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|   |  |   |  |  |  |  |  |
|---|--|---|--|--|--|--|--|
| <b>SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS</b><br><i>OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, AND 30</i>   |  |   |  | 1. REQUISITION NUMBER  |  | PAGE 1 OF 96   |  |
| 2. CONTRACT NO.   |  | 3. AWARD/EFFECTIVE DATE   |  | 4. ORDER NUMBER  |  | 5. SOLICITATION NUMBER<br>HTC711-11-R-W004   |  |
| 7. FOR SOLICITATION INFORMATION CALL:   |  | a. NAME<br>LISA N. CAHILL   |  |  |  | b. TELEPHONE NUMBER (No Collect Calls)<br>618-220-7081   |  |
| 6. SOLICITATION ISSUE DATE<br>29-Nov-2011   |  | 8. OFFER DUE DATE/LOCAL TIME<br>04:00 PM 20 Mar 2012  |  | 9. ISSUED BY<br>USTRANSCOM-AQ - HTC711<br>508 SCOTT DR<br>SCOTT AFB IL 62225-5357<br><br>TEL: CONTACT BUYER<br>FAX: CONTACT BUYER  |  | 10. THIS ACQUISITION IS<br><input checked="" type="checkbox"/> UNRESTRICTED<br><input type="checkbox"/> SET ASIDE: % FOR<br><input type="checkbox"/> SB<br><input type="checkbox"/> HUBZONE SB<br><input type="checkbox"/> 8(A)<br><input type="checkbox"/> SVC-DISABLED VET-OWNED SB<br><input type="checkbox"/> EMERGING SB<br>SIZE STD: 500 NAICS: 483111 |  |
| 11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED<br><input type="checkbox"/> SEE SCHEDULE  |  | 12. DISCOUNT TERMS  |  | 13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700)<br><input type="checkbox"/>  |  | 13b. RATING  |  |
| 14. METHOD OF SOLICITATION<br><input type="checkbox"/> RFQ <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP   |  | 15. DELIVER TO<br>SEE SCHEDULE<br>SEE SCHEDULE<br>SEE SCHEDULE<br>. IL<br>TEL: FAX:   |  | 16. ADMINISTERED BY  |  | 17a. CONTRACTOR/OFFEROR  |  |
| 18a. PAYMENT WILL BE MADE BY  |  | 17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER<br><input type="checkbox"/>   |  | 18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a. UNLESS BLOCK BELOW IS CHECKED <input type="checkbox"/> SEE ADDENDUM  |  | 19. ITEM NO.   |  |
| 20. SCHEDULE OF SUPPLIES/ SERVICES  |  | 21. QUANTITY  |  | 22. UNIT   |  | 23. UNIT PRICE   |  |
| 24. AMOUNT  |  | 25. ACCOUNTING AND APPROPRIATION DATA   |  | 26. TOTAL AWARD AMOUNT (For Govt. Use Only)  |  | 27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1. 52.212-4. FAR 52.212-3. 52.212-5 ARE ATTACHED. ADDENDA <input checked="" type="checkbox"/> ARE <input type="checkbox"/> ARE NOT ATTACHED   |  |
| 27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA <input type="checkbox"/> ARE <input type="checkbox"/> ARE NOT ATTACHED |  | 28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN 0 COPIES 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: REFERENCE<br><input type="checkbox"/> OFFER DATED . YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS: |  | 30a. SIGNATURE OF OFFEROR/CONTRACTOR   |  |
| 30b. NAME AND TITLE OF SIGNER<br>(TYPE OR PRINT)  |  | 30c. DATE SIGNED  |  | 31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER)   |  | 31c. DATE SIGNED   |  |
| 31b. NAME OF CONTRACTING OFFICER<br>(TYPE OR PRINT)   |  | 31d. TEL:   |  | 31e. EMAIL:  |  | 31f. DATE SIGNED   |  |

**SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS  
(CONTINUED)**

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| 19. ITEM NO. | 20. SCHEDULE OF SUPPLIES/ SERVICES | 21. QUANTITY | 22. UNIT | 23. UNIT PRICE | 24. AMOUNT |
|--------------|------------------------------------|--------------|----------|----------------|------------|
|              | <b>SEE SCHEDULE</b>                |              |          |                |            |

32a. QUANTITY IN COLUMN 21 HAS BEEN

☐ RECEIVED ☐ INSPECTED ☐ 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

☐ COMPLETE ☐ PARTIAL ☐ FINAL

37. CHECK NUMBER

38. S/R ACCOUNT NUMBER

39. S/R VOUCHER NUMBER

40. PAID BY

41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT

42a. RECEIVED BY (*Print*)

41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER

41c. DATE

42b. RECEIVED AT (*Location*)

42c. DATE REC'D (*YY/MM/DD*)

42d. TOTAL CONTAINERS

Section SF 1449 - CONTINUATION SHEET

| ITEM NO | SUPPLIES/SERVICES  | MAX<br>QUANTITY | UNIT | UNIT PRICE  | MAX AMOUNT |
|---------|--|-----------------|------|-------------|------------|
| 0001    | Ocean and Intermodal Svcs (Base Period)  | 1               | Lot  |             |            |
|         | FP-EPA   |                 |      |             |            |
|         | Provide Ocean and Intermodal Distribution Services (Base Period)                 |                 |      |             |            |
|         | Rates are contained in the CARE II (Carrier Analysis and Rate Evaluation System) |                 |      |             |            |
|         | FOB: Destination   |                 |      |             |            |
|         | SIGNAL CODE: A   |                 |      |             |            |
|         |  |                 |      | MAX NET AMT |            |

| ITEM NO | SUPPLIES/SERVICES   | MAX<br>QUANTITY | UNIT        | UNIT PRICE  | MAX AMOUNT |
|---------|---|-----------------|-------------|-------------|------------|
| 0002    | Container Detention   | 4               | Lump<br>Sum |             |            |
|         | FP-EPA  |                 |             |             |            |
|         | Facilitate payment of detention on containers at time of container purchase. Payment will be made by issuing a Delivery Order against this CLIN. The detention costs will be negotiated between the Government and Carrier. |                 |             |             |            |
|         | FOB: Destination  |                 |             |             |            |
|         | SIGNAL CODE: A  |                 |             |             |            |
|         |   |                 |             | MAX NET AMT |            |

| ITEM NO | SUPPLIES/SERVICES  | MAX<br>QUANTITY | UNIT        | UNIT PRICE | MAX AMOUNT |
|---------|--|-----------------|-------------|------------|------------|
| 0003    |  | 4               | Lump<br>Sum |            |            |
|         | Container Purchase   |                 |             |            |            |
|         | FP-EPA   |                 |             |            |            |
|         | Facilitate purchase of containers to cease detention. Purchase will be made by issuing a Delivery Order against this CLIN. Purchase cost will be IAW prices listed in the PWS. |                 |             |            |            |
|         | FOB: Destination   |                 |             |            |            |
|         | SIGNAL CODE: A   |                 |             |            |            |

