I
Self-heating liquid, corrosive, inorganic, n.o.s.	3188	4.2	II
Self-heating liquid, corrosive, inorganic, n.o.s.	3188	4.2	III
Self-reactive liquid type B	3221	4.1	II
Self-reactive liquid type D	3225	4.1	II
Medicine, solid, toxic, n.o.s.	3249	6.1	II
Medicine, solid, toxic, n.o.s.	3249	6.1	III
Disodium trioxosilicate	3253	8	III
Amines, solid, corrosive, n.o.s., [or] Polyamines, solid, corrosive n.o.s.	3259	8	I
Amines, solid, corrosive, n.o.s., [or] Polyamines, solid, corrosive n.o.s.	3259	8	II
Amines, solid, corrosive, n.o.s., [or] Polyamines, solid, corrosive n.o.s.	3259	8	III
Corrosive solid, acidic, inorganic, n.o.s.	3260	8	I
Corrosive solid, acidic, inorganic, n.o.s.	3260	8	II
Corrosive solid, acidic, inorganic, n.o.s.	3260	8	III
Corrosive solid, acidic, organic, n.o.s.	3261	8	I
Corrosive solid, acidic, organic, n.o.s.	3261	8	II
Corrosive solid, acidic, organic, n.o.s.	3261	8	III
Corrosive solid, basic, inorganic, n.o.s.	3262	8	I
Corrosive solid, basic, inorganic, n.o.s.	3262	8	II
Corrosive solid, basic, inorganic, n.o.s.	3262	8	III
Corrosive solid, basic, organic, n.o.s.	3263	8	I
Corrosive solid, basic, organic, n.o.s.	3263	8	II
Corrosive solid, basic, organic, n.o.s.	3263	8	III
Corrosive liquid, acidic, inorganic, n.o.s.	3264	8	I
Corrosive liquid, acidic, inorganic, n.o.s.	3264	8	II
Corrosive liquid, acidic, inorganic, n.o.s.	3264	8	III
Corrosive liquid, acidic, organic, n.o.s.	3265	8	I
Corrosive liquid, acidic, organic, n.o.s.	3265	8	II
Corrosive liquid, acidic, organic, n.o.s.	3265	8	III

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Corrosive liquid, basic, inorganic, n.o.s.	3266	8	I
Corrosive liquid, basic, inorganic, n.o.s.	3266	8	II
Corrosive liquid, basic, inorganic, n.o.s.	3266	8	III
Corrosive liquid, basic, organic, n.o.s.	3267	8	I
Corrosive liquid, basic, organic, n.o.s.	3267	8	II
Corrosive liquid, basic, organic, n.o.s.	3267	8	III
Air bag inflators, [or] Air bag modules, [or] Seat-belt pretensioners.	3268	9	III
Polyester resin kit	3269	3	
Nitrocellulose membrane filters, [with not more than 12.6% nitrogen, by dry mass]	3270	4.1	II
Organophosphorus compound, toxic, liquid, n.o.s.	3278	6.1	I
Organophosphorus compound, toxic, liquid, n.o.s.	3278	6.1	II
Organophosphorus compound, toxic, liquid, n.o.s.	3278	6.1	III
Vanadium compound, n.o.s.	3285	6.1	I
Vanadium compound, n.o.s.	3285	6.1	II
Vanadium compound, n.o.s.	3285	6.1	III
Flammable liquid, toxic, corrosive, n.o.s.	3286	3	I
Flammable liquid, toxic, corrosive, n.o.s.	3286	3	II
Toxic liquid, inorganic, n.o.s.	3287	6.1	I
Toxic liquid, inorganic, n.o.s.	3287	6.1	II
Toxic liquid, inorganic, n.o.s.	3287	6.1	III
Toxic solid, inorganic, n.o.s.	3288	6.1	I
Toxic solid, inorganic, n.o.s.	3288	6.1	II
Toxic solid, inorganic, n.o.s.	3288	6.1	III
Hydrazine, aqueous solution [with not more than 37 percent hydrazine, by mass]	3293	6.1	III
Hydrocarbons, liquid, n.o.s.	3295	3	I
Hydrocarbons, liquid, n.o.s.	3295	3	II
Hydrocarbons, liquid, n.o.s.	3295	3	III
Heptafluoropropane [or] Refrigerant gas R 227	3296	2.2	
Chemical kits	3316	9	
First aid kits	3316	9	
Refrigerant gas R 404A	3337	2.2	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone A]	3355	2.3	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone B]	3355	2.3	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone C]	3355	2.3	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone D]	3355	2.3	
Oxygen generator, chemical [(including when contained in associated equipment, e.g., passenger service units (PSUs), portable breathing equipment (PBE), etc.)]	3356	5.1	II
Oxygen generator, chemical, spent	3356	9	III
Dangerous Goods in Machinery [or] Dangerous Goods in Apparatus	3363	9	

ATTACHMENT 2
Container Pools

SHIPPER ORIGIN	DESTINATIONS					
	N Europe/ UK	Spain	Italy	Turkey	Korea	Japan
AAFES Forest Park, GA	25x20', 40x40'		15x20', 10x40'	2x20', 6x40'	10x20, 6x40'	9x20', 7x40'
AAFES Dan Daniels, VA	115x40', 40x20'		4x40', 2x20'	1x20; 2x40'		
AAFES San Joaquin, CA	6x40'				30x40'hc, 20x40, 15x20'	20x40'hc, 5x40, 10x20'
DDDE, Germersheim, GM 200x20'						
AAFES Giessen, GM				1x20' 3x40'		
DLA DDRT	10X40'				10X20'	
DLA DDSP New Cumberland	20x20' 28x40''		6x20' 3x40'			
DLA DDSP Mechanicsburg	3x20' 4x40'					
DLA DDJC San Joaquin					20x20', 20x40'	10x20', 10x40'
DECA MDV Norfolk	40x40'; 18x40R					
DECA, Stockton, CA					8x40';8x40R	8x40';8x40R
DPV Valdosta, GA	9x40'; 9x40R					
DPV Pocomoke City, MD		3x40'; 3x40R	3x40'; 3x40R			
DPV La Mirada, CA					10x40';	
DPV Stockton, CA					10x40R	5x40'; 2x40'R
DPV Richmond CA						6x40R
NEXCOM Norfolk	1x20'	5x40' (incl Italy)				
NEXCOM Chino, CA						6x40'
NEXCOM Montebello, CA						4x40'
MPSA Oakland CA					10x20' 2x40'	6x20' 2x40'
MPSA Jersey City	18x20'; 22x40'					
FISC Norfolk	15X40', 2X20'	5x40', 2x20'	10x40'	1x40'		1x20', 1x40'

DPV Swedesboro, JJ			4x40R Incl Greece			
Hesco Bostran, Leeds, England 40x40' Dry						
DECA Hayward, CA					6x40' 2x20'	6x40' 2x20'
Ameriquial Evansville, IN						15x40'
DLA, Richmond, TX 20x40'						
Morgan Truck Tacoma, Wa 10x40'						
Tripak, Tacoma, WA 20x40'						
Waco, Tx 29x40' 3x20'						
DLA DDDE Germersheim, GM						

SHIPPER ORIGIN	DESTINATIONS				
	Okinawa	Honduras	SWA	Macedonia	Croatia
AAFES Forest Park, GA	9x20', 7x40'	5x20'	5x40'		
AAFES Dan Daniels, VA		2x20'	10x20		
AAFES San Joaquin, CA	20x40'hc, 10x40', 10x20'		20x40hc, 5x40', 5x20'		
AAFES Giessen, GM			20x20' 6x40'		
DLA DDRT			2X20'		
DLA DDSP New Cumberland			90x20' 25x40' 5x40'FR		
DLA DDSP Mechanicsburg			5x20' 11x40' 2x40'FR		
DLA DDJC San Joaquin	5x20', 50x40'		63x20', 4x40'		
DECA MDV Norfolk					
DECA, Stockton, CA	8x40';8x40R				
DPV Valdosta,					3x40', 5x40'

SHIPPER ORIGIN	DESTINATIONS				
	Okinawa	Honduras	SWA	Macedonia	Croatia
GA					
DPV Pocomoke City, MD			5-20'R, 4-20'D, 17-40'R, 12-40'D	6x40R	
DPV La Mirada, CA					
DPV Stockton, CA					
DPV Richmond CA					
NEXCOM Norfolk					
NEXCOM Chino, CA					
NEXCOM Montebello, CA					
MPSA Oakland CA	5x40'				
MPSA Jersey City					
FISC Norfolk			1x40', 20x20'		
DPV Swedesboro, NJ			86x40R, 1-20'R 2x40, 4-20'D		
Ameriqua Evansville, In	6x40'		56x40' 52x40' R		
DPV Front Royal, VA			40x40' R, 42-40'D		
DECA Hayward, CA	4x40' 1x20'				
DLA DDDE Germersheim, GM			35x40'		

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Location Group	Port Zone	Country	State	City
BAGRAM		AFGHANISTAN		BAGRAM
CAMP SALERNO		AFGHANISTAN		CAMP SALERNO
CAMP SALERNO		AFGHANISTAN		KHOWST
GHAZNI		AFGHANISTAN		GHAZNI
JALALABAD		AFGHANISTAN		JALALABAD
KABUL		AFGHANISTAN		KABUL
KABUL		AFGHANISTAN		POLECHARKI
KANDAHAR		AFGHANISTAN		KANDAHAR
KUNDUZ		AFGHANISTAN		KUNDUZ
MAZAR-E-SHARIF		AFGHANISTAN		MAZAR-I-SHARIF
ORGUN-E		AFGHANISTAN		ORGUN-E
SHARONA		AFGHANISTAN		SHARONA
ANCHORAGE	ANCHORAGE	ALASKA		ANCHORAGE
ANCHORAGE	ANCHORAGE	ALASKA		ELMENDORF AFB
ANCHORAGE	ANCHORAGE	ALASKA		FORT RICHARDSON
FAIRBANKS		ALASKA		EIELSON AFB
FAIRBANKS		ALASKA		FAIRBANKS
FAIRBANKS		ALASKA		FORT WAINWRIGHT
TIRANA		ALBANIA		TIRANA
	ALGIERS	ALGERIA		ALGIERS
	PAGO PAGO	AMERICAN SAMOA		PAGO PAGO
	LUANDA	ANGOLA		LUANDA
	ST. JOHNS	ANTIGUA AND BARBUDA		SAINT JOHNS
	BUENOS AIRES	ARGENTINA		BUENOS AIRES
ALICE SPRINGS		AUSTRALIA		ALICE SPRINGS
DARWIN	DARWIN	AUSTRALIA		DARWIN
GLADSTONE		AUSTRALIA		GLADSTONE QUEENSLAND
ROCKHAMPTON		AUSTRALIA		ROCKHAMPTON
SYDNEY	SYDNEY	AUSTRALIA		SYDNEY
	ADELAIDE	AUSTRALIA		ADELAIDE
	BRISBANE	AUSTRALIA		BRISBANE, QUEENSLAND
	MELBOURNE	AUSTRALIA		MELBOURNE
AMSTETTEN		AUSTRIA		AMSTETTEN
FRANKENMARKT		AUSTRIA		FRANKENMARKT
VIENNA		AUSTRIA		VIENNA
YBBS AN DER DONAU		AUSTRIA		YBBS
	PRAIA DA VITORIA	AZORES		LAJES
	PRAIA DA VITORIA	AZORES		PRAIA DA VITORIA
	NASSAU	BAHAMAS		NASSAU
	MANAMA	BAHRAIN		AL MUHARRAQ
	MANAMA	BAHRAIN		BAHRAIN

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	MANAMA	BAHRAIN	JUFAIR
	MANAMA	BAHRAIN	MANAMA
	MANAMA	BAHRAIN	SHAIK ISA
	MANAMA	BAHRAIN	SITRAH
DHAKA	DHAKA	BANGLADESH	DHAKA
	BRIDGETOWN	BARBADOS	BRIDGETOWN
AUBANGE		BELGIUM	AUBANGE
BELVAUX		BELGIUM	BELVAUX
BRUSSELS		BELGIUM	BRUSSELS
BRUSSELS		BELGIUM	ETIENNE BRUSSELS
BRUSSELS		BELGIUM	STERREBEEK
BRUSSELS		BELGIUM	ZAVENTEM
MECHELEN		BELGIUM	MECHELEN
MECHELEN		BELGIUM	WILLEBROEK
MONS GROUP		BELGIUM	BRUGELETTE
MONS GROUP		BELGIUM	CASTEAU
MONS GROUP		BELGIUM	CHIEVRES
MONS GROUP		BELGIUM	CHIEVRES AB
MONS GROUP		BELGIUM	GOSSSELIES
MONS GROUP		BELGIUM	MONS
	ANTWERP	BELGIUM	ANTWERP
BELIZE CITY	BELIZE CITY	BELIZE	BELIZE CITY
	COTONOU	BENIN	COTONOU
LA PAZ		BOLIVIA	LA PAZ
LUKAVAC		BOSNIA AND HERZEGOVINA	LUKAVAC
SARAJEVO		BOSNIA AND HERZEGOVINA	SARAJEVO
TUZLA		BOSNIA AND HERZEGOVINA	EAGLE BASE
TUZLA		BOSNIA AND HERZEGOVINA	TUZLA
GABERONES		BOTSWANA	GABERONE
	RIO DE JANEIRO	BRAZIL	RIO DE JANEIRO
	SINGAPORE FFT	BRITISH INDIAN OCEAN TERR	DIEGO GARCIA
BEZMER AB		BULGARIA	BEZMER AB
BEZMER AB		BULGARIA	YAMBOL
GRAF IGNATIEVO		BULGARIA	GRAF IGNATIEVO AB
GRAF IGNATIEVO		BULGARIA	PLOVDIV
NOVO SELO		BULGARIA	NOVO SELO TRAINING AREA
SOFIA		BULGARIA	SOFIA

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OUAGADOUGOU		BURKINA FASO		OUAGADOUGOU
	RANGOON	BURMA		RANGOON
BUJUMURA		BURUNDI		BUJUMBURA
PHNOM PENH	PHNOM PENH	CAMBODIA		PHNOM PENH
	KOMPONG SOM	CAMBODIA		KOMPONG SOM
	KOMPONG SOM	CAMBODIA		SIHANOUKVILLE
YAOUNDE		CAMEROON		YAOUNDE
	DOUALA	CAMEROON		DOUALA
BRAMPTON		CANADA		BRAMPTON
HALIFAX		CANADA		HALIFAX
HALIFAX		CANADA		HALIFAX, N.S.
MONTREAL		CANADA		MONTREAL
NDJAMENA		CHAD		NDJAMENA
SANTIAGO		CHILE		SANTIAGO
	ANTOFAGASTA	CHILE		ANTOFAGASTA
	VALPARAISO	CHILE		VALPARAISO
BEIJING		CHINA		BEIJING
CHANGZHOU		CHINA		CHANGZHOU
JIAXING		CHINA		JIAXING
SHUNDE		CHINA		LE LIU SHUNDE CITY
SHUNDE		CHINA		SHUNDE
TAIZHOU		CHINA		TAIZHOU
TIANJIN		CHINA		TIANJIN
	CANTON	CHINA		CANTON
	CANTON	CHINA		GUANGZHOU
	FUZHOU	CHINA		FUZHOU
	QINGDAO	CHINA		GUINDGAO
	SHANGHAI	CHINA		SHANGHAI
BOGOTA		COLOMBIA		BOGOTA
SANTA MARTA	SANTA MARTA	COLOMBIA		SANTA MARTA
	BRAZZAVILLE	CONGO (BRAZZAVILLE)		BRAZZAVILLE
	BRAZZAVILLE	CONGO (BRAZZAVILLE)		KINSHASA
SAN JOSE		COSTA RICA		SAN JOSE
PETRINJA		CROATIA		PETRINJA
RIJEKA	RIJEKA	CROATIA		RIJEKA
SLAVONSKI BROD		CROATIA		SLAVONSKI BROD
ZAGREB		CROATIA		CAMP PLESO
ZAGREB		CROATIA		ZAGREB
AKROTIRI	AKROTIRI	CYPRUS		AKROTIRI
NICOSIA		CYPRUS		NICOSIA
PLANA		CZECH REPUBLIC		PLANA
PRAGUE		CZECH REPUBLIC		PRAGUE

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HEDENSTED		DENMARK		HEDENSTED
KOLDING		DENMARK		KOLDING
	COPENHAGEN	DENMARK		COPENHAGEN
DJIBOUTI	DJIBOUTI	DJIBOUTI		CAMP LEMONIER
DJIBOUTI	DJIBOUTI	DJIBOUTI		DJIBOUTI
	ROSEAU	DOMINICA		ROSEAU
BARAHONA		DOMINICAN REPUBLIC		BARAHONA
	SANTO DOMINGO	DOMINICAN REPUBLIC		SANTO DOMINGO
MANTA CITY	MANTA	ECUADOR		MANTA
QUITO		ECUADOR		QUITO
	GUAYAQUIL	ECUADOR		GUAYAQUIL
CAIRO	CAIRO	EGYPT		CAIRO
	ALEXANDRIA	EGYPT		ALEXANDRIA
	ALEXANDRIA	EGYPT		MUBARAK MILITARY CITY
	CAIRO	EGYPT		BAB LOUK
SAN SALVADOR	SAN SALVADOR	EL SALVADOR		SAN SALVADOR
ASMARA		ERITREA		ASMARA
ADDIS ABBA		ETHIOPIA		ADDIS ABABA
	HELSINKI	FINLAND		HELSINKI
PARIS		FRANCE		PARIS
SARRE UNION		FRANCE		SARRE UNION
	PAPEETE	FRENCH POLYNESIA		PAPEETE
	LIBREVILLE	GABON		LIBREVILLE
TBILISI		GEORGIA		T'BILISI
	POTI	GEORGIA		POTI
BAD KREUZNACH GROUP		GERMANY		BAD KREUZNACH
BITBURG GROUP		GERMANY		BITBURG
BITBURG GROUP		GERMANY		SPANGDAHLEM
BONN GROUP		GERMANY		BAD GODESBERG
BONN GROUP		GERMANY		BONN
BONN GROUP		GERMANY		ESCHENBACH
BONN GROUP		GERMANY		EUSKIRCHEN
BREMEN GROUP		GERMANY		BREMEN
BREMEN GROUP		GERMANY		GARLSTADT
CHIEMSEE		GERMANY		BERNAU
CHIEMSEE		GERMANY		CHIEMSEE
DEGGENDORF		GERMANY		DEGGENDORF
EISELFING		GERMANY		EISELFING
FRANKFURT GROUP		GERMANY		ALSBERG
FRANKFURT GROUP		GERMANY		ASCHAFFENBURG
FRANKFURT GROUP		GERMANY		BABENHAUSEN
FRANKFURT GROUP		GERMANY		BAD NAUHEIM

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FRANKFURT GROUP		GERMANY	BAUBENHAUSEN
FRANKFURT GROUP		GERMANY	BISCHOFSCHEIM
FRANKFURT GROUP		GERMANY	BUEDINGEN
FRANKFURT GROUP		GERMANY	DARMSTADT
FRANKFURT GROUP		GERMANY	DEXHEIM
FRANKFURT GROUP		GERMANY	ERBENHEIM
FRANKFURT GROUP		GERMANY	ERLENSEE
FRANKFURT GROUP		GERMANY	FRANKFURT
FRANKFURT GROUP		GERMANY	FRANKFURT ROEDELHEIM
FRANKFURT GROUP		GERMANY	FRIEDBERG
FRANKFURT GROUP		GERMANY	GELNHAUSEN
FRANKFURT GROUP		GERMANY	GRIESHEIM
FRANKFURT GROUP		GERMANY	GROSSAUHEIM
FRANKFURT GROUP		GERMANY	HANAU
FRANKFURT GROUP		GERMANY	HASSELROTH
FRANKFURT GROUP		GERMANY	KELSTERBACH
FRANKFURT GROUP		GERMANY	LANGEN
FRANKFURT GROUP		GERMANY	MAINZ
FRANKFURT GROUP		GERMANY	MAINZ FINTHEN
FRANKFURT GROUP		GERMANY	MAINZ KASTEL
FRANKFURT GROUP		GERMANY	MAINZ WACKERNHEIM
FRANKFURT GROUP		GERMANY	OBERURSEL
FRANKFURT GROUP		GERMANY	OFFENBACH
FRANKFURT GROUP		GERMANY	RHEIN MAIN
FRANKFURT GROUP		GERMANY	ROEDELHEIM
FRANKFURT GROUP		GERMANY	STERBFRTZ
FRANKFURT GROUP		GERMANY	WACKERNHEIM
FRANKFURT GROUP		GERMANY	WIESBADEN
FRANKFURT GROUP		GERMANY	WIESBADEN ERBENHEIM
GARMISCH GROUP		GERMANY	GARMISCH
GARMISCH GROUP		GERMANY	OBERAMMERGAU
GIESSEN GROUP		GERMANY	BUTZBACH
GIESSEN GROUP		GERMANY	GIESSEN
GIESSEN GROUP		GERMANY	KIRCHGOENS
HAMBURG GROUP	HAMBURG	GERMANY	HAMBURG
HAMBURG GROUP	HAMBURG	GERMANY	TRITTAU
IDAROVERSTEIN GROUP		GERMANY	BAD BERTRICH
IDAROVERSTEIN GROUP		GERMANY	BAUMHOLDER
IDAROVERSTEIN GROUP		GERMANY	IDAR OBERSTEIN
IDAROVERSTEIN GROUP		GERMANY	NEUBRUECKE
KAISERSLAUTERN GROUP		GERMANY	BRUCHMUELBACH MIESAU
KAISERSLAUTERN GROUP		GERMANY	DANNENFELS

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KAISERSLAUTERN GROUP	GERMANY	EINSIEDLERHOF
KAISERSLAUTERN GROUP	GERMANY	ESELSFUERTH
KAISERSLAUTERN GROUP	GERMANY	HEUBERG
KAISERSLAUTERN GROUP	GERMANY	KAISERSLAUTERN
KAISERSLAUTERN GROUP	GERMANY	KAPAUN AS
KAISERSLAUTERN GROUP	GERMANY	KINDBACH
KAISERSLAUTERN GROUP	GERMANY	LANDSTUHL
KAISERSLAUTERN GROUP	GERMANY	LANDSTUHL KIRCHBERG
KAISERSLAUTERN GROUP	GERMANY	MIESAU
KAISERSLAUTERN GROUP	GERMANY	NONWEILER
KAISERSLAUTERN GROUP	GERMANY	PERL
KAISERSLAUTERN GROUP	GERMANY	RAMSTEIN
KAISERSLAUTERN GROUP	GERMANY	RAMSTEIN PLUGPLATZ
KAISERSLAUTERN GROUP	GERMANY	RAMSTEIN-MIESENBACH
KAISERSLAUTERN GROUP	GERMANY	SEMBACH
KAISERSLAUTERN GROUP	GERMANY	STRAELN
KAISERSLAUTERN GROUP	GERMANY	VOGELWEH
KARLSRUHE GROUP	GERMANY	GEINSHEIM
KARLSRUHE GROUP	GERMANY	GERMERSHEIM
KARLSRUHE GROUP	GERMANY	HASLOCH
KARLSRUHE GROUP	GERMANY	KARLSRUHE
KARLSRUHE GROUP	GERMANY	LINGENFELD
MANNHEIM GROUP	GERMANY	BENSHEIM
MANNHEIM GROUP	GERMANY	FRIEDRICHSFELD
MANNHEIM GROUP	GERMANY	GIEBELSTADT
MANNHEIM GROUP	GERMANY	GRUENSTADT
MANNHEIM GROUP	GERMANY	HEIDELBERG
MANNHEIM GROUP	GERMANY	HEPPENHEIM
MANNHEIM GROUP	GERMANY	HERONGEN
MANNHEIM GROUP	GERMANY	KAEFERTAL
MANNHEIM GROUP	GERMANY	KIRSCHEIM BOLANDEN
MANNHEIM GROUP	GERMANY	LUDWIGSHAFEN
MANNHEIM GROUP	GERMANY	MANHEIM KAEFERTAL
MANNHEIM GROUP	GERMANY	MANHEIM
MANNHEIM GROUP	GERMANY	MANHEIM FEUDENHEIM
MANNHEIM GROUP	GERMANY	MANHEIM FRIEDRICHSFELD
MANNHEIM GROUP	GERMANY	MANHEIM KAEFERTAL
MANNHEIM GROUP	GERMANY	MANHEIM KARTHAL
MANNHEIM GROUP	GERMANY	MANHEIM SANDHOF
MANNHEIM GROUP	GERMANY	MANHEIM SECKENHEIM
MANNHEIM GROUP	GERMANY	NECKARHAUSEN EDINGEN
MANNHEIM GROUP	GERMANY	SANDHOFEN

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MANNHEIM GROUP	GERMANY	SCHWETZINGEN
MANNHEIM GROUP	GERMANY	SECKENHEIM
MANNHEIM GROUP	GERMANY	SPINELLI BARRACKS
MANNHEIM GROUP	GERMANY	WORMS
MARBURG GROUP	GERMANY	MARBURG
MARBURG GROUP	GERMANY	STEFFENBERG
MARBURG GROUP	GERMANY	WEIMAR
MONCHENGLADBACH GROUP	GERMANY	GEILENKIRCHEN
MONCHENGLADBACH GROUP	GERMANY	MOENCHENGLADBACH
MONCHENGLADBACH GROUP	GERMANY	WIEMESHEIM
MULHEIM GROUP	GERMANY	DUISBURG
MULHEIM GROUP	GERMANY	ESSEN
MULHEIM GROUP	GERMANY	MULHEIM
MULHEIM GROUP	GERMANY	OBERHAUSEN
MUNICH GROUP	GERMANY	BAD AIBLING
MUNICH GROUP	GERMANY	MIETRACHING
MUNICH GROUP	GERMANY	MUNICH
NUREMBERG GROUP	GERMANY	AMBERG
NUREMBERG GROUP	GERMANY	ANSBACH
NUREMBERG GROUP	GERMANY	ANSBACH KATTERBACH
NUREMBERG GROUP	GERMANY	BAMBERG
NUREMBERG GROUP	GERMANY	BAYREUTH
NUREMBERG GROUP	GERMANY	BINDLACH
NUREMBERG GROUP	GERMANY	DER WITZ MAINZ KAST
NUREMBERG GROUP	GERMANY	ERLANGEN
NUREMBERG GROUP	GERMANY	FUERTH
NUREMBERG GROUP	GERMANY	GRAFENWOEHR
NUREMBERG GROUP	GERMANY	ILLESHEIM
NUREMBERG GROUP	GERMANY	KATTERBACH
NUREMBERG GROUP	GERMANY	NUERNBERG
NUREMBERG GROUP	GERMANY	SCHWABACH
NUREMBERG GROUP	GERMANY	VILSECK
NUREMBERG GROUP	GERMANY	ZIRNDORF
PIRMASENS GROUP	GERMANY	MUENCHWEILER
PIRMASENS GROUP	GERMANY	PIRMASENS
PIRMASENS GROUP	GERMANY	WEILERBACH
PIRMASENS GROUP	GERMANY	ZWEIBRUECKEN
POSING	GERMANY	POSING
REGENSBURG GROUP	GERMANY	HOHENFELS
REGENSBURG GROUP	GERMANY	REGENSBURG
REGENSBURG GROUP	GERMANY	SAAL AN DER DONAU
RHEINBERG GROUP	GERMANY	KALKAR

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RHEINBERG GROUP		GERMANY	RHEINBERG
RHEINE		GERMANY	RHEINE
SCHWEINFURT GROUP		GERMANY	BAD KISSINGEN
SCHWEINFURT GROUP		GERMANY	OBERWERRN
SCHWEINFURT GROUP		GERMANY	SCHWEINFURT
SCHWEINFURT GROUP		GERMANY	WILDFLECKEN
STUTTGART GROUP		GERMANY	BOEBLINGEN
STUTTGART GROUP		GERMANY	CRAILSHEIM
STUTTGART GROUP		GERMANY	FILDERSTADT
STUTTGART GROUP		GERMANY	GOEPPINGEN
STUTTGART GROUP		GERMANY	KORNWESTHEIM
STUTTGART GROUP		GERMANY	LUDWIGSBURG
STUTTGART GROUP		GERMANY	SCHWABISCH GMUND
STUTTGART GROUP		GERMANY	SCHWABISCH HALL
STUTTGART GROUP		GERMANY	STUTTGART
STUTTGART GROUP		GERMANY	STUTTGART MOEHRINGEN
STUTTGART GROUP		GERMANY	STUTTGART VAHINGEN
STUTTGART GROUP		GERMANY	WEILIMDORF
WUERZBURG GROUP		GERMANY	KITZINGEN
WUERZBURG GROUP		GERMANY	WERTHEIM
WUERZBURG GROUP		GERMANY	WUERZBURG
	BREMERHAVEN	GERMANY	BRAKE
	BREMERHAVEN	GERMANY	BREMERHAVEN
	BREMERHAVEN	GERMANY	NORDENHAM
	ACCRA	GHANA	ACCRA
ARAXOS		GREECE	ARAXOS
IOANNINA		GREECE	IOANNINA
PIRAEUS	PIRAEUS	GREECE	ATHENS
PIRAEUS	PIRAEUS	GREECE	HELLENIKON
PIRAEUS	PIRAEUS	GREECE	PIRAEUS
SOUDHA BAY		GREECE	CHANIA
SOUDHA BAY		GREECE	SOUDA BAY
VOLOS	VOLOS	GREECE	VOLOS
	THESSALONIKI	GREECE	THESSALONIKI
	ST GEORGES	GRENADA	SAINT GEORGES
ANDERSEN AFB		GUAM	ANDERSEN AFB
ANDERSEN AFB		GUAM	BARRIGADA
ANDERSEN AFB		GUAM	FINEGAYAN
ANDERSEN AFB		GUAM	NCTS
ANDERSEN AFB		GUAM	YIGO
	APRA	GUAM	AGANA HEIGHTS
	APRA	GUAM	AGANA MARIANAS ISLANDS

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	APRA	GUAM	COMNAVMAR
	APRA	GUAM	DEDED0
	APRA	GUAM	FISC
	APRA	GUAM	HAGATNA
	APRA	GUAM	NAVAL SHIP REPAIR FACILITY
	APRA	GUAM	NAVAL STATION
	APRA	GUAM	PITI
	APRA	GUAM	SANTA RITA
	APRA	GUAM	SUMAY
GUATEMALA CITY		GUATEMALA	GUATEMALA CITY
SANTO TOMAS DE CASTILLA		GUATEMALA	SANTO TOMAS DE CASTILLA
	CONAKRY	GUINEA	CONAKRY
	GEORGETOWN	GUYANA	GEORGETOWN
	PORT AU PRINCE	HAITI	PORT AU PRINCE
KEKAHA		HAWAII	KEKAHA
POHAKULOA		HAWAII	HAWAII NATIONAL PARK
POHAKULOA		HAWAII	POHAKULOA
	HILO	HAWAII	HILO
	HONOLULU ZONE 1	HAWAII	FORT SHAFTER
	HONOLULU ZONE 1	HAWAII	HONOLULU
	HONOLULU ZONE 2	HAWAII	AIEA
	HONOLULU ZONE 2	HAWAII	CAMP H M SMITH
	HONOLULU ZONE 2	HAWAII	HICKAM AFB
	HONOLULU ZONE 2	HAWAII	PEARL CITY
	HONOLULU ZONE 2	HAWAII	PEARL HARBOR
	HONOLULU ZONE 2	HAWAII	TRIPLER ARMY MEDICAL CTR
	HONOLULU ZONE 2	HAWAII	WAIPAHU
	HONOLULU ZONE 3	HAWAII	BARBERS POINT N A S
	HONOLULU ZONE 3	HAWAII	EWA BEACH
	HONOLULU ZONE 3	HAWAII	KAPOLEI
	HONOLULU ZONE 3	HAWAII	KUNIA
	HONOLULU ZONE 3	HAWAII	M C B H KANEOHE BAY
	HONOLULU ZONE 3	HAWAII	MILILANI
	HONOLULU ZONE 3	HAWAII	SCHOFIELD BARRACKS
	HONOLULU ZONE 3	HAWAII	WAHIAWA
	HONOLULU ZONE 3	HAWAII	WAIMANALO
	HONOLULU ZONE 3	HAWAII	WHEELER ARMY AIRFIELD
	KAHULUI	HAWAII	KAHULUI
	KAHULUI	HAWAII	WAILUKU
COMAYAGUA		HONDURAS	COMAYAGUA
COMAYAGUA		HONDURAS	SOTO CANO
TEGUCIGALPA		HONDURAS	TEGUCIGALPA

