

**UNITED STATES TRANSPORTATION
COMMAND (USTRANSCOM)**

**QUESTIONS & ANSWERS - SOLICITATION:
TCAQ 0222212-01,**

CLASS I PERISHABLES TENDER

Questions and Answers for Perishable Tender Solicitation TCAQ 022212-01

1. Is there an operational reason for not including full planeload service for this requirement?

Response: This suggestion was sent to our customer for a response, and they concluded that a less than planeload service is what they require. Whether a tender holder chooses to dedicate a full planeload to a specific task order requirement based on offered volume is an internal business decision; however, as stated in the solicitation, we do not anticipate approval of charter services under these tenders. Although the solicitation states under paragraph 5a that each pallet/tri-wall is anticipated to be in the weight range of 300 to 2200 lbs, additional weight breaks were included on the pricing matrix to provide for flexibility of service.

2. Is the shipper a certified sender in accordance with European Union law?

Response: Yes, the shipper (DLA) is a certified sender.

3. What is the expected transit time after cargo is handed over to the carrier?

Response: There is no set Required Delivery Date (RDD) once the shipment has been picked-up for delivery. Per PWS 5a, the required time-definite delivery requirements will be coordinated at the time of order placement/notification. The Government anticipates that RDDs will range from 12-48 hours based on operational needs. Please reference the revised language added to PWS paragraph 5a.

4. Will notifications be for both locations in Afghanistan or will there be one notification per single destination?

Response: There will be one notification per single destination. In other words, the Government will not include requirements for Kabul and Helmond in the same order.

5. Must the TSP (CRAF carrier) only submit the completed and signed OF Form 280 and Attachment 3?

Response: The CRAF carrier is required to submit a sign OF 280 as the Issuing TSP and Attachment 3 price matrix. If there will be a partnership established between the CRAF carrier and the freight forwarder, reference paragraph 4.a of the cover letter, a SCAC must be cited on the OF 280 that was specifically obtained for the CRAF carrier and agent partnership. The freight forwarder/agent may sign the OF 280 as the Participating TSP, but is not a requirement. By signing the OF 280 the CRAF carrier will be held responsible for any action of the freight forwarder/agent or any subcontractor.

6. The Feb 23 TRANSCOM transmittal letter references OF Form 1, 1a, and 1b, but the only the OF Form was attached. What are 1a and 1b?

Response: Form 1a (Continuation Page) and 1b (Instructions) were separate pages of the OF 280, but when the form was converted to a .pdf, 1a and 1b were included.

Attachment 2

7. Confirm that no technical description of the offerer (CRAF carrier) needs to be provided.

Response: There is no technical requirement for a description of the offerer.

8. Confirm that the CRAF carrier is free to subcontract certain lanes to a foreign flag carrier (i.e. CRAF carrier Riga to BAH and Foreign Flag BAH to Kabul/Leatherneck.)

Response: The CRAF carrier is free to subcontract lanes to a foreign flag carrier. The only requirement we have is that foreign flag carrier(s) selected are not entities sanctioned by the Office of Foreign Asset Control.

9. Confirm whether or not the SPV will deliver the cargo ready for carriage at RIGA, meaning they will build up the tri-walls on carrier provided pallets.

Response: The SPV will build the tri-walls; however, the carrier (not the SPV) is responsible to actually put and secure the cargo on the pallets. Please reference the revised language added to PWS paragraph 5a.

10. The solicitation stipulates that USTRANCOM does not contemplate approval of full planeload charter service. Does this preclude CRAF carriers from also submitting full planeload pricing in addition to pricing for various weight breaks outline in the solicitation?

Response: This tender is limited to less than planeload (LPL) shipments; therefore, we are not requesting pricing for full planeload charter service.

11. The EDI system which is required to provide information on cargo movements; how do we gain access to this system? Do we contract with a specific company to use the system?

Response: Commercial carriers use the Electronic Data Interchange (EDI). EDI is the computer to computer exchange of business data in machine-readable language using strictly defined public standards. EDI transactions are commercially recognized transaction for reporting transportation and billing status of cargo transiting the DoD supply chain. EDI status records are generated and populated from ANSI ASC transactions. Transactions are sent to the government value added network where they are mapped and forwarded to Defense Business Transformation Agency (BTA) Global Exchange Services (GEX). From the BTA GEX, the transactions are sent to the government value added network where they are mapped and forwarded to the Department of Defense Automated Information Systems.

Before you can access the EDI system you must first be registered in the Freight Carrier Registration Program (FCRP). I have attached a copy of the SDDC Freight Registration Instructions for guidance in becoming an approved Transportation Service Provider (TSP).

If you are a CRAF carrier partnering up with a freight forwarder, the freight forwarder must be on the list of approved TSPs. If you intend to establish a partnership between a CRAF carrier as an approved freight forwarder, a new Standard Carrier Alpha code must be established for this

tender. The beginning letter of the SCAC should be the first letter of the CRAF carrier and the remaining letters can be a combination of the CRAF carrier and the freight forwarder. If you have additional questions regarding EDI requirements please read the attachment titled Freight Carrier Registration's Instructions.

12. How realistic is the 900K to 1M pounds per week?

Response: This is an estimate based on operational requirements. With multiple tender awards anticipated, there are no guaranteed amounts for any one carrier.

13. Historical data for last 6 or 12 months.

Response: Historical data is not representative of this requirement as this tender is being established to handle only the anticipated estimated quantities provided.

14. Would shipments be evenly split Monday through Sunday, a few times a week or once a week consolidation?

Response: We expect daily shipments close in size.

15. Clarification of who owns the commodities and who will pay transportation.

Response: The SPV owns the commodities throughout the supply chain to delivery to end destination. The transportation will be paid by DLA.

16. Limits of liability and to whom.

Response: Per PWS para 5a, claims shall be handled between the SPV and tender service provider.

17. Are there any known issues/concerns of the current air process to ensure repeat mistakes are not made?

Response: A current concern is with the fluidity of receiving timely landing permissions.

18. Under the Price Matrix, there is some confusion as to what is meant by "Address Correction and Redelivery" under the Price Matrix. Does this apply to re-delivery within a specific location such as Kabul?

Response: Redelivery is defined as delivery to the original destination.

19. What is the exact location of the SPV Facilities at Kabul and Helmond, to include distance in miles from the Airfield to the final destination?

Response: Kabul Facility is less than 2 km from Kabul Afghanistan Intl Airport
Helmond Facility is less than 2 km from Camp Bastion / Leatherneck

20. Are reefer trucks required for delivery?

Response: Product must arrive in condition fit for its intended use. While this may not require reefer trucks, delays can happen during transit for which the carrier is responsible.