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MAX NET AMT

| ITEM NO | SUPPLIES/SERVICES   | MAX<br>QUANTITY | UNIT | UNIT PRICE | MAX AMOUNT |
|---------|---|-----------------|------|------------|------------|
| 0004    |   | 1               | Lot  |            |            |
|         | Minimum Guarantee   |                 |      |            |            |
|         | FP-EPA  |                 |      |            |            |
|         | This CLIN is to facilitate payment of Contract Minimum Guarantee. Payment of Minimum Guarantee will be made via Delivery order if Minimum is not met via ordering of transportation services. |                 |      |            |            |
|         | FOB: Destination  |                 |      |            |            |
|         | SIGNAL CODE: A  |                 |      |            |            |

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MAX NET AMT

| ITEM NO | SUPPLIES/SERVICES  | MAX<br>QUANTITY | UNIT | UNIT PRICE | MAX AMOUNT |
|---------|--|-----------------|------|------------|------------|
| 1001    |  | 1               | Lot  |            |            |
| OPTION  | Ocean and Intermodal Svcs (Opt Period 1)   |                 |      |            |            |
|         | FP-EPA   |                 |      |            |            |
|         | Provide Ocean and Intermodal Distribution Services (Option Period 1)             |                 |      |            |            |
|         | Rates are contained in the CARE II (Carrier Analysis and Rate Evaluation System) |                 |      |            |            |
|         | FOB: Destination   |                 |      |            |            |
|         | SIGNAL CODE: A   |                 |      |            |            |

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MAX NET AMT

| ITEM NO | SUPPLIES/SERVICES   | MAX<br>QUANTITY | UNIT        | UNIT PRICE | MAX AMOUNT |
|---------|---|-----------------|-------------|------------|------------|
| 1002    |   | 4               | Lump<br>Sum |            |            |
| OPTION  | Container Detention   |                 |             |            |            |
|         | FP-EPA  |                 |             |            |            |
|         | Facilitate payment of detention on containers at time of container purchase. Payment will be made by issuing a Delivery Order against this CLIN. The detention costs will be negotiated between the Government and Carrier. |                 |             |            |            |
|         | FOB: Destination  |                 |             |            |            |
|         | SIGNAL CODE: A  |                 |             |            |            |

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MAX NET AMT

| ITEM NO | SUPPLIES/SERVICES | MAX<br>QUANTITY | UNIT        | UNIT PRICE | MAX AMOUNT |
|---------|-------------------|-----------------|-------------|------------|------------|
| 1003    |                   | 4               | Lump<br>Sum |            |            |

OPTION Container Purchase  
FP-EPA  
Facilitate purchase of containers to cease detention. Purchase will be made by issuing a Delivery Order against this CLIN. Purchase cost will be IAW prices listed in the PWS.  
FOB: Destination  
SIGNAL CODE: A

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MAX NET AMT

| ITEM NO | SUPPLIES/SERVICES | MAX<br>QUANTITY | UNIT | UNIT PRICE | MAX AMOUNT |
|---------|-------------------|-----------------|------|------------|------------|
| 2001    |                   | 1               | Lot  |            |            |

OPTION Ocean and Intermodal Svcs (Opt Period 2)  
FP-EPA  
Provide Ocean and Intermodal Distribution Services (Option Period 2)  
  
Rates are contained in the CARE II (Carrier Analysis and Rate Evaluation System)  
FOB: Destination  
SIGNAL CODE: A

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MAX NET AMT



| ITEM NO | SUPPLIES/SERVICES  | MAX<br>QUANTITY | UNIT        | UNIT PRICE  | MAX AMOUNT |
|---------|--|-----------------|-------------|-------------|------------|
| 2002    |  | 4               | Lump<br>Sum |             |            |
| OPTION  | Container Detention<br>FP-EPA<br>Facilitate payment of detention on containers at time of container purchase. Payment will be made by issuing a Delivery Order against this CLIN. The detention costs will be negotiated between the Government and Carrier.<br>FOB: Destination<br>SIGNAL CODE: A |                 |             |             |            |
|         |  |                 |             | MAX NET AMT | <hr/>      |

| ITEM NO | SUPPLIES/SERVICES  | MAX<br>QUANTITY | UNIT        | UNIT PRICE  | MAX AMOUNT |
|---------|--|-----------------|-------------|-------------|------------|
| 2003    |  | 4               | Lump<br>Sum |             |            |
| OPTION  | Container Purchase<br>FP-EPA<br>Facilitate purchase of containers to cease detention. Purchase will be made by issuing a Delivery Order against this CLIN. Purchase cost will be IAW prices listed in the PWS.<br>FOB: Destination<br>SIGNAL CODE: A |                 |             |             |            |
|         |  |                 |             | MAX NET AMT | <hr/>      |

### 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<br>QUANTITY | MINIMUM<br>AMOUNT | MAXIMUM<br>QUANTITY | MAXIMUM<br>AMOUNT  |
|---------------------|-------------------|---------------------|--------------------|
|                     | \$5,000.00        |                     | \$6,000,000,000.00 |

#### CLIN DELIVERY/TASK ORDER MINIMUM/MAXIMUM QUANTITY AND CLIN ORDER VALUE

The minimum quantity and order value for the given Delivery/Task Order 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 Delivery/Task Order issued for this CLIN shall not exceed the maximum quantity and order value stated in the following table.

| CLIN | MINIMUM<br>QUANTITY | MINIMUM<br>AMOUNT | MAXIMUM<br>QUANTITY | MAXIMUM<br>AMOUNT |
|------|---------------------|-------------------|---------------------|-------------------|
| 0001 |                     | \$                |                     | \$                |
| 0002 |                     | \$                |                     | \$                |
| 0003 |                     | \$                |                     | \$                |
| 0004 |                     | \$                |                     | \$                |
| 1001 |                     | \$                |                     | \$                |
| 1002 |                     | \$                |                     | \$                |
| 1003 |                     | \$                |                     | \$                |
| 2001 |                     | \$                |                     | \$                |
| 2002 |                     | \$                |                     | \$                |
| 2003 |                     | \$                |                     | \$                |

#### 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 |
| 0002 | Destination | Government | Destination | Government |
| 0003 | Destination | Government | Destination | Government |

|      |             |            |             |            |
|------|-------------|------------|-------------|------------|
| 0004 | Destination | Government | Destination | Government |
| 1001 | Destination | Government | Destination | Government |
| 1002 | Destination | Government | Destination | Government |
| 1003 | Destination | Government | Destination | Government |
| 2001 | Destination | Government | Destination | Government |
| 2002 | Destination | Government | Destination | Government |
| 2003 | Destination | Government | Destination | Government |