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	HONG KONG	HONG KONG		HONG KONG
TASZAR		HUNGARY		TASZAR
KEFLAVIK		ICELAND		KEFLAVIK
NEW DELHI		INDIA		NEW DELHI
	MUMBAI	INDIA		MUMBAI
SEMARANG		INDONESIA		SEMARANG
	JAKARTA	INDONESIA		JAKARTA
AL ASAD AIRFIELD		IRAQ		AL ASAD AIRFIELD
AL HILLAH		IRAQ		AL HILLAH
AL HILLAH		IRAQ		CAMP BABYLON
AL ISKANDARIYAH		IRAQ		AL ISKANDARIYAH
AL ISKANDARIYAH		IRAQ		NASIR LAFITAH
AN NAJAF		IRAQ		AN NAJAF
AR RAMADI		IRAQ		AR RAMADI
BAGHDAD		IRAQ		AL MUTHANA AIR BASE
BAGHDAD		IRAQ		AL TAJI ARMY AIRFIELD
BAGHDAD		IRAQ		BAGHDAD
BAGHDAD		IRAQ		BAGHDAD INTL AIRPORT
BAGHDAD		IRAQ		CAMP CROPPER
BAGHDAD		IRAQ		CAMP FERRIN-HUGGINS
BAGHDAD		IRAQ		CAMP PATRIOT
BAGHDAD		IRAQ		CAMP SLAYER
BAGHDAD		IRAQ		CAMP STRYKER
BAGHDAD		IRAQ		CAMP STRYKER
BAGHDAD		IRAQ		CAMP VICTORY
BAGHDAD		IRAQ		RASHEED AIRBASE
BAGHDAD		IRAQ		SEITZ
BAGHDAD		IRAQ		TAJI
BALAD AIRBASE		IRAQ		BALAD
BALAD AIRBASE		IRAQ		BALAD AIRBASE
BALAD AIRBASE		IRAQ		CAMP ANACONDA
BAQUBAH		IRAQ		BAQUBAH
BASHUR		IRAQ		BASHIR
BAYJI		IRAQ		BAYJI
CAMP BUCCA		IRAQ		CAMP BUCCA
H1 AIRFIELD		IRAQ		H1 AIRFIELD
HABBANIYAH		IRAQ		AL TAQADDUM AIRBASE
HABBANIYAH		IRAQ		HABBANIYAH
HABBANIYAH		IRAQ		HABBANIYAH AIRBASE
IRBIL		IRAQ		IRBIL
KIRKUK		IRAQ		KIRKUK
MOSUL		IRAQ		CAMP STRIKE

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MOSUL		IRAQ	MOSUL
QAYYARAH AIRFIELD		IRAQ	CAMP QAYYARAH
QAYYARAH AIRFIELD		IRAQ	QAYYARAH AIRFIELD
QAYYARAH AIRFIELD		IRAQ	Q-WEST
SHAYKH HANTUSH		IRAQ	SHAYKH HANTUSH
TALL AFAR		IRAQ	SYKES
TALL AFAR		IRAQ	TALL AFAR
TALLIL		IRAQ	CAMP CEDAR
TALLIL		IRAQ	CAMP CEDAR II
TALLIL		IRAQ	LSA ADDER
TALLIL		IRAQ	TALLIL
TALLIL		IRAQ	TALLIL AB
TIKRIT		IRAQ	CAMP SPEICHER
TIKRIT		IRAQ	TIKRIT
TIKRIT		IRAQ	TIRKIT
UMM QASR	UMM QASR	IRAQ	UMM QASR
	DUBLIN	IRELAND	DUBLIN
ASHQELON		ISRAEL	ASHKELON
BEER-SHEVA		ISRAEL	BEER-SHEVA
BEIT SHEAN		ISRAEL	BEIT SHEAN
HAIFA	HAIFA	ISRAEL	HAIFA
HERZLIA		ISRAEL	HERZLIYA
HERZLIA		ISRAEL	RAMAT HASHARON
JERUSALEM		ISRAEL	JERUSALEM
KIRYAT		ISRAEL	KIRYAT
NETANYA		ISRAEL	NETANYA
TEL AVIV	TEL AVIV	ISRAEL	BEN GURION INTL APRT
TEL AVIV	TEL AVIV	ISRAEL	HOLON
TEL AVIV	TEL AVIV	ISRAEL	LOD
TEL AVIV	TEL AVIV	ISRAEL	TEL AVIV
	ASHDOD	ISRAEL	ASHDOD
AVIANO		ITALY	AVIANO AIR BASE
AVIANO		ITALY	AVIANO, PORDENONE
AVIANO		ITALY	GHEDI TORRE
AVIANO		ITALY	GHEDI, BRESCIA
AVIANO		ITALY	VIGONOVO
BRINDISI		ITALY	BRINDISI
BRINDISI		ITALY	SAN VITO DEL NORMANNI
CATANIA		ITALY	CATANIA, SICILY
CATANIA		ITALY	SIGONELLA, CATANIA
CESENA		ITALY	CESENA
CESENA		ITALY	FORLI

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GAETA		ITALY		GAETA, LATINA
GHEDI		ITALY		GHEDI
LA MADDALENA		ITALY		LA MADDALENA
LA MADDALENA		ITALY		LA MADDALENA, SASSARI
LIVORNO	LIVORNO	ITALY		COLTANO, PISA
LIVORNO	LIVORNO	ITALY		LEGHORN
LIVORNO	LIVORNO	ITALY		ORTE
LIVORNO	LIVORNO	ITALY		PISA
LIVORNO	LIVORNO	ITALY		STAGNO
LIVORNO	LIVORNO	ITALY		TIRRENIA, PISA
LIVORNO	LIVORNO	ITALY		TOMBOLO PISA
NAPLES	NAPLES	ITALY		GRICIGNANO D'AVERSA
NAPLES	NAPLES	ITALY		NAPLES
NAPLES	NAPLES	ITALY		SALERNO
SCORZE		ITALY		SCORZE
VALROMANA		ITALY		VALROMANA
VICENZA		ITALY		CASERMA EDERLE, VICENZA
VICENZA		ITALY		LERINO VICENZA
VICENZA		ITALY		VICENZA
	CATANIA	ITALY		CATANIA
	ABIDJAN	IVORY COAST		ABIDJAN
	KINGSTON	JAMAICA		KINGSTON
AKIZUKI		JAPAN		AKIZUKI
FUJI		JAPAN		CAMP FUJI
HIRO		JAPAN		CAMP KURE
HIRO		JAPAN		HIRO
HIRO		JAPAN		KURE
IWAKUNI	IWAKUNI	JAPAN		IWAKUNI
IWAKUNI	IWAKUNI	JAPAN		MCAS IWAKUNI
IWAKUNI	IWAKUNI	JAPAN		YAMAGUCHI
KANZAKI-GUN		JAPAN		KANZAKI-GUN
KOBE		JAPAN		KOBE
KURUME		JAPAN		KURUME
MISAWA		JAPAN		MISAWA
MISAWA		JAPAN		MISAWA AFB
MITSUI-GUN		JAPAN		MITSUI-GUN
SASEBO	SASEBO	JAPAN		HARIO
SASEBO	SASEBO	JAPAN		SASEBO
TOKYO	TOKYO	JAPAN		FUSSA
TOKYO	TOKYO	JAPAN		MINATO KU TOKYO
TOKYO	TOKYO	JAPAN		NODA CITY
TOKYO	TOKYO	JAPAN		TOKYO

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TSUGARU CITY		JAPAN	SHARIKI
TSUGARU CITY		JAPAN	TSUGARU CITY
YOKOTA		JAPAN	YOKOTA
YOKOTA		JAPAN	YOKOTA AFB
	HAKATA	JAPAN	HAKATA
	YOKOHAMA (ZONE 1)	JAPAN	NAKA YOKOHAMA
	YOKOHAMA (ZONE 1)	JAPAN	TSURUMI
	YOKOHAMA (ZONE 1)	JAPAN	YOKOHAMA
	YOKOHAMA (ZONE 2)	JAPAN	ATSUGI
	YOKOHAMA (ZONE 2)	JAPAN	CAMP ZAMA
	YOKOHAMA (ZONE 2)	JAPAN	KAMISEYA
	YOKOHAMA (ZONE 2)	JAPAN	KANAGAWA KEN
	YOKOHAMA (ZONE 2)	JAPAN	SAGAMI DEPOT
	YOKOHAMA (ZONE 2)	JAPAN	SAGAMIHARA
	YOKOHAMA (ZONE 2)	JAPAN	YOKOSUKA
AL AZRAQ		JORDAN	AZRAQ
AL JAFR		JORDAN	AL JAFR
AMMAN		JORDAN	AMMAN
AMMAN		JORDAN	AZ ZARQA
PRINCE HASSAN AB		JORDAN	PRINCE HASSAN AB
	AQABA	JORDAN	AQABA
ALMATY		KAZAKHSTAN	ALMATY
CHIMKENT		KAZAKHSTAN	CHIMKENT
GARISSA		KENYA	GARISSA
ISIOLO		KENYA	ISIOLO
MANDA BAY		KENYA	MANDA BAY
NAIROBI		KENYA	NAIROBI
	MOMBASA	KENYA	MOMBASA
CHINHAE		KOREA, SOUTH	CHINHAE
CHUNCHON		KOREA, SOUTH	CAMP PAGE
CHUNCHON		KOREA, SOUTH	CHUNCHON
HWADOK		KOREA, SOUTH	HWADOK
INCHON	INCHON	KOREA, SOUTH	BUPYONG
INCHON	INCHON	KOREA, SOUTH	INCHON
INCHON		KOREA, SOUTH	CAMP MARKET
KIMHAE		KOREA, SOUTH	KIMHAE CITY
KUNSAN	KUNSAN	KOREA, SOUTH	KUNSAN
KWANGJU		KOREA, SOUTH	KWANGJU
MUJU		KOREA, SOUTH	MUJU
MUNSAN		KOREA, SOUTH	MUNSAN
MUNSAN		KOREA, SOUTH	PANMUNRI
OSAN NI		KOREA, SOUTH	OSAN

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OSAN NI		KOREA, SOUTH	OSAN NI
OSAN NI		KOREA, SOUTH	SONG TAN CITY
OSAN NI		KOREA, SOUTH	SUWON
OSAN NI		KOREA, SOUTH	WONJU
PAJU CITY		KOREA, SOUTH	PAJU
POHANG	POHANG,KOREA	KOREA, SOUTH	POHANG
PUSAN	PUSAN	KOREA, SOUTH	CAMP HIALEAH
PUSAN	PUSAN	KOREA, SOUTH	PUSAN
PYONGTAEK		KOREA, SOUTH	CAMP HUMPHREY
PYONGTAEK		KOREA, SOUTH	PYONGTAEK
SEOUL		KOREA, SOUTH	CAMP COINER
SEOUL		KOREA, SOUTH	KIMPO
SEOUL		KOREA, SOUTH	NANNAN VILLAGE
SEOUL		KOREA, SOUTH	SEOUL
SEOUL		KOREA, SOUTH	SOBINGO
SEOUL		KOREA, SOUTH	SONG NAM CITY
SEOUL		KOREA, SOUTH	YONGSAN
TAEGU		KOREA, SOUTH	CAMP GEORGE
TAEGU		KOREA, SOUTH	CAMP HENRY
TAEGU		KOREA, SOUTH	CAMP WALKER
TAEGU		KOREA, SOUTH	KOSANDONG
TAEGU		KOREA, SOUTH	TAEGU
TAEGU		KOREA, SOUTH	YECHON
TONG DUCHON NI		KOREA, SOUTH	CAMP CASEY
TONG DUCHON NI		KOREA, SOUTH	CAMP HOVEY
TONG DUCHON NI		KOREA, SOUTH	CAMP NIMBLE
TONG DUCHON NI		KOREA, SOUTH	TONG DUCHON
TONG DUCHON NI		KOREA, SOUTH	TONGDUCHON
UIJONGBU		KOREA, SOUTH	CAMP EDWARDS
UIJONGBU		KOREA, SOUTH	CAMP RED CLOUD
UIJONGBU		KOREA, SOUTH	CAMP STANLEY
UIJONGBU		KOREA, SOUTH	KUMCHON
UIJONGBU		KOREA, SOUTH	UIJONGBU
WAEGWAN		KOREA, SOUTH	CAMP CARROLL
WAEGWAN		KOREA, SOUTH	WAEGWAN
WONJU		KOREA, SOUTH	WONJU
YONGIN		KOREA, SOUTH	YONGIN
	KWANGYANG	KOREA, SOUTH	KWANGYANG
CAMP BONDSTEEL		KOSOVO	CAMP BONDSTEEL
CAMP MONTEITH		KOSOVO	CAMP MONTEITH
PRISTINA		KOSOVO	PRISTINA
PRIZREN		KOSOVO	PRIZREN

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AL JABER		KUWAIT		AL JABER
ALI AL SALEM		KUWAIT		ALI AL SALEM AIRBASE
ALI AL SALEM		KUWAIT		CAMP VICTORY
ALI AL SALEM		KUWAIT		CAMP VIRGINIA
ARIFJAN		KUWAIT		ARIFJAN
ARIFJAN		KUWAIT		CAMP ARIFJAN
KUWAIT CITY	KUWAIT CITY	KUWAIT		CAMP DOHA
KUWAIT CITY	KUWAIT CITY	KUWAIT		KUWAIT CITY
KUWAIT CITY	KUWAIT CITY	KUWAIT		SHUWAIKH
KUWAIT CITY	KUWAIT CITY	KUWAIT		SULAIBYA
KUWAIT NAVAL BASE		KUWAIT		MOHAMMAD AL AHMAD NAVAL BASE
KUWAIT NAVAL BASE		KUWAIT		RAS AL QULAIA
SHUAIBA	SHUAIBA	KUWAIT		MINA ABDULLAH
SHUAIBA	SHUAIBA	KUWAIT		SHUAIBAH
SHUAIBA		KUWAIT		CAMP SPEARHEAD
UDAIRI RANGE		KUWAIT		CAMP BUEHRING
UDAIRI RANGE		KUWAIT		CAMP UDAIRI
UDAIRI RANGE		KUWAIT		UDAIRI RANGE
BISHKEK		KYRGYZSTAN		BISHKEK
BISHKEK		KYRGYZSTAN		MANAS AB
	RIGA	LATVIA		RIGA
	BEIRUT	LEBANON		BEIRUT
MASERU		LESOTHO		MASERU
	MONROVIA	LIBERIA		MONROVIA
	VILNEUS	LITHUANIA		VILNIUS
HOSINGEN		LUXEMBOURG		HOSINGEN
LUXEMBOURG		LUXEMBOURG		BELVAUX
LUXEMBOURG		LUXEMBOURG		BETTEMBOURG
LUXEMBOURG		LUXEMBOURG		CAPELLEN
LUXEMBOURG		LUXEMBOURG		DUDELANGE
LUXEMBOURG		LUXEMBOURG		LUXEMBOURG
LUXEMBOURG		LUXEMBOURG		NIEDERKORN
LUXEMBOURG		LUXEMBOURG		SANEM
LUXEMBOURG		LUXEMBOURG		SOLEUVRE
GEVGELIJA		MACEDONIA		GEVGELIJA
SKOPJE		MACEDONIA		KUMANOUA
SKOPJE		MACEDONIA		KUMANOVO
SKOPJE		MACEDONIA		SKOPJE
SKOPJE		MACEDONIA		TETOVO
ANTANANARIVO		MADAGASCAR		ANTANANARIVO
BLANTYRE		MALAWI		BLANTYRE
KUALA LUMPUR		MALAYSIA		KUALA LUMPUR

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BAMAKO		MALI		BAMAKO
VALLETA	VALLETA	MALTA		VALETTA
	MAJURO	MARSHALL ISLANDS		MAJURO
	NOUAKCHOTT	MAURITANIA		NOUAKCHOTT
	PORT LOUIS	MAURITIUS		PORT LOUIS
APODACA		MEXICO		APODACA
MEXICO CITY		MEXICO		MEXICO CITY
	PONAPE	MICRONESIA, FED. STATES		COLONIA
	PONAPE	MICRONESIA, FED. STATES		PONAPE
CHISINAU		MOLDOVA		CHISINAU
ULAAN BAATAR		MONGOLIA		ULAAN BATAAR
RABAT	RABAT	MOROCCO		RABAT
MAPUTO	MAPUTO	MOZAMBIQUE		MAPUTO
WINDHOEK		NAMIBIA		WINDHOEK
COEVORDEN GROUP		NETHERLANDS		ALMELO
COEVORDEN GROUP		NETHERLANDS		COEVORDEN
COEVORDEN GROUP		NETHERLANDS		EMMEN
COEVORDEN GROUP		NETHERLANDS		TER APEL
COEVORDEN GROUP		NETHERLANDS		TWENTE
COEVORDEN GROUP		NETHERLANDS		VRIEZENVEEN
DORDRECHT		NETHERLANDS		DORDRECHT
HOENSBROEK GROUP		NETHERLANDS		BRUNSSUM
HOENSBROEK GROUP		NETHERLANDS		EYGELSHOVEN
HOENSBROEK GROUP		NETHERLANDS		HENDRICK BRUNSSUM
HOENSBROEK GROUP		NETHERLANDS		HOENSBROEK
HOENSBROEK GROUP		NETHERLANDS		MAASTRICHT
HOENSBROEK GROUP		NETHERLANDS		SCHINNEN
ROTTERDAM	ROTTERDAM	NETHERLANDS		CAPELLE AAN DEN IJSSEL
ROTTERDAM	ROTTERDAM	NETHERLANDS		ROTTERDAM
ROTTERDAM	ROTTERDAM	NETHERLANDS		SCHIEDAM
	WILLEMSTAD	NETHERLANDS ANTILLES		WILLEMSTADT
	AUCKLAND	NEW ZEALAND		AUCKLAND
	CHRISTCHURCH	NEW ZEALAND		CHRIST CHURCH
	PORT LYTTLETON	NEW ZEALAND		PORT LYTTLETON
	WELLINGTON	NEW ZEALAND		WELLINGTON
MANAGUA	MANAGUA	NICARAGUA		MANAGUA
NIAMEY		NIGER		NIAMEY
	LAGOS	NIGERIA		LAGOS
		NORTHERN MARIANA ISLANDS		GARAPAN
	GARAPAN	NORTHERN MARIANA ISLANDS		SAIPAN
	GARAPAN	NORTHERN MARIANA ISLANDS		

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BJUGN NORWAY		NORWAY		BJUGN
EVNES		NORWAY		ANDOYA
EVNES		NORWAY		BODO
EVNES		NORWAY		EVENES AB
EVNES		NORWAY		HARSTAD
EVNES		NORWAY		SKODDBERG VATN
OSLO	OSLO	NORWAY		KJELLER
OSLO	OSLO	NORWAY		KOLSAAS
OSLO	OSLO	NORWAY		KONGSBERG
OSLO	OSLO	NORWAY		LARKOLLEN
OSLO	OSLO	NORWAY		OSLO
OSLO		NORWAY		OSTERAAS
STAVANGER	STAVANGER, NORWAY	NORWAY		SANDNES
STAVANGER	STAVANGER, NORWAY	NORWAY		SOLA
STAVANGER	STAVANGER, NORWAY	NORWAY		STAVANGER
STAVANGER	STAVANGER, NORWAY	NORWAY		TANANGER
TROMSO	TROMSO	NORWAY		TROMSO
TRONDHEIM	TRONDHEIM	NORWAY		HELL
TRONDHEIM	TRONDHEIM	NORWAY		HOMMELVIK
TRONDHEIM	TRONDHEIM	NORWAY		MALVIK
TRONDHEIM	TRONDHEIM	NORWAY		STJORDAL
TRONDHEIM	TRONDHEIM	NORWAY		TRONDHEIM
VERDAL		NORWAY		VERDAL
KADENA		OKINAWA		CAMP KUWAE
KADENA		OKINAWA		CAMP LESTER
KADENA		OKINAWA		CAMP SHIELDS
KADENA		OKINAWA		KADENA
KADENA		OKINAWA		OKINAWA CITY
KADENA		OKINAWA		PLAZING HOUSING
KADENA		OKINAWA		RYCOM PLAZA
KADENA		OKINAWA		TORII STATION
KADENA		OKINAWA		US NAVAL HOSPITAL
KIN		OKINAWA		CAMP COURTNEY
KIN		OKINAWA		CAMP HANSEN
KIN		OKINAWA		CAMP SCHWAB
KIN		OKINAWA		CHIBANA
KIN		OKINAWA		KIN
KIN		OKINAWA		WHITE BEACH NAVAL BASE
	NAHA	OKINAWA		CAMP BUTLER
	NAHA	OKINAWA		CAMP FOSTER
	NAHA	OKINAWA		CAMP KINSER
	NAHA	OKINAWA		CAMP SMEDLEY

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	NAHA	OKINAWA	FUTENMA
	NAHA	OKINAWA	GINOWAN
	NAHA	OKINAWA	MAKIMINATO
	NAHA	OKINAWA	NAHA
	NAHA	OKINAWA	URASOE CITY
	NAHA	OKINAWA	US NAVAL DENTAL CENTER
	NAHA	OKINAWA	USMC AIR STATION
	NAHA	OKINAWA	ZUKERAN
JAZIRAT MASIRAT		OMAN	JAZIRAT MASIRAH
JAZIRAT MASIRAT		OMAN	MASIRAH
JAZIRAT MASIRAT		OMAN	MASIRAH ISLAND AB
MUSCAT INTL AIRPORT		OMAN	MUSCAT INTERNATIONAL AIRPORT
MUSCAT INTL AIRPORT		OMAN	SEEB
THUMRAIT		OMAN	THUMRAIT
	MINA RAYSUT	OMAN	MINA AL RAYSUT
	MUSCAT	OMAN	MINA QABOOS
	MUSCAT	OMAN	MUSCAT
CHAMAN		PAKISTAN	CHAMAN
ISLAMABAD		PAKISTAN	CHAKLALA AB
ISLAMABAD		PAKISTAN	ISLAMABAD
ISLAMABAD		PAKISTAN	RAWALPINDI
JACOBABAD		PAKISTAN	JACOBABAD
PASNI		PAKISTAN	PASNI
PESHAWAR		PAKISTAN	PESHAWAR
QUETTA		PAKISTAN	QUETTA
SHAMSI		PAKISTAN	SHAMSI
	KARACHI	PAKISTAN	KARACHI
	KOROR	PALAU ISLAND	KOROR
	PANAMA (ZONE 1)	PANAMA	ALBROOK AFS
	PANAMA (ZONE 1)	PANAMA	AMADOR
	PANAMA (ZONE 1)	PANAMA	ANCON
	PANAMA (ZONE 1)	PANAMA	BALBOA
	PANAMA (ZONE 1)	PANAMA	BALBOA HEIGHTS
	PANAMA (ZONE 1)	PANAMA	COCOLI
	PANAMA (ZONE 1)	PANAMA	COROZAL
	PANAMA (ZONE 1)	PANAMA	ESPINAR
	PANAMA (ZONE 1)	PANAMA	FORT AMADOR
	PANAMA (ZONE 1)	PANAMA	FORT CLAYTON
	PANAMA (ZONE 1)	PANAMA	FORT KOBBE
	PANAMA (ZONE 1)	PANAMA	HOWARD AFB
	PANAMA (ZONE 1)	PANAMA	QUARRY HEIGHTS
	PANAMA (ZONE 1)	PANAMA	RODMAN

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	PANAMA (ZONE 1)	PANAMA	SUMMIT
	PANAMA (ZONE 2)	PANAMA	PANAMA
	PANAMA (ZONE 2)	PANAMA	PANAMA CITY
ASUNCION		PARAGUAY	ASUNCION
LIMA		PERU	LIMA
	CALLAO	PERU	CALLAO
CLARK FREEPORT		PHILIPPINES	CLARK AFB
CLARK FREEPORT		PHILIPPINES	CLARK FREEPORT
EDWIN ANDREWS AB		PHILIPPINES	EDWIN ANDREWS AB
MARIVELES		PHILIPPINES	MARIVELES
NUEVA ECIJA		PHILIPPINES	FORT MAGSAYSAY
NUEVA ECIJA		PHILIPPINES	NUEVA ECIJA
QUEZON CITY		PHILIPPINES	QUEZON CITY
TERNATE		PHILIPPINES	CAMP TERNATE
ZAMBOANGA	ZAMBOANGA	PHILIPPINES	ZAMBOANGA
	MANILA	PHILIPPINES	MANILA
	MANILA	PHILIPPINES	PASAY CITY
	SUBIC BAY	PHILIPPINES	CUBI POINT
	SUBIC BAY	PHILIPPINES	SUBIC BAY
LASK AB		POLAND	LASK AB
POZNAN		POLAND	POZNAN
POZNAN		POLAND	POZNAN AB
WARSAW		POLAND	WARSAW
	GDYNIA	POLAND	GDYNIA
	LISBON	PORTUGAL	LISBON
AL UDEID AB		QATAR	AL UDEID AB
DOHA	DOHA	QATAR	DOHA
DOHA		QATAR	CAMP AS SAYLIYAH
DOHA		QATAR	CAMP SNOOPY
	DOHA	QATAR	DOHA, QATAR
BUCHAREST		ROMANIA	BUCHAREST
CONSTANTA	CONSTANTA	ROMANIA	CONSTANTA
CONSTANTA	CONSTANTA	ROMANIA	MIHAIL KOGALNICEANU
MOSCOW		RUSSIA	MOSCOW
	VLADIVOSTOK	RUSSIA	VLADIVOSTOK
KIGALI		RWANDA	KIGALI
	APIA	SAMOA	APIA
AL KHARJ		SAUDI ARABIA	AL KHARJ
AL KHARJ		SAUDI ARABIA	PRINCE SULTAN AB
RIYADH VIA INLAND CUSTOMS		SAUDI ARABIA	ESKAN VILLAGE
RIYADH VIA INLAND CUSTOMS		SAUDI ARABIA	RIYADH
TABUK CITY		SAUDI ARABIA	TABUK

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TAIF		SAUDI ARABIA		TAIF
	DAMMAM	SAUDI ARABIA		DHAHRAN
	DAMMAM	SAUDI ARABIA		KHOBAR
	DAMMAN	SAUDI ARABIA		AD DAMMAN
	JIDDA	SAUDI ARABIA		JEDDAH
	DAKAR	SENEGAL		DAKAR
	FREETOWN	SIERRA LEONE		FREETOWN
	SINGAPORE	SINGAPORE		PAYA LEBAR
	SINGAPORE	SINGAPORE		SELETAR AB
	SINGAPORE	SINGAPORE		SEMBAWANG
	SINGAPORE	SINGAPORE		SINGAPORE
BRATISLAVA		SLOVAKIA		BRATISLAVA
LJUBLJANA		SLOVENIA		LJUBLJANA
JOHANNESBURG		SOUTH AFRICA		BENONI
JOHANNESBURG		SOUTH AFRICA		BOKSBURG
JOHANNESBURG		SOUTH AFRICA		JOHANNESBURG
PRETORIA		SOUTH AFRICA		PRETORIA
	DURBAN	SOUTH AFRICA		DURBAN
ALICANTE	ALICANTE	SPAIN		ALICANTE
CADIZ	CADIZ	SPAIN		CADIZ
MADRID		SPAIN		MADRID
MORON		SPAIN		MORON AB
MORON		SPAIN		SEVILLA
ROTA	ROTA	SPAIN		ROTA
	COLOMBO	SRI LANKA		COLOMBO
	ST.CHRISTOPHER (ST.KITTS) IS.,	ST. KITTS AND NEVIS		BASSETERRE
KHARTOUM		SUDAN		KHARTOUM
	PORT SUDAN	SUDAN		PORT SUDAN
	PARAMARIBO	SURINAME		PARAMARIBO
STOCKHOLM	STOCKHOLM	SWEDEN		STOCKHOLM
BERN		SWITZERLAND		BERN
GENEVA		SWITZERLAND		GENEVA
KREUZLINGEN		SWITZERLAND		KREUZLINGEN
TAIPEI		TAIWAN		TAIPEI
	KAOHSIUNG	TAIWAN		KAOHSIUNG
DUSHANBE		TAJIKISTAN		DUSHANBE
KULYAB		TAJIKISTAN		KULYAB
	DAR ES SALAAM	TANZANIA		DAR ES SALAAM
BANGKOK	BANGKOK	THAILAND		BANGKOK
	LOME	TOGO		LOME
	NUKUALOFA	TONGA		NUKUALOFA
	PORT OF SPAIN	TRINIDAD AND TOBAGO		PORT OF SPAIN

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	TUNIS	TUNISIA	MERGRINE
	TUNIS	TUNISIA	TUNIS
ANKARA		TURKEY	AKINCILAR ANKARA
ANKARA		TURKEY	ANKARA
ANKARA		TURKEY	BAKANLIKAR ANKARA
DIYARBAKIR		TURKEY	DIYARBAKIR
DIYARBAKIR		TURKEY	PIRINCLIK AB
INCIRLIK		TURKEY	INCIRLIK AB
ISTANBUL		TURKEY	CAKMAKLI
ISTANBUL		TURKEY	ISTANBUL
IZMIR	IZMIR	TURKEY	IZMIR
IZMIR	IZMIR	TURKEY	YAMANLAR
MARDIN		TURKEY	MARDIN
	MERSIN	TURKEY	MERSIN
KAMPALA		UGANDA	ENTEBBE
KAMPALA		UGANDA	KAMPALA
KIEV		UKRAINE	KIEV
AL DHAFRA		UNITED ARAB EMIRATES	AL DHAFRA
AL DHAFRA		UNITED ARAB EMIRATES	AL DHAFRA AB
	ABU DHABI	UNITED ARAB EMIRATES	ABU DHABI
	FUJIERAH	UNITED ARAB EMIRATES	EL FUJAIRAH
	JEBEL ALI	UNITED ARAB EMIRATES	DUBAI
	JEBEL ALI	UNITED ARAB EMIRATES	JEBEL ALI
COULPORT		UNITED KINGDOM	CLYDE SUB BASE SCOTLAND
COULPORT		UNITED KINGDOM	COULPORT
FELIXSTOWE GROUP	FELIXSTOWE	UNITED KINGDOM	BENTWATERS
FELIXSTOWE GROUP	FELIXSTOWE	UNITED KINGDOM	FELIXSTOWE
FELIXSTOWE GROUP	FELIXSTOWE	UNITED KINGDOM	IPSWITCH
GLOUCESTER		UNITED KINGDOM	GLOUCESTER
HUNTINGTON GROUP		UNITED KINGDOM	ALCONBURY
HUNTINGTON GROUP		UNITED KINGDOM	HUNTINGDON
HUNTINGTON GROUP		UNITED KINGDOM	MOLESWORTH
LAKENHEATH GROUP		UNITED KINGDOM	BRANDON SUFFOLK
LAKENHEATH GROUP		UNITED KINGDOM	BURY SAINT EDMONDS
LAKENHEATH GROUP		UNITED KINGDOM	FELTWELL
LAKENHEATH GROUP		UNITED KINGDOM	LAKENHEATH
LAKENHEATH GROUP		UNITED KINGDOM	MILDENHALL
LAKENHEATH GROUP		UNITED KINGDOM	NEWMARKET
LAKENHEATH GROUP		UNITED KINGDOM	RAF FELTWELL
LAKENHEATH GROUP		UNITED KINGDOM	RAF LAKENHEATH
LAKENHEATH GROUP		UNITED KINGDOM	RAF MILDENHALL
LAKENHEATH GROUP		UNITED KINGDOM	RAF NOCTON HALL

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LAKENHEATH GROUP		UNITED KINGDOM		SUFFOLK
LAKENHEATH GROUP		UNITED KINGDOM		THETFORD NORFOLK
LEAMINGTON SPA		UNITED KINGDOM		LEAMINGTON SPA
LEEDS GROUP		UNITED KINGDOM		HARROGATE
LEEDS GROUP		UNITED KINGDOM		LEEDS
LEEDS GROUP		UNITED KINGDOM		MENWITH HILL STATION
LONDON GROUP	LONDON	UNITED KINGDOM		LONDON
LONDON GROUP	LONDON	UNITED KINGDOM		RUISLIP
MANCHESTER GROUP		UNITED KINGDOM		MANCHESTER
MANCHESTER GROUP		UNITED KINGDOM		STOCKPORT
OXFORD GROUP		UNITED KINGDOM		CARTERTON
OXFORD GROUP		UNITED KINGDOM		CROUGHTON RAF
OXFORD GROUP		UNITED KINGDOM		FAIRFORD
OXFORD GROUP		UNITED KINGDOM		KEMBLE
OXFORD GROUP		UNITED KINGDOM		LITTLE RISSINGTON
OXFORD GROUP		UNITED KINGDOM		OXFORD
OXFORD GROUP		UNITED KINGDOM		RAF BARFORD
OXFORD GROUP		UNITED KINGDOM		RAF BRIZE NORTON
OXFORD GROUP		UNITED KINGDOM		RAF CROUGHTON
OXFORD GROUP		UNITED KINGDOM		UPPER HEYFORD
SOUTHAMPTON	SOUTHAMPTON	UNITED KINGDOM		HAVANT
SOUTHAMPTON	SOUTHAMPTON	UNITED KINGDOM		HYTHE
SOUTHAMPTON	SOUTHAMPTON	UNITED KINGDOM		SOUTHAMPTON
ST. MAWGAN		UNITED KINGDOM		SAINT MAWGAN
AKRON		UNITED STATES	OH	AKRON
AKRON		UNITED STATES	OH	BARBERTON
AKRON		UNITED STATES	OH	CANTON
AKRON		UNITED STATES	OH	KIDRON
AKRON		UNITED STATES	OH	MASSILLON
AKRON		UNITED STATES	OH	NORTH CANTON
AKRON		UNITED STATES	OH	ORRVILLE
AKRON		UNITED STATES	OH	WADSWORTH
ALBANY		UNITED STATES	GA	ALBANY
ALBANY		UNITED STATES	GA	BACONTON
ALBANY		UNITED STATES	GA	CAMILLA
ALBANY		UNITED STATES	GA	DAWSON
ALBANY		UNITED STATES	GA	DOERUN
ALBANY		UNITED STATES	GA	HARTSFIELD
ALBANY		UNITED STATES	GA	LEARY
ALBANY		UNITED STATES	GA	MOULTRIE
ALBANY		UNITED STATES	GA	NEWTON
ALBANY		UNITED STATES	GA	POULAN

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ALBANY		UNITED STATES	GA	SALE CITY
ALBANY		UNITED STATES	GA	SYLVESTER
ALLENTOWN		UNITED STATES	PA	ALBURTIS
ALLENTOWN		UNITED STATES	PA	ALLENTOWN
ALLENTOWN		UNITED STATES	PA	BALLY
ALLENTOWN		UNITED STATES	PA	BETHLEHEM
ALLENTOWN		UNITED STATES	PA	BREINIGSVILLE
ALLENTOWN		UNITED STATES	PA	CATASAUQUA
ALLENTOWN		UNITED STATES	PA	CENTER VALLEY
ALLENTOWN		UNITED STATES	PA	CHERRYVILLE
ALLENTOWN		UNITED STATES	PA	COOPERSBURG
ALLENTOWN		UNITED STATES	PA	COPLAY
ALLENTOWN		UNITED STATES	PA	DANIELSVILLE
ALLENTOWN		UNITED STATES	PA	EAST GREENVILLE
ALLENTOWN		UNITED STATES	PA	EMMAUS
ALLENTOWN		UNITED STATES	PA	HELLERTOWN
ALLENTOWN		UNITED STATES	PA	HEREFORD
ALLENTOWN		UNITED STATES	PA	MACUNGIE
ALLENTOWN		UNITED STATES	PA	NORTHAMPTON
ALLENTOWN		UNITED STATES	PA	OREFIELD
ALLENTOWN		UNITED STATES	PA	PALM
ALLENTOWN		UNITED STATES	PA	RED HILL
ALLENTOWN		UNITED STATES	PA	RICHLANDTOWN
ALLENTOWN		UNITED STATES	PA	RIEGELSVILLE
ALLENTOWN		UNITED STATES	PA	SCHNECKSVILLE
ALLENTOWN		UNITED STATES	PA	TOPTON
ALLENTOWN		UNITED STATES	PA	TREXLERTOWN
ALLENTOWN		UNITED STATES	PA	WALNUTPORT
ALLENTOWN		UNITED STATES	PA	WHITEHALL
ALLENTOWN		UNITED STATES	PA	ZIONSVILLE
ANNISTON		UNITED STATES	AL	ALEXANDRIA
ANNISTON		UNITED STATES	AL	ANNISTON
ANNISTON		UNITED STATES	AL	BYNUM
ANNISTON		UNITED STATES	AL	CHOCOLOCOCO
ANNISTON		UNITED STATES	AL	DE ARMANVILLE
ANNISTON		UNITED STATES	AL	EASTABOGA
ANNISTON		UNITED STATES	AL	WEAVER
ARCADIA		UNITED STATES	WI	ARCADIA
ARCADIA		UNITED STATES	WI	INDEPENDENCE
ASHLAND		UNITED STATES	OH	ASHLAND
ATLANTA GROUP		UNITED STATES	GA	ALPHARETTA
ATLANTA GROUP		UNITED STATES	GA	ATLANTA

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ATLANTA GROUP		UNITED STATES	GA	AUSTELL
ATLANTA GROUP		UNITED STATES	GA	AVONDALE ESTATES
ATLANTA GROUP		UNITED STATES	GA	CLARKSTON
ATLANTA GROUP		UNITED STATES	GA	CONLEY
ATLANTA GROUP		UNITED STATES	GA	DECATUR
ATLANTA GROUP		UNITED STATES	GA	DOUGLASVILLE
ATLANTA GROUP		UNITED STATES	GA	DULUTH
ATLANTA GROUP		UNITED STATES	GA	ELLENWOOD
ATLANTA GROUP		UNITED STATES	GA	FAIRBURN
ATLANTA GROUP		UNITED STATES	GA	LAWRENCEVILLE
ATLANTA GROUP		UNITED STATES	GA	LILBURN
ATLANTA GROUP		UNITED STATES	GA	LITHIA SPRINGS
ATLANTA GROUP		UNITED STATES	GA	MABLETON
ATLANTA GROUP		UNITED STATES	GA	MARIETTA
ATLANTA GROUP		UNITED STATES	GA	MORROW
ATLANTA GROUP		UNITED STATES	GA	NORCROSS
ATLANTA GROUP		UNITED STATES	GA	PALMETTO
ATLANTA GROUP		UNITED STATES	GA	REX
ATLANTA GROUP		UNITED STATES	GA	RIVERDALE
ATLANTA GROUP		UNITED STATES	GA	ROSWELL
ATLANTA GROUP		UNITED STATES	GA	SCOTTDALE
ATLANTA GROUP		UNITED STATES	GA	SMYRNA
ATLANTA GROUP		UNITED STATES	GA	STONE MOUNTAIN
ATLANTA GROUP		UNITED STATES	GA	SUWANEE
ATLANTA GROUP		UNITED STATES	GA	TUCKER
ATLANTA GROUP		UNITED STATES	GA	UNION CITY
ATTLEBORO		UNITED STATES	MA	ATTLEBORO
ATTLEBORO		UNITED STATES	MA	RAYNHAM
ATTLEBORO		UNITED STATES	MA	TAUNTON
AUGUSTA		UNITED STATES	GA	AUGUSTA
AUGUSTA		UNITED STATES	GA	EVANS
AUGUSTA		UNITED STATES	GA	FORT GORDON
AUGUSTA		UNITED STATES	SC	GRANITEVILLE
AUGUSTA		UNITED STATES	GA	GROVETOWN
AUGUSTA		UNITED STATES	SC	NORTH AUGUSTA
AUGUSTA		UNITED STATES	SC	WARRENVILLE
AUSTIN		UNITED STATES	TX	AUSTIN
AUSTIN		UNITED STATES	TX	TAYLOR
BALDWINSVILLE		UNITED STATES	NY	BALDWINSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	ABINGDON
BALTIMORE	BALTIMORE	UNITED STATES	MD	ANNAPOLIS
BALTIMORE	BALTIMORE	UNITED STATES	MD	ANNAPOLIS JUNCTION

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BALTIMORE	BALTIMORE	UNITED STATES	MD	ARNOLD
BALTIMORE	BALTIMORE	UNITED STATES	MD	BALDWIN
BALTIMORE	BALTIMORE	UNITED STATES	MD	BALTIMORE
BALTIMORE	BALTIMORE	UNITED STATES	MD	BEL AIR
BALTIMORE	BALTIMORE	UNITED STATES	MD	BELCAMP
BALTIMORE	BALTIMORE	UNITED STATES	MD	BRADSHAW
BALTIMORE	BALTIMORE	UNITED STATES	MD	COCKEYSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	COLUMBIA
BALTIMORE	BALTIMORE	UNITED STATES	MD	CROWNSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	EDGEWOOD
BALTIMORE	BALTIMORE	UNITED STATES	MD	ELK RIDGE
BALTIMORE	BALTIMORE	UNITED STATES	MD	ELLCOTT CITY
BALTIMORE	BALTIMORE	UNITED STATES	MD	FALLSTON
BALTIMORE	BALTIMORE	UNITED STATES	MD	FORK
BALTIMORE	BALTIMORE	UNITED STATES	MD	FORT GEORGE G MEADE
BALTIMORE	BALTIMORE	UNITED STATES	MD	GIBSON ISLAND
BALTIMORE	BALTIMORE	UNITED STATES	MD	GLEN ARM
BALTIMORE	BALTIMORE	UNITED STATES	MD	GLEN BURNIE
BALTIMORE	BALTIMORE	UNITED STATES	MD	GLYNDON
BALTIMORE	BALTIMORE	UNITED STATES	MD	HALETHORPE
BALTIMORE	BALTIMORE	UNITED STATES	MD	HANOVER
BALTIMORE	BALTIMORE	UNITED STATES	MD	HUNT VALLEY
BALTIMORE	BALTIMORE	UNITED STATES	MD	HYDES
BALTIMORE	BALTIMORE	UNITED STATES	MD	JESSUP
BALTIMORE	BALTIMORE	UNITED STATES	MD	JOPPA
BALTIMORE	BALTIMORE	UNITED STATES	MD	KINGSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	LINTHICUM HEIGHTS
BALTIMORE	BALTIMORE	UNITED STATES	MD	LUTHERVILLE TIMONIUM
BALTIMORE	BALTIMORE	UNITED STATES	MD	MARRIOTTSTOWN
BALTIMORE	BALTIMORE	UNITED STATES	MD	MILLERSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	OWINGS MILLS
BALTIMORE	BALTIMORE	UNITED STATES	MD	PASADENA
BALTIMORE	BALTIMORE	UNITED STATES	MD	PERRY HALL
BALTIMORE	BALTIMORE	UNITED STATES	MD	PHOENIX
BALTIMORE	BALTIMORE	UNITED STATES	MD	RANDALLSTOWN
BALTIMORE	BALTIMORE	UNITED STATES	MD	REISTERSTOWN
BALTIMORE	BALTIMORE	UNITED STATES	MD	ROSEDALE
BALTIMORE	BALTIMORE	UNITED STATES	MD	SAVAGE
BALTIMORE	BALTIMORE	UNITED STATES	MD	SEVERN
BALTIMORE	BALTIMORE	UNITED STATES	MD	SEVERNA PARK
BALTIMORE	BALTIMORE	UNITED STATES	MD	SPARKS GLENCOE
BALTIMORE	BALTIMORE	UNITED STATES	MD	UPPER FALLS

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BALTIMORE	BALTIMORE	UNITED STATES	MD	WEST FRIENDSHIP
BALTIMORE	BALTIMORE	UNITED STATES	MD	WHITE MARSH
BALTIMORE	BALTIMORE	UNITED STATES	MD	WOODSTOCK
BARSTOW		UNITED STATES	CA	BARSTOW
BARSTOW		UNITED STATES	CA	FORT IRWIN
BELLINGHAM		UNITED STATES	WA	BELLINGHAM
BIRMINGHAM		UNITED STATES	AL	ADAMSVILLE
BIRMINGHAM		UNITED STATES	AL	ALTON
BIRMINGHAM		UNITED STATES	AL	BESSEMER
BIRMINGHAM		UNITED STATES	AL	BIRMINGHAM
BIRMINGHAM		UNITED STATES	AL	BROOKSIDE
BIRMINGHAM		UNITED STATES	AL	CARDIFF
BIRMINGHAM		UNITED STATES	AL	DOCENA
BIRMINGHAM		UNITED STATES	AL	DOLOMITE
BIRMINGHAM		UNITED STATES	AL	FAIRFIELD
BIRMINGHAM		UNITED STATES	AL	FULTONDALE
BIRMINGHAM		UNITED STATES	AL	GARDENDALE
BIRMINGHAM		UNITED STATES	AL	GRAYSVILLE
BIRMINGHAM		UNITED STATES	AL	LEEDS
BIRMINGHAM		UNITED STATES	AL	MADISON
BIRMINGHAM		UNITED STATES	AL	MOUNT OLIVE
BIRMINGHAM		UNITED STATES	AL	MULGA
BIRMINGHAM		UNITED STATES	AL	NEW CASTLE
BIRMINGHAM		UNITED STATES	AL	PELHAM
BIRMINGHAM		UNITED STATES	AL	PLEASANT GROVE
BIRMINGHAM		UNITED STATES	AL	SHANNON
BIRMINGHAM		UNITED STATES	AL	TRUSSVILLE
BIRMINGHAM		UNITED STATES	AL	WATSON
BOARDMAN		UNITED STATES	OR	BOARDMAN
BOISE		UNITED STATES	ID	BOISE
BOISE		UNITED STATES	ID	EAGLE
BOISE		UNITED STATES	ID	KUNA
BOISE		UNITED STATES	ID	MERIDIAN
BONNE TERRE		UNITED STATES	MO	BONNE TERRE
BOSTON	BOSTON	UNITED STATES	MA	ABINGTON
BOSTON	BOSTON	UNITED STATES	MA	ALLSTON
BOSTON	BOSTON	UNITED STATES	MA	ARLINGTON
BOSTON	BOSTON	UNITED STATES	MA	AUBURNDALE
BOSTON	BOSTON	UNITED STATES	MA	AVON
BOSTON	BOSTON	UNITED STATES	MA	BEDFORD
BOSTON	BOSTON	UNITED STATES	MA	BELMONT
BOSTON	BOSTON	UNITED STATES	MA	BEVERLY

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BOSTON	BOSTON	UNITED STATES	MA	BOSTON
BOSTON	BOSTON	UNITED STATES	MA	BRAINTREE
BOSTON	BOSTON	UNITED STATES	MA	BRIGHTON
BOSTON	BOSTON	UNITED STATES	MA	BROCKTON
BOSTON	BOSTON	UNITED STATES	MA	BROOKLINE
BOSTON	BOSTON	UNITED STATES	MA	BURLINGTON
BOSTON	BOSTON	UNITED STATES	MA	CAMBRIDGE
BOSTON	BOSTON	UNITED STATES	MA	CANTON
BOSTON	BOSTON	UNITED STATES	MA	CHARLESTOWN
BOSTON	BOSTON	UNITED STATES	MA	CHELSEA
BOSTON	BOSTON	UNITED STATES	MA	CHESTNUT HILL
BOSTON	BOSTON	UNITED STATES	MA	COHASSET
BOSTON	BOSTON	UNITED STATES	MA	CONCORD
BOSTON	BOSTON	UNITED STATES	MA	DANVERS
BOSTON	BOSTON	UNITED STATES	MA	DEDHAM
BOSTON	BOSTON	UNITED STATES	MA	DORCHESTER
BOSTON	BOSTON	UNITED STATES	MA	DOVER
BOSTON	BOSTON	UNITED STATES	MA	EAST WALPOLE
BOSTON	BOSTON	UNITED STATES	MA	EVERETT
BOSTON	BOSTON	UNITED STATES	MA	HANOVER
BOSTON	BOSTON	UNITED STATES	MA	HINGHAM
BOSTON	BOSTON	UNITED STATES	MA	HOLBROOK
BOSTON	BOSTON	UNITED STATES	MA	HULL
BOSTON	BOSTON	UNITED STATES	MA	HYDE PARK
BOSTON	BOSTON	UNITED STATES	MA	JAMAICA PLAIN
BOSTON	BOSTON	UNITED STATES	MA	LEXINGTON
BOSTON	BOSTON	UNITED STATES	MA	LINCOLN
BOSTON	BOSTON	UNITED STATES	MA	LYNN
BOSTON	BOSTON	UNITED STATES	MA	LYNNFIELD
BOSTON	BOSTON	UNITED STATES	MA	MALDEN
BOSTON	BOSTON	UNITED STATES	MA	MARBLEHEAD
BOSTON	BOSTON	UNITED STATES	MA	MATTAPAN
BOSTON	BOSTON	UNITED STATES	MA	MEDFIELD
BOSTON	BOSTON	UNITED STATES	MA	MEDFORD
BOSTON	BOSTON	UNITED STATES	MA	MELROSE
BOSTON	BOSTON	UNITED STATES	MA	MIDDLETON
BOSTON	BOSTON	UNITED STATES	MA	MILLIS
BOSTON	BOSTON	UNITED STATES	MA	MILTON
BOSTON	BOSTON	UNITED STATES	MA	NAHANT
BOSTON	BOSTON	UNITED STATES	MA	NATICK
BOSTON	BOSTON	UNITED STATES	MA	NEEDHAM
BOSTON	BOSTON	UNITED STATES	MA	NEWTON

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BOSTON	BOSTON	UNITED STATES	MA	NORFOLK
BOSTON	BOSTON	UNITED STATES	MA	NORTH EASTON
BOSTON	BOSTON	UNITED STATES	MA	NORTH READING
BOSTON	BOSTON	UNITED STATES	MA	NORWELL
BOSTON	BOSTON	UNITED STATES	MA	NORWOOD
BOSTON	BOSTON	UNITED STATES	MA	PEABODY
BOSTON	BOSTON	UNITED STATES	MA	QUINCY
BOSTON	BOSTON	UNITED STATES	MA	RANDOLPH
BOSTON	BOSTON	UNITED STATES	MA	READING
BOSTON	BOSTON	UNITED STATES	MA	REVERE
BOSTON	BOSTON	UNITED STATES	MA	ROCKLAND
BOSTON	BOSTON	UNITED STATES	MA	ROSLINDALE
BOSTON	BOSTON	UNITED STATES	MA	ROXBURY
BOSTON	BOSTON	UNITED STATES	MA	SALEM
BOSTON	BOSTON	UNITED STATES	MA	SAUGUS
BOSTON	BOSTON	UNITED STATES	MA	SCITUATE
BOSTON	BOSTON	UNITED STATES	MA	SHARON
BOSTON	BOSTON	UNITED STATES	MA	SHERBORN
BOSTON	BOSTON	UNITED STATES	MA	SOMERVILLE
BOSTON	BOSTON	UNITED STATES	MA	SOUTH WALPOLE
BOSTON	BOSTON	UNITED STATES	MA	STONEHAM
BOSTON	BOSTON	UNITED STATES	MA	STOUGHTON
BOSTON	BOSTON	UNITED STATES	MA	SWAMPSCOTT
BOSTON	BOSTON	UNITED STATES	MA	WABAN
BOSTON	BOSTON	UNITED STATES	MA	WAKEFIELD
BOSTON	BOSTON	UNITED STATES	MA	WALPOLE
BOSTON	BOSTON	UNITED STATES	MA	WALTHAM
BOSTON	BOSTON	UNITED STATES	MA	WATERTOWN
BOSTON	BOSTON	UNITED STATES	MA	WAYLAND
BOSTON	BOSTON	UNITED STATES	MA	WELLESLEY
BOSTON	BOSTON	UNITED STATES	MA	WENHAM
BOSTON	BOSTON	UNITED STATES	MA	WEST ROXBURY
BOSTON	BOSTON	UNITED STATES	MA	WESTON
BOSTON	BOSTON	UNITED STATES	MA	WESTWOOD
BOSTON	BOSTON	UNITED STATES	MA	WEYMOUTH
BOSTON	BOSTON	UNITED STATES	MA	WHITMAN
BOSTON	BOSTON	UNITED STATES	MA	WILMINGTON
BOSTON	BOSTON	UNITED STATES	MA	WINCHESTER
BOSTON	BOSTON	UNITED STATES	MA	WINTHROP
BOSTON	BOSTON	UNITED STATES	MA	WOBBURN
BRISBANE		UNITED STATES	CA	BRISBANE
BRISBANE GROUP		UNITED STATES	CA	BRISBANE

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BRISTOL		UNITED STATES	VA	BRISTOL
BRUNSWICK	BRUNSWICK	UNITED STATES	GA	BRUNSWICK
BURLEY		UNITED STATES	ID	BURLEY
CADILLAC, MICHIGAN		UNITED STATES	MI	CADILLAC
CALDWELL		UNITED STATES	ID	CALDWELL
CALDWELL		UNITED STATES	ID	GREENLEAF
CALDWELL		UNITED STATES	ID	HOMEDALE
CALDWELL		UNITED STATES	ID	HUSTON
CALDWELL		UNITED STATES	ID	MARSING
CALDWELL		UNITED STATES	ID	MOSCOW
CALDWELL		UNITED STATES	ID	NAMPA
CALDWELL		UNITED STATES	ID	NOTUS
CALDWELL		UNITED STATES	ID	PARMA
CALDWELL		UNITED STATES	ID	STAR
CALDWELL		UNITED STATES	ID	WILDER
CALHOUN CITY		UNITED STATES	MS	BIG CREEK
CALHOUN CITY		UNITED STATES	MS	CALHOUN CITY
CALHOUN CITY		UNITED STATES	MS	DERMA
CALHOUN CITY		UNITED STATES	MS	PITTSBORO
CALHOUN CITY		UNITED STATES	MS	SLATE SPRING
CALHOUN CITY		UNITED STATES	MS	VARDAMAN
CAMP LEJEUNE		UNITED STATES	NC	CAMP LEJEUNE
CAMP LEJEUNE		UNITED STATES	NC	JACKSONVILLE
CARSON CITY		UNITED STATES	NV	CARSON CITY
CASCADE GROUP		UNITED STATES	WA	ELLENSBURG
CASCADE GROUP		UNITED STATES	WA	MOXEE
CASCADE GROUP		UNITED STATES	WA	TOPPENISH
CASCADE GROUP		UNITED STATES	WA	WAPATO
CASCADE GROUP		UNITED STATES	WA	YAKIMA
CASCADE GROUP		UNITED STATES	WA	ZILLAH
CEDAR RAPIDS		UNITED STATES	IA	CEDAR RAPIDS
CEDAR RAPIDS		UNITED STATES	IA	ELY
CEDAR RAPIDS		UNITED STATES	IA	FAIRFAX
CEDAR RAPIDS		UNITED STATES	IA	HIAWATHA
CEDAR RAPIDS		UNITED STATES	IA	MARION
CEDAR RAPIDS		UNITED STATES	IA	ROBINS
CEDAR RAPIDS		UNITED STATES	IA	SWISHER
CEDAR RAPIDS		UNITED STATES	IA	TODDVILLE
CHAMBERSBURG		UNITED STATES	PA	CHAMBERSBURG
CHAMBERSBURG		UNITED STATES	PA	FAYETTEVILLE
CHAMBERSBURG		UNITED STATES	PA	MARION
CHAMBERSBURG		UNITED STATES	PA	MONT ALTO

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CHAMBERSBURG		UNITED STATES	PA	PLEASANT HALL
CHAMBERSBURG		UNITED STATES	PA	QUINCY
CHAMBERSBURG		UNITED STATES	PA	SAINT THOMAS
CHAMBERSBURG		UNITED STATES	PA	SCOTLAND
CHAMBERSBURG		UNITED STATES	PA	WILLIAMSON
CHARLESTON	CHARLESTON	UNITED STATES	SC	ADAMS RUN
CHARLESTON	CHARLESTON	UNITED STATES	SC	AWENDAW
CHARLESTON	CHARLESTON	UNITED STATES	SC	BONNEAU
CHARLESTON	CHARLESTON	UNITED STATES	SC	CHARLESTON
CHARLESTON	CHARLESTON	UNITED STATES	SC	CHARLESTON AFB
CHARLESTON	CHARLESTON	UNITED STATES	SC	CORDESVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	CROSS
CHARLESTON	CHARLESTON	UNITED STATES	SC	DORCHESTER
CHARLESTON	CHARLESTON	UNITED STATES	SC	GOOSE CREEK
CHARLESTON	CHARLESTON	UNITED STATES	SC	HANAHAN
CHARLESTON	CHARLESTON	UNITED STATES	SC	HARLEYVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	HOLLYWOOD
CHARLESTON	CHARLESTON	UNITED STATES	SC	HUGER
CHARLESTON	CHARLESTON	UNITED STATES	SC	ISLE OF PALMS
CHARLESTON	CHARLESTON	UNITED STATES	SC	JOHNS ISLAND
CHARLESTON	CHARLESTON	UNITED STATES	SC	LADSON
CHARLESTON	CHARLESTON	UNITED STATES	SC	MONCKS CORNER
CHARLESTON	CHARLESTON	UNITED STATES	SC	MOUNT PLEASANT
CHARLESTON	CHARLESTON	UNITED STATES	SC	PINOPOLIS
CHARLESTON	CHARLESTON	UNITED STATES	SC	RAVENEL
CHARLESTON	CHARLESTON	UNITED STATES	SC	REEVESVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	RIDGEVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	ROUND O
CHARLESTON	CHARLESTON	UNITED STATES	SC	SAINT GEORGE
CHARLESTON	CHARLESTON	UNITED STATES	SC	SULLIVANS ISLAND
CHARLESTON	CHARLESTON	UNITED STATES	SC	SUMMERVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	WADMALAW ISLAND
CHARLOTTE		UNITED STATES	NC	CHARLOTTE
CHARLOTTE		UNITED STATES	NC	CONCORD
CHARLOTTE		UNITED STATES	NC	MONROE
CHICAGO		UNITED STATES	IL	ADDISON
CHICAGO		UNITED STATES	IL	AMF OHARE
CHICAGO		UNITED STATES	IL	ANTIOCH
CHICAGO		UNITED STATES	IL	ARLINGTON HEIGHTS
CHICAGO		UNITED STATES	IL	BARRINGTON
CHICAGO		UNITED STATES	IL	BARTLETT
CHICAGO		UNITED STATES	IL	BELLWOOD

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CHICAGO		UNITED STATES	IL	BENSENVILLE
CHICAGO		UNITED STATES	IL	BERKELEY
CHICAGO		UNITED STATES	IL	BERWYN
CHICAGO		UNITED STATES	IL	BLOOMINGDALE
CHICAGO		UNITED STATES	IL	BLUE ISLAND
CHICAGO		UNITED STATES	IL	BOLINGBROOK
CHICAGO		UNITED STATES	IL	BRIDGEVIEW
CHICAGO		UNITED STATES	IL	BROOKFIELD
CHICAGO		UNITED STATES	IL	BUFFALO GROVE
CHICAGO		UNITED STATES	IL	BURBANK
CHICAGO		UNITED STATES	IL	CALUMET CITY
CHICAGO		UNITED STATES	IL	CAROL STREAM
CHICAGO		UNITED STATES	IL	CARPENTERSVILLE
CHICAGO		UNITED STATES	IN	CEDAR LAKE
CHICAGO		UNITED STATES	IL	CHICAGO
CHICAGO		UNITED STATES	IL	CHICAGO HEIGHTS
CHICAGO		UNITED STATES	IL	CHICAGO RIDGE
CHICAGO		UNITED STATES	IL	CICERO
CHICAGO		UNITED STATES	IL	CLARENDON HILLS
CHICAGO		UNITED STATES	IL	COUNTRY CLUB HILLS
CHICAGO		UNITED STATES	IL	CRETE
CHICAGO		UNITED STATES	IN	CROWN POINT
CHICAGO		UNITED STATES	IL	DEERFIELD
CHICAGO		UNITED STATES	IL	DES PLAINES
CHICAGO		UNITED STATES	IL	DOLTON
CHICAGO		UNITED STATES	IL	DOWNERS GROVE
CHICAGO		UNITED STATES	IN	DYER
CHICAGO		UNITED STATES	IN	EAST CHICAGO
CHICAGO		UNITED STATES	IL	ELGIN
CHICAGO		UNITED STATES	IL	ELK GROVE VILLAGE
CHICAGO		UNITED STATES	IL	ELMHURST
CHICAGO		UNITED STATES	IL	EVANSTON
CHICAGO		UNITED STATES	IL	EVERGREEN PARK
CHICAGO		UNITED STATES	IL	FLOSSMOOR
CHICAGO		UNITED STATES	IL	FOREST PARK
CHICAGO		UNITED STATES	IL	FORT SHERIDAN
CHICAGO		UNITED STATES	IL	FOX LAKE
CHICAGO		UNITED STATES	IL	FOX RIVER GROVE
CHICAGO		UNITED STATES	IL	FRANKFORT
CHICAGO		UNITED STATES	IL	FRANKLIN PARK
CHICAGO		UNITED STATES	IN	GARY
CHICAGO		UNITED STATES	IL	GLEN ELLYN

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CHICAGO		UNITED STATES	IL	GLENCOE
CHICAGO		UNITED STATES	IL	GLENDALE HEIGHTS
CHICAGO		UNITED STATES	IL	GLENVIEW
CHICAGO		UNITED STATES	IL	GLENVIEW NAS
CHICAGO		UNITED STATES	IL	GLENWOOD
CHICAGO		UNITED STATES	IL	GRAYSLAKE
CHICAGO		UNITED STATES	IL	GREAT LAKES
CHICAGO		UNITED STATES	IN	GRIFFITH
CHICAGO		UNITED STATES	IL	GURNEE
CHICAGO		UNITED STATES	IN	HAMMOND
CHICAGO		UNITED STATES	IL	HARVEY
CHICAGO		UNITED STATES	IL	HAZEL CREST
CHICAGO		UNITED STATES	IL	HICKORY HILLS
CHICAGO		UNITED STATES	IL	HIGHLAND PARK
CHICAGO		UNITED STATES	IL	HIGHWOOD
CHICAGO		UNITED STATES	IL	HILLSIDE
CHICAGO		UNITED STATES	IL	HINES
CHICAGO		UNITED STATES	IL	HINSDALE
CHICAGO		UNITED STATES	IN	HOBART
CHICAGO		UNITED STATES	IL	HOMETOWN
CHICAGO		UNITED STATES	IL	HOMEWOOD
CHICAGO		UNITED STATES	IL	INGLESIDE
CHICAGO		UNITED STATES	IL	ISLAND LAKE
CHICAGO		UNITED STATES	IL	ITASCA
CHICAGO		UNITED STATES	IL	JOLIET
CHICAGO		UNITED STATES	IL	JUSTICE
CHICAGO		UNITED STATES	IL	KENILWORTH
CHICAGO		UNITED STATES	IL	LA GRANGE
CHICAGO		UNITED STATES	IL	LAKE BLUFF
CHICAGO		UNITED STATES	IL	LAKE FOREST
CHICAGO		UNITED STATES	IL	LAKE VILLA
CHICAGO		UNITED STATES	IL	LAKE ZURICH
CHICAGO		UNITED STATES	IL	LANSING
CHICAGO		UNITED STATES	IL	LEMONT
CHICAGO		UNITED STATES	IL	LIBERTYVILLE
CHICAGO		UNITED STATES	IL	LINCOLNSHIRE
CHICAGO		UNITED STATES	IL	LISLE
CHICAGO		UNITED STATES	IL	LOCKPORT
CHICAGO		UNITED STATES	IL	LOMBARD
CHICAGO		UNITED STATES	IL	LYONS
CHICAGO		UNITED STATES	IL	MATTESON
CHICAGO		UNITED STATES	IL	MAYWOOD