## DELIVERY INFORMATION

| CLIN | DELIVERY DATE                     | QUANTITY | SHIP TO ADDRESS  | UIC          |
|------|-----------------------------------|----------|--|--------------|
| 0001 | POP 15-AUG-2012 TO<br>14-AUG-2013 | N/A      | SEE SCHEDULE<br>SEE SCHEDULE<br>SEE SCHEDULE<br>. IL<br>FOB: Destination | SEESCHE<br>D |
| 0002 | POP 15-AUG-2012 TO<br>14-AUG-2013 | N/A      | (SAME AS PREVIOUS LOCATION)<br>FOB: Destination                          | SEESCHE<br>D |
| 0003 | POP 15-AUG-2012 TO<br>14-AUG-2013 | N/A      | (SAME AS PREVIOUS LOCATION)<br>FOB: Destination                          | SEESCHE<br>D |
| 0004 | POP 15-AUG-2012 TO<br>14-AUG-2013 | N/A      | (SAME AS PREVIOUS LOCATION)<br>FOB: Destination                          | SEESCHE<br>D |
| 1001 | POP 15-AUG-2013 TO<br>14-AUG-2014 | N/A      | (SAME AS PREVIOUS LOCATION)<br>FOB: Destination                          | SEESCHE<br>D |
| 1002 | POP 15-AUG-2013 TO<br>14-AUG-2014 | N/A      | (SAME AS PREVIOUS LOCATION)<br>FOB: Destination                          | SEESCHE<br>D |
| 1003 | POP 15-AUG-2013 TO<br>14-AUG-2014 | N/A      | (SAME AS PREVIOUS LOCATION)<br>FOB: Destination                          | SEESCHE<br>D |
| 2001 | POP 15-AUG-2014 TO<br>14-AUG-2015 | N/A      | (SAME AS PREVIOUS LOCATION)<br>FOB: Destination                          | SEESCHE<br>D |
| 2002 | POP 15-AUG-2014 TO<br>14-AUG-2015 | N/A      | (SAME AS PREVIOUS LOCATION)<br>FOB: Destination                          | SEESCHE<br>D |
| 2003 | POP 15-AUG-2014 TO<br>14-AUG-2015 | N/A      | (SAME AS PREVIOUS LOCATION)<br>FOB: Destination                          | SEESCHE<br>D |

## CLAUSES INCORPORATED BY REFERENCE

|                 |  |          |
|-----------------|--|----------|
| 52.203-3        | Gratuities   | APR 1984 |
| 52.203-6        | Restrictions On Subcontractor Sales To The Government  | SEP 2006 |
| 52.203-6 Alt I  | Restrictions On Subcontractor Sales To The Government<br>(Sep 2006) -- Alternate I   | OCT 1995 |
| 52.203-13       | Contractor Code of Business Ethics and Conduct   | APR 2010 |
| 52.204-2        | Security Requirements  | AUG 1996 |
| 52.204-9        | Personal Identity Verification of Contractor Personnel   | JAN 2011 |
| 52.204-10       | Reporting Executive Compensation and First-Tier<br>Subcontract Awards  | JUL 2010 |
| 52.209-6        | Protecting the Government's Interest When Subcontracting<br>With Contractors Debarred, Suspended, or Proposed for<br>Debarment | DEC 2010 |
| 52.209-10       | Prohibition on Contracting With Inverted Domestic<br>Corporations  | MAY 2011 |
| 52.212-1        | Instructions to Offerors--Commercial Items   | JUN 2008 |
| 52.212-4        | Contract Terms and Conditions--Commercial Items  | JUN 2010 |
| 52.216-27       | Single or Multiple Awards  | OCT 1995 |
| 52.217-3        | Evaluation Exclusive Of Options  | APR 1984 |
| 52.219-8        | Utilization of Small Business Concerns   | JAN 2011 |
| 52.219-9        | Small Business Subcontracting Plan   | JAN 2011 |
| 52.219-16       | Liquidated Damages-Subcontracting Plan   | JAN 1999 |
| 52.222-3        | Convict Labor  | JUN 2003 |
| 52.222-21       | Prohibition Of Segregated Facilities   | FEB 1999 |
| 52.222-26       | Equal Opportunity  | MAR 2007 |
| 52.222-36       | Affirmative Action For Workers With Disabilities   | OCT 2010 |
| 52.222-40       | Notification of Employee Rights Under the National Labor<br>Relations Act  | DEC 2010 |
| 52.222-41       | Service Contract Act Of 1965   | NOV 2007 |
| 52.222-43       | Fair Labor Standards Act And Service Contract Act - Price<br>Adjustment (Multiple Year And Option)                             | SEP 2009 |
| 52.222-50       | Combating Trafficking in Persons   | FEB 2009 |
| 52.222-50 Alt I | Combating Trafficking in Persons (Aug 2007) Alternate I  | AUG 2007 |
| 52.222-54       | Employment Eligibility Verification  | JAN 2009 |
| 52.223-3        | Hazardous Material Identification And Material Safety Data   | JAN 1997 |
| 52.223-18       | Encouraging Contractor Policies To Ban Text Messaging<br>While Driving   | AUG 2011 |
| 52.228-3        | Worker's Compensation Insurance (Defense Base Act)   | APR 1984 |
| 52.232-33       | Payment by Electronic Funds Transfer--Central Contractor<br>Registration   | OCT 2003 |
| 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 |
| 252.203-7000    | Requirements Relating to Compensation of Former DoD<br>Officials   | SEP 2011 |
| 252.203-7003    | Agency Office of the Inspector General   | DEC 2011 |
| 252.204-7000    | Disclosure Of Information  | DEC 1991 |
| 252.204-7005    | Oral Attestation of Security Responsibilities  | NOV 2001 |
| 252.205-7000    | Provision Of Information To Cooperative Agreement Holders  | DEC 1991 |
| 252.209-7001    | Disclosure of Ownership or Control by the Government of a<br>Terrorist Country   | JAN 2009 |

|              |  |          |
|--------------|--|----------|
| 252.209-7002 | Disclosure Of Ownership Or Control By A Foreign Government   | JUN 2010 |
| 252.209-7004 | Subcontracting With Firms That Are Owned or Controlled By The Government of a Terrorist Country                        | DEC 2006 |
| 252.219-7003 | Small Business Subcontracting Plan (DOD Contracts)   | SEP 2011 |
| 252.222-7002 | Compliance With Local Labor Laws (Overseas)  | JUN 1997 |
| 252.226-7001 | Utilization of Indian Organizations and Indian-Owned Economic Enterprises, and Native Hawaiian Small Business Concerns | SEP 2004 |
| 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)   | DEC 2011 |
| 252.229-7007 | Verification of United States Receipt of Goods   | JUN 1997 |
| 252.232-7003 | Electronic Submission of Payment Requests and Receiving Reports  | MAR 2008 |
| 252.233-7001 | Choice of Law (Overseas)   | JUN 1997 |
| 252.243-7001 | Pricing Of Contract Modifications  | DEC 1991 |
| 252.243-7002 | Requests for Equitable Adjustment  | MAR 1998 |
| 252.247-7003 | Pass-Through of Motor Carrier Fuel Surcharge Adjustment To The Cost Bearer   | SEP 2010 |
| 252.247-7027 | Riding Gang Member Requirements  | OCT 2011 |

## CLAUSES INCORPORATED BY FULL TEXT

### 52.203-2 CERTIFICATE OF INDEPENDENT PRICE DETERMINATION (APR 1985)

(a) The offeror certifies that --

(1) The prices in this offer have been arrived at independently, without, for the purpose of restricting competition, any consultation, communication, or agreement with any other offeror or competitor relating to --

(i) Those prices,

(ii) The intention to submit an offer, or

(iii) The methods of factors used to calculate the prices offered:

(2) The prices in this offer have not been and will not be knowingly disclosed by the offeror, directly or indirectly, to any other offeror or competitor before bid opening (in the case of a sealed bid solicitation) or contract award (in the case of a negotiated solicitation) unless otherwise required by law; and

(3) No attempt has been made or will be made by the offeror to induce any other concern to submit or not to submit an offer for the purpose of restricting competition.