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CHICAGO		UNITED STATES	IL	MEDINAH
CHICAGO		UNITED STATES	IL	MELROSE PARK
CHICAGO		UNITED STATES	IN	MERRILLVILLE
CHICAGO		UNITED STATES	IL	MIDLOTHIAN
CHICAGO		UNITED STATES	IL	MOKENA
CHICAGO		UNITED STATES	IL	MONEE
CHICAGO		UNITED STATES	IL	MORTON GROVE
CHICAGO		UNITED STATES	IL	MOUNT PROSPECT
CHICAGO		UNITED STATES	IL	MUNDELEIN
CHICAGO		UNITED STATES	IN	MUNSTER
CHICAGO		UNITED STATES	IL	NAPERVILLE
CHICAGO		UNITED STATES	IL	NEW LENOX
CHICAGO		UNITED STATES	IL	NORTH CHICAGO
CHICAGO		UNITED STATES	IL	NORTHBROOK
CHICAGO		UNITED STATES	IL	OAK FOREST
CHICAGO		UNITED STATES	IL	OAK LAWN
CHICAGO		UNITED STATES	IL	OAK PARK
CHICAGO		UNITED STATES	IL	OLYMPIA FIELDS
CHICAGO		UNITED STATES	IL	ORLAND PARK
CHICAGO		UNITED STATES	IL	PALATINE
CHICAGO		UNITED STATES	IL	PALOS HEIGHTS
CHICAGO		UNITED STATES	IL	PALOS HILLS
CHICAGO		UNITED STATES	IL	PALOS PARK
CHICAGO		UNITED STATES	IL	PARK FOREST
CHICAGO		UNITED STATES	IL	PARK RIDGE
CHICAGO		UNITED STATES	IL	POSEN
CHICAGO		UNITED STATES	IL	PROSPECT HEIGHTS
CHICAGO		UNITED STATES	IL	RIGHTON PARK
CHICAGO		UNITED STATES	IL	RIVER FOREST
CHICAGO		UNITED STATES	IL	RIVER GROVE
CHICAGO		UNITED STATES	IL	RIVERDALE
CHICAGO		UNITED STATES	IL	RIVERSIDE
CHICAGO		UNITED STATES	IL	ROBBINS
CHICAGO		UNITED STATES	IL	ROLLING MEADOWS
CHICAGO		UNITED STATES	IL	ROSELLE
CHICAGO		UNITED STATES	IL	ROUND LAKE
CHICAGO		UNITED STATES	IN	SAINT JOHN
CHICAGO		UNITED STATES	IL	SCHAUMBURG
CHICAGO		UNITED STATES	IN	SCHERERVILLE
CHICAGO		UNITED STATES	IL	SCHILLER PARK
CHICAGO		UNITED STATES	IL	SKOKIE
CHICAGO		UNITED STATES	IL	SOUTH ELGIN

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CHICAGO		UNITED STATES	IL	SOUTH HOLLAND
CHICAGO		UNITED STATES	IL	STEGER
CHICAGO		UNITED STATES	IL	STONE PARK
CHICAGO		UNITED STATES	IL	STREAMWOOD
CHICAGO		UNITED STATES	IL	SUMMIT ARGO
CHICAGO		UNITED STATES	IL	TECHNY
CHICAGO		UNITED STATES	IL	THORNTON
CHICAGO		UNITED STATES	IL	TINLEY PARK
CHICAGO		UNITED STATES	IL	VERNON HILLS
CHICAGO		UNITED STATES	IL	VILLA PARK
CHICAGO		UNITED STATES	IL	WADSWORTH
CHICAGO		UNITED STATES	IL	WARRENVILLE
CHICAGO		UNITED STATES	IL	WAUCONDA
CHICAGO		UNITED STATES	IL	WAUKEGAN
CHICAGO		UNITED STATES	IL	WEST CHICAGO
CHICAGO		UNITED STATES	IL	WESTCHESTER
CHICAGO		UNITED STATES	IL	WESTERN SPRINGS
CHICAGO		UNITED STATES	IL	WESTMONT
CHICAGO		UNITED STATES	IL	WHEATON
CHICAGO		UNITED STATES	IL	WHEELING
CHICAGO		UNITED STATES	IN	WHITING
CHICAGO		UNITED STATES	IL	WILLOW SPRINGS
CHICAGO		UNITED STATES	IL	WILMETTE
CHICAGO		UNITED STATES	IL	WINFIELD
CHICAGO		UNITED STATES	IL	WINNETKA
CHICAGO		UNITED STATES	IL	WINTHROP HARBOR
CHICAGO		UNITED STATES	IL	WOOD DALE
CHICAGO		UNITED STATES	IL	WORTH
CHICAGO		UNITED STATES	IL	ZION
CINCINNATI GROUP		UNITED STATES	OH	ADDYSTON
CINCINNATI GROUP		UNITED STATES	KY	BELLEVUE
CINCINNATI GROUP		UNITED STATES	OH	CAMP DENNISON
CINCINNATI GROUP		UNITED STATES	OH	CINCINNATI
CINCINNATI GROUP		UNITED STATES	KY	COVINGTON
CINCINNATI GROUP		UNITED STATES	KY	DAYTON
CINCINNATI GROUP		UNITED STATES	KY	ERLANGER
CINCINNATI GROUP		UNITED STATES	OH	FAIRFIELD
CINCINNATI GROUP		UNITED STATES	KY	FLORENCE
CINCINNATI GROUP		UNITED STATES	KY	FORT THOMAS
CINCINNATI GROUP		UNITED STATES	KY	FT MITCHELL
CINCINNATI GROUP		UNITED STATES	OH	HARRISON
CINCINNATI GROUP		UNITED STATES	KY	HEBRON

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CINCINNATI GROUP	UNITED STATES	KY	LATONIA
CINCINNATI GROUP	UNITED STATES	OH	LOVELAND
CINCINNATI GROUP	UNITED STATES	OH	MAINEVILLE
CINCINNATI GROUP	UNITED STATES	OH	MASON
CINCINNATI GROUP	UNITED STATES	KY	MELBOURNE
CINCINNATI GROUP	UNITED STATES	OH	MIAMITOWN
CINCINNATI GROUP	UNITED STATES	OH	MIAMIVILLE
CINCINNATI GROUP	UNITED STATES	OH	MILFORD
CINCINNATI GROUP	UNITED STATES	OH	MOUNT SAINT JOSEPH
CINCINNATI GROUP	UNITED STATES	KY	NEWPORT
CINCINNATI GROUP	UNITED STATES	OH	NORTH BEND
CINCINNATI GROUP	UNITED STATES	OH	ROSS
CINCINNATI GROUP	UNITED STATES	KY	SILVER GROVE
CINCINNATI GROUP	UNITED STATES	OH	TERRACE PARK
CINCINNATI GROUP	UNITED STATES	OH	WEST CHESTER
CLEVELAND	UNITED STATES	OH	AVON
CLEVELAND	UNITED STATES	OH	AVON LAKE
CLEVELAND	UNITED STATES	OH	BAY VILLAGE
CLEVELAND	UNITED STATES	OH	BEACHWOOD
CLEVELAND	UNITED STATES	OH	BEDFORD
CLEVELAND	UNITED STATES	OH	BEREA
CLEVELAND	UNITED STATES	OH	BRECKSVILLE
CLEVELAND	UNITED STATES	OH	BROADVIEW HEIGHTS
CLEVELAND	UNITED STATES	OH	BROOKPARK
CLEVELAND	UNITED STATES	OH	BRUNSWICK
CLEVELAND	UNITED STATES	OH	CHAGRIN FALLS
CLEVELAND	UNITED STATES	OH	CHESTERLAND
CLEVELAND	UNITED STATES	OH	CLEVELAND
CLEVELAND	UNITED STATES	OH	COLUMBIA STATION
CLEVELAND	UNITED STATES	OH	EASTLAKE
CLEVELAND	UNITED STATES	OH	EUCLID
CLEVELAND	UNITED STATES	OH	GATES MILLS
CLEVELAND	UNITED STATES	OH	HINCKLEY
CLEVELAND	UNITED STATES	OH	INDEPENDENCE
CLEVELAND	UNITED STATES	OH	MACEDONIA
CLEVELAND	UNITED STATES	OH	MAPLE HEIGHTS
CLEVELAND	UNITED STATES	OH	NORTH OLMSTED
CLEVELAND	UNITED STATES	OH	NORTH RIDGEVILLE
CLEVELAND	UNITED STATES	OH	NORTH ROYALTON
CLEVELAND	UNITED STATES	OH	NORTHFIELD
CLEVELAND	UNITED STATES	OH	NOVELTY
CLEVELAND	UNITED STATES	OH	OLMSTED FALLS

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CLEVELAND		UNITED STATES	OH	RICHFIELD
CLEVELAND		UNITED STATES	OH	ROCKY RIVER
CLEVELAND		UNITED STATES	OH	OLON
CLEVELAND		UNITED STATES	OH	STREETSBORO
CLEVELAND		UNITED STATES	OH	STRONGSVILLE
CLEVELAND		UNITED STATES	OH	TWINSBURG
CLEVELAND		UNITED STATES	OH	WESTLAKE
CLEVELAND		UNITED STATES	OH	WICKLIFFE
CLEVELAND		UNITED STATES	OH	WILLOUGHBY
COLOMA		UNITED STATES	MI	BENTON HARBOR
COLOMA		UNITED STATES	MI	COLOMA
COLOMA		UNITED STATES	MI	COVERT
COLOMA		UNITED STATES	MI	HAGAR SHORES
COLOMA		UNITED STATES	MI	HARTFORD
COLOMA		UNITED STATES	MI	WATERVLIET
COLORADO SPRINGS		UNITED STATES	CO	CALHAN
COLORADO SPRINGS		UNITED STATES	CO	CASCADE
COLORADO SPRINGS		UNITED STATES	CO	CHEYENNE MOUNTAIN AFB
COLORADO SPRINGS		UNITED STATES	CO	COLORADO SPRINGS
COLORADO SPRINGS		UNITED STATES	CO	DIVIDE
COLORADO SPRINGS		UNITED STATES	CO	ELBERT
COLORADO SPRINGS		UNITED STATES	CO	FLORISSANT
COLORADO SPRINGS		UNITED STATES	CO	FORT CARSON
COLORADO SPRINGS		UNITED STATES	CO	FOUNTAIN
COLORADO SPRINGS		UNITED STATES	CO	LARKSPUR
COLORADO SPRINGS		UNITED STATES	CO	MANITOU SPRINGS
COLORADO SPRINGS		UNITED STATES	CO	MONUMENT
COLORADO SPRINGS		UNITED STATES	CO	PALMER LAKE
COLORADO SPRINGS		UNITED STATES	CO	PEYTON
COLORADO SPRINGS		UNITED STATES	CO	PUEBLO
COLORADO SPRINGS		UNITED STATES	CO	U S A F ACADEMY
COLORADO SPRINGS		UNITED STATES	CO	WOODLAND PARK
COLORADO SPRINGS		UNITED STATES	CO	YODER
COLUMBUS		UNITED STATES	OH	ALEXANDRIA
COLUMBUS		UNITED STATES	OH	AMLIN
COLUMBUS		UNITED STATES	OH	ASHVILLE
COLUMBUS		UNITED STATES	OH	BALTIMORE
COLUMBUS		UNITED STATES	OH	BLACKLICK
COLUMBUS		UNITED STATES	OH	CANAL WINCHESTER
COLUMBUS		UNITED STATES	OH	CARROLL
COLUMBUS		UNITED STATES	GA	CATAULA
COLUMBUS		UNITED STATES	GA	COLUMBUS

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COLUMBUS		UNITED STATES	OH	COLUMBUS
COLUMBUS		UNITED STATES	OH	CROTON
COLUMBUS		UNITED STATES	OH	DUBLIN
COLUMBUS		UNITED STATES	GA	FORT BENNING
COLUMBUS		UNITED STATES	AL	FORT MITCHELL
COLUMBUS		UNITED STATES	GA	FORTSON
COLUMBUS		UNITED STATES	OH	GALENA
COLUMBUS		UNITED STATES	OH	GALLOWAY
COLUMBUS		UNITED STATES	OH	GROVE CITY
COLUMBUS		UNITED STATES	OH	GROVEPORT
COLUMBUS		UNITED STATES	OH	HILLIARD
COLUMBUS		UNITED STATES	OH	JOHNSTOWN
COLUMBUS		UNITED STATES	OH	LOCKBOURNE
COLUMBUS		UNITED STATES	GA	MIDLAND
COLUMBUS		UNITED STATES	OH	MILLERSPORT
COLUMBUS		UNITED STATES	OH	NEW ALBANY
COLUMBUS		UNITED STATES	OH	ORIENT
COLUMBUS		UNITED STATES	OH	PATASKALA
COLUMBUS		UNITED STATES	AL	PHENIX CITY
COLUMBUS		UNITED STATES	OH	PICKERINGTON
COLUMBUS		UNITED STATES	OH	PLAIN CITY
COLUMBUS		UNITED STATES	OH	POWELL
COLUMBUS		UNITED STATES	OH	RAYMOND
COLUMBUS		UNITED STATES	OH	REYNOLDSBURG
COLUMBUS		UNITED STATES	AL	SALEM
COLUMBUS		UNITED STATES	AL	SMITHS
COLUMBUS		UNITED STATES	OH	SUNBURY
COLUMBUS		UNITED STATES	OH	WEST JEFFERSON
COLUMBUS		UNITED STATES	OH	WESTERVILLE
CONCORD		UNITED STATES	CA	CONCORD
CONNELL		UNITED STATES	WA	CONNELL
DALLAS		UNITED STATES	TX	ALLEN
DALLAS		UNITED STATES	TX	CARROLLTON
DALLAS		UNITED STATES	TX	CEDAR HILL
DALLAS		UNITED STATES	TX	COPPELL
DALLAS		UNITED STATES	TX	CRANDALL
DALLAS		UNITED STATES	TX	DALLAS
DALLAS		UNITED STATES	TX	DE SOTO
DALLAS		UNITED STATES	TX	DUNCANVILLE
DALLAS		UNITED STATES	TX	FERRIS
DALLAS		UNITED STATES	TX	FORNEY
DALLAS		UNITED STATES	TX	FRISCO

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DALLAS		UNITED STATES	TX	GARLAND
DALLAS		UNITED STATES	TX	GRAND PRAIRIE
DALLAS		UNITED STATES	TX	HUTCHINS
DALLAS		UNITED STATES	TX	IRVING
DALLAS		UNITED STATES	TX	LAKE DALLAS
DALLAS		UNITED STATES	TX	LANCASTER
DALLAS		UNITED STATES	TX	LEWISVILLE
DALLAS		UNITED STATES	TX	MESQUITE
DALLAS		UNITED STATES	TX	MIDLOTHIAN
DALLAS		UNITED STATES	TX	PALMER
DALLAS		UNITED STATES	TX	PLANO
DALLAS		UNITED STATES	TX	PROSPER
DALLAS		UNITED STATES	TX	RED OAK
DALLAS		UNITED STATES	TX	RICHARDSON
DALLAS		UNITED STATES	TX	ROCKWALL
DALLAS		UNITED STATES	TX	ROWLETT
DALLAS		UNITED STATES	TX	ROYSE CITY
DALLAS		UNITED STATES	TX	SCURRY
DALLAS		UNITED STATES	TX	SEAGOVILLE
DALLAS		UNITED STATES	TX	WILMER
DALLAS		UNITED STATES	TX	WYLIE
DANVILLE		UNITED STATES	VA	BLAIRS
DANVILLE		UNITED STATES	VA	DANVILLE
DANVILLE		UNITED STATES	VA	DRY FORK
DANVILLE		UNITED STATES	VA	KEELING
DANVILLE		UNITED STATES	VA	RINGGOLD
DAYTON		UNITED STATES	OH	DAYTON
DAYVILLE		UNITED STATES	CT	ABINGTON
DAYVILLE		UNITED STATES	CT	BALLOUVILLE
DAYVILLE		UNITED STATES	CT	BROOKLYN
DAYVILLE		UNITED STATES	CT	CENTRAL VILLAGE
DAYVILLE		UNITED STATES	RI	CHEPACHET
DAYVILLE		UNITED STATES	CT	DANIELSON
DAYVILLE		UNITED STATES	CT	DAYVILLE
DAYVILLE		UNITED STATES	CT	EAST KILLINGLY
DAYVILLE		UNITED STATES	RI	FOSTER
DAYVILLE		UNITED STATES	CT	GROSVENOR DALE
DAYVILLE		UNITED STATES	CT	MOOSUP
DAYVILLE		UNITED STATES	CT	NORTH GROSVENOR DALE
DAYVILLE		UNITED STATES	CT	POMFRET
DAYVILLE		UNITED STATES	CT	POMFRET CENTER
DAYVILLE		UNITED STATES	CT	PUTNAM

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DAYVILLE		UNITED STATES	CT	ROGERS
DAYVILLE		UNITED STATES	CT	SOUTH WOODSTOCK
DAYVILLE		UNITED STATES	CT	STERLING
DAYVILLE		UNITED STATES	CT	THOMPSON
DAYVILLE		UNITED STATES	CT	WAUREGAN
DAYVILLE		UNITED STATES	CT	WOODSTOCK
DENISON		UNITED STATES	IA	ARION
DENISON		UNITED STATES	IA	DENISON
DENISON		UNITED STATES	IA	DOW CITY
DENISON		UNITED STATES	IA	SCHLESWIG
DENISON		UNITED STATES	IA	VAIL
DENVER GROUP		UNITED STATES	CO	ARVADA
DENVER GROUP		UNITED STATES	CO	AURORA
DENVER GROUP		UNITED STATES	CO	BRIGHTON
DENVER GROUP		UNITED STATES	CO	BROOMFIELD
DENVER GROUP		UNITED STATES	CO	COMMERCE CITY
DENVER GROUP		UNITED STATES	CO	DENVER
DENVER GROUP		UNITED STATES	CO	EASTLAKE
DENVER GROUP		UNITED STATES	CO	ENGLEWOOD
DENVER GROUP		UNITED STATES	CO	GOLDEN
DENVER GROUP		UNITED STATES	CO	HENDERSON
DENVER GROUP		UNITED STATES	CO	LAFAYETTE
DENVER GROUP		UNITED STATES	CO	LAKEWOOD
DENVER GROUP		UNITED STATES	CO	LITTLETON
DENVER GROUP		UNITED STATES	CO	LONGMONT
DENVER GROUP		UNITED STATES	CO	WESTMINSTER
DENVER GROUP		UNITED STATES	CO	WHEAT RIDGE
DETROIT GROUP		UNITED STATES	MI	ALLEN PARK
DETROIT GROUP		UNITED STATES	MI	AUBURN HILLS
DETROIT GROUP		UNITED STATES	MI	BELLEVILLE
DETROIT GROUP		UNITED STATES	MI	BERKLEY
DETROIT GROUP		UNITED STATES	MI	BIRMINGHAM
DETROIT GROUP		UNITED STATES	MI	BLOOMFIELD HILLS
DETROIT GROUP		UNITED STATES	MI	CANTON
DETROIT GROUP		UNITED STATES	MI	CARLETON
DETROIT GROUP		UNITED STATES	MI	CENTER LINE
DETROIT GROUP		UNITED STATES	MI	CLAWSON
DETROIT GROUP		UNITED STATES	MI	CLINTON
DETROIT GROUP		UNITED STATES	MI	DEARBORN
DETROIT GROUP		UNITED STATES	MI	DEARBORN HEIGHTS
DETROIT GROUP		UNITED STATES	MI	DETROIT
DETROIT GROUP		UNITED STATES	MI	EASTPOINTE

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DETROIT GROUP		UNITED STATES	MI	ECORSE
DETROIT GROUP		UNITED STATES	MI	FARMINGTON
DETROIT GROUP		UNITED STATES	MI	FERNDAL
DETROIT GROUP		UNITED STATES	MI	FLAT ROCK
DETROIT GROUP		UNITED STATES	MI	FRANKLIN
DETROIT GROUP		UNITED STATES	MI	FRASER
DETROIT GROUP		UNITED STATES	MI	GARDEN CITY
DETROIT GROUP		UNITED STATES	MI	GROSSE ILE
DETROIT GROUP		UNITED STATES	MI	GROSSE POINTE
DETROIT GROUP		UNITED STATES	MI	HARPER WOODS
DETROIT GROUP		UNITED STATES	MI	HARRISON TOWNSHIP
DETROIT GROUP		UNITED STATES	MI	HAZEL PARK
DETROIT GROUP		UNITED STATES	MI	HUNTINGTON WOODS
DETROIT GROUP		UNITED STATES	MI	INKSTER
DETROIT GROUP		UNITED STATES	MI	KEEGO HARBOR
DETROIT GROUP		UNITED STATES	MI	LINCOLN PARK
DETROIT GROUP		UNITED STATES	MI	LIVONIA
DETROIT GROUP		UNITED STATES	MI	MACOMB
DETROIT GROUP		UNITED STATES	MI	MADISON HEIGHTS
DETROIT GROUP		UNITED STATES	MI	MELVINDALE
DETROIT GROUP		UNITED STATES	MI	MOUNT CLEMENS
DETROIT GROUP		UNITED STATES	MI	NEW BOSTON
DETROIT GROUP		UNITED STATES	MI	NORTHVILLE
DETROIT GROUP		UNITED STATES	MI	NOVI
DETROIT GROUP		UNITED STATES	MI	OAK PARK
DETROIT GROUP		UNITED STATES	MI	PLEASANT RIDGE
DETROIT GROUP		UNITED STATES	MI	PLYMOUTH
DETROIT GROUP		UNITED STATES	MI	PONTIAC
DETROIT GROUP		UNITED STATES	MI	REDFORD
DETROIT GROUP		UNITED STATES	MI	RIVER ROUGE
DETROIT GROUP		UNITED STATES	MI	ROCHESTER
DETROIT GROUP		UNITED STATES	MI	ROCKWOOD
DETROIT GROUP		UNITED STATES	MI	ROMULUS
DETROIT GROUP		UNITED STATES	MI	ROSEVILLE
DETROIT GROUP		UNITED STATES	MI	ROYAL OAK
DETROIT GROUP		UNITED STATES	MI	SAINT CLAIR SHORES
DETROIT GROUP		UNITED STATES	MI	SOUTH ROCKWOOD
DETROIT GROUP		UNITED STATES	MI	SOUTHFIELD
DETROIT GROUP		UNITED STATES	MI	SOUTHGATE
DETROIT GROUP		UNITED STATES	MI	STERLING HEIGHTS
DETROIT GROUP		UNITED STATES	MI	TAYLOR
DETROIT GROUP		UNITED STATES	MI	TRENTON

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DETROIT GROUP		UNITED STATES	MI	TROY
DETROIT GROUP		UNITED STATES	MI	UTICA
DETROIT GROUP		UNITED STATES	MI	WALLED LAKE
DETROIT GROUP		UNITED STATES	MI	WARREN
DETROIT GROUP		UNITED STATES	MI	WATERFORD
DETROIT GROUP		UNITED STATES	MI	WAYNE
DETROIT GROUP		UNITED STATES	MI	WEST BLOOMFIELD
DETROIT GROUP		UNITED STATES	MI	WESTLAND
DETROIT GROUP		UNITED STATES	MI	WIXOM
DETROIT GROUP		UNITED STATES	MI	WYANDOTTE
DETROIT GROUP		UNITED STATES	MI	YPSILANTI
DISNEY GROUP		UNITED STATES	FL	ALTAMONTE SPRINGS
DISNEY GROUP		UNITED STATES	FL	APOPKA
DISNEY GROUP		UNITED STATES	FL	ASTATULA
DISNEY GROUP		UNITED STATES	FL	CASSELBERRY
DISNEY GROUP		UNITED STATES	FL	CLERMONT
DISNEY GROUP		UNITED STATES	FL	GOLDENROD
DISNEY GROUP		UNITED STATES	FL	GOTHA
DISNEY GROUP		UNITED STATES	FL	HOWEY IN THE HILLS
DISNEY GROUP		UNITED STATES	FL	KILLARNEY
DISNEY GROUP		UNITED STATES	FL	KISSIMMEE
DISNEY GROUP		UNITED STATES	FL	LAKE MARY
DISNEY GROUP		UNITED STATES	FL	LAKE MONROE
DISNEY GROUP		UNITED STATES	FL	LONGWOOD
DISNEY GROUP		UNITED STATES	FL	MAITLAND
DISNEY GROUP		UNITED STATES	FL	MONTVERDE
DISNEY GROUP		UNITED STATES	FL	MOUNT DORA
DISNEY GROUP		UNITED STATES	FL	OAKLAND
DISNEY GROUP		UNITED STATES	FL	OCOE
DISNEY GROUP		UNITED STATES	FL	ORLANDO
DISNEY GROUP		UNITED STATES	FL	OVIEDO
DISNEY GROUP		UNITED STATES	FL	PLYMOUTH
DISNEY GROUP		UNITED STATES	FL	SANFORD
DISNEY GROUP		UNITED STATES	FL	TAVARES
DISNEY GROUP		UNITED STATES	FL	WINDERMERE
DISNEY GROUP		UNITED STATES	FL	WINTER GARDEN
DISNEY GROUP		UNITED STATES	FL	WINTER PARK
DISNEY GROUP		UNITED STATES	FL	WINTER SPRINGS
DISNEY GROUP		UNITED STATES	FL	YALAHA
DISNEY GROUP		UNITED STATES	FL	ZELLWOOD
DOVER		UNITED STATES	DE	CAMDEN WYOMING
DOVER		UNITED STATES	DE	DOVER

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DOVER		UNITED STATES	DE	DOVER AFB
DUNKIRK		UNITED STATES	NY	DUNKIRK
DURHAM GROUP		UNITED STATES	NC	APEX
DURHAM GROUP		UNITED STATES	NC	BYNUM
DURHAM GROUP		UNITED STATES	NC	CARY
DURHAM GROUP		UNITED STATES	NC	CHAPEL HILL
DURHAM GROUP		UNITED STATES	NC	DURHAM
DURHAM GROUP		UNITED STATES	NC	GARNER
DURHAM GROUP		UNITED STATES	NC	KNIGHTDALE
DURHAM GROUP		UNITED STATES	NC	MORRISVILLE
DURHAM GROUP		UNITED STATES	NC	RALEIGH
EASTON		UNITED STATES	ME	EASTON
EDEN		UNITED STATES	NC	EDEN
EGLIN AFB		UNITED STATES	FL	EGLIN AFB
EGLIN AFB		UNITED STATES	FL	HURLBURT FIELD
EGLIN AFB		UNITED STATES	FL	PENSACOLA
EL PASO		UNITED STATES	TX	EL PASO
EL PASO		UNITED STATES	TX	FORT BLISS
EL RENO		UNITED STATES	OK	EL RENO
EVANSVILLE GROUP		UNITED STATES	IN	EVANSVILLE
FAIRFIELD		UNITED STATES	CA	FAIRFIELD
FAIRFIELD		UNITED STATES	CA	TRAVIS AFB
FAIRFIELD		UNITED STATES	CA	VACAVILLE
FARGO		UNITED STATES	ND	FARGO
FAYETTEVILLE		UNITED STATES	NC	DUNN
FAYETTEVILLE		UNITED STATES	NC	FAYETTEVILLE
FAYETTEVILLE		UNITED STATES	NC	FORT BRAGG
FAYETTEVILLE		UNITED STATES	NC	LILLINGTON
FAYETTEVILLE		UNITED STATES	NC	POPE A F B
FAYETTEVILLE		UNITED STATES	NC	SANFORD
FAYETTEVILLE		UNITED STATES	NC	SPRING LAKE
FAYETTEVILLE		UNITED STATES	NC	VASS
FLORENCE		UNITED STATES	SC	DARLINGTON
FLORENCE		UNITED STATES	SC	EFFINGHAM
FLORENCE		UNITED STATES	SC	FLORENCE
FLORENCE		UNITED STATES	SC	TIMMONSVILLE
FOND DU LAC		UNITED STATES	WI	BROWNSVILLE
FOND DU LAC		UNITED STATES	WI	BYRON
FOND DU LAC		UNITED STATES	WI	CAMPBELLSPORT
FOND DU LAC		UNITED STATES	WI	EDEN
FOND DU LAC		UNITED STATES	WI	ELDORADO
FOND DU LAC		UNITED STATES	WI	FOND DU LAC

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FOND DU LAC		UNITED STATES	WI	LOMIRA
FOND DU LAC		UNITED STATES	WI	MALONE
FOND DU LAC		UNITED STATES	WI	MOUNT CALVARY
FOND DU LAC		UNITED STATES	WI	OAKFIELD
FOND DU LAC		UNITED STATES	WI	ROSENDALE
FOND DU LAC		UNITED STATES	WI	SAINT CLOUD
FOND DU LAC		UNITED STATES	WI	VAN DYNE
FOREST DALE		UNITED STATES	VT	FOREST DALE
FOREST PARK		UNITED STATES	GA	FOREST PARK
FORT CAMPBELL		UNITED STATES	TN	CLARKSVILLE
FORT CAMPBELL		UNITED STATES	KY	FORT CAMPBELL
FORT CAMPBELL		UNITED STATES	KY	LA FAYETTE
FORT DIX		UNITED STATES	NJ	FORT DIX
FORT DRUM		UNITED STATES	NY	FORT DRUM
FORT DRUM		UNITED STATES	NY	WATERTOWN
FORT MCCOY		UNITED STATES	FL	FORT MC COY
FORT POLK		UNITED STATES	LA	FORT POLK
FORT POLK		UNITED STATES	LA	FULLERTON
FORT POLK		UNITED STATES	LA	HICKS
FORT POLK		UNITED STATES	LA	LACAMP
FORT RILEY		UNITED STATES	KS	FORT RILEY
FORT RILEY		UNITED STATES	KS	JUNCTION CITY
FORT RILEY		UNITED STATES	KS	MANHATTAN
FORT RILEY		UNITED STATES	KS	OGDEN
FORT RUCKER		UNITED STATES	AL	ENTERPRISE
FORT RUCKER		UNITED STATES	AL	FORT RUCKER
FORT RUCKER		UNITED STATES	AL	NEW BROCKTON
FORT SILL		UNITED STATES	OK	FORT SILL
FORT WORTH		UNITED STATES	TX	ALEDO
FORT WORTH		UNITED STATES	TX	ARLINGTON
FORT WORTH		UNITED STATES	TX	AZLE
FORT WORTH		UNITED STATES	TX	BEDFORD
FORT WORTH		UNITED STATES	TX	BURLESON
FORT WORTH		UNITED STATES	TX	CARSWELL AFB
FORT WORTH		UNITED STATES	TX	COLLEYVILLE
FORT WORTH		UNITED STATES	TX	CRESSON
FORT WORTH		UNITED STATES	TX	CROWLEY
FORT WORTH		UNITED STATES	TX	EULESS
FORT WORTH		UNITED STATES	TX	FORT WORTH
FORT WORTH		UNITED STATES	TX	GODLEY
FORT WORTH		UNITED STATES	TX	GRAPEVINE
FORT WORTH		UNITED STATES	TX	HASLET

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FORT WORTH		UNITED STATES	TX	HURST
FORT WORTH		UNITED STATES	TX	JOSHUA
FORT WORTH		UNITED STATES	TX	KELLER
FORT WORTH		UNITED STATES	TX	KENNEDALE
FORT WORTH		UNITED STATES	TX	MANSFIELD
FORT WORTH		UNITED STATES	TX	WEATHERFORD
FRESNO		UNITED STATES	CA	CARUTHERS
FRESNO		UNITED STATES	CA	CLOVIS
FRESNO		UNITED STATES	CA	DEL REY
FRESNO		UNITED STATES	CA	FOWLER
FRESNO		UNITED STATES	CA	FRESNO
FRESNO		UNITED STATES	CA	FRIANT
FRESNO		UNITED STATES	CA	HELM
FRESNO		UNITED STATES	CA	KERMAN
FRESNO		UNITED STATES	CA	KINGSBURG
FRESNO		UNITED STATES	CA	LATON
FRESNO		UNITED STATES	CA	MADERA
FRESNO		UNITED STATES	CA	PARLIER
FRESNO		UNITED STATES	CA	RAISIN
FRESNO		UNITED STATES	CA	RIVERDALE
FRESNO		UNITED STATES	CA	SAN JOAQUIN
FRESNO		UNITED STATES	CA	SANGER
FRESNO		UNITED STATES	CA	SELMA
FRONT ROYAL		UNITED STATES	VA	FRONT ROYAL
GABILAN GROUP		UNITED STATES	CA	APTOS
GABILAN GROUP		UNITED STATES	CA	AROMAS
GABILAN GROUP		UNITED STATES	CA	CAPITOLA
GABILAN GROUP		UNITED STATES	CA	CASTROVILLE
GABILAN GROUP		UNITED STATES	CA	CHUALAR
GABILAN GROUP		UNITED STATES	CA	FREEDOM
GABILAN GROUP		UNITED STATES	CA	GILROY
GABILAN GROUP		UNITED STATES	CA	GONZALES
GABILAN GROUP		UNITED STATES	CA	HOLLISTER
GABILAN GROUP		UNITED STATES	CA	MARINA
GABILAN GROUP		UNITED STATES	CA	MONTEREY
GABILAN GROUP		UNITED STATES	CA	SALINAS
GABILAN GROUP		UNITED STATES	CA	SAN JUAN BAUTISTA
GABILAN GROUP		UNITED STATES	CA	SEASIDE
GABILAN GROUP		UNITED STATES	CA	SOQUEL
GABILAN GROUP		UNITED STATES	CA	WATSONVILLE
GAINESVILLE		UNITED STATES	FL	EARLETON
GAINESVILLE		UNITED STATES	FL	GAINESVILLE

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GAINESVILLE		UNITED STATES	GA	GAINESVILLE
GAINESVILLE		UNITED STATES	GA	PENDERGRASS
GAINESVILLE		UNITED STATES	FL	WALDO
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	ALVIN
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	BACLIFF
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	BAYTOWN
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	BELLAIRE
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	CHANNELVIEW
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	CONROE
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	CROSBY
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	CYPRESS
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	DAYTON
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	DEER PARK
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	DICKINSON
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	FRESNO
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	FRIENDSWOOD
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	FULSHEAR
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	GALENA PARK
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	HIGHLANDS
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	HOCKLEY
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	HOUSTON
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	HUFFMAN
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	HUMBLE
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	KATY
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	KEMAH
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	LA PORTE
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	LEAGUE CITY
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	MAGNOLIA
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	MANVEL
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	MISSOURI CITY
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	NEW CANEY
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	PASADENA
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	PEARLAND
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	PINEHURST
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	PORTER
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	RICHMOND
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	ROSENBERG
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	ROSHARON
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	SANTA FE
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	SEABROOK
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	SOUTH HOUSTON
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	SPLENDORA

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GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	SPRING
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	STAFFORD
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	SUGAR LAND
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	TOMBALL
GALVESTON BAY	GALVESTON BAY (ZONE 1)	UNITED STATES	TX	WEBSTER
GALVESTON BAY	GALVESTON BAY (ZONE 2)	UNITED STATES	TX	DANBURY
GALVESTON BAY	GALVESTON BAY (ZONE 2)	UNITED STATES	TX	FREEPORT
GALVESTON BAY	GALVESTON BAY (ZONE 2)	UNITED STATES	TX	GALVESTON
GALVESTON BAY	GALVESTON BAY (ZONE 2)	UNITED STATES	TX	HITCHCOCK
GALVESTON BAY	GALVESTON BAY (ZONE 2)	UNITED STATES	TX	LA MARQUE
GALVESTON BAY	GALVESTON BAY (ZONE 2)	UNITED STATES	TX	LIVERPOOL
GALVESTON BAY	GALVESTON BAY (ZONE 2)	UNITED STATES	TX	TEXAS CITY
GRAND RAPIDS GROUP		UNITED STATES	MI	ADA
GRAND RAPIDS GROUP		UNITED STATES	MI	ALLEDALE
GRAND RAPIDS GROUP		UNITED STATES	MI	BELMONT
GRAND RAPIDS GROUP		UNITED STATES	MI	BYRON CENTER
GRAND RAPIDS GROUP		UNITED STATES	MI	COMSTOCK PARK
GRAND RAPIDS GROUP		UNITED STATES	MI	COOPERSVILLE
GRAND RAPIDS GROUP		UNITED STATES	MI	GRAND HAVEN
GRAND RAPIDS GROUP		UNITED STATES	MI	GRAND RAPIDS
GRAND RAPIDS GROUP		UNITED STATES	MI	GRANDVILLE
GRAND RAPIDS GROUP		UNITED STATES	MI	HOLLAND
GRAND RAPIDS GROUP		UNITED STATES	MI	HUDSONVILLE
GRAND RAPIDS GROUP		UNITED STATES	MI	JENISON
GRAND RAPIDS GROUP		UNITED STATES	MI	MARNE
GRAND RAPIDS GROUP		UNITED STATES	MI	WEST OLIVE
GRAND RAPIDS GROUP		UNITED STATES	MI	ZEELAND
GRASS VALLEY		UNITED STATES	CA	GRASS VALLEY
GRASS VALLEY		UNITED STATES	CA	ROUGH AND READY
GREEN BAY		UNITED STATES	WI	GREEN BAY
GREENSBORO		UNITED STATES	NC	GREENSBORO
GREENVILLE		UNITED STATES	MS	GREENVILLE
GULFPORT	GULFPORT	UNITED STATES	MS	GULFPORT
GULFPORT		UNITED STATES	MS	BAY SAINT LOUIS
GULFPORT		UNITED STATES	MS	BILOXI
GULFPORT		UNITED STATES	MS	LONG BEACH
HANOVER		UNITED STATES	PA	ABBOTTSTOWN
HANOVER		UNITED STATES	PA	CODORUS
HANOVER		UNITED STATES	PA	HANOVER
HANOVER		UNITED STATES	PA	LITTLESTOWN
HANOVER		UNITED STATES	PA	MC SHERRYSTOWN
HANOVER		UNITED STATES	PA	MENGES MILLS

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HANOVER		UNITED STATES	PA	NEW OXFORD
HANOVER		UNITED STATES	PA	PORTERS SIDELING
HARRISONBURG		UNITED STATES	VA	BRIDGEWATER
HARRISONBURG		UNITED STATES	VA	BROADWAY
HARRISONBURG		UNITED STATES	VA	DAYTON
HARRISONBURG		UNITED STATES	VA	ELKTON
HARRISONBURG		UNITED STATES	VA	HARRISONBURG
HARRISONBURG		UNITED STATES	VA	HINTON
HARRISONBURG		UNITED STATES	VA	NEW MARKET
HARRISONBURG		UNITED STATES	VA	TIMBERVILLE
HATTIESBURG		UNITED STATES	MS	BEAUMONT
HATTIESBURG		UNITED STATES	MS	BROOKLYN
HATTIESBURG		UNITED STATES	MS	HATTIESBURG
HATTIESBURG		UNITED STATES	MS	WIGGINS
HAZLETON		UNITED STATES	PA	HAZLETON
HEBRON		UNITED STATES	OH	HEBRON
HERLONG		UNITED STATES	CA	HERLONG
HEYBURN		UNITED STATES	ID	HEYBURN
HICKORY GROUP		UNITED STATES	NC	BOOMER
HICKORY GROUP		UNITED STATES	NC	CATAWBA
HICKORY GROUP		UNITED STATES	NC	CLAREMONT
HICKORY GROUP		UNITED STATES	NC	COLLETTSVILLE
HICKORY GROUP		UNITED STATES	NC	CONNELLYS SPRINGS
HICKORY GROUP		UNITED STATES	NC	CONOVER
HICKORY GROUP		UNITED STATES	NC	GRANITE FALLS
HICKORY GROUP		UNITED STATES	NC	HARMONY
HICKORY GROUP		UNITED STATES	NC	HICKORY
HICKORY GROUP		UNITED STATES	NC	HIDDENITE
HICKORY GROUP		UNITED STATES	NC	HUDSON
HICKORY GROUP		UNITED STATES	NC	LENOIR
HICKORY GROUP		UNITED STATES	NC	MAIDEN
HICKORY GROUP		UNITED STATES	NC	MORAVIAN FALLS
HICKORY GROUP		UNITED STATES	NC	NEWTON
HICKORY GROUP		UNITED STATES	NC	OLIN
HICKORY GROUP		UNITED STATES	NC	SHERRILLS FORD
HICKORY GROUP		UNITED STATES	NC	STATESVILLE
HICKORY GROUP		UNITED STATES	NC	STONY POINT
HICKORY GROUP		UNITED STATES	NC	TAYLORSVILLE
HICKORY GROUP		UNITED STATES	NC	TERRELL
HICKORY GROUP		UNITED STATES	NC	TROUTMAN
HICKORY GROUP		UNITED STATES	NC	UNION GROVE
HICKORY GROUP		UNITED STATES	NC	VALDESE

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HIGH POINT GROUP		UNITED STATES	NC	HIGH POINT
HIGH POINT GROUP		UNITED STATES	NC	JAMESTOWN
HIGH POINT GROUP		UNITED STATES	NC	LEXINGTON
HIGH POINT GROUP		UNITED STATES	NC	LINWOOD
HIGH POINT GROUP		UNITED STATES	NC	SALISBURY
HIGH POINT GROUP		UNITED STATES	NC	SOPHIA
HIGH POINT GROUP		UNITED STATES	NC	SPENCER
HIGH POINT GROUP		UNITED STATES	NC	THOMASVILLE
HIGH POINT GROUP		UNITED STATES	NC	TRINITY
HUNTSVILLE		UNITED STATES	AL	HUNTSVILLE
IDAHO FALLS		UNITED STATES	ID	IDAHO FALLS
INDIANAPOLIS		UNITED STATES	IN	BEECH GROVE
INDIANAPOLIS		UNITED STATES	IN	CAMBY
INDIANAPOLIS		UNITED STATES	IN	CARMEL
INDIANAPOLIS		UNITED STATES	IN	FISHERS
INDIANAPOLIS		UNITED STATES	IN	GREENWOOD
INDIANAPOLIS		UNITED STATES	IN	INDIANAPOLIS
INDIANAPOLIS		UNITED STATES	IN	MC CORDSVILLE
INDIANAPOLIS		UNITED STATES	IN	NEW PALESTINE
INDIANAPOLIS		UNITED STATES	IN	NOBLESVILLE
INDIANAPOLIS		UNITED STATES	IN	WEST NEWTON
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	ATLANTIC BEACH
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	BRYCEVILLE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	CALLAHAN
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	FERNANDINA BEACH
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	GLEN SAINT MARY
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	GREEN COVE SPRINGS
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	HILLIARD
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	JACKSONVILLE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	JACKSONVILLE BEACH
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	LAWTEY
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	MACCLENNY
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	MIDDLEBURG
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	NEPTUNE BEACH
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	ORANGE PARK
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	PONTE VEDRA BEACH
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	RAIFORD
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	SAINT AUGUSTINE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	GA	SAINT GEORGE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	STARKE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	YULEE
JOHNSTON		UNITED STATES	IA	JOHNSTON

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KANSAS CITY		UNITED STATES	KS	BASEHOR
KANSAS CITY		UNITED STATES	MO	BELTON
KANSAS CITY		UNITED STATES	MO	BLUE SPRINGS
KANSAS CITY		UNITED STATES	KS	BONNER SPRINGS
KANSAS CITY		UNITED STATES	MO	BUCKNER
KANSAS CITY		UNITED STATES	MO	CAMDEN POINT
KANSAS CITY		UNITED STATES	MO	DEARBORN
KANSAS CITY		UNITED STATES	MO	EDGERTON
KANSAS CITY		UNITED STATES	MO	EXCELSIOR SPRINGS
KANSAS CITY		UNITED STATES	KS	FORT LEAVENWORTH
KANSAS CITY		UNITED STATES	MO	GRAIN VALLEY
KANSAS CITY		UNITED STATES	MO	GRANDVIEW
KANSAS CITY		UNITED STATES	MO	GREENWOOD
KANSAS CITY		UNITED STATES	MO	HOLT
KANSAS CITY		UNITED STATES	MO	INDEPENDENCE
KANSAS CITY		UNITED STATES	KS	KANSAS CITY
KANSAS CITY		UNITED STATES	MO	KANSAS CITY
KANSAS CITY		UNITED STATES	MO	KEARNEY
KANSAS CITY		UNITED STATES	KS	LANSING
KANSAS CITY		UNITED STATES	KS	LEAVENWORTH
KANSAS CITY		UNITED STATES	MO	LEES SUMMIT
KANSAS CITY		UNITED STATES	MO	LIBERTY
KANSAS CITY		UNITED STATES	KS	LINWOOD
KANSAS CITY		UNITED STATES	MO	OAK GROVE
KANSAS CITY		UNITED STATES	KS	OLATHE
KANSAS CITY		UNITED STATES	MO	PLATTE CITY
KANSAS CITY		UNITED STATES	MO	RAYMORE
KANSAS CITY		UNITED STATES	KS	SHAWNEE MISSION
KANSAS CITY		UNITED STATES	MO	SIBLEY
KANSAS CITY		UNITED STATES	MO	SMITHVILLE
KANSAS CITY		UNITED STATES	KS	SPRING HILL
KANSAS CITY		UNITED STATES	KS	STILWELL
KANSAS CITY		UNITED STATES	MO	TRIMBLE
LAFAYETTE		UNITED STATES	LA	LAFAYETTE
LAGUNA BEACH		UNITED STATES	CA	CAMP PENDLETON
LAGUNA BEACH		UNITED STATES	CA	EL TORO
LAGUNA BEACH		UNITED STATES	CA	FALLBROOK
LAGUNA BEACH		UNITED STATES	CA	FOOTHILL RANCH
LAGUNA BEACH		UNITED STATES	CA	LAGUNA BEACH
LAGUNA BEACH		UNITED STATES	CA	LAKE ELSINORE
LAGUNA BEACH		UNITED STATES	CA	LAKE FOREST
LAGUNA BEACH		UNITED STATES	CA	MURRIETA

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LAGUNA BEACH		UNITED STATES	CA	SAN CLEMENTE
LAGUNA BEACH		UNITED STATES	CA	SAN JUAN CAPISTRANO
LAGUNA BEACH		UNITED STATES	CA	TEMECULA
LAKE CHARLES	LAKE CHARLES	UNITED STATES	LA	LAKE CHARLES
LAKEVILLE		UNITED STATES	MN	ELKO
LAKEVILLE		UNITED STATES	MN	FARMINGTON
LAKEVILLE		UNITED STATES	MN	LAKEVILLE
LAKEVILLE		UNITED STATES	MN	NEW MARKET
LAKEVILLE		UNITED STATES	MN	PRIOR LAKE
LAKEVILLE		UNITED STATES	MN	ROSEMOUNT
LAS VEGAS		UNITED STATES	NV	HENDERSON
LAS VEGAS		UNITED STATES	NV	LAS VEGAS
LAS VEGAS		UNITED STATES	NV	NELLIS AFB
LAURENS		UNITED STATES	IA	LAURENS
LELAND		UNITED STATES	MS	GREENVILLE
LELAND		UNITED STATES	MS	LELAND
LEXINGTON		UNITED STATES	KY	GEORGETOWN
LEXINGTON		UNITED STATES	KY	KEENE
LEXINGTON		UNITED STATES	KY	LEXINGTON
LEXINGTON		UNITED STATES	KY	MIDWAY
LEXINGTON		UNITED STATES	KY	NICHOLASVILLE
LEXINGTON		UNITED STATES	KY	VERSAILLES
LIMESTONE		UNITED STATES	ME	LIMESTONE
LISBON		UNITED STATES	NH	LISBON
LIVINGSTON		UNITED STATES	TN	COOKEVILLE
LIVINGSTON		UNITED STATES	TN	LIVINGSTON
LODI		UNITED STATES	CA	LODI
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	ALHAMBRA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	ALTADENA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	ANAHEIM
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	ARCADIA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	BELL
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	BEVERLY HILLS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	BREA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	BUENA PARK
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	BURBANK
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	CALABASAS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	CANOGA PARK
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	CANYON COUNTRY
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	CHATSWORTH
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	CULVER CITY
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	CYPRESS

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LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	DOWNEY
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	DUARTE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	EL MONTE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	EL SEGUNDO
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	ENCINO
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	FOUNTAIN VALLEY
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	FULLERTON
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	GARDEN GROVE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	GLENDALE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	GRANADA HILLS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	HACIENDA HEIGHTS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	HAWTHORNE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	HUNTINGTON BEACH
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	HUNTINGTON PARK
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	INGLEWOOD
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	LA CANADA FLINTRIDGE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	LA CRESCENTA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	LA HABRA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	LA MIRADA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	LA PALMA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	LA PUENTE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	LOS ALAMITOS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	LOS ANGELES
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	LYNWOOD
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	MARINA DEL REY
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	MAYWOOD
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	MIDWAY CITY
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	MISSION HILLS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	MONROVIA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	MONTEBELLO
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	MONTEREY PARK
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	MONTROSE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	NEWHALL
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	NORTH HILLS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	NORTH HOLLYWOOD
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	NORTHRIDGE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	NORWALK
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	PACIFIC PALISADES
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	PACOIMA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	PANORAMA CITY
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	PASADENA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	PICO RIVERA

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LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	PLACENTIA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	PLAYA DEL REY
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	RESEDA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	ROSEMEAD
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	ROWLAND HEIGHTS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SAN FERNANDO
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SAN GABRIEL
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SAN MARINO
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SANTA ANA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SANTA FE SPRINGS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SANTA MONICA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SEAL BEACH
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SHERMAN OAKS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SIERRA MADRE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SOUTH EL MONTE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SOUTH GATE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SOUTH PASADENA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	STANTON
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	STUDIO CITY
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SUN VALLEY
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SUNLAND
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	SYLMAR
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	TARZANA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	TEMPLE CITY
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	TOPANGA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	TUJUNGA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	VALLEY VILLAGE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	VAN NUYS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	VENICE
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	WALNUT
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	WEST COVINA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	WESTMINSTER
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	WHITTIER
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	WINNETKA
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	WOODLAND HILLS
LOS ANGELES	LOS ANGELES (COMM) US	UNITED STATES	CA	YORBA LINDA
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	ARTESIA
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	BELLFLOWER
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	CARSON
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	CERRITOS
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	COMPTON
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	GARDENA

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LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	HARBOR CITY
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	HAWAIIAN GARDENS
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	HERMOSA BEACH
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	LAKEWOOD
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	LAWNDALE
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	LOMITA
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	LONG BEACH
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	MANHATTAN BEACH
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	PALOS VERDES PENINSULA
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	PARAMOUNT
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	REDONDO BEACH
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	SAN PEDRO
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	TORRANCE
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	WILMINGTON
LOUISVILLE GROUP		UNITED STATES	KY	BARDSTOWN
LOUISVILLE GROUP		UNITED STATES	KY	BROOKS
LOUISVILLE GROUP		UNITED STATES	KY	CRESTWOOD
LOUISVILLE GROUP		UNITED STATES	IN	ELIZABETH
LOUISVILLE GROUP		UNITED STATES	KY	FAIRDALE
LOUISVILLE GROUP		UNITED STATES	KY	FINCHVILLE
LOUISVILLE GROUP		UNITED STATES	KY	FISHERVILLE
LOUISVILLE GROUP		UNITED STATES	KY	FORT KNOX
LOUISVILLE GROUP		UNITED STATES	IN	JEFFERSONVILLE
LOUISVILLE GROUP		UNITED STATES	IN	LANESVILLE
LOUISVILLE GROUP		UNITED STATES	KY	LEBANON JUNCTION
LOUISVILLE GROUP		UNITED STATES	KY	LOUISVILLE
LOUISVILLE GROUP		UNITED STATES	KY	MOUNT WASHINGTON
LOUISVILLE GROUP		UNITED STATES	IN	NEW ALBANY
LOUISVILLE GROUP		UNITED STATES	KY	PROSPECT
LOUISVILLE GROUP		UNITED STATES	KY	RADCLIFF
LOUISVILLE GROUP		UNITED STATES	IN	SELLERSBURG
LOUISVILLE GROUP		UNITED STATES	KY	SHEPHERDSVILLE
LOUISVILLE GROUP		UNITED STATES	KY	SIMPSONVILLE
LOUISVILLE GROUP		UNITED STATES	KY	WEST POINT
LUMBERTON		UNITED STATES	NC	LUMBERTON
MACON		UNITED STATES	GA	FORT VALLEY
MACON		UNITED STATES	GA	MACON
MACON		UNITED STATES	GA	UNADILLA
MACON		UNITED STATES	GA	WARNER ROBINS
MARENGO		UNITED STATES	IN	MARENGO
MARTINSVILLE		UNITED STATES	VA	BASSETT
MARTINSVILLE		UNITED STATES	VA	COLLINSVILLE

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MARTINSVILLE		UNITED STATES	VA	FIELDALE
MARTINSVILLE		UNITED STATES	VA	MARTINSVILLE
MARTINSVILLE		UNITED STATES	VA	STANLEYTOWN
MARYSVILLE		UNITED STATES	CA	BEALE AFB
MARYSVILLE		UNITED STATES	CA	MARYSVILLE
MARYSVILLE		UNITED STATES	CA	YUBA CITY
MCALLEN		UNITED STATES	TX	BROWNSVILLE
MCALLEN		UNITED STATES	TX	HARLINGEN
MCALLEN		UNITED STATES	TX	HIDALGO
MCALLEN		UNITED STATES	TX	MCALLEN
MCALLEN		UNITED STATES	TX	PHARR
MCALLEN		UNITED STATES	TX	SAN JUAN
MECHANICSBURG GROUP		UNITED STATES	PA	BOILING SPRINGS
MECHANICSBURG GROUP		UNITED STATES	PA	CAMP HILL
MECHANICSBURG GROUP		UNITED STATES	PA	DAUPHINE
MECHANICSBURG GROUP		UNITED STATES	PA	DILLSBURG
MECHANICSBURG GROUP		UNITED STATES	PA	ENOLA
MECHANICSBURG GROUP		UNITED STATES	PA	ETTERS
MECHANICSBURG GROUP		UNITED STATES	PA	GRANTVILLE
MECHANICSBURG GROUP		UNITED STATES	PA	HARRISBURG
MECHANICSBURG GROUP		UNITED STATES	PA	HIGHSPIRE
MECHANICSBURG GROUP		UNITED STATES	PA	HUMMELSTOWN
MECHANICSBURG GROUP		UNITED STATES	PA	LEMOYNE
MECHANICSBURG GROUP		UNITED STATES	PA	LEWISBERRY
MECHANICSBURG GROUP		UNITED STATES	PA	MARYSVILLE
MECHANICSBURG GROUP		UNITED STATES	PA	MECHANICSBURG
MECHANICSBURG GROUP		UNITED STATES	PA	MIDDLETOWN
MECHANICSBURG GROUP		UNITED STATES	PA	NEW CUMBERLAND
MELBOURNE		UNITED STATES	FL	MELBOURNE
MELBOURNE		UNITED STATES	FL	PATRICK A F B
MEMPHIS		UNITED STATES	TN	ARLINGTON
MEMPHIS		UNITED STATES	TN	ATOKA
MEMPHIS		UNITED STATES	MS	BYHALIA
MEMPHIS		UNITED STATES	TN	COLLIERVILLE
MEMPHIS		UNITED STATES	TN	CORDOVA
MEMPHIS		UNITED STATES	AR	CRAWFORDSVILLE
MEMPHIS		UNITED STATES	AR	DRIVER
MEMPHIS		UNITED STATES	TN	DRUMMONDS
MEMPHIS		UNITED STATES	TN	EADS
MEMPHIS		UNITED STATES	AR	FRENCHMANS BAYOU
MEMPHIS		UNITED STATES	AR	GILMORE
MEMPHIS		UNITED STATES	MS	HERNANDO

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MEMPHIS		UNITED STATES	MS	HORN LAKE
MEMPHIS		UNITED STATES	AR	JOINER
MEMPHIS		UNITED STATES	MS	LAKE CORMORANT
MEMPHIS		UNITED STATES	AR	MARION
MEMPHIS		UNITED STATES	TN	MEMPHIS
MEMPHIS		UNITED STATES	TN	MILLINGTON
MEMPHIS		UNITED STATES	MS	NESBIT
MEMPHIS		UNITED STATES	TN	OAKLAND
MEMPHIS		UNITED STATES	MS	OLIVE BRANCH
MEMPHIS		UNITED STATES	AR	PROCTOR
MEMPHIS		UNITED STATES	TN	ROSSVILLE
MEMPHIS		UNITED STATES	MS	SOUTHAVEN
MEMPHIS		UNITED STATES	AR	TURRELL
MEMPHIS		UNITED STATES	MS	WALLS
MEMPHIS		UNITED STATES	AR	WEST MEMPHIS
MIAMI	MIAMI (ZONE 1)	UNITED STATES	FL	HIALEAH
MIAMI	MIAMI (ZONE 1)	UNITED STATES	FL	HOMESTEAD
MIAMI	MIAMI (ZONE 1)	UNITED STATES	FL	MIAMI
MIAMI	MIAMI (ZONE 2)	UNITED STATES	FL	DANIA
MIAMI	MIAMI (ZONE 2)	UNITED STATES	FL	DEERFIELD BEACH
MIAMI	MIAMI (ZONE 2)	UNITED STATES	FL	FORT LAUDERDALE
MIAMI	MIAMI (ZONE 2)	UNITED STATES	FL	HALLANDALE
MIAMI	MIAMI (ZONE 2)	UNITED STATES	FL	HOLLYWOOD
MIAMI	MIAMI (ZONE 2)	UNITED STATES	FL	POMPANO BEACH
MILWAUKEE		UNITED STATES	WI	BROOKFIELD
MILWAUKEE		UNITED STATES	WI	BUTLER
MILWAUKEE		UNITED STATES	WI	CALEDONIA
MILWAUKEE		UNITED STATES	WI	CUDAHY
MILWAUKEE		UNITED STATES	WI	ELM GROVE
MILWAUKEE		UNITED STATES	WI	FRANKLIN
MILWAUKEE		UNITED STATES	WI	GREENDALE
MILWAUKEE		UNITED STATES	WI	HALES CORNERS
MILWAUKEE		UNITED STATES	WI	MENOMONEE FALLS
MILWAUKEE		UNITED STATES	WI	MEQUON
MILWAUKEE		UNITED STATES	WI	MILWAUKEE
MILWAUKEE		UNITED STATES	WI	MUSKEGO
MILWAUKEE		UNITED STATES	WI	NEW BERLIN
MILWAUKEE		UNITED STATES	WI	OAK CREEK
MILWAUKEE		UNITED STATES	WI	SAINT FRANCIS
MILWAUKEE		UNITED STATES	WI	SOUTH MILWAUKEE
MILWAUKEE		UNITED STATES	WI	THIENSVILLE
MILWAUKEE		UNITED STATES	WI	WAUKESHA

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MINNEAPOLIS		UNITED STATES	MN	BURNSVILLE
MINNEAPOLIS		UNITED STATES	MN	CHAMPLIN
MINNEAPOLIS		UNITED STATES	MN	CIRCLE PINES
MINNEAPOLIS		UNITED STATES	MN	EDEN PRAIRIE
MINNEAPOLIS		UNITED STATES	MN	GAYLORD
MINNEAPOLIS		UNITED STATES	MN	HOPKINS
MINNEAPOLIS		UNITED STATES	MN	MENDOTA
MINNEAPOLIS		UNITED STATES	MN	MINNEAPOLIS
MINNEAPOLIS		UNITED STATES	MN	MONTICELLO
MINNEAPOLIS		UNITED STATES	MN	OSSEO
MINNEAPOLIS		UNITED STATES	MN	SAINT PAUL
MINNEAPOLIS		UNITED STATES	MN	SAVAGE
MINNEAPOLIS		UNITED STATES	MN	SOUTH SAINT PAUL
MINNEAPOLIS		UNITED STATES	MN	WAYZATA
MISHAKAWA		UNITED STATES	IN	MISHAWAKA
MODESTO		UNITED STATES	CA	BALLICO
MODESTO		UNITED STATES	CA	CERES
MODESTO		UNITED STATES	CA	CROWS LANDING
MODESTO		UNITED STATES	CA	DENAIR
MODESTO		UNITED STATES	CA	ESCALON
MODESTO		UNITED STATES	CA	HICKMAN
MODESTO		UNITED STATES	CA	HUGHSON
MODESTO		UNITED STATES	CA	MODESTO
MODESTO		UNITED STATES	CA	OAKDALE
MODESTO		UNITED STATES	CA	RIPON
MODESTO		UNITED STATES	CA	RIVERBANK
MODESTO		UNITED STATES	CA	SALIDA
MODESTO		UNITED STATES	CA	TURLOCK
MODESTO		UNITED STATES	CA	WATERFORD
MOOREFIELD		UNITED STATES	WV	MOOREFIELD
MOREHEAD CITY		UNITED STATES	NC	ATLANTIC BEACH
MOREHEAD CITY		UNITED STATES	NC	BEAUFORT
MOREHEAD CITY		UNITED STATES	NC	CHERRY POINT
MOREHEAD CITY		UNITED STATES	NC	GLOUCESTER
MOREHEAD CITY		UNITED STATES	NC	HARKERS ISLAND
MOREHEAD CITY		UNITED STATES	NC	HAVELOCK
MOREHEAD CITY		UNITED STATES	NC	MARSHALLBERG
MOREHEAD CITY		UNITED STATES	NC	MOREHEAD CITY
MOREHEAD CITY		UNITED STATES	NC	NEWPORT
MOREHEAD CITY		UNITED STATES	NC	SALTER PATH
MOREHEAD CITY		UNITED STATES	NC	SMYRNA
MOREHEAD CITY		UNITED STATES	NC	WILLISTON

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MORRISTOWN		UNITED STATES	TN	BEAN STATION
MORRISTOWN		UNITED STATES	TN	LOWLAND
MORRISTOWN		UNITED STATES	TN	MOORESBURG
MORRISTOWN		UNITED STATES	TN	MORRISTOWN
MORRISTOWN		UNITED STATES	TN	THORN HILL
MOUNT VERNON		UNITED STATES	WA	BOW
MOUNT VERNON		UNITED STATES	WA	BURLINGTON
MOUNT VERNON		UNITED STATES	WA	CLEARLAKE
MOUNT VERNON		UNITED STATES	WA	CONWAY
MOUNT VERNON		UNITED STATES	WA	LA CONNER
MOUNT VERNON		UNITED STATES	WA	MOUNT VERNON
MULLINS		UNITED STATES	SC	MULLINS
NEW BEDFORD		UNITED STATES	MA	NEW BEDFORD
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	AMA
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	ARABI
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	CHALMETTE
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	DESTREHAN
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	GRETNA
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	HARVEY
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	KENNER
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	LULING
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	MARRERO
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	MERAUX
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	METAIRIE
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	NEW ORLEANS
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	SAINT ROSE
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	VIOLET
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	WESTWEGO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ALBERTSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ALLENDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ALLENHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ALPINE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	AMITYVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ARDSLEY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ASBURY PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ATLANTIC BEACH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ATLANTIC HIGHLANDS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	AVENEL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BABYLON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BALDWIN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BASKING RIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BAYONNE