(b) Each signature on the offer is considered to be a certification by the signatory that the signatory --

(1) Is the person in the offeror's organization responsible for determining the prices offered in this bid or proposal, and that the signatory has not participated and will not participate in any action contrary to subparagraphs (a)(1) through (a)(3) of this provision; or

(2) (i) Has been authorized, in writing, to act as agent for the following principals in certifying that those principals have not participated, and will not participate in any action contrary to subparagraphs (a)(1) through (a)(3) of this provision \_\_\_\_\_ (insert full name of person(s) in the offeror's organization responsible for determining the prices offered in this bid or proposal, and the title of his or her position in the offeror's organization);

(ii) As an authorized agent, does certify that the principals named in subdivision (b)(2)(i) above have not participated, and will not participate, in any action contrary to subparagraphs (a)(1) through (a)(3) above; and

(iii) As an agent, has not personally participated, and will not participate, in any action contrary to subparagraphs (a)(1) through (a)(3) of this provision.

(c) If the offeror deletes or modifies subparagraph (a)(2) of this provision, the offeror must furnish with its offer a signed statement setting forth in detail the circumstances of the disclosure.

(End of clause)

#### CLAUSES INCORPORATED BY FULL TEXT

#### 52.209-7 INFORMATION REGARDING RESPONSIBILITY MATTERS (JAN 2011)

(a) Definitions. As used in this provision--

Administrative proceeding means a non-judicial process that is adjudicatory in nature in order to make a determination of fault or liability (e.g., Securities and Exchange Commission Administrative Proceedings, Civilian Board of Contract Appeals Proceedings, and Armed Services Board of Contract Appeals Proceedings). This includes administrative proceedings at the Federal and State level but only in connection with performance of a Federal contract or grant. It does not include agency actions such as contract audits, site visits, corrective plans, or inspection of deliverables.

Federal contracts and grants with total value greater than \$10,000,000 means--

(1) The total value of all current, active contracts and grants, including all priced options; and

(2) The total value of all current, active orders including all priced options under indefinite-delivery, indefinite-quantity, 8(a), or requirements contracts (including task and delivery and multiple-award Schedules).

Principal means an officer, director, owner, partner, or a person having primary management or supervisory responsibilities within a business entity (e.g., general manager; plant manager; head of a division or business segment; and similar positions).

(b) The offeror ( ) has ( ) does not have current active Federal contracts and grants with total value greater than \$10,000,000.

(c) If the offeror checked "has" in paragraph (b) of this provision, the offeror represents, by submission of this offer, that the information it has entered in the Federal Awardee Performance and Integrity Information System (FAPIS) is current, accurate, and complete as of the date of submission of this offer with regard to the following information:

(1) Whether the offeror, and/or any of its principals, has or has not, within the last five years, in connection with the award to or performance by the offeror of a Federal contract or grant, been the subject of a proceeding, at the Federal or State level that resulted in any of the following dispositions:

(i) In a criminal proceeding, a conviction.

(ii) In a civil proceeding, a finding of fault and liability that results in the payment of a monetary fine, penalty, reimbursement, restitution, or damages of \$5,000 or more.

(iii) In an administrative proceeding, a finding of fault and liability that results in--

(A) The payment of a monetary fine or penalty of \$5,000 or more; or

(B) The payment of a reimbursement, restitution, or damages in excess of \$100,000.

(iv) In a criminal, civil, or administrative proceeding, a disposition of the matter by consent or compromise with an acknowledgment of fault by the Contractor if the proceeding could have led to any of the outcomes specified in paragraphs (c)(1)(i), (c)(1)(ii), or (c)(1)(iii) of this provision.

(2) If the offeror has been involved in the last five years in any of the occurrences listed in (c)(1) of this provision, whether the offeror has provided the requested information with regard to each occurrence.

(d) The offeror shall post the information in paragraphs (c)(1)(i) through (c)(1)(iv) of this provision in FAPIIS as required through maintaining an active registration in the Central Contractor Registration database at <http://www.ccr.gov> (see 52.204-7).

(End of provision)

#### 52.209-9 Updates of Publicly Available Information Regarding Responsibility Matters (JAN 2012)

(a) The Contractor shall update the information in the Federal Awardee Performance and Integrity Information System (FAPIIS) on a semi-annual basis, throughout the life of the contract, by posting the required information in the Central Contractor Registration database at <http://www.ccr.gov>.

(b) As required by section 3010 of the Supplemental Appropriations Act, 2010 (Pub. L. 111-212), all information posted in FAPIIS on or after April 15, 2011, except past performance reviews, will be publicly available. FAPIIS consists of two segments--

(1) The non-public segment, into which Government officials and the Contractor post information, which can only be viewed by--

(i) Government personnel and authorized users performing business on behalf of the Government; or

(ii) The Contractor, when viewing data on itself; and

(2) The publicly-available segment, to which all data in the non-public segment of FAPIIS is automatically transferred after a waiting period of 14 calendar days, except for--

(i) Past performance reviews required by subpart 42.15;

(ii) Information that was entered prior to April 15, 2011; or

(iii) Information that is withdrawn during the 14-calendar-day waiting period by the Government official who posted it in accordance with paragraph (c)(1) of this clause.

(c) The Contractor will receive notification when the Government posts new information to the Contractor's record.

(1) If the Contractor asserts in writing within 7 calendar days, to the Government official who posted the information, that some of the information posted to the non-public segment of FAPIIS is covered by a disclosure exemption under the Freedom of Information Act, the Government official who posted the information must within 7 calendar days remove the posting from FAPIIS and resolve the issue in accordance with agency Freedom of Information procedures, prior to reposting the releasable information. The contractor must cite 52.209-9 and request removal within 7 calendar days of the posting to FAPIIS.

(2) The Contractor will also have an opportunity to post comments regarding information that has been posted by the Government. The comments will be retained as long as the associated information is retained, i.e., for a total period of 6 years. Contractor comments will remain a part of the record unless the Contractor revises them.

(3) As required by section 3010 of Pub. L. 111-212, all information posted in FAPIIS on or after April 15, 2011, except past performance reviews, will be publicly available.

(d) Public requests for system information posted prior to April 15, 2011, will be handled under Freedom of Information Act procedures, including, where appropriate, procedures promulgated under E.O. 12600.