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NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BEDMINSTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BELFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BELLE MEAD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BELLEVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BELLMORE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BERGENFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BERKELEY HEIGHTS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BERNARDSVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BETHPAGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BLAUVELT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BLOOMFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BOGOTA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BOONTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BOUND BROOK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BRIDGEWATER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BRIGHTWATERS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BRONX
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BRONXVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BROOKLYN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BUDD LAKE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BUTLER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CALDWELL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	CARLE PLACE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CARLSTADT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CARTERET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CEDAR GROVE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CEDAR KNOLLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	CEDARHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	CENTERPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CHATHAM
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CHESTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLIFFSIDE PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLIFFWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLIFTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLOSTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	COLD SPRING HARBOR
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	COLONIA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	COLTS NECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	COPIAGUE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CRANFORD

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NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CRESSKILL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DAYTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DEAL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	DEER PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DEMAREST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DENVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	DOBBS FERRY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DOVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DUMONT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DUNELLEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST BRUNSWICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST HANOVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST MEADOW
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST NORTHPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST NORWICH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST ORANGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST ROCKAWAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST RUTHERFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EASTCHESTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EATONTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EDGEWATER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EDISON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ELIZABETH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ELMONT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ELMSFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ELMWOOD PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EMERSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ENGLEWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ENGLEWOOD CLIFFS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ENGLISHTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ESSEX FELLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FAIR HAVEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FAIR LAWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FAIRFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FAIRVIEW
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FANWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FAR HILLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FAR ROCKAWAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FARMINGDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FLANDERS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FLORAL PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FLORHAM PARK

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NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FLUSHING
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FORDS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FORT LEE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FORT MONMOUTH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FRANKLIN PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FRANKLIN SQUARE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FREEMPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GARDEN CITY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GARFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GARWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GILLETTE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GLADSTONE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GLEN COVE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GLEN HEAD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GLEN OAKS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GLEN RIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GLEN ROCK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GREAT NECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GREEN VILLAGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GREENLAWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GREENVALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HACKENSACK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HALEDON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HARRINGTON PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HARRISON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HARRISON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HARTSDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HASBROUCK HEIGHTS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HASTINGS ON HUDSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HAWORTH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HAWTHORNE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HAZLET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HELMETTA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HEMPSTEAD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HEWLETT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HICKSVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HIGHLAND PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HIGHLANDS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HILLSDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HILLSIDE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HO HO KUS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HOBOKEN

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NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HOLMDEL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HOPATCONG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HUNTINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HUNTINGTON STATION
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	INWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	IRVINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	IRVINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ISELIN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ISLAND PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	JAMAICA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	JAMESBURG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	JERICO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	JERSEY CITY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KEANSBURG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KEARNY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KEASBEY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KENDALL PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KENILWORTH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KENVIL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KEYPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KINGSTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LAKE HIAWATHA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LAKE HOPATCONG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LANDING
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LARCHMONT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LAWRENCE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LEDGEWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LEONARDO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LEONIA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LEVITTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LINCOLN PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LINCROFT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LINDEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LINDENHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LITTLE FALLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LITTLE FERRY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LITTLE SILVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LIVINGSTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LOCUST VALLEY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LODI
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LONG BEACH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LONG BRANCH

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NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LONG VALLEY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LYNBROOK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LYNDHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MADISON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MALVERNE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MAMARONECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MANHASSET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MANVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MAPLEWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MARLBORO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MARTINSVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MASSAPEQUA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MASSAPEQUA PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MATAWAN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MAYWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MELVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MENDHAM
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MERRICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	METUCHEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MIDDLESEX
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MIDDLETOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MIDLAND PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MILL NECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MILLBURN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MILLINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MILLTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MINEOLA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONMOUTH BEACH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONMOUTH JUNCTION
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONTCLAIR
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONTVALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONTVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOONACHIE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MORGANVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MORRIS PLAINS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MORRISTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOUNT ARLINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MOUNT VERNON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOUNTAIN LAKES
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOUNTAINSIDE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEPTUNE

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NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NETCONG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEW BRUNSWICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	NEW HYDE PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEW MILFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEW PROVIDENCE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	NEW ROCHELLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEW VERNON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	NEW YORK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEWARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NORTH ARLINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	NORTH BABYLON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NORTH BERGEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NORTH BRUNSWICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NORTHVALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NORWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NUTLEY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	OAK RIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	OAKHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	OCEANPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	OCEANSIDE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	OLD BETHPAGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	OLD BRIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	OLD WESTBURY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ORADELL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ORANGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ORANEBURG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	OYSTER BAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PALISADES
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PALISADES PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PARAMUS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PARK RIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PARLIN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PARSIPPANY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PASSAIC
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PATERSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PEARL RIVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PELHAM
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PEQUANNOCK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PERTH AMBOY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PICATINNY ARSENAL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PIERMONT

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NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PINE BROOK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PISCATAWAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PLAINFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PLAINVIEW
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	POMPTON PLAINS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PORT CHESTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PORT MONMOUTH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PORT READING
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PORT WASHINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PRINCETON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PURCHASE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RAHWAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RANDOLPH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RARITAN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RED BANK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RIDGEFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RIDGEFIELD PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RIDGEWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RIVER EDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RIVERDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROCHELLE PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROCKAWAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ROCKVILLE CENTRE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROCKY HILL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ROOSEVELT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROSELAND
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROSELLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROSELLE PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ROSLYN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ROSLYN HEIGHTS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RUMSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RUTHERFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	RYE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SADDLE BROOK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SADDLE RIVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SAYREVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SCARSDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SCOTCH PLAINS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SEA CLIFF
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SEAFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SECAUCUS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SEWAREN

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NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SHORT HILLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SHREWSBURY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOMERSET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOMERVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTH AMBOY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTH BOUND BROOK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTH HACKENSACK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTH ORANGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTH PLAINFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTH RIVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SPARKILL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SPOTSWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SPRINGFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	STANHOPE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	STATEN ISLAND
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	STIRLING
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SUCCASUNNA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SUMMIT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SYOSSET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	TAPPAN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TEANECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TENAFLY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TETERBORO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TOTOWA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TOWACO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	TUCKAHOE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	UNION
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	UNION CITY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	UNIONDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	VALLEY STREAM
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	VAUXHALL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	VERONA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WALDWICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WALLINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WANTAGH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WARREN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WAYNE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WEST BABYLON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WEST HEMPSTEAD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WEST ISLIP
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WEST LONG BRANCH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WEST NEW YORK

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NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WEST ORANGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WESTBURY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WESTFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WESTWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WHARTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WHIPPANY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WHITE PLAINS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WILLISTON PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WOOD RIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WOODBIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WOODBURY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WOODMERE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WYANDANCH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WYCKOFF
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	YONKERS
NORFOLK	NORFOLK (ZONE 1)	UNITED STATES	VA	CHESAPEAKE
NORFOLK	NORFOLK (ZONE 1)	UNITED STATES	VA	NORFOLK
NORFOLK	NORFOLK (ZONE 1)	UNITED STATES	VA	PORTSMOUTH
NORFOLK	NORFOLK (ZONE 1)	UNITED STATES	VA	SUFFOLK
NORFOLK	NORFOLK (ZONE 1)	UNITED STATES	VA	VIRGINIA BEACH
NORFOLK	NORFOLK (ZONE 2)	UNITED STATES	VA	HAMPTON
NORFOLK	NORFOLK (ZONE 2)	UNITED STATES	VA	NEWPORT NEWS
NORFOLK	NORFOLK (ZONE 2)	UNITED STATES	VA	YORKTOWN
OGDEN		UNITED STATES	UT	CLEARFIELD
OGDEN		UNITED STATES	UT	EDEN
OGDEN		UNITED STATES	UT	HILL AFB
OGDEN		UNITED STATES	UT	HOOPER
OGDEN		UNITED STATES	UT	LAYTON
OGDEN		UNITED STATES	UT	OGDEN
OGDEN		UNITED STATES	UT	ROY
OGDEN		UNITED STATES	UT	SYRACUSE
OGDEN		UNITED STATES	UT	WILLARD
OKLAHOMA CITY		UNITED STATES	OK	OKLAHOMA CITY
OLYMPIA		UNITED STATES	WA	OLYMPIA
OMAHA		UNITED STATES	NE	ARLINGTON
OMAHA		UNITED STATES	NE	BELLEVUE
OMAHA		UNITED STATES	NE	BENNINGTON
OMAHA		UNITED STATES	IA	CARTER LAKE
OMAHA		UNITED STATES	IA	COUNCIL BLUFFS
OMAHA		UNITED STATES	IA	CRESCENT
OMAHA		UNITED STATES	NE	ELKHORN
OMAHA		UNITED STATES	NE	FORT CALHOUN

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OMAHA		UNITED STATES	IA	HONEY CREEK
OMAHA		UNITED STATES	NE	LAVISTA
OMAHA		UNITED STATES	NE	OMAHA
OMAHA		UNITED STATES	NE	PAPILLION
OMAHA		UNITED STATES	NE	RICHFIELD
OMAHA		UNITED STATES	NE	SPRINGFIELD
ORLAND		UNITED STATES	CA	ORLAND
OSHKOSH		UNITED STATES	WI	NEENAH
OSHKOSH		UNITED STATES	WI	OSHKOSH
OSHKOSH		UNITED STATES	WI	RIPON
OTHELLO		UNITED STATES	WA	MOSES LAKE
OTHELLO		UNITED STATES	WA	OTHELLO
OTHELLO		UNITED STATES	WA	WARDEN
PANAMA CITY		UNITED STATES	FL	PANAMA CITY
PANAMA CITY		UNITED STATES	FL	SUNNYSIDE
PARIS		UNITED STATES	TX	BLOSSOM
PARIS		UNITED STATES	TX	BROOKSTON
PARIS		UNITED STATES	TX	COOPER
PARIS		UNITED STATES	TX	DEPORT
PARIS		UNITED STATES	TX	LAKE CREEK
PARIS		UNITED STATES	TX	PARIS
PARIS		UNITED STATES	TX	PATTONVILLE
PARIS		UNITED STATES	TX	POWDERLY
PARIS		UNITED STATES	TX	ROXTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ABINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	AMBLER
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ARDMORE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ASTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	ATCO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	AUDUBON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BALA CYNWYD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BARRINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BELLMAWR
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BENSALEM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BERLIN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BERWYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BEVERLY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BLACKWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BLUE BELL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BORDENTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BRIDGEPORT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BRIDGEPORT

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PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BRISTOL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BROOKHAVEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BROOMALL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BRYN MAWR
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BURLINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CAMDEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CARVERSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CHADDS FORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CHALFONT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CHELTENHAM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CHERRY HILL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CHESTER
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CHEYNEY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CLARKSBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	DE	CLAYMONT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CLAYTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CLEMENTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CLIFTON HEIGHTS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	COLLEGEVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	COLLINGSWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	COLMAR
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	COLUMBUS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CONSHOHOCKEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	COOKSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CROSSWICKS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CROYDON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CRUM LYNNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	DARBY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	DEVON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	DOYLESTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	DRESHER
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	DREXEL HILL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	DUBLIN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ESSINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FAIRLESS HILLS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FEASTERVILLE TREVOSE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	FLORENCE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FLOURTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FOLCROFT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FOLSOM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FORT WASHINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FOUNTAINVILLE

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PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FURLONG
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GIBBSBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GIBBSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GLADWYNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GLASSBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GLEN MILLS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GLENDORA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GLENOLDEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GLENSIDE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GLOUCESTER CITY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GWYNEDD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	HADDON HEIGHTS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	HADDONFIELD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HAINESPORT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HARLEYSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HATBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HATFIELD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HAVERFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HAVERTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HILLTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HOLMES
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HORSHAM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HUNTINGDON VALLEY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	JAMISON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	JENKINTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	JOBSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	KING OF PRUSSIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LAFAYETTE HILL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	LAMBERTVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LANGHORNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LANSDALE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LANSDOWNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	LAWN SIDE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LEVITTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LINE LEXINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	LUMBERTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LUMBERVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MAGNOLIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MALVERN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MANTUA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MAPLE SHADE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MARCUS HOOK

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PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MCGUIRE AFB
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MECHANICSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MEDFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MEDIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MERCHANTVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MERION STATION
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MICKLETON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MONROEVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MONT CLARE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MONTGOMERYVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MOORESTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MORRISVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MORTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MOUNT EPHRAIM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MOUNT HOLLY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MOUNT LAUREL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MOUNT ROYAL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MULLICA HILL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NARBERTH
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	NATIONAL PARK
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NEW HOPE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NEWTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NEWTOWN SQUARE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NORRISTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NORTH WALES
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NORWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	OAKLYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ORELAND
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PALMYRA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PAOLI
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PAULSBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PEDRICKTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PENNINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PENNS GROVE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PENNSAUKEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PENNSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PHILADELPHIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PHOENIXVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PITMAN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PLYMOUTH MEETING
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PROSPECT PARK

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PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	RICHBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	RIDLEY PARK
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	RIVERSIDE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	RIVERTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	ROEBLING
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	ROSEMONT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ROYERSFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	RUNNEMEDE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SCHWENKSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SEWELL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SHARON HILL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SICKLERVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SOMERDALE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SOUDERTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SOUTHAMPTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SPRING HOUSE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SPRINGFIELD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	STRATFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SWARTHMORE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SWEDESBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	TELFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	THORNTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	THOROFARE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	TITUSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	TRENTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	UPPER DARBY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	VILLANOVA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	VOORHEES
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WALLINGFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WARMINSTER
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WARRINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WASHINGTON CROSSING
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WATERFORD WORKS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WAYNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WENONAH
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WEST BERLIN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WESTVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WILLINGBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WILLOW GROVE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	DE	WILMINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WOODBURY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WOODBURY HEIGHTS

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PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WOODLYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WOODSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WYNCOTE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WYNNEWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ZIEGLERVILLE
PHOENIX		UNITED STATES	AZ	GOODYEAR
PHOENIX		UNITED STATES	AZ	LUKE AFB
PHOENIX		UNITED STATES	AZ	PHOENIX
PHOENIX		UNITED STATES	AZ	SCOTTSDALE
PHOENIX		UNITED STATES	AZ	TEMPE
PHOENIX		UNITED STATES	AZ	TOLLESON
PICAYUNE		UNITED STATES	MS	PICAYUNE
PINE BLUFF		UNITED STATES	AR	PINE BLUFF
PINE BLUFF		UNITED STATES	AR	WHITE HALL
POCOMOKE CITY		UNITED STATES	MD	BETHLEHEM
POCOMOKE CITY		UNITED STATES	DE	BRIDGEVILLE
POCOMOKE CITY		UNITED STATES	MD	FEDERALSBURG
POCOMOKE CITY		UNITED STATES	MD	HURLOCK
POCOMOKE CITY		UNITED STATES	MD	POCOMOKE CITY
POCOMOKE CITY		UNITED STATES	MD	PRESTON
POCOMOKE CITY		UNITED STATES	MD	RHODESDALE
POCOMOKE CITY		UNITED STATES	DE	SEAFORD
POMONA GROUP		UNITED STATES	CA	AGOURA HILLS
POMONA GROUP		UNITED STATES	CA	ATWOOD
POMONA GROUP		UNITED STATES	CA	AZUSA
POMONA GROUP		UNITED STATES	CA	BALDWIN PARK
POMONA GROUP		UNITED STATES	CA	CITY OF INDUSTRY
POMONA GROUP		UNITED STATES	CA	CLAREMONT
POMONA GROUP		UNITED STATES	CA	COVINA
POMONA GROUP		UNITED STATES	CA	DIAMOND BAR
POMONA GROUP		UNITED STATES	CA	GLEN DORA
POMONA GROUP		UNITED STATES	CA	GUASTI
POMONA GROUP		UNITED STATES	CA	LA VERNE
POMONA GROUP		UNITED STATES	CA	MONTCLAIR
POMONA GROUP		UNITED STATES	CA	ONTARIO
POMONA GROUP		UNITED STATES	CA	ORANGE
POMONA GROUP		UNITED STATES	CA	POMONA
POMONA GROUP		UNITED STATES	CA	RANCHO CUCAMONGA
POMONA GROUP		UNITED STATES	CA	SAN DIMAS
POMONA GROUP		UNITED STATES	CA	THORNTON
POMONA GROUP		UNITED STATES	CA	UPLAND
POMONA GROUP		UNITED STATES	CA	VILLA PARK

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PORT CANAVERAL		UNITED STATES	FL	CAPE CANAVERAL
PORT HUENEME		UNITED STATES	CA	OXNARD
PORT HUENEME		UNITED STATES	CA	POINT MUGU NAWC
PORT HUENEME		UNITED STATES	CA	PORT HUENEME
PORT HUENEME		UNITED STATES	CA	PORT HUENEME CBC BASE
PORT HUENEME		UNITED STATES	CA	VENTURA
PORTLAND	PORTLAND	UNITED STATES	WA	BATTLE GROUND
PORTLAND	PORTLAND	UNITED STATES	OR	BEAVERTON
PORTLAND	PORTLAND	UNITED STATES	WA	BRUSH PRAIRIE
PORTLAND	PORTLAND	UNITED STATES	WA	CAMAS
PORTLAND	PORTLAND	UNITED STATES	OR	CLACKAMAS
PORTLAND	PORTLAND	UNITED STATES	OR	ESTACADA
PORTLAND	PORTLAND	UNITED STATES	OR	FAIRVIEW
PORTLAND	PORTLAND	UNITED STATES	OR	GLADSTONE
PORTLAND	PORTLAND	UNITED STATES	OR	GRESHAM
PORTLAND	PORTLAND	UNITED STATES	OR	HILLSBORO
PORTLAND	PORTLAND	UNITED STATES	OR	MARYLHURST
PORTLAND	PORTLAND	UNITED STATES	OR	OREGON CITY
PORTLAND	PORTLAND	UNITED STATES	OR	PORTLAND
PORTLAND	PORTLAND	UNITED STATES	WA	RIDGEFIELD
PORTLAND	PORTLAND	UNITED STATES	OR	SCAPPOOSE
PORTLAND	PORTLAND	UNITED STATES	OR	SHERWOOD
PORTLAND	PORTLAND	UNITED STATES	OR	TROUTDALE
PORTLAND	PORTLAND	UNITED STATES	OR	TUALATIN
PORTLAND	PORTLAND	UNITED STATES	WA	VANCOUVER
PORTLAND	PORTLAND	UNITED STATES	OR	WEST LINN
PORTLAND	PORTLAND	UNITED STATES	OR	WILSONVILLE
PORTLAND		UNITED STATES	ME	PORTLAND
PROVIDENCE		UNITED STATES	RI	PAWTUCKET
PROVIDENCE		UNITED STATES	RI	PROVIDENCE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	BAINBRIDGE ISLAND
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	BELLEVUE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	BOTHELL
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	BREMERTON
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	EDMONDS
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	EVERETT
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	ISSAQUAH
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	KENT
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	KIRKLAND
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	LYNNWOOD
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	MAPLE VALLEY
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	MARYSVILLE

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PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	MERCER ISLAND
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	MOUNTLAKE TERRACE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	MUKILTEO
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	OLALLA
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	PORT ORCHARD
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	POULSBRO
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	RAVENSDALE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	REDMOND
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	RENTON
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	SEATTLE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	SILVERDALE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	STANWOOD
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	SUQUAMISH
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	WOODINVILLE
PUGET SOUND	PUGET SOUND (ZONE 2)	UNITED STATES	WA	AUBURN
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	CAMP MURRAY
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	CARBONADO
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	FEDERAL WAY
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	FORT LEWIS
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	GIG HARBOR
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	GRAHAM
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	MILTON
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	ORTING
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	PUYALLUP
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	SPANAWAY
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	STEILACOOM
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	SUMNER
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	TACOMA
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	UNIVERSITY PLACE
PUGET SOUND		UNITED STATES	WA	LACEY
QUAD CITIES		UNITED STATES	IL	ANDALUSIA
QUAD CITIES		UNITED STATES	IL	ANDOVER
QUAD CITIES		UNITED STATES	IL	BARSTOW
QUAD CITIES		UNITED STATES	IA	BETTENDORF
QUAD CITIES		UNITED STATES	IA	BLUE GRASS
QUAD CITIES		UNITED STATES	IA	BUFFALO
QUAD CITIES		UNITED STATES	IL	CARBON CLIFF
QUAD CITIES		UNITED STATES	IL	COAL VALLEY
QUAD CITIES		UNITED STATES	IL	COLONA
QUAD CITIES		UNITED STATES	IL	CORDOVA
QUAD CITIES		UNITED STATES	IA	DAVENPORT
QUAD CITIES		UNITED STATES	IA	DONAHUE

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QUAD CITIES		UNITED STATES	IA	ELDRIDGE
QUAD CITIES		UNITED STATES	IL	GENESEO
QUAD CITIES		UNITED STATES	IL	HAMPTON
QUAD CITIES		UNITED STATES	IL	HILLSDALE
QUAD CITIES		UNITED STATES	IA	LE CLAIRE
QUAD CITIES		UNITED STATES	IA	LONG GROVE
QUAD CITIES		UNITED STATES	IL	LYNN CENTER
QUAD CITIES		UNITED STATES	IL	MATHERVILLE
QUAD CITIES		UNITED STATES	IA	MC CAUSLAND
QUAD CITIES		UNITED STATES	IL	MILAN
QUAD CITIES		UNITED STATES	IL	MOLINE
QUAD CITIES		UNITED STATES	IA	MONTPELIER
QUAD CITIES		UNITED STATES	IL	ORION
QUAD CITIES		UNITED STATES	IL	OSCO
QUAD CITIES		UNITED STATES	IA	PLEASANT VALLEY
QUAD CITIES		UNITED STATES	IL	PORT BYRON
QUAD CITIES		UNITED STATES	IL	PREEMPTION
QUAD CITIES		UNITED STATES	IA	PRINCETON
QUAD CITIES		UNITED STATES	IL	RAPIDS CITY
QUAD CITIES		UNITED STATES	IL	REYNOLDS
QUAD CITIES		UNITED STATES	IL	ROCK ISLAND
QUAD CITIES		UNITED STATES	IL	SHERRARD
QUAD CITIES		UNITED STATES	IL	SILVIS
QUAD CITIES		UNITED STATES	IA	STOCKTON
QUAD CITIES		UNITED STATES	IL	TAYLOR RIDGE
QUAD CITIES		UNITED STATES	IA	WALCOTT
QUINCY		UNITED STATES	WA	QUINCY
RAPID CITY		UNITED STATES	SD	ELLSWORTH AFB
RAPID CITY		UNITED STATES	SD	RAPID CITY
READING		UNITED STATES	PA	BOWMANSVILLE
READING		UNITED STATES	PA	READING
REIDSVILLE		UNITED STATES	NC	REIDSVILLE
RENO		UNITED STATES	NV	RENO
RENO		UNITED STATES	NV	SPARKS
RICHLAND		UNITED STATES	WA	KENNEWICK
RICHLAND		UNITED STATES	WA	PASCO
RICHLAND		UNITED STATES	WA	RICHLAND
RICHMOND		UNITED STATES	VA	ASHLAND
RICHMOND		UNITED STATES	VA	CHARLES CITY
RICHMOND		UNITED STATES	VA	CHESTER
RICHMOND		UNITED STATES	VA	CHESTERFIELD
RICHMOND		UNITED STATES	VA	COLONIAL HEIGHTS

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RICHMOND		UNITED STATES	VA	FORT LEE
RICHMOND		UNITED STATES	VA	GLEN ALLEN
RICHMOND		UNITED STATES	VA	HIGHLAND SPRINGS
RICHMOND		UNITED STATES	VA	HOPEWELL
RICHMOND		UNITED STATES	VA	MANAKIN SABOT
RICHMOND		UNITED STATES	VA	MECHANICSVILLE
RICHMOND		UNITED STATES	VA	MIDLOTHIAN
RICHMOND		UNITED STATES	VA	PETERSBURG
RICHMOND		UNITED STATES	VA	PROVIDENCE FORGE
RICHMOND		UNITED STATES	VA	QUINTON
RICHMOND		UNITED STATES	KY	RICHMOND
RICHMOND		UNITED STATES	VA	RICHMOND
RICHMOND		UNITED STATES	VA	SANDSTON
RIVERSIDE		UNITED STATES	CA	BEAUMONT
RIVERSIDE		UNITED STATES	CA	BLOOMINGTON
RIVERSIDE		UNITED STATES	CA	BRYN MAWR
RIVERSIDE		UNITED STATES	CA	COLTON
RIVERSIDE		UNITED STATES	CA	CORONA
RIVERSIDE		UNITED STATES	CA	FONTANA
RIVERSIDE		UNITED STATES	CA	GRAND TERRACE
RIVERSIDE		UNITED STATES	CA	HIGHLAND
RIVERSIDE		UNITED STATES	CA	LOMA LINDA
RIVERSIDE		UNITED STATES	CA	MARCH AIR FORCE BASE
RIVERSIDE		UNITED STATES	CA	MIRA LOMA
RIVERSIDE		UNITED STATES	CA	MORENO VALLEY
RIVERSIDE		UNITED STATES	CA	NORCO
RIVERSIDE		UNITED STATES	CA	PATTON
RIVERSIDE		UNITED STATES	CA	REDLANDS
RIVERSIDE		UNITED STATES	CA	RIALTO
RIVERSIDE		UNITED STATES	CA	RIVERSIDE
RIVERSIDE		UNITED STATES	CA	SAN BERNARDINO
ROANOAKE		UNITED STATES	VA	BENT MOUNTAIN
ROANOAKE		UNITED STATES	VA	BLUE RIDGE
ROANOAKE		UNITED STATES	VA	DALEVILLE
ROANOAKE		UNITED STATES	VA	HARDY
ROANOAKE		UNITED STATES	VA	ROANOKE
ROANOAKE		UNITED STATES	VA	SALEM
ROANOAKE		UNITED STATES	VA	TROUTVILLE
ROANOAKE		UNITED STATES	VA	VINTON
ROCHESTER		UNITED STATES	MN	OWATONNA
ROCHESTER		UNITED STATES	MN	PLAINVIEW
ROCHESTER		UNITED STATES	MN	ROCHESTER

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ROCKFORD		UNITED STATES	IL	AURORA
ROCKFORD		UNITED STATES	IL	BELVIDERE
ROCKFORD		UNITED STATES	IL	DE KALB
ROCKFORD		UNITED STATES	IL	GENOA
ROCKFORD		UNITED STATES	IL	MONTGOMERY
ROCKFORD		UNITED STATES	IL	OSWEGO
ROCKFORD		UNITED STATES	IL	ROCHELLE
ROCKFORD		UNITED STATES	IL	ROCKFORD
ROCKFORD		UNITED STATES	IL	SYCAMORE
ROME		UNITED STATES	GA	CALHOUN
ROME		UNITED STATES	GA	CARTERSVILLE
ROME		UNITED STATES	GA	CEDARTOWN
ROME		UNITED STATES	GA	ROME
RUSSELLVILLE		UNITED STATES	AR	RUSSELLVILLE
SACRAMENTO		UNITED STATES	CA	BRODERICK
SACRAMENTO		UNITED STATES	CA	CARMICHAEL
SACRAMENTO		UNITED STATES	CA	CITRUS HEIGHTS
SACRAMENTO		UNITED STATES	CA	EL MACERO
SACRAMENTO		UNITED STATES	CA	ELK GROVE
SACRAMENTO		UNITED STATES	CA	ELVERTA
SACRAMENTO		UNITED STATES	CA	FAIR OAKS
SACRAMENTO		UNITED STATES	CA	FOLSOM
SACRAMENTO		UNITED STATES	CA	MATHER
SACRAMENTO		UNITED STATES	CA	MCCLELLAN AFB
SACRAMENTO		UNITED STATES	CA	NORTH HIGHLANDS
SACRAMENTO		UNITED STATES	CA	ORANGEVALE
SACRAMENTO		UNITED STATES	CA	PILOT HILL
SACRAMENTO		UNITED STATES	CA	PLEASANT GROVE
SACRAMENTO		UNITED STATES	CA	RANCHO CORDOVA
SACRAMENTO		UNITED STATES	CA	RIO LINDA
SACRAMENTO		UNITED STATES	CA	ROSEVILLE
SACRAMENTO		UNITED STATES	CA	SACRAMENTO
SACRAMENTO		UNITED STATES	CA	WEST SACRAMENTO
SACRAMENTO		UNITED STATES	CA	WILTON
SALEM		UNITED STATES	NH	MANCHESTER
SALEM		UNITED STATES	NH	NASHUA
SALEM		UNITED STATES	OR	SALEM
SALEM		UNITED STATES	NH	SALEM
SALEM		UNITED STATES	OR	WOODBURN
SALINA		UNITED STATES	KS	SALINA
SALT LAKE CITY		UNITED STATES	UT	ALPINE
SALT LAKE CITY		UNITED STATES	UT	AMERICAN FORK

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SALT LAKE CITY		UNITED STATES	UT	BINGHAM CANYON
SALT LAKE CITY		UNITED STATES	UT	BOUNTIFUL
SALT LAKE CITY		UNITED STATES	UT	CENTERVILLE
SALT LAKE CITY		UNITED STATES	UT	DRAPER
SALT LAKE CITY		UNITED STATES	UT	FARMINGTON
SALT LAKE CITY		UNITED STATES	UT	LEHI
SALT LAKE CITY		UNITED STATES	UT	LINDON
SALT LAKE CITY		UNITED STATES	UT	MAGNA
SALT LAKE CITY		UNITED STATES	UT	MIDVALE
SALT LAKE CITY		UNITED STATES	UT	MIDWAY
SALT LAKE CITY		UNITED STATES	UT	NORTH SALT LAKE
SALT LAKE CITY		UNITED STATES	UT	OREM
SALT LAKE CITY		UNITED STATES	UT	PARK CITY
SALT LAKE CITY		UNITED STATES	UT	PEOA
SALT LAKE CITY		UNITED STATES	UT	PLEASANT GROVE
SALT LAKE CITY		UNITED STATES	UT	RIVERTON
SALT LAKE CITY		UNITED STATES	UT	SALT LAKE CITY
SALT LAKE CITY		UNITED STATES	UT	SANDY
SALT LAKE CITY		UNITED STATES	UT	TOOELE
SALT LAKE CITY		UNITED STATES	UT	WEST JORDAN
SALT LAKE CITY		UNITED STATES	UT	WOODS CROSS
SAN ANTONIO		UNITED STATES	TX	ADKINS
SAN ANTONIO		UNITED STATES	TX	ATASCOSA
SAN ANTONIO		UNITED STATES	TX	BERGHEIM
SAN ANTONIO		UNITED STATES	TX	BIGFOOT
SAN ANTONIO		UNITED STATES	TX	BOERNE
SAN ANTONIO		UNITED STATES	TX	BULVERDE
SAN ANTONIO		UNITED STATES	TX	CASTROVILLE
SAN ANTONIO		UNITED STATES	TX	CIBOLO
SAN ANTONIO		UNITED STATES	TX	CONVERSE
SAN ANTONIO		UNITED STATES	TX	ELMENDORF
SAN ANTONIO		UNITED STATES	TX	FLORESVILLE
SAN ANTONIO		UNITED STATES	TX	HELOTES
SAN ANTONIO		UNITED STATES	TX	KENDALIA
SAN ANTONIO		UNITED STATES	TX	LA COSTE
SAN ANTONIO		UNITED STATES	TX	LA VERNIA
SAN ANTONIO		UNITED STATES	TX	LYTLE
SAN ANTONIO		UNITED STATES	TX	MARION
SAN ANTONIO		UNITED STATES	TX	MC QUEENEY
SAN ANTONIO		UNITED STATES	TX	MICO
SAN ANTONIO		UNITED STATES	TX	NATALIA
SAN ANTONIO		UNITED STATES	TX	NEW BRAUNFELS