(End of clause)

#### 52.212-3 OFFEROR REPRESENTATIONS AND CERTIFICATIONS--COMMERCIAL ITEMS (NOV 2011) ALTERNATE I (APR 2011)

An offeror shall complete only paragraph (b) of this provision if the offeror has completed the annual representations and certifications electronically at <http://orca.bpn.gov>. If an offeror has not completed the annual representations and certifications electronically at the ORCA website, the offeror shall complete only paragraphs (b) through (i) of this provision.

(a) Definitions. As used in this provision:

"Emerging small business" means a small business concern whose size is no greater than 50 percent of the numerical size standard for the NAICS code designated.

"Forced or indentured child labor" means all work or service-

(1) Exacted from any person under the age of 18 under the menace of any penalty for its nonperformance and for which the worker does not offer himself voluntarily; or

(2) Performed by any person under the age of 18 pursuant to a contract the enforcement of which can be accomplished by process or penalties.

Inverted domestic corporation, as used in this section, means a foreign incorporated entity which is treated as an inverted domestic corporation under 6 U.S.C. 395(b), i.e., a corporation that used to be incorporated in the United States, or used to be a partnership in the United States, but now is incorporated in a foreign country, or is a subsidiary whose parent corporation is incorporated in a foreign country, that meets the criteria specified in 6 U.S.C. 395(b), applied in accordance with the rules and definitions of 6 U.S.C. 395(c). An inverted domestic corporation as



herein defined does not meet the definition of an inverted domestic corporation as defined by the Internal Revenue Code at 26 U.S.C. 7874.

“Manufactured end product” means any end product in Federal Supply Classes (FSC) 1000-9999, except—

- (1) FSC 5510, Lumber and Related Basic Wood Materials;
- (2) Federal Supply Group (FSG) 87, Agricultural Supplies;
- (3) FSG 88, Live Animals;
- (4) FSG 89, Food and Related Consumables;
- (5) FSC 9410, Crude Grades of Plant Materials;
- (6) FSC 9430, Miscellaneous Crude Animal Products, Inedible;
- (7) FSC 9440, Miscellaneous Crude Agricultural and Forestry Products;
- (8) FSC 9610, Ores;
- (9) FSC 9620, Minerals, Natural and Synthetic; and
- (10) FSC 9630, Additive Metal Materials.

“Place of manufacture” means the place where an end product is assembled out of components, or otherwise made or processed from raw materials into the finished product that is to be provided to the Government. If a product is disassembled and reassembled, the place of reassembly is not the place of manufacture.

Restricted business operations means business operations in Sudan that include power production activities, mineral extraction activities, oil-related activities, or the production of military equipment, as those terms are defined in the Sudan Accountability and Divestment Act of 2007 (Pub. L. 110-174). Restricted business operations do not include business operations that the person (as that term is defined in Section 2 of the Sudan Accountability and Divestment Act of 2007) conducting the business can demonstrate--

- (1) Are conducted under contract directly and exclusively with the regional government of southern Sudan;
- (2) Are conducted pursuant to specific authorization from the Office of Foreign Assets Control in the Department of the Treasury, or are expressly exempted under Federal law from the requirement to be conducted under such authorization;
- (3) Consist of providing goods or services to marginalized populations of Sudan;
- (4) Consist of providing goods or services to an internationally recognized peacekeeping force or humanitarian organization;
- (5) Consist of providing goods or services that are used only to promote health or education; or
- (6) Have been voluntarily suspended.

Sensitive technology--

(1) Means hardware, software, telecommunications equipment, or any other technology that is to be used specifically--

(i) To restrict the free flow of unbiased information in Iran; or

(ii) To disrupt, monitor, or otherwise restrict speech of the people of Iran; and

(2) Does not include information or informational materials the export of which the President does not have the authority to regulate or prohibit pursuant to section 203(b)(3) of the International Emergency Economic Powers Act (50 U.S.C. 1702(b)(3)).

Service-disabled veteran-owned small business concern--

(1) Means a small business concern--

(i) Not less than 51 percent of which is owned by one or more service-disabled veterans or, in the case of any publicly owned business, not less than 51 percent of the stock of which is owned by one or more service-disabled veterans; and

(ii) The management and daily business operations of which are controlled by one or more service-disabled veterans or, in the case of a service-disabled veteran with permanent and severe disability, the spouse or permanent caregiver of such veteran.

(2) Service-disabled veteran means a veteran, as defined in 38 U.S.C. 101(2), with a disability that is service-connected, as defined in 38 U.S.C. 101(16).

"Small business concern" means a concern, including its affiliates, that is independently owned and operated, not dominant in the field of operation in which it is bidding on Government contracts, and qualified as a small business under the criteria in 13 CFR Part 121 and size standards in this solicitation.

Subsidiary means an entity in which more than 50 percent of the entity is owned--

(1) Directly by a parent corporation; or

(2) Through another subsidiary of a parent corporation.

Veteran-owned small business concern means a small business concern--

(1) Not less than 51 percent of which is owned by one or more veterans (as defined at 38 U.S.C. 101(2)) or, in the case of any publicly owned business, not less than 51 percent of the stock of which is owned by one or more veterans; and

(2) The management and daily business operations of which are controlled by one or more veterans.

"Women-owned small business concern" means a small business concern--

(1) That is at least 51 percent owned by one or more women or, in the case of any publicly owned business, at least 51 percent of its stock is owned by one or more women; or

(2) Whose management and daily business operations are controlled by one or more women.

"Women-owned business concern" means a concern which is at least 51 percent owned by one or more women; or in the case of any publicly owned business, at least 51 percent of the stock of which is owned by one or more women; and whose management and daily business operations are controlled by one or more women.

(b) (1) Annual Representations and Certifications. Any changes provided by the offeror in paragraph (b)(2) of this provision do not automatically change the representations and certifications posted on the Online Representations and Certifications Application (ORCA) website.

(2) The offeror has completed the annual representations and certifications electronically via the ORCA website at <http://orca.bpn.gov>. After reviewing the ORCA database information, the offeror verifies by submission of this offer that the representations and certifications currently posted electronically at FAR 52.212-3, Offeror Representations and Certifications--Commercial Items, have been entered or updated in the last 12 months, are current, accurate, complete, and applicable to this solicitation (including the business size standard applicable to the NAICS code referenced for this solicitation), as of the date of this offer and are incorporated in this offer by reference (see FAR 4.1201), except for paragraphs -----.

(Offeror to identify the applicable paragraphs at (c) through (n) of this provision that the offeror has completed for the purposes of this solicitation only, if any.)

These amended representation(s) and/or certification(s) are also incorporated in this offer and are current, accurate, and complete as of the date of this offer.

Any changes provided by the offeror are applicable to this solicitation only, and do not result in an update to the representations and certifications posted on ORCA.]

(c) Offerors must complete the following representations when the resulting contract will be performed in the United States or its outlying areas. Check all that apply.

(1) Small business concern. The offeror represents as part of its offer that it ( ) is, ( ) is not a small business concern.

(2) Veteran-owned small business concern. (Complete only if the offeror represented itself as a small business concern in paragraph (c)(1) of this provision.) The offeror represents as part of its offer that it ( ) is, ( ) is not a veteran-owned small business concern.