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SAN ANTONIO		UNITED STATES	TX	PIPE CREEK
SAN ANTONIO		UNITED STATES	TX	POTEET
SAN ANTONIO		UNITED STATES	TX	RIO MEDINA
SAN ANTONIO		UNITED STATES	TX	SAINT HEDWIG
SAN ANTONIO		UNITED STATES	TX	SAN ANTONIO
SAN ANTONIO		UNITED STATES	TX	SCHERTZ
SAN ANTONIO		UNITED STATES	TX	SOMERSET
SAN ANTONIO		UNITED STATES	TX	SPRING BRANCH
SAN ANTONIO		UNITED STATES	TX	SUTHERLAND SPRINGS
SAN ANTONIO		UNITED STATES	TX	UNIVERSAL CITY
SAN ANTONIO		UNITED STATES	TX	VON ORMY
SAN DIEGO		UNITED STATES	CA	BONITA
SAN DIEGO		UNITED STATES	CA	BONSALL
SAN DIEGO		UNITED STATES	CA	CARDIFF BY THE SEA
SAN DIEGO		UNITED STATES	CA	CARLSBAD
SAN DIEGO		UNITED STATES	CA	CHULA VISTA
SAN DIEGO		UNITED STATES	CA	CORONADO
SAN DIEGO		UNITED STATES	CA	DEL MAR
SAN DIEGO		UNITED STATES	CA	EL CAJON
SAN DIEGO		UNITED STATES	CA	ENCINITAS
SAN DIEGO		UNITED STATES	CA	ESCONDIDO
SAN DIEGO		UNITED STATES	CA	IMPERIAL BEACH
SAN DIEGO		UNITED STATES	CA	JAMUL
SAN DIEGO		UNITED STATES	CA	LA JOLLA
SAN DIEGO		UNITED STATES	CA	LA MESA
SAN DIEGO		UNITED STATES	CA	LAKESIDE
SAN DIEGO		UNITED STATES	CA	LEMON GROVE
SAN DIEGO		UNITED STATES	CA	NATIONAL CITY
SAN DIEGO		UNITED STATES	CA	OCEANSIDE
SAN DIEGO		UNITED STATES	CA	PAUMA VALLEY
SAN DIEGO		UNITED STATES	CA	POWAY
SAN DIEGO		UNITED STATES	CA	RAMONA
SAN DIEGO		UNITED STATES	CA	SAN DIEGO
SAN DIEGO		UNITED STATES	CA	SAN LUIS REY
SAN DIEGO		UNITED STATES	CA	SAN MARCOS
SAN DIEGO		UNITED STATES	CA	SAN YSIDRO
SAN DIEGO		UNITED STATES	CA	SANTEE
SAN DIEGO		UNITED STATES	CA	SOLANA BEACH
SAN DIEGO		UNITED STATES	CA	SPRING VALLEY
SAN DIEGO		UNITED STATES	CA	VALLEY CENTER
SAN DIEGO		UNITED STATES	CA	VISTA
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	ALAMEDA

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SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	ALBANY
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	BERKELEY
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	EL CERRITO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	EMERYVILLE
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	HAYWARD
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	OAKLAND
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	RICHMOND
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	SAN LEANDRO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	SAN LORENZO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	SAN PABLO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 2)	UNITED STATES	CA	UNION CITY
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 3)	UNITED STATES	CA	BURLINGAME
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 3)	UNITED STATES	CA	DALY CITY
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 3)	UNITED STATES	CA	SAN BRUNO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 3)	UNITED STATES	CA	SAN FRANCISCO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZONE 3)	UNITED STATES	CA	SOUTH SAN FRANCISCO
SAN JOAQUIN		UNITED STATES	CA	FRENCH CAMP
SAN JOAQUIN		UNITED STATES	CA	LATHROP
SAN JOAQUIN		UNITED STATES	CA	TRACY
SAVANNAH	SAVANNAH	UNITED STATES	GA	BLOOMINGDALE
SAVANNAH	SAVANNAH	UNITED STATES	GA	FORT STEWART
SAVANNAH	SAVANNAH	UNITED STATES	GA	POOLER
SAVANNAH	SAVANNAH	UNITED STATES	GA	RICHMOND HILL
SAVANNAH	SAVANNAH	UNITED STATES	GA	SAVANNAH
SCHENECTADY		UNITED STATES	NY	ALBANY
SCHENECTADY		UNITED STATES	NY	SCHENECTADY
SCHENECTADY		UNITED STATES	NY	TROY
SHAW AFB		UNITED STATES	SC	DALZELL
SHAW AFB		UNITED STATES	SC	SHAW A F B
SHAW AFB		UNITED STATES	SC	SUMTER
SHREVEPORT		UNITED STATES	LA	SHREVEPORT
SIOUX CITY		UNITED STATES	IA	SIOUX CITY
SIOUX FALLS		UNITED STATES	SD	SIOUX FALLS
SLOANSVILLE		UNITED STATES	NY	SLOANSVILLE
SMITHFIELD		UNITED STATES	VA	SMITHFIELD
SOLOMONS ISLAND		UNITED STATES	MD	PATUXENT RIVER
SOLOMONS ISLAND		UNITED STATES	MD	SOLOMONS
SPARTA		UNITED STATES	WI	CAMP DOUGLAS
SPARTA		UNITED STATES	WI	SPARTA
SPARTANBURG		UNITED STATES	SC	SPARTANBURG
SPRINGDALE		UNITED STATES	AR	SPRINGDALE
SPRINGFIELD		UNITED STATES	IL	SPRINGFIELD

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STOCKTON		UNITED STATES	CA	HOLT
STOCKTON		UNITED STATES	CA	LINDEN
STOCKTON		UNITED STATES	CA	MANTECA
STOCKTON		UNITED STATES	CA	STOCKTON
STORM LAKE		UNITED STATES	IA	STORM LAKE
STOUGHTON		UNITED STATES	WI	STOUGHTON
STUTT GART		UNITED STATES	AR	STUTT GART
SYRACUSE, NY		UNITED STATES	NY	LIVERPOOL
SYRACUSE, NY		UNITED STATES	NY	SYRACUSE
TALLADEGA		UNITED STATES	AL	TALLADEGA
TAMPA		UNITED STATES	FL	BALM
TAMPA		UNITED STATES	FL	BAY PINES
TAMPA		UNITED STATES	FL	BRADENTON
TAMPA		UNITED STATES	FL	BRANDON
TAMPA		UNITED STATES	FL	CLEARWATER
TAMPA		UNITED STATES	FL	CLEARWATER BEACH
TAMPA		UNITED STATES	FL	CRYSTAL BEACH
TAMPA		UNITED STATES	FL	DOVER
TAMPA		UNITED STATES	FL	DUNEDIN
TAMPA		UNITED STATES	FL	GIBSONTON
TAMPA		UNITED STATES	FL	LAND O LAKES
TAMPA		UNITED STATES	FL	LARGO
TAMPA		UNITED STATES	FL	LUTZ
TAMPA		UNITED STATES	FL	MANGO
TAMPA		UNITED STATES	FL	ODESSA
TAMPA		UNITED STATES	FL	OLDSMAR
TAMPA		UNITED STATES	FL	OZONA
TAMPA		UNITED STATES	FL	PALM HARBOR
TAMPA		UNITED STATES	FL	PLANT CITY
TAMPA		UNITED STATES	FL	RIVERVIEW
TAMPA		UNITED STATES	FL	RUSKIN
TAMPA		UNITED STATES	FL	SAFETY HARBOR
TAMPA		UNITED STATES	FL	SAINT PETERSBURG
TAMPA		UNITED STATES	FL	SEFFNER
TAMPA		UNITED STATES	FL	SUN CITY
TAMPA		UNITED STATES	FL	SYDNEY
TAMPA		UNITED STATES	FL	TAMPA
TAMPA		UNITED STATES	FL	THONOTOSASSA
TAMPA		UNITED STATES	FL	VALRICO
TERRELL		UNITED STATES	TX	TERRELL
TEXARKANA GROUP		UNITED STATES	TX	TEXARKANA
TOBYHANNA		UNITED STATES	PA	STARLIGHT

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TOBYHANNA		UNITED STATES	PA	TOBYHANNA
TRAVERSE CITY		UNITED STATES	MI	ELK RAPIDS
TRAVERSE CITY		UNITED STATES	MI	TRAVERSE CITY
UTICA		UNITED STATES	NY	FRANKFORT
UTICA		UNITED STATES	NY	MARCY
UTICA		UNITED STATES	NY	ROME
UTICA		UNITED STATES	NY	UTICA
UTICA		UNITED STATES	NY	YORKVILLE
VALDOSTA		UNITED STATES	GA	VALDOSTA
WACO		UNITED STATES	TX	FORT HOOD
WACO		UNITED STATES	TX	KILLEEN
WACO		UNITED STATES	TX	TEMPLE
WACO		UNITED STATES	TX	WACO
WAKEFIELD		UNITED STATES	NE	WAKEFIELD
WALLA WALLA		UNITED STATES	WA	COLLEGE PLACE
WALLA WALLA		UNITED STATES	WA	DIXIE
WALLA WALLA		UNITED STATES	WA	WALLA WALLA
WALLA WALLA		UNITED STATES	WA	WALLULA
WASHINGTON, D.C.		UNITED STATES	VA	ALDIE
WASHINGTON, D.C.		UNITED STATES	VA	ALEXANDRIA
WASHINGTON, D.C.		UNITED STATES	MD	ANDREWS AIR FORCE BASE
WASHINGTON, D.C.		UNITED STATES	VA	ANNANDALE
WASHINGTON, D.C.		UNITED STATES	VA	ARCOLA
WASHINGTON, D.C.		UNITED STATES	VA	ARLINGTON
WASHINGTON, D.C.		UNITED STATES	VA	ASHBURN
WASHINGTON, D.C.		UNITED STATES	MD	ASHTON
WASHINGTON, D.C.		UNITED STATES	MD	BELTSVILLE
WASHINGTON, D.C.		UNITED STATES	MD	BETHESDA
WASHINGTON, D.C.		UNITED STATES	MD	BLADENSBURG
WASHINGTON, D.C.		UNITED STATES	MD	BOWIE
WASHINGTON, D.C.		UNITED STATES	MD	BRENTWOOD
WASHINGTON, D.C.		UNITED STATES	VA	BRISTOW
WASHINGTON, D.C.		UNITED STATES	VA	BROAD RUN
WASHINGTON, D.C.		UNITED STATES	VA	BURKE
WASHINGTON, D.C.		UNITED STATES	MD	BURTONSVILLE
WASHINGTON, D.C.		UNITED STATES	MD	CABIN JOHN
WASHINGTON, D.C.		UNITED STATES	MD	CAPITOL HEIGHTS
WASHINGTON, D.C.		UNITED STATES	VA	CATHARPIN
WASHINGTON, D.C.		UNITED STATES	VA	CENTREVILLE
WASHINGTON, D.C.		UNITED STATES	VA	CHANTILLY
WASHINGTON, D.C.		UNITED STATES	MD	CHELTENHAM
WASHINGTON, D.C.		UNITED STATES	MD	CHEVY CHASE

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WASHINGTON, D.C.		UNITED STATES	VA	CLIFTON
WASHINGTON, D.C.		UNITED STATES	MD	CLINTON
WASHINGTON, D.C.		UNITED STATES	MD	COLLEGE PARK
WASHINGTON, D.C.		UNITED STATES	MD	CROFTON
WASHINGTON, D.C.		UNITED STATES	MD	DAVIDSONVILLE
WASHINGTON, D.C.		UNITED STATES	MD	DISTRICT HEIGHTS
WASHINGTON, D.C.		UNITED STATES	VA	DUMFRIES
WASHINGTON, D.C.		UNITED STATES	VA	DUNN LORING
WASHINGTON, D.C.		UNITED STATES	VA	FAIRFAX
WASHINGTON, D.C.		UNITED STATES	VA	FAIRFAX STATION
WASHINGTON, D.C.		UNITED STATES	VA	FALLS CHURCH
WASHINGTON, D.C.		UNITED STATES	VA	FORT BELVOIR
WASHINGTON, D.C.		UNITED STATES	MD	FORT WASHINGTON
WASHINGTON, D.C.		UNITED STATES	MD	FULTON
WASHINGTON, D.C.		UNITED STATES	VA	GAINESVILLE
WASHINGTON, D.C.		UNITED STATES	MD	GAMBRILLS
WASHINGTON, D.C.		UNITED STATES	MD	GLEN ECHO
WASHINGTON, D.C.		UNITED STATES	MD	GLENN DALE
WASHINGTON, D.C.		UNITED STATES	VA	GREAT FALLS
WASHINGTON, D.C.		UNITED STATES	MD	GREENBELT
WASHINGTON, D.C.		UNITED STATES	VA	HAYMARKET
WASHINGTON, D.C.		UNITED STATES	VA	HERNDON
WASHINGTON, D.C.		UNITED STATES	MD	HYATTSVILLE
WASHINGTON, D.C.		UNITED STATES	MD	KENSINGTON
WASHINGTON, D.C.		UNITED STATES	MD	LANHAM
WASHINGTON, D.C.		UNITED STATES	MD	LAUREL
WASHINGTON, D.C.		UNITED STATES	VA	LORTON
WASHINGTON, D.C.		UNITED STATES	VA	MANASSAS
WASHINGTON, D.C.		UNITED STATES	VA	MC LEAN
WASHINGTON, D.C.		UNITED STATES	MD	MOUNT RAINIER
WASHINGTON, D.C.		UNITED STATES	VA	NOKESVILLE
WASHINGTON, D.C.		UNITED STATES	VA	OAKTON
WASHINGTON, D.C.		UNITED STATES	MD	ODENTON
WASHINGTON, D.C.		UNITED STATES	MD	OXON HILL
WASHINGTON, D.C.		UNITED STATES	MD	POTOMAC
WASHINGTON, D.C.		UNITED STATES	VA	QUANTICO
WASHINGTON, D.C.		UNITED STATES	VA	RESTON
WASHINGTON, D.C.		UNITED STATES	MD	RIVERDALE
WASHINGTON, D.C.		UNITED STATES	MD	ROCKVILLE
WASHINGTON, D.C.		UNITED STATES	MD	SANDY SPRING
WASHINGTON, D.C.		UNITED STATES	MD	SILVER SPRING
WASHINGTON, D.C.		UNITED STATES	MD	SPENCERVILLE

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WASHINGTON, D.C.		UNITED STATES	VA	SPRINGFIELD
WASHINGTON, D.C.		UNITED STATES	VA	STERLING
WASHINGTON, D.C.		UNITED STATES	MD	SUITLAND
WASHINGTON, D.C.		UNITED STATES	MD	TAKOMA PARK
WASHINGTON, D.C.		UNITED STATES	MD	TEMPLE HILLS
WASHINGTON, D.C.		UNITED STATES	VA	TRIANGLE
WASHINGTON, D.C.		UNITED STATES	MD	UPPER MARLBORO
WASHINGTON, D.C.		UNITED STATES	VA	VIENNA
WASHINGTON, D.C.		UNITED STATES	DC	WASHINGTON
WASHINGTON, D.C.		UNITED STATES	VA	WOODBRIIDGE
WENATCHEE		UNITED STATES	WA	EAST WENATCHEE
WENATCHEE		UNITED STATES	WA	WENATCHEE
WEST POINT		UNITED STATES	MS	WEST POINT
WESTBORO		UNITED STATES	MA	FAYVILLE
WESTBORO		UNITED STATES	MA	GRAFTON
WESTBORO		UNITED STATES	MA	HOPKINTON
WESTBORO		UNITED STATES	MA	NORTH GRAFTON
WESTBORO		UNITED STATES	MA	NORTHBOROUGH
WESTBORO		UNITED STATES	MA	SHREWSBURY
WESTBORO		UNITED STATES	MA	SOUTHBOROUGH
WESTBORO		UNITED STATES	MA	UPTON
WESTBORO		UNITED STATES	MA	WESTBOROUGH
WESTBORO		UNITED STATES	MA	WORCESTER
WINSTON SALEM		UNITED STATES	NC	ADVANCE
WINSTON SALEM		UNITED STATES	NC	BELEWS CREEK
WINSTON SALEM		UNITED STATES	NC	CLEMMONS
WINSTON SALEM		UNITED STATES	NC	COLFAX
WINSTON SALEM		UNITED STATES	NC	KERNERSVILLE
WINSTON SALEM		UNITED STATES	NC	LEWISVILLE
WINSTON SALEM		UNITED STATES	NC	OAK RIDGE
WINSTON SALEM		UNITED STATES	NC	PFAFFTOWN
WINSTON SALEM		UNITED STATES	NC	RURAL HALL
WINSTON SALEM		UNITED STATES	NC	TOBACCOVILLE
WINSTON SALEM		UNITED STATES	NC	WALKERTOWN
WINSTON SALEM		UNITED STATES	NC	WINSTON SALEM
WOOSTER		UNITED STATES	OH	WOOSTER
YUMA		UNITED STATES	AZ	YUMA
MONTEVIDEO	MONTEVIDEO	URUGUAY		MONTEVIDEO
KARSHI-KHANABAD		UZBEKISTAN		KARSHI
KARSHI-KHANABAD		UZBEKISTAN		KARSHI-KHANABAD AB
KARSHI-KHANABAD		UZBEKISTAN		KHANABAD
KARSHI-KHANABAD		UZBEKISTAN		KHANABAD AB

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KOKAND		UZBEKISTAN		KOKAND
TASHKENT		UZBEKISTAN		TASHKENT
CARACAS		VENEZUELA		CARACAS
CARACAS		VENEZUELA		MAIQUETIA
	LA GUAIRA	VENEZUELA		PUERTO LA GUAIRA
HANOI		VIETNAM		HANOI
	HAI PHONG	VIETNAM		HAIPHONG
	HO CHI MINH CITY	VIETNAM		HO CHI MINN CITY (SAIGON)
SANAA		YEMEN		SANAA
LUSAKA		ZAMBIA		LUSAKA
HARARE		ZIMBABWE		HARARE

ATTACHMENT 5, ROUTE INFORMATION

	From/To	Africa	Alaska	Azores	Black Sea	Caribbean	Central America/Mexico	Continental Europe, United Kingdom, Ireland	Far East	Greenland	Hawaii	Iceland	Mediterranean	Middle East, South Asia, Indian Ocean	Oceania	Scandinavia, Baltic Sea	South America
Africa														75			
Alaska			29						82					91	83		
Azores													70				
Canada East Coast								22					21				
Caribbean						18	84										
Central America/Mexico							76	65	93				66		69		68
Continental Europe, United Kingdom, Ireland	71		64			88		48				62	34	2	72		
Far East								49	19				50	51	61		
Hawaii								27	16					85	79		
Iceland													63				
Mediterranean	74										36		20	57	89	86	
Middle East, South Asia, Indian Ocean														4			
Oceania														80	81		
Scandinavia, Baltic Sea								24									
U.S. East Coast	60		33	52	37	39	5	8	30	9	31	6	7	77	32	55	
U.S. Great Lakes								17	45				46				
U.S. Gulf Coast	73				42	43	11	14		15		12	57	78	10	56	
U.S. West Coast	67	26					28	23	1	3		25	47	54		53	

Route and zones not included above may be added to USC by modification

Route	Description	Notes
01	U.S. West Coast - Far East	
02	Continental Europe, United Kingdom, Ireland - Middle East, South Asia, Indian Ocean	
03	U.S. West Coast - Hawaii	a
04	Middle East, South Asia, Indian Ocean Interport	

Route	Description	Notes
05	U.S. East Coast - Continental Europe, United Kingdom, Ireland	
06	U.S. East Coast - Mediterranean	
07	U.S. East Coast - Middle East, South Asia, Indian Ocean	
08	U.S. East Coast - Far East	
09	U.S. East Coast - Hawaii	a
10	U.S. Gulf Coast - Scandinavia, Baltic Sea	
11	U.S. Gulf Coast - Continental Europe, United Kingdom, Ireland	
12	U.S. Gulf Coast - Mediterranean	
13	U.S. Gulf Coast - Middle East, South Asia, Indian Ocean	
14	U.S. Gulf Coast - Far East	
15	U.S. Gulf Coast - Hawaii	a
16	Hawaii - Far East	
17	U.S. Great Lakes - Continental Europe, United Kingdom, Ireland	
18	Caribbean Interport	d
19	Far East Interport	
20	Mediterranean Interport	
21	Canada East Coast - Mediterranean	
22	Canada East Coast - Continental Europe, United Kingdom, Ireland	
23	U.S. West Coast - Continental Europe, United Kingdom, Ireland	
24	Scandinavia, Baltic - Continental Europe, United Kingdom, Ireland	
25	U.S. West Coast - Mediterranean	
26	U.S. West Coast - Alaska	b
27	Hawaii - Continental Europe, United Kingdom, Ireland	
28	U.S. West Coast - Central America/Mexico	
29	Alaska Interport	a
30	U.S. East Coast - Greenland	
31	U.S. East Coast - Iceland	b
32	U.S. East Coast - Scandinavia, Baltic Sea	
33	U.S. East Coast - Azores	b
34	Continental Europe, United Kingdom, Ireland - Mediterranean	
36	Mediterranean - Hawaii	
37	U.S. East Coast - Caribbean	c&d
39	U.S. East Coast - Central America/Mexico	
42	U.S. Gulf Coast - Caribbean	c
43	U.S. Gulf Coast - Central America/Mexico	
44	U.S. Gulf Coast - Middle East, South Asia, Indian Ocean	
45	U.S. Great Lakes - Far East	
46	U.S. Great Lakes - Mediterranean	
47	U.S. West Coast - Middle East, South Asia, Indian Ocean	
48	Continental Europe - United Kingdom, Ireland Interport	
49	Far East - Continental Europe, United Kingdom, Ireland	
50	Far East - Mediterranean	
51	Far East - Middle East, South Asia, Indian Ocean	
52	U.S. East Coast - Black Sea	

Route	Description	Notes
53	U.S. West Coast - South America	
54	U.S. West Coast - Oceania	c
55	U.S. East Coast - South America	
56	U.S. Gulf Coast - South America	
57	Mediterranean - Middle East, South Asia, Indian Ocean	
60	U.S. East Coast - Africa	
61	Far East - Oceania	
62	Continental Europe, United Kingdom, Ireland - Iceland	
63	Iceland - Mediterranean	
64	Continental Europe - Azores	
65	Central America/Mexico - Continental Europe, United Kingdom, Ireland	
66	Central America/Mexico - Mediterranean	
67	U.S. West Coast - Africa	
68	Central America/Mexico - South America	
69	Central America/Mexico - Oceania	
70	Azores - Mediterranean	
71	Continental Europe, United Kingdom, Ireland - Africa	
72	Continental Europe, United Kingdom, Ireland - Oceania	
73	U.S. Gulf Coast - Africa	
74	Mediterranean - Africa	
75	Africa - Middle East, South Asia, Indian Ocean	
76	Central America/Mexico Interport	
77	U.S. East Coast - Oceania	c
78	U.S. Gulf Coast - Oceania	c
79	Hawaii - Oceania	c
80	Oceania - Middle East, South Asia, Indian Ocean	
81	Oceania Interport	
82	Alaska - Far East	
83	Alaska - Oceania	
84	Caribbean - Central America, Mexico	
85	Hawaii - Middle East, South Asia, Indian Ocean	
86	Mediterranean - Scandinavia, Baltic Sea	
88	Continental Europe, United Kingdom, Ireland - Caribbean	
89	Mediterranean - Oceania	
91	Alaska - Middle East, South Asia, Indian Ocean	
93	Far East - Central America/Mexico	

a Off-shore domestic; out of scope

b Service provided by another USTRANSCOM contract

c Includes zones that are off-shore domestic; not in scope

d Includes zones that are covered by other USTRANSCOM contracts

Attachment 6
Invoicing and Payment

A. Invoicing Procedures

A.1. Procedures applicable to invoicing and payment for Container Detention, Container Purchases, Port Storage, and Refrigerator Maintenance within designated Exigency areas are set forth in Section B

A.2. Electronic Invoice Presentment and Payment (EIPP): Offerors awarded contracts will be required to participate in the Government's EIPP program. PowerTrack, a service of U.S. Bank is the EIPP service used by DOD.

A.2.1. Contractors must have a Trading Partner agreement with U.S. Bank and be PowerTrack certified for the electronic payment of commercial transportation services. It is important that contractors begin the PowerTrack certification process immediately by calling U.S. Bank at 1-800-417-1844. Additional information on PowerTrack is available at <http://www.usbank.com/powertrack>.

A.2.2. Fees charged by PowerTrack/U.S. Bank are for the account of the contractor.

A.2.3. PowerTrack is currently limited to routes and types of cargo that are priced by IBS. Upon the expansion of the capability of IBS and upon 30 days notice to the contractor, the contractor will be required to participate in PowerTrack for additional routes and types of cargo.

A.2.4. PowerTrack is authorized to release payment to contractors in accordance with business rules that require:

- 1) Shipping Instructions with pricing as evidence of the order
- 2) EDI submission of a vessel sail transaction as evidence of performance
- 3) Discrepancies in pricing are handled as prescribed in business rules
- 4) These procedures apply to shipments ordered by shippers using Direct Booking procedures and shipments booked using IBS.

A.3. Hardcopy Invoice Procedures: For services that are not paid via PowerTrack, an invoice should be submitted.

A.3.1. A proper invoice contains the following information:

- ✓ Contractor Name and Address
- ✓ Invoice Date and Invoice Number
- ✓ Contract Number
- ✓ Military Voyage Document Number
- ✓ *Defense Transportation Regulation (DTR)* POE/POD codes
- ✓ Military Booking Number Port Call File Number (PCFN)
- ✓ Contractor Booking Number
- ✓ Contractor Bill of Lading Number
- ✓ Description, quantity, unit of measure, unit price and extended price of services performed. The invoice must provide sufficient detail so as to enable verification and certification by the Government.
 - For each container shipment:
 - Size and type of container
 - Sail Date
 - Van TCN
 - Container number with alpha prefix
 - For each breakbulk shipment:
 - Type of cargo

- Pieces, weight, and cubic feet
 - Sail Date
 - TCNs (list in alphanumeric order)
 - Services should be broken down by Contract Line Item (CLIN), i.e., drayage, linehaul, ocean transportation, etc., and the specific service. Example: Drayage, Norfolk, Zone 2: Drayage, Norfolk to Newport News
 - For One Time Only (OTO) shipments, a reference to the relevant modification number
- ✓ Name and address of contractor official to whom payment is to be sent
(must be the same as that in the contract or in a proper notice of assignment)

A.3.2. Invoices may be submitted only after services included on the invoice have been provided. (Ref FAR 32.905)

A.3.3. Each invoice should include no more than one Voyage Document (VOYDOC), POE, and POD.

A.3.4. Each invoice should include the following certification statement signed by an authorized contractor representative:

I hereby certify that the above bill is correct and just, and services were performed.

A.3.5. Invoices should be submitted to:

HQ, SDDC
709 Ward Drive, Bldg. 1990
Attn: SDDC-RMM-IT
Rm. 1W130-88
Scott Air Force Base, IL 62225

A.3.6. In accordance with the Prompt Payment Act, payment terms are net 30 days from receipt of a proper invoice.

A.4. Detention: Detention is covered in section 3.G of the Performance Work Statement. Detention charges shall be billed upon the termination of detention, except when incurred in an exigency area, which shall be billed as directed in Section B below. Detention Billing shall be forwarded to the Point of Contact identified by the Contracting Office for payment. The attached Standard Detention Billing Form should be used when submitting an invoice for detention. Detention invoices with proper documentation should be submitted to the paying office no later than 6 months from the date the empty container is returned to the carrier. Invoices will be date stamped by the payment certification office upon receipt.

A.5. Pass-through charges: If the related ocean freight was submitted via PowerTrack, these charges (see PWS "Additional Clauses" section, paragraph 8) should first be submitted to the cognizant COR (AOR where the additional costs were incurred) with supporting documentation. Supporting documentation must include: notification email to the applicable COR when the additional cost/service was incurred, copy of third party invoice and basis for rate being charged (applicable port tariff). For re-working of containers due to rejection by port or rail authority, a copy of the inspection report identifying reasons for rejection must be provided. The COR will review and notify the contractor and ordering agency of the verification results. Once verified, the charges can then be submitted to PowerTrack for payment.

A.5.1 If the related ocean freight was not submitted via PowerTrack, these charges shall be invoiced separately and be submitted to the cognizant COR (AOR where the additional costs were incurred) with supporting documentation.

A.5.2 COR Locations: SDDC FEVA Carrier Services, 598th Quality Assurance Branch, 595th Quality Assurance Branch, and the 599th Quality Assurance Branch. COR identified in the COR appointment letter issued by TCAQ, copy furnished each ocean carrier.

A.6. Defense Base Act : Invoices submitted for Defense Base Act Insurance will be submitted as a "Pass Through Charge". Invoices submitted for payment must be sent to the Contracting Officer and will be accompanied by a copy of the current insurance policy.

B. Special Invoicing and Payment Procedures for Exigency Areas

B.1 Services in Exigency Areas requiring use of the procedures in Section B of this Attachment are:

- Container Detention
- Container Purchases
- Port Storage
- Reefer Maintenance

B.2. Invoice procedures. Invoices may be submitted only after services included on the invoice have been provided. The Contractor is authorized to submit invoices for the above charges every 30 days. For services rendered in an Exigency area, the documentation listed in the following paragraphs will be required. Invoices must be in hard copy with original signature; supporting documentation may be provided electronically as described below.

B.2.1 A proper original signed invoice will contain the following information:

- ✓ Contractor Name and Address
- ✓ Invoice Date and Invoice Number
- ✓ Contract Number
- ✓ Taxpayer Identification Number
- ✓ Dollar amount of invoice
- ✓ Military Voyage Document Number
- ✓ *Defense Transportation Regulation (DTR)* POE/POD codes
- ✓ Contractor Booking Number
- ✓ Contractor Bill of Lading Number
- ✓ Container Number with Alpha Prefix (required only for container shipments)
- ✓ Size and Type of Container
- ✓ Discharge Date
- ✓ TCN (Van TCN for container shipments)
- ✓ Description, quantity, unit of measure, unit price and extended price of services performed. The invoice must provide sufficient detail so as to enable verification and certification by the Government.
- ✓ Name and address of contractor official to whom payment is to be sent (must be the same as that in the contract or in a proper notice of assignment)

B.2.2 Invoices for container detention will contain the following additional information:

- ✓ Outgate Date from Port
- ✓ Available Date
- ✓ Delivery Date
- ✓ Free Time End Date
- ✓ Detention End Date
- ✓ Empty Notification of Pickup Date
- ✓ Final Destination
- ✓ Detention Rate Invoiced
- ✓ Total Detention Days Invoiced

- ✓ Total Detention Fees Invoiced
- ✓ Total Days on Lease

B.2.3 Detention invoices with proper documentation should be submitted to the paying office no later than 6 months from the date the empty container is returned to the carrier. Invoices will be date stamped by the payment certification office upon receipt.

B.2.4 Invoices submitted for reefer maintenance will contain the following additional information:

- ✓ Outgate Date from Port
- ✓ Free Time End Date
- ✓ Reefer Maintenance Rate Invoiced
- ✓ Total Reefer Maintenance Days Invoiced
- ✓ Total Reefer Maintenance Invoiced

B.2.5 Invoices submitted for port storage will contain the following additional information:

- ✓ Outgate Date from Port
- ✓ A copy of the applicable port tariff in effect at the time charges were incurred.
- ✓ A copy of the invoice for charges associated with port storage charges (if applicable).
- ✓ Documentation verifying government direction to stage the cargo (if applicable).
- ✓ Other documentation verifying proof of costs incurred.

B.2.6 Invoices submitted for equipment purchase will contain the following information:

- ✓ Contractor Name and Address
- ✓ Invoice Date and Invoice Number
- ✓ Contract Number
- ✓ Taxpayer Identification Number
- ✓ Equipment Number with Alpha Prefix /serial number
- ✓ Size and Type of equipment
- ✓ Port call file number
- ✓ Description, quantity, unit of measure, unit price and extended price of equipment. The invoice must provide sufficient detail so as to enable verification and certification by the Government.
- ✓ Date of government notification of intent to purchase equipment (see 6.C.5)
- ✓ Name and address of contractor official to whom payment is to be sent (must be the same as that in the contract or in a proper notice of assignment)

B.2.7 Failure to provide required information and appropriate documentation for a specific container shall result in a rejection of that portion of the invoice. Each invoice should include the following certification statement signed by an authorized contractor representative:

I hereby certify that the above bill is correct and just, and services were performed.