(3) Service-disabled veteran-owned small business concern. (Complete only if the offeror represented itself as a veteran-owned small business concern in paragraph (c)(2) of this provision.) The offeror represents as part of its offer that it ( ) is, ( ) is not a service-disabled veteran-owned small business concern.

(4) Small disadvantaged business concern. (Complete only if the offeror represented itself as a small business concern in paragraph (c)(1) of this provision.) The offeror represents, for general statistical purposes, that it ( ) is, ( ) is not a small disadvantaged business concern as defined in 13 CFR 124.1002.

(5) Women-owned small business concern. (Complete only if the offeror represented itself as a small business concern in paragraph (c)(1) of this provision.) The offeror represents that it ( ) is, ( ) is not a women-owned small business concern.

Note to paragraphs (c)(8) and (9): Complete paragraphs (c)(8) and (c)(9) only if this solicitation is expected to exceed the simplified acquisition threshold.

(6) WOSB concern eligible under the WOSB Program. [Complete only if the offeror represented itself as a women-owned small business concern in paragraph (c)(5) of this provision.] The offeror represents that--

(i) It \* is, \* is not a WOSB concern eligible under the WOSB Program, has provided all the required documents to the WOSB Repository, and no change in circumstances or adverse decisions have been issued that affects its eligibility; and

(ii) It ( ) is, ( ) is not a joint venture that complies with the requirements of 13 CFR part 127, and the representation in paragraph (c)(6)(i) of this provision is accurate in reference to the WOSB concern or concerns that are participating in the joint venture. [The offeror shall enter the name or names of the WOSB concern or concerns that are participating in the joint venture: .] Each WOSB concern participating in the joint venture shall submit a separate signed copy of the WOSB representation.

(7) Economically disadvantaged women-owned small business (EDWOSB) concern. [Complete only if the offeror represented itself as a WOSB concern eligible under the WOSB Program in (c)(6) of this provision.] The offeror represents that--

(i) It ( ) is, ( ) is not an EDWOSB concern eligible under the WOSB Program, has provided all the required documents to the WOSB Repository, and no change in circumstances or adverse decisions have been issued that affects its eligibility; and

(ii) It ( ) is, ( ) is not a joint venture that complies with the requirements of 13 CFR part 127, and the representation in paragraph (c)(7)(ii) of this provision is accurate in reference to the EDWOSB concern or concerns that are participating in the joint venture. The offeror shall enter the name or names of the EDWOSB concern or concerns that are participating in the joint venture: ----- . Each EDWOSB concern participating in the joint venture shall submit a separate signed copy of the EDWOSB representation.

(8) Women-owned business concern (other than small business concern). (Complete only if the offeror is a women-owned business concern and did not represent itself as a small business concern in paragraph (c)(1) of this provision.) The offeror represents that it ( ) is, a women-owned business concern.

(9) Tie bid priority for labor surplus area concerns. If this is an invitation for bid, small business offerors may identify the labor surplus areas in which costs to be incurred on account of manufacturing or production (by offeror or first-tier subcontractors) amount to more than 50 percent of the contract price:

---

(10) Small Business Size for the Small Business Competitiveness Demonstration Program and for the Targeted Industry Categories under the Small Business Competitiveness Demonstration Program. (Complete only if the offeror has represented itself to be a small business concern under the size standards for this solicitation.)

(i) (Complete only for solicitations indicated in an addendum as being set-aside for emerging small businesses in one of the designated industry groups (DIGs).) The offeror represents as part of its offer that it ( ) is, ( ) is not an emerging small business.

(ii) (Complete only for solicitations indicated in an addendum as being for one of the targeted industry categories (TICs) or designated industry groups (DIGs).) Offeror represents as follows:

(A) Offeror's number of employees for the past 12 months (check the Employees column if size standard stated in the solicitation is expressed in terms of number of employees); or

(B) Offeror's average annual gross revenue for the last 3 fiscal years (check the Average Annual Gross Number of Revenues column if size standard stated in the solicitation is expressed in terms of annual receipts).

(Check one of the following):

Average Annual

Number of Employees Gross Revenues

☐ 50 or fewer ☐ \$1 million or less

☐ 51 - 100 ☐ \$1,000,001 - \$2 million

☐ 101 - 250 ☐ \$2,000,001 - \$3.5 million

☐ 251 - 500 ☐ \$3,500,001 - \$5 million

☐ 501 - 750 ☐ \$5,000,001 - \$10 million

☐ 751 - 1,000 ☐ \$10,000,001 - \$17 million

☐ Over 1,000 ☐ Over \$17 million

(11) (Complete only if the solicitation contains the clause at FAR 52.219-23, Notice of Price Evaluation Adjustment for Small Disadvantaged Business Concerns or FAR 52.219-25, Small Disadvantaged Business Participation Program-Disadvantaged Status and Reporting, and the offeror desires a benefit based on its disadvantaged status.)

(i) General. The offeror represents that either--

(A) It ( ) is, ( ) is not certified by the Small Business Administration as a small disadvantaged business concern and identified, on the date of this representation, as a certified small disadvantaged business concern in the CCR Dynamic Small Business Search Database maintained by the Small Business Administration, and that no material change in disadvantaged ownership and control has occurred since its certification, and, where the concern is owned by one or more individuals claiming disadvantaged status, the net worth of each individual upon whom the certification is based does not exceed \$750,000 after taking into account the applicable exclusions set forth at 13 CFR 124.104(c)(2); or

(B) It ( ) has, ( ) has not submitted a completed application to the Small Business Administration or a Private Certifier to be certified as a small disadvantaged business concern in accordance with 13 CFR 124, Subpart B, and a decision on that application is pending, and that no material change in disadvantaged ownership and control has occurred since its application was submitted.

(ii) Joint Ventures under the Price Evaluation Adjustment for Small Disadvantaged Business Concerns. The offeror represents, as part of its offer, that it is a joint venture that complies with the requirements in 13 CFR 124.1002(f) and that the representation in paragraph (c)(9)(i) of this provision is accurate for the small disadvantaged business concern that is participating in the joint venture. (The offeror shall enter the name of the small disadvantaged business concern that is participating in the joint venture: \_\_\_\_\_.)

(12) Complete if the offeror has represented itself as disadvantaged in paragraph (c)(4) or (c)(10) of this provision.)

(The offeror shall check the category in which its ownership falls):

☐ Black American.

☐ Hispanic American.

☐ Native American (American Indians, Eskimos, Aleuts, or Native Hawaiians).

☐ Asian-Pacific American (persons with origins from Burma, Thailand, Malaysia, Indonesia, Singapore, Brunei, Japan, China, Taiwan, Laos, Cambodia (Kampuchea), Vietnam, Korea, The Philippines, U.S. Trust Territory of the Pacific Islands (Republic of Palau), Republic of the Marshall Islands, Federated States of Micronesia, the

Commonwealth of the Northern Mariana Islands, Guam, Samoa, Macao, Hong Kong, Fiji, Tonga, Kiribati, Tuvalu, or Nauru).

\_\_\_\_ Subcontinent Asian (Asian-Indian) American (persons with origins from India, Pakistan, Bangladesh, Sri Lanka, Bhutan, the Maldives Islands, or Nepal).

\_\_\_\_ Individual/concern, other than one of the preceding.

(d) Certifications and representations required to implement provisions of Executive Order 11246--

(1) Previous Contracts and Compliance. The offeror represents that--

(i) It ( ) has, ( ) has not, participated in a previous contract or subcontract subject either to the Equal Opportunity clause of this solicitation, the and

(ii) It ( ) has, ( ) has not, filed all required compliance reports.

(2) Affirmative Action Compliance. The offeror represents that--

(i) It ( ) has developed and has on file, ( ) has not developed and does not have on file, at each establishment, affirmative action programs required by rules and regulations of the Secretary of Labor (41 CFR Subparts 60-1 and 60-2), or

(ii) It ( ) has not previously had contracts subject to the written affirmative action programs requirement of the rules and regulations of the Secretary of Labor.

(e) Certification Regarding Payments to Influence Federal Transactions (31 U.S.C. 1352). (Applies only if the contract is expected to exceed \$100,000.) By submission of its offer, the offeror certifies to the best of its knowledge and belief that no Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress on his or her behalf in connection with the award of any resultant contract. If any registrants under the Lobbying Disclosure Act of 1995 have made a lobbying contact on behalf of the offeror with respect to this contract, the offeror shall complete and submit, with its offer, OMB Standard Form LLL, Disclosure of Lobbying Activities, to provide the name of the registrants. The offeror need not report regularly employed officers or employees of the offeror to whom payments of reasonable compensation were made.

(f) Buy American Act--Balance of Payments Program Certificate. (Applies only if the clause at Federal Acquisition Regulation (FAR) 52.225-1, Buy American Act--Balance of Payments Program--Supplies, is included in this solicitation.)

(1) The offeror certifies that each end product, except those listed in paragraph (f)(2) of this provision, is a domestic end product and that for other than COTS items, the offeror has considered components of unknown origin to have been mined, produced, or manufactured outside the United States. The offeror shall list as foreign end products those end products manufactured in the United States that do not qualify as domestic end products, i.e., an end product that is not a COTS item and does not meet the component test in paragraph (2) of the definition of "domestic end product." The terms "commercially available off-the-shelf (COTS) item," "component," "domestic end product," "end product," "foreign end product," and "United States" are defined in the clause of this solicitation entitled "Buy American Act--Supplies."

(2) Foreign End Products:

| LINE ITEM NO. | COUNTRY OF ORIGIN |
|---------------|-------------------|
|---------------|-------------------|

|  |  |
|--|--|
|  |  |
|  |  |
|  |  |

(List as necessary)

(3) The Government will evaluate offers in accordance with the policies and procedures of FAR Part 25.

(g)

(1) Buy American Act -- Free Trade Agreements -- Israeli Trade Act Certificate. (Applies only if the clause at FAR 52.225-3, Buy American Act -- Free Trade Agreements -- Israeli Trade Act, is included in this solicitation.)

The offeror certifies that each end product, except those listed in paragraph (g)(1)(ii) or (g)(1)(iii) of this provision, is a domestic end product and that for other than COTS items, the offeror has considered components of unknown origin to have been mined, produced, or manufactured outside the United States. The terms "Bahrainian, Moroccan, Omani, or Peruvian end product," "commercially available off-the-shelf (COTS) item," "component," "domestic end product," "end product," "foreign end product," "Free Trade Agreement country," "Free Trade Agreement country end product," "Israeli end product," and "United States" are defined in the clause of this solicitation entitled "Buy American Act-Free Trade Agreements-Israeli Trade Act."

(ii) ) The offeror certifies that the following supplies are Free Trade Agreement country end products (other than Bahrainian, Moroccan, Omani, or Peruvian end products) or Israeli end products as defined in the clause of this solicitation entitled "Buy American Act--Free Trade Agreements--Israeli Trade Act":

Free Trade Agreement Country End Products (Other than Bahrainian, Moroccan, Omani, or Peruvian End Products) or Israeli End Products:

| LINE ITEM NO. | COUNTRY OF ORIGIN |
|---------------|-------------------|
|               |                   |
|               |                   |
|               |                   |

[List as necessary]

(iii) The offeror shall list those supplies that are foreign end products (other than those listed in paragraph (g)(1)(ii) or this provision) as defined in the clause of this solicitation entitled "Buy American Act—Free Trade Agreements—Israeli Trade Act." The offeror shall list as other foreign end products those end products manufactured in the United States that do not qualify as domestic end products, i.e., an end product that is not a COTS item and does not meet the component test in paragraph (2) of the definition of "domestic end product."

Other Foreign End Products:

| LINE ITEM NO. | COUNTRY OF ORIGIN |
|---------------|-------------------|
|               |                   |
|               |                   |
|               |                   |

[List as necessary]

(iv) The Government will evaluate offers in accordance with the policies and procedures of FAR Part 25.

(2) Buy American Act—Free Trade Agreements—Israeli Trade Act Certificate, Alternate I (*Jan 2004*). If Alternate I to the clause at FAR 52.225-3 is included in this solicitation, substitute the following paragraph (g)(1)(ii) for paragraph (g)(1)(ii) of the basic provision:

(g)(1)(ii) The offeror certifies that the following supplies are Canadian end products as defined in the clause of this solicitation entitled “Buy American Act—Free Trade Agreements—Israeli Trade Act”:

Canadian End Products:

Line Item No.:

[List as necessary]

(3) Buy American Act—Free Trade Agreements—Israeli Trade Act Certificate, Alternate II (*Jan 2004*). If Alternate II to the clause at FAR 52.225-3 is included in this solicitation, substitute the following paragraph (g)(1)(ii) for paragraph (g)(1)(ii) of the basic provision:

(g)(1)(ii) The offeror certifies that the following supplies are Canadian end products or Israeli end products as defined in the clause of this solicitation entitled “Buy American Act--Free Trade Agreements--Israeli Trade Act”:

Canadian or Israeli End Products:

| Line Item No.: | Country of Origin: |
|----------------|--------------------|
|                |                    |
|                |                    |
|                |                    |

[List as necessary]

(4) Trade Agreements Certificate. (Applies only if the clause at FAR 52.225-5, Trade Agreements, is included in this solicitation.)

(i) The offeror certifies that each end product, except those listed in paragraph (g)(4)(ii) of this provision, is a U.S.-made or designated country end product as defined in the clause of this solicitation entitled “Trade Agreements.”

(ii) The offeror shall list as other end products those end products that are not U.S.-made or designated country end products.

Other End Products

| Line Item No.: | Country of Origin: |
|----------------|--------------------|
|                |                    |
|                |                    |
|                |                    |

[List as necessary]

(iii) The Government will evaluate offers in accordance with the policies and procedures of FAR Part 25. For line items covered by the WTO GPA, the Government will evaluate offers of U.S.-made or designated country end products without regard to the restrictions of the Buy American Act. The Government will consider for award only offers of U.S.-made or designated country end products unless the Contracting Officer determines that there are no offers for such products or that the offers for such products are insufficient to fulfill the requirements of the solicitation.