B.3 Invoice Submission

B.3.1 Proper detention invoices for detention in Exigency Areas should be submitted electronically to the Contracting Officer's Representative (COR):

billing@sddc.army.mil

B.3.2 Detention invoices with proper documentation must be submitted to the POC identified above on a monthly basis.

B.3.3 Invoice supporting documentation for detention must be submitted electronically, in the attached Standard Detention Format, in Microsoft Excel, to the Contracting Officer's Representative (COR), copy to the Director Container Management.

B.3.4 Invoices for port storage/refer maintenance and other reimbursables in Exigency Areas should be submitted to the Contracting Officer's Representative (COR), with a copy to the Director of Container Management.

B.4 Payment

In accordance with the Prompt Payment Act, payment terms are net 30 days from receipt of a proper invoice.

(End of Attachment 6)

Attachment 7

Reports and Formats

Sample Format for each report to be provided by the Government prior to contract award

Operational Reports:

1. Cargo receipt
 - 1.1 Required by: 3.A.21
 - 1.2 Reports due: Next business day following receipt of cargo
 - 1.3 Medium: Excel attachment to email
 - 1.4 Distribution: Cognizant SDDC terminal as advised by COR
 - 1.5 Required elements:
 - Contractor Name
 - Port of loading
 - Date cargo received at port
 - Transportation Control Number (TCN)
 - Container number with alpha prefix,
 - Seal and/or keyless lock number
2. Cargo Lift – Containers
 - 2.1 Required by: 3.A.21
 - 2.2 Reports due: Next business day after vessel departure
 - 2.3 Medium: Excel attachment to email
 - 2.4 Distribution: Cognizant SDDC terminal as advised by COR
 - 2.5 Required elements:
 - Contractor Name
 - Cargo Lift Information (CONUS/OCONUS ports of loading):
 - PCFN/Contractor booking number
 - Name of vessel and voyage document number
 - Transportation Control Number (TCN)
 - Container number
 - Port of Embarkation
 - Port of discharge
 - Final destination
3. Cargo Lift Information – Breakbulk
 - 3.1 Required by: 3.A.21.
 - 3.2 Reports due: 1. For breakbulk cargo moving under free-in terms the contractor shall submit cargo lift reports within two working days after receipt of booking and/or lift details from the Government. 2. For breakbulk cargo moving under liner-in terms the contractor shall submit cargo lift reports the next business day after vessel departure
 - 3.3 Medium: Excel attachment to email
 - 3.4 Distribution: Cognizant SDDC terminal as advised by COR
 - 3.5 Required elements:
 - Contractor Name and SCAC code
 - Cargos lift information (CONUS/OCONUS ports of loading)
 - PCFN/Contractor booking number
 - Name of vessel and voyage document number
 - Transportation Control Number (TCN)
 - Piece, Weight and cube
 - Commodity Code
 - Port of Embarkation
 - Port of discharge
 - Final destination

General description of cargo contents; i.e., mail/mail equipment, privately-owned vehicles (POVs), other unboxed wheeled or tracked vehicles, refrigerated cargo seal and/or keyless lock number

4. Pre-Arrival Notice

4.1 Required by: 3. A.21

4.2 Reports due: Three days prior to the scheduled arrival of the delivering vessel or day after sail if less than three days sail time to POD

4.3 Medium: Excel attachment to email

4.4 Distribution: Cognizant SDDC terminal as advised by COR

4.5 Required elements:

TCN

Consignee DODAAC

Container number with alpha prefix, estimated date and time of vessel arrival, and any variation from information previously furnished

Contractor Name

PCFN/Contractor booking number

Vessel name and voyage

Voydoc

Seal number

Date cargo is to arrive

POD

Name and voyage number of mother vessel if transshipped

5. Cargo Discharge:

5.1 Required by: 3.A.21

5.2 Reports due: Next business day following discharge

5.3 Medium: Excel attachment to email

5.4 Distribution: Cognizant SDDC terminal as advised by COR

5.5 Required elements:

TCN

Container number with prefix

POD

Name and voyage number of vessel making delivery

Name and voyage number of original vessel(s) if transshipped

PCFN/ Contractor booking number

Seal number

Date and time the cargo was discharged from the vessel, Date and time cargo is scheduled to be available for commencement of drayage or line-haul from port.

Seal and/or keyless lock number

6. Cargo Disposition:

6.1 Required by: 3.A.21

6.2 Reports due: Next business day following discharge

6.3 Medium: Excel attachment to email

6.4 Distribution: Cognizant SDDC terminal as advised by COR

6.5 Required elements:

Contractor name

Port

Date, time, and mode of commencement of drayage or line-haul from discharge port

TCN

Container number and prefix

Provided by next business day following discharge

7. Contractor Containerization:

7.1 Required by: 3.A.21

7.2 Reports due: Next business day after Contractor provides container cargo handling service or LCL service

7.3 Medium: Excel attachment to email

7.4 Distribution: Cognizant SDDC terminal as advised by COR

7.5 Required elements:

Booked container TCN

POE

Cargo TCN, pieces, weight, cube

Container number and prefix

Seal number

Date stuffed

POD

Consignee if for inland delivery by the Contractor

Booking reference

Booked / scheduled vessel

Location stuffed

8 Cargo not lifted as booked / booked and not lifted:

8.1 Required by: 3.A.21

8.2 Reports due: Next business day after vessels departs the POE.

8.3. Distribution: Cognizant COR for the POE

8.4 Required elements:

Contractor Name

POE

Vessel Name

Sail date

TCN

Container number with prefix

Reason cargo/container was not lifted as booked

9. Direct Booking Report:

9.1 Required by: 3.A.21

9.2 Reports due: Within 24 hours of booking, cancellation, decrease or increase

9.3. Distribution:

9.4 Required elements:

Contractor name

Vessel name

TCN

DTR Commodity code

SCAC code

Booked VOYDOC#

Estimated sail date

POE

POD

Shipper DODAAC

Shipper POC

Consignee DODAAC

Equipment size and type

Estimated arrival date at POD

Date booked

VISA priority

RDD (Required Delivery Date)

Report type (new booking or cancellation/decrease)

SHIPMENTS OF DLA PRIME VENDOR CARGO

1. Special Provisions for Defense Logistics Agency (DLA) Prime Vendor Program

1.1 Background.

DLA has entered into contracts with various suppliers and distributors under a "Prime Vendor" program for the supply of various commodities to U.S. Government agencies. These contracts support DLA customers in geographic locations worldwide. The Defense Distribution Center (DDC), is an authorized ordering office for Prime Vendor Shipments through DLA under this contract. The items are shipped overseas under the USC contract via ocean transportation ordered through DDC. Under the terms of the DLA Prime Vendor contracts, ownership and title to these items, remains with the Prime Vendor while the items move within the Defense Transportation System (DTS). USC carriers deliver Prime Vendor cargo to the Prime Vendor rather than delivering cargo to the U.S. Government.

1.2 Contractual Intent. Generally, the terms, conditions and prices of this contract shall apply equally to the transportation of both Government owned and non-Government owned cargo. For example, the standard of liability of a USC contractor for loss/damage to cargo is the same in both situations. Also, compensation due the USC contractor for detention of carrier containers, for port storage, for reefer maintenance, and other matters (see paragraph 1.6 below), is the same in both situations. However, experience has demonstrated to the Government that certain matters are properly handled directly between a Prime Vendor and a USC contractor (the real parties in interest) where non-Government cargo is involved. These matters include:

- Claims procedures and claims dispute resolution procedures related to Prime Vendor cargo and Prime Vendor claims against a USC Contractor for loss/damage to Prime Vendor cargo;
- USC Contractor claims against a Prime Vendor for loss/damage to USC Contractor equipment;
- USC Contractor claims against a Prime Vendor for detention of USC Contractor equipment;
- USC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor);
- USC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor);
- USC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and,
- Claims between the Prime Vendor and USC Contractor for services not ordered by the Government

This stands to reason because the Prime Vendor owns the cargo and because only the Prime Vendor and a USC contractor have specific, factual knowledge and evidence related to such matters and the delivery location, DLA's Prime Vendor contracts involving the Pakistan / Afghanistan Routes (PakGLOC) require the Prime Vendor to sign an agreement (which the USC contractor may accept and seek to supplement) establishing a minimum level of claims processing and dispute resolution procedures. This contract requires the carrier to accept a minimum level agreement to be eligible for the carriage of Prime Vendor cargo over the PakGLOC. The contractual intent is for the Prime Vendor and the USC contractor to address/resolve such matters directly with each other. The Government customer can be harmed when procedures for resolving such matters between the Prime Vendor and a USC contractor are not established and problems are not resolved directly between the Prime Vendor and the USC contractor.

1.2.1 The U.S. Government shall not be liable for loss or damage to Prime Vendor cargo. Any discrepancy report or notice of claim for such loss or damage shall be submitted by the DLA Prime Vendor directly to the USC contractor for resolution, not to DLA or USTRANSCOM. The USC contractor shall accept such discrepancy report or notice of claim for such loss or damage from the DLA Prime Vendor, as well as any other communications regarding such loss or damage.

1.2.2 The U.S. Government shall not be liable for USC Contractor claims against a Prime Vendor for loss/damage to USC Contractor equipment; USC Contractor claims against a Prime Vendor for detention of USC Contractor

equipment; USC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and claims between the Prime Vendor and USC Contractor for services not ordered by the Government). The USC contractor shall submit directly to the Prime Vendor, with copy to the USC Contracting Officer, any claim for damage, detention, port storage, reefer maintenance, or services not ordered by the U.S. Government. If the USC contractor is unable to communicate directly with the Prime Vendor for any reason, the USC Contractor shall so advise the USC Contracting Officer. In those instances, or instances where the resolution of Prime Vendor / USC Carrier claims is at an impasse, the USC Contracting Officer will function (in coordination with other Government agencies as appropriate) as a facilitator in order to bring the parties together and work towards resolution of the claim(s).

1.2.3 Notwithstanding the provisions of 1.2.2 above, the USC contractor may pursue any rights it may have under this contract and may file a claim with the USC Contracting Officer under the terms of this contract in connection with the transportation of Prime Vendor cargo. An example of such a situation could be where Government action harms the USC contractor with respect to Prime Vendor cargo transportation and some other part of this contract provides a remedy.

1.2.4 Failure of the Prime Vendor to Satisfy an Arbitral Award, Judgment, or Binding Alternate Dispute Resolution (ADR) Decision

(i) The USC contractor may, at any time after the USC contractor has initiated arbitration, a lawsuit, or demand for binding ADR against a Prime Vendor for amounts due to the USC contractor by the Prime Vendor, request in writing that the Government agree to guarantee payment in the amount stated in the demand (excluding any amount for dispute resolution proceeding costs, including attorney fees) for arbitration, lawsuit, or demand for binding ADR. Within thirty (30) days of receiving such a request, the Government may, in its sole discretion, either: (1) by modification issue a guarantee to the USC contractor in the amount of the arbitral demand made by the USC contractor against the Prime Vendor, or (2) in writing deny such request for a guarantee. In the event that the Government issues a guarantee as described above, payment under that guarantee shall become due thirty (30) days after the USC contractor provides to the Government a copy of the arbitral award, judgment or binding ADR decision in the USC contractor's favor, along with a certification that the Prime Vendor has not satisfied such award, judgment or binding ADR decision within thirty (30) days of its effective date. The amount of the payment due shall be the amount of the arbitral award, judgment or binding ADR decision (excluding any amount for dispute resolution proceeding costs, including attorney fees), not to exceed the amount set forth in the arbitral demand or any amended arbitral demand, lawsuit, or demand for binding ADR. If the Government instead elects to deny the issuance of a guarantee, then upon such denial the USC contractor shall be relieved of its obligation to accept any bookings for cargo tendered for shipment by or on behalf of the Prime Vendor and, if requested bookings are denied, the Government is free to use other carriers. If the Government fails to respond in writing to a request for a guarantee within thirty (30) days of receipt of such request, then such failure shall be treated as a denial of the request, and the USC contractor shall be relieved of its obligation to accept any bookings for cargo tendered by or on behalf of the Prime Vendor and, if requested bookings are denied, the Government is free to use other carriers.

(ii) In the event that the Government actually makes payment under a guarantee issued under subsections (i) of this section 1.2.4, the Government shall have a right to assert the Contractor's claim, up to the amount of its payment to the Contractor, against the party whose failure to pay a final arbitral award, judgment, or binding ADR decision resulted in the Government's obligation to pay under the relevant guarantee.

(iii) The USC contractor agrees to cooperate with Government efforts to resolve a claim against the party whose failure to pay a final arbitral award, judgment, or binding ADR decision resulted in the Government's obligation to pay under the relevant guarantee. This includes providing documents/correspondence relevant to the claim, producing personnel with knowledge of the claim, and advising on industry practices.

1.3 Third-Party Agreement . Under the terms of the DLA Prime Vendor contracts, the Prime Vendor will execute a minimum level agreement which can be accepted or expanded by negotiation.) . The required format for the minimum level Prime Vendor/USC Carrier Agreement is provide at Attachment 9. As detailed below, the USC contractor is required to accept and sign the Attachment 9 previously signed by the applicable Prime Vendor to be eligible to move Prime Vendor cargo on PakGLOC routes.

1.3.1 Prime Vendor and USC Contractor Agreements on PakGLOC routes. In order to be eligible for movement of Prime Vendor cargo on Pakistan and/or Afghanistan overland routes, the USC contractor must, after notification of an award on a PakGLOC route for Prime Vendor cargo movement, and upon request by the USC Contracting Officer, the USC contractor shall enter into a written agreement with the Prime Vendor which shall, as a minimum, use the Prime Vendor/USC Carrier Agreement (See Attachment 9) to define procedures to submit and process claims and resolve disputes arising in connection with U.S. Government ordered transportation services for non-Government owned cargo. The Prime Vendor/USC Carrier Agreement (See Attachment 9) is the minimum instrument required to address the matters described in 1.2.1 and 1.2.2. A copy of the agreement and any negotiated supplemental language in respect thereof or changes thereto, shall be furnished to the USC Contracting Officer. Any agreement that does not, as a minimum, use the Prime Vendor/USC Carrier Agreement (See Attachment 9) to define procedures to submit and process claims and to resolve disputes arising in connection with U.S. Government ordered transportation services for non-Government owned cargo in accordance with 1.2.1 and 1.2.2 above will be rejected by the USC Contracting Officer making that USC contractor ineligible to transport Prime Vendor cargo on PakGLOC routes. No USC Contractor will receive a task order to move Prime Vendor cargo on a PakGLOC route under this contract without an approved Prime Vendor Agreement. The USC carrier and Prime Vendor may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and this Attachment 8.

1.3.2. Prime Vendor and USC Contractor Agreements on Routes other than Pakistan / Afghanistan (PakGLOC). The USC contractor is not required to negotiate a Prime Vendor/USC Carrier Agreement (such as Attachment 9) in order to be considered for the award of cargo on other than PakGLOC Routes, however the USC contractor is encouraged to enter into a written agreement with the Prime Vendor which should, as a guide, use the Prime Vendor/USC Carrier Agreement (See Attachment 9) to define procedures to submit and process claims and resolve disputes arising in connection with U.S. Government ordered transportation services for non-Government owned cargo. A copy of the agreement and any changes thereto, shall be furnished to the USC Contracting Officer. The USC carrier and Prime Vendor may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and this Attachment 8

1.4 Supplementation Encouraged. The USC contractor is encouraged, but not required, to supplement the terms of Attachment 9 with each Prime Vendor by providing additional details, more specific procedures, or other terms that will facilitate claims processing and dispute resolution. Supplementary language must be consistent with Attachment 9 and this Attachment 8. A copy of any supplemental terms must be provided to the USC Contracting Officer. In negotiating any agreement, the USC contractor should consider that the Prime Vendor may exercise a right of setoff, if any exists, involving a commercial contract or other remedial action against the USC contractor. Similarly, the USC contractor may take remedial action or other actions to protect its interests against the Prime Vendor, including the assertion of a lien, if any exists, on Prime Vendor cargo.

1.5 Third Party Beneficiary. As noted in Section 1.2, except for the subjects covered in Sections 1.2 and 1.3 (claims procedures and claims dispute resolution procedures related to Prime Vendor cargo, including Prime Vendor claims against a USC Contractor for loss/damage to Prime Vendor cargo; USC Contractor claims against a Prime Vendor for loss/damage to USC Contractor equipment; USC Contractor claims against a Prime Vendor for detention of USC Contractor equipment; USC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and claims between the Prime Vendor and USC Contractor for services not ordered by the Government), and procedures for ending container detention charges) and except for the modified provisions described in 1.6 or other exceptions specified elsewhere in this contract, the terms, conditions and prices of this USC contract apply equally to the transportation of both Government owned and non-Government owned cargo. The Prime Vendor/USC Carrier Agreement (Attachment 9) incorporates the USC-6 Contract by reference.

1.5.1 Prime Vendor as Third Party Beneficiary. The Prime Vendor is an express third party beneficiary of the terms, conditions, and prices of this USC 06 contract when it describes the rights and obligations between the Prime

Vendor and USC Contractor. See the list of subjects at 1.5 and the modified provisions of 1.6. The Prime Vendor's rights as a Third Party Beneficiary exist (and could be most useful) in the absence of a Prime Vendor/USC Carrier Agreement (Attachment 9). A third party beneficiary is not subject to amendments and modifications of this contract and relevant DLA Prime Vendor contracts.

1.5.2 Carrier as Third Party Beneficiary. The USC Contractor is an express beneficiary of the terms, conditions and prices of the DLA Prime Vendor contract when it describes the rights and obligations between the Prime Vendor and USC Contractor, including descriptions in this contract incorporated by reference into the DLA contract. The USC Contractor's rights as a Third Party Beneficiary exist (and could be most useful) in the absence of a Prime Vendor/Carrier Agreement (Attachment 9). A third party beneficiary is not subject to amendments and modifications of this contract and relevant DLA Prime Vendor contracts.

1.6 Other USC Provisions Impacted by the Special Provisions for the DLA Prime Vendor Program.

Unless specified elsewhere in this contract, the terms of Attachment 8, including the additional items below, are the only variations in USC terms and conditions applicable to the transportation of cargo in the DLA Prime Vendor Program. The purpose of these variations is to acknowledge that such transportation involves Prime Vendor-owned cargo, not Government-owned cargo; that USC carriers deliver cargo back to the Prime Vendor, not to the Government; and that the real parties in interest for Prime Vendor cargo movements are generally the Prime Vendor and the USC contractor, not the Government.

- a. Paragraph (d) of FAR 52.212-4, is supplemented in accord with Section 1.4.
- b. FAR 52.233-4 does not apply to claims of breach of the business agreement between the Prime Vendor and the Contractor.
- c. DFARS 252.233-7001 does not apply to disputes between the Prime Vendor and the Contractor. See Section 1.4.
- d. Section 2.7.1, Liens/Seizure of Cargo of the "Additional Clauses" Section of this contract shall not apply to Prime Vendor cargo. (Similarly, the DLA Prime Vendor contract does not prohibit the Prime Vendor from exercising any right of setoff involving a commercial contract or other remedial action to protect its interest with respect to USC Contractor(s).)
- e. The clause "Application of COGSA for Non-Government Owned Cargo" at Section 2.2 of the "Additional Clauses" Section shall apply to transportation of Prime Vendor Cargo instead of the clause "Application of COGSA" at section 2.1.
- f. Under PWS paragraph 3.G.4, the Prime Vendor, not the Government, pays the Contractor for detention caused by the Prime Vendor. The Prime Vendor and USC Contractor are not required to use the purchase of a container as a procedure to terminate container detention charges. Under PWS paragraph 3.G.8, the Prime Vendor is required to provide notice, reimbursement, etc. to the USC Contractor, not the U.S. Government. The Prime Vendor and USC Contractor are not required to use the purchase of a container as a procedure for resolving container damages.
- g. Under PWS paragraph 3.G.9, the Prime Vendor's representative, not the Ordering Officer, COR, or Contracting Officer, determines theft or disappearance of Contractor equipment. The Prime Vendor and USC Contractor are not required to use the purchase of a container as a procedure for resolving container theft or disappearance.
- h. Under PWS paragraph 3.G.11, the Prime Vendor, not the Government, reimburses the Contractor for onward movement delays caused by the Prime Vendor.
- i. Under PWS paragraph 6.C.2, the Prime Vendor, not the Government, pays the USC Contractor for detention caused by the Prime Vendor. The Prime Vendor and USC Contractor are not required to use the purchase of a container as a procedure for terminating container detention charges.
- j. Under Attachment 6, Invoicing and Payment, the Prime Vendor and the USC Contractor are required to develop their own invoicing and payment procedures for matters between them as described in paragraph A.1 l. Pursuant to Attachment 7, the Prime Vendor and the USC Contractor may develop their own reports and formats.

1.7 The DLA Contracting Officer will deliver a signed Prime Vendor/USC Carrier Agreement executed by the Prime Vendor to the USC Contracting Officer when a specific Prime Vendor is awarded a DLA Prime Vendor contract. The DLA Contracting Officer shall also provide the name, address, and contact information for the specific Prime Vendor, as necessary. The USC Contracting Officer will forward the agreement to the USC contractors who

have accepted rates for the Prime Vendor location(s). Once the USC contractor has signed the agreement(s), the signed agreement(s) is forwarded to the Prime Vendor with a copy forwarded to the USC Contracting Officer.

PRIME VENDOR/USC CARRIER AGREEMENT

WHEREAS, components of the Defense Logistics Agency (DLA) have entered into contracts with various suppliers and distributors under a "Prime Vendor" (PV) program to supply various commodities to U.S. Government agencies and under this program the PVs retain title to such commodities until final delivery;

WHEREAS, DLA's PV contracts permit components of DLA to order transportation services from commercial carriers under a contract with the United States Transportation Command (USTRANSCOM) known as the Universal Services Contract (USC);

WHEREAS, USC carriers transport PV commodities and return them to PVs at a different location prior to delivery of same by the PV to U.S. Government agencies;

WHEREAS, past experience has demonstrated that PVs and carriers may disagree about claims procedures and claims dispute resolution procedures related to Prime Vendor cargo, including Prime Vendor claims against a USC Contractor for loss/damage to Prime Vendor cargo; USC Contractor claims against a Prime Vendor for loss/damage to USC Contractor equipment; USC Contractor claims against a Prime Vendor for detention of USC Contractor equipment; USC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and claims between the Prime Vendor and USC Contractor for services not ordered by the Government;

WHEREAS, _____ (hereinafter referred to as The Prime Vendor) has been awarded contract number _____ by _____ for the supply of PV cargo;

WHEREAS, one or more carriers under the USC may serve the geographical area covered by said contract and transport PV commodities intended for performance of said contract;

NOW, THEREFORE, in consideration of the mutual promises herein and for the purpose of facilitating minimum standards for the processing of claims and the resolution of disputes between The Prime Vendor and applicable USC carriers, The Prime Vendor and any USC carrier accepting the terms of this Agreement (hereinafter referred to as Accepting USC Carrier) agree as follows:

1. The Prime Vendor will submit directly to the Accepting USC Carrier (not to DLA or USTRANSCOM) for resolution any discrepancy report or notice of claim for loss/damage to PV cargo, for services not ordered by DLA/USTRANSCOM, or for ending container detention charges or other matters. The Accepting USC Carrier shall accept such report/notice and both parties agree to communicate with each other regarding the processing of claims. The parties may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and Attachment 8 of the PWS of the USC contract.
2. The Accepting USC Carrier will submit to the Prime Vendor (not to DLA or USTRANSCOM) for resolution any notice of claim for equipment loss/damage, container detention, maintenance of refrigerated containers, port storage, services not ordered by DLA/USTRANSCOM, procedures for ending container detention charges, or other matters. The Prime Vendor shall accept such notice of claims and both parties agree to communicate with each other regarding the processing of claims. The parties may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and Attachment 8 of the PWS in the USC contract.
3. When the claims process does not lead to resolution of the claim, the parties agree to initiate some form of dispute resolution process (which could include direct negotiation, alternative dispute resolution,

court action, etc.) that does not involve the U.S. Government (including DLA/USTRANSCOM.) The parties may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and Attachment 8 of the PWS in the USC contract.

4. The Prime Vendor and the Accepting USC Carrier will notify their respective Contracting Officers of any refusal to communicate regarding the processing of a claim and of any failure to attempt to resolve a dispute.
5. The Prime Vendor and the Accepting USC Carrier acknowledge that the terms of their contracts with the U.S. Government (DLA and USTRANSCOM respectively) generally preclude Prime Vendor claims against a USC Contractor for loss/damage to Prime Vendor cargo; USC Contractor claims against a Prime Vendor for loss/damage to USC Contractor equipment; USC Contractor claims against a Prime Vendor for detention of USC Contractor equipment; USC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and claims between the Prime Vendor and USC Contractor for services not ordered by the Government.
6. The parties acknowledge that the terms of the USC contract are applicable to this Agreement and incorporate by reference into this Agreement the USC contract in force at the time PV cargo is booked. For example, the standard of liability of an Accepting USC Carrier for loss/damage to PV cargo is the same as the standard of liability of a USC carrier for loss/damage to government-owned cargo under USC. Similarly, the compensation due an Accepting USC Carrier for damage to its equipment, detention of its containers, port storage of its equipment, and maintenance of its refrigerated containers is the same as the compensation due to a USC Carrier for such matters under USC. Section 1.6 of Attachment 8 to the USC contract describes specific provisions of the USC contract that are modified to acknowledge that the transportation described herein involves PV cargo, not government-owned cargo; that USC carriers deliver cargo back to the PV, not to the Government; and that the real parties in interest for PV cargo movements are generally the PV and the USC carrier, not the Government.

XXXXXXXX XXXXXXXXXX, INC.

"The Prime Vendor

Date:

By:

Title:

The undersigned, an authorized representative of YYYYYYYYYYYYYY YYYYYYYYYY, INC., hereby accepts and agrees to the terms and provisions above of this Agreement.

YYYYYYYYYYYYYYYYYYYY YYYYYYYYYY, INC.

"Accepting USC Carrier"

Date:

By:

Title:

SUPPLEMENTAL TERMS AND CONDITIONS

(If the parties agree to supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and Attachment 8 of the PWS in the USC contract, the parties may record their supplemental agreement below OR may record it elsewhere.)

**ORDERING PROCEDURE
CARRIER SELECTION
"FAIR OPPORTUNITY PROCESS"**

1. Fair Opportunity to Compete.

1.1. Fair Opportunity to Compete for Task Order (booking) Awards: Under the USC-6 multiple award contracts, fair opportunity for booking awards is provided through a "best value" booking process detailed below. Only appointed cargo bookers (ordering officers) are authorized to book orders. The cargo bookers are responsible for evaluating shipment requirements and for making independent best value booking decisions.

1.2. Ordering Clause: IAW FAR 16.505, Ordering, all multiple award contractors shall be provided a fair opportunity to be considered for each order in excess of \$3,000 pursuant to the procedures established in this section, unless the contracting officer (or ordering officer / booker) determines that:

a. The agency's need for the services or supplies is of such urgency that providing such opportunity to all such contractors would result in unacceptable delays.

b. Only one such contractor is capable of providing the services or supplies at the level of quality required because the services or supplies ordered are unique or highly specialized.

c. The task/delivery order should be issued on a sole source basis in the interest of economy or efficiency because it is a logical follow-on to an order already issued under the contract, provided that all awardees were given a fair opportunity pursuant to the procedures in this clause to be considered for the original order.

d. It is necessary to place an order to satisfy a minimum guarantee.

1.3. All bookings will be awarded in accordance with the Cargo Preference Act of 1904, with a priority given to VISA participants. Application of the "VISA Priorities" listed below for booking cargo ensures these requirements are met. SDDC will provide an updated list of VISA participants to designated Ordering Officers as changes to the list occur. Notwithstanding anything contained in this contract, nothing should be construed as effecting, changing or weakening the Cargo Preference Act of 1904 (10 U.S.C. 2631). Any waiver or change to this policy must be consistent with that provided under existing law."

2. Ordering Process for Bookings:

2.1. The Universal Service Contract (USC)-6 allows for cargo bookings based on a "best value" concept.

2.2. The best value analysis will consider the following factors and sub-factors:

a. Technical—the ordering officer first evaluates potential carriers on a pass/fail basis to determine which carriers can meet the following technical requirements for the shipment or group of shipments that the ordering officer requires to move together:

- (1) Can meet or exceed RDD
- (2) Can provide all required services and accessories and has awarded rates for same.
- (3) Has required equipment
- (4) Has an approved Prime Vendor Agreement as detailed in Attachment 8 of the PWS (Applies to Prime Vendor cargoes, moving on the PakGLOC Route only)
- (5) Meets international, national, local and DoD statutory and regulatory requirements for the commodity, hazard and security classification, category or threat

b. VISA Priorities—once the field of potential carriers meeting the technical requirements is identified, a review of the technically compliant carriers is conducted to determine which carriers have the highest VISA priority based upon the criteria below. The carriers/carrier identified as meeting the highest VISA priority under the following scheme are then evaluated to determine which one represents the best value as described in paragraph "c"

below:

(1) U.S. flag vessel capacity operated by a VISA "Participant" that has made a current, minimum commitment of its U.S. flag vessel capacity to Stages I, II and III of VISA or that has made a current, minimum commitment of its Jones Act capacity (capacity exclusively engaged in the domestic trades) to Stage III of VISA and a current, minimum commitment of the remainder of its U.S. flag vessel capacity to Stages I, II and III or, VISA or with regard to an offer for a long-term charter to DoD that has made a current, minimum commitment of its U.S. flag vessel capacity to Stage III of VISA. The U.S. Flag Vessel Sharing Agreement (VSA) capacity of such a participant also is grouped in this category of priority.

(2) U.S. flag vessel capacity operated by a VISA "Participant" that has made a current, minimum commitment of its U.S. Flag vessel capacity to Stage III of VISA and the U.S. flag Vessel Sharing Agreement (VSA) capacity of such a Participant.

(3) U.S. flag vessel capacity operated by a non-Participant.

(4) Combination U.S./foreign flag vessel capacity operated by the kind of "Participant" described in paragraph a above and/or the combination U.S./foreign flag VSA capacity of such a Participant.

(5) Combination U.S./foreign flag vessel capacity operated by the kind of "Participant" described in paragraph b above and/or the combination U.S./foreign flag VSA capacity of such a Participant.

(6) Combination U.S./foreign flag vessel capacity operated by a non-participant.

(7) U.S. owned or operated foreign flag vessel capacity and/or VSA capacity of the kind of "Participant" described in paragraph a above.

(8) U.S. owned or operated foreign flag vessel capacity and/or VSA capacity of the kind of "Participant" described in paragraph b above.

(9) U.S. owned or operated foreign flag vessel capacity and/or VSA capacity of a non-Participant.

(10) Foreign-owned or operated foreign flag vessel capacity of a non-participant.

c. Best Value Determination—carriers meeting the technical requirements above and who are identified as falling within the highest identified VISA priority group will be evaluated based upon the factors below. Evaluation factors are listed in descending order of importance. Subfactors within the Past Performance factor are of equal importance.

d. Evaluation Factors:

(1) Past Performance

(i) Carriers' Performance Score from the Assessment at Section 5 of the PWS. (All contractors will automatically receive a contractor rating of "Alpha" for the first 90 days after contract award.)

(ii) History of meeting RDD for the required route

(2) Cost

(i) Total prices of all the services (line haul, ocean freight and accessorial) applicable to the booking.

(3) ~~Approved Prime Vendor Agreement (if applicable) as detailed in Attachment 8 to the PWS)~~

*Note: pursuant to the provision of paragraph 5.A.2.2 and 5.A.2.3 of the PWS, the Government will assign each contractor a "Performance Score" that will be considered in the Past Performance evaluation factor. Assignment of certain "performance scores" may result in a decision by the Government to consider certain carriers before others, or to exclude a carrier from certain types of cargo movements (i.e. unit moves, etc.) regardless of their technical or

cost scores in the best value process. Certain best value booking evaluations may result in no bookings awarded under this contract and the Government utilizing a charter service instead.