(h) Certification Regarding Responsibility Matters (Executive Order 12689). (Applies only if the contract value is expected to exceed the simplified acquisition threshold.) The offeror certifies, to the best of its knowledge and belief, that the offeror and/or any of its principals--

(1) ( ) Are, ( ) are not presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts by any Federal agency; and

(2) ( ) Have, ( ) have not, within a three-year period preceding this offer, been convicted of or had a civil judgment rendered against them for: Commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a Federal, state or local government contract or subcontract; violation of Federal or state antitrust statutes relating to the submission of offers; or Commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, violating Federal criminal tax laws, or receiving stolen property; and

(3) ( ) Are, ( ) are not presently indicted for, or otherwise criminally or civilly charged by a Government entity with, commission of any of these offenses enumerated in paragraph (h)(2) of this clause; and

(4) [ballot] Have, [ballot] have not, within a three-year period preceding this offer, been notified of any delinquent Federal taxes in an amount that exceeds \$3,000 for which the liability remains unsatisfied.

(i) Taxes are considered delinquent if both of the following criteria apply:

(A) The tax liability is finally determined. The liability is finally determined if it has been assessed. A liability is not finally determined if there is a pending administrative or judicial challenge. In the case of a judicial challenge to the liability, the liability is not finally determined until all judicial appeal rights have been exhausted.

(B) The taxpayer is delinquent in making payment. A taxpayer is delinquent if the taxpayer has failed to pay the tax liability when full payment was due and required. A taxpayer is not delinquent in cases where enforced collection action is precluded.

(ii) Examples.

(A) The taxpayer has received a statutory notice of deficiency, under I.R.C. Sec. 6212, which entitles the taxpayer to seek Tax Court review of a proposed tax deficiency. This is not a delinquent tax because it is not a final tax liability. Should the taxpayer seek Tax Court review, this will not be a final tax liability until the taxpayer has exercised all judicial appeal rights.

(B) The IRS has filed a notice of Federal tax lien with respect to an assessed tax liability, and the taxpayer has been issued a notice under I.R.C. Sec. 6320 entitling the taxpayer to request a hearing with the IRS Office of Appeals contesting the lien filing, and to further appeal to the Tax Court if the IRS determines to sustain the lien filing. In the course of the hearing, the taxpayer is entitled to contest the underlying tax liability because the taxpayer has had no prior opportunity to contest the liability. This is not a delinquent tax because it is not a final tax liability. Should the taxpayer seek tax court review, this will not be a final tax liability until the taxpayer has exercised all judicial appeal rights.

(C) The taxpayer has entered into an installment agreement pursuant to I.R.C. Sec. 6159. The taxpayer is making timely payments and is in full compliance with the agreement terms. The taxpayer is not delinquent because the taxpayer is not currently required to make full payment.

(D) The taxpayer has filed for bankruptcy protection. The taxpayer is not delinquent because enforced collection action is stayed under 11 U.S.C. 362 (the Bankruptcy Code).

(i) Certification Regarding Knowledge of Child Labor for Listed End Products (Executive Order 13126). (The Contracting Officer must list in paragraph (i)(1) any end products being acquired under this solicitation that are

included in the List of Products Requiring Contractor Certification as to Forced or Indentured Child Labor, unless excluded at 22.1503(b).)

(1) Listed End Product

| Listed End Product | Listed Countries of Origin: |
|--------------------|-----------------------------|
| •                  | •                           |
| •                  | •                           |
| •                  | •                           |

(2) Certification. (If the Contracting Officer has identified end products and countries of origin in paragraph (i)(1) of this provision, then the offeror must certify to either (i)(2)(i) or (i)(2)(ii) by checking the appropriate block.)

( ) (i) The offeror will not supply any end product listed in paragraph (i)(1) of this provision that was mined, produced, or manufactured in the corresponding country as listed for that product.

( ) (ii) The offeror may supply an end product listed in paragraph (i)(1) of this provision that was mined, produced, or manufactured in the corresponding country as listed for that product. The offeror certifies that it has made a good faith effort to determine whether forced or indentured child labor was used to mine, produce, or manufacture any such end product furnished under this contract. On the basis of those efforts, the offeror certifies that it is not aware of any such use of child labor.

(j) *Place of manufacture.* (Does not apply unless the solicitation is predominantly for the acquisition of manufactured end products.) For statistical purposes only, the offeror shall indicate whether the place of manufacture of the end products it expects to provide in response to this solicitation is predominantly—

(1) ( ) In the United States (Check this box if the total anticipated price of offered end products manufactured in the United States exceeds the total anticipated price of offered end products manufactured outside the United States); or

(2) ( ) Outside the United States.

(k) Certificates regarding exemptions from the application of the Service Contract Act. (Certification by the offeror as to its compliance with respect to the contract also constitutes its certification as to compliance by its subcontractor if it subcontracts out the exempt services.) (The contracting officer is to check a box to indicate if paragraph (k)(1) or (k)(2) applies.)

( ) (1) Maintenance, calibration, or repair of certain equipment as described in FAR 22.1003-4(c)(1). The offeror ( ) does ( ) does not certify that--

(i) The items of equipment to be serviced under this contract are used regularly for other than Governmental purposes and are sold or traded by the offeror in substantial quantities to the general public in the course of normal business operations;

(ii) The services will be furnished at prices which are, or are based on, established catalog or market prices (see FAR 22.1003-4(c)(2)(ii)) for the maintenance, calibration, or repair of such equipment; and

(iii) The compensation (wage and fringe benefits) plan for all service employees performing work under the contract will be the same as that used for these employees and equivalent employees servicing the same equipment of commercial customers.

( ) (2) Certain services as described in FAR 22.1003-4(d)(1). The offeror ( ) does ( ) does not certify that--

(i) The services under the contract are offered and sold regularly to non-Governmental customers, and are provided by the offeror (or subcontractor in the case of an exempt subcontract) to the general public in substantial quantities in the course of normal business operations;

(ii) The contract services will be furnished at prices that are, or are based on, established catalog or market prices (see FAR 22.1003-4(d)(2)(iii));

(iii) Each service employee who will perform the services under the contract will spend only a small portion of his or her time (a monthly average of less than 20 percent of the available hours on an annualized basis, or less than 20 percent of available hours during the contract period if the contract period is less than a month) servicing the Government contract; and

(iv) The compensation (wage and fringe benefits) plan for all service employees performing work under the contract is the same as that used for these employees and equivalent employees servicing commercial customers.

(3) If paragraph (k)(1) or (k)(2) of this clause applies--

(i) If the offeror does not certify to the conditions in paragraph (k)(1) or (k)(2) and the Contracting Officer did not attach a Service Contract Act wage determination to the solicitation, the offeror shall notify the Contracting Officer as soon as possible; and

(ii) The Contracting Officer may not make an award to the offeror if the offeror fails to execute the certification in paragraph (k)(1) or (k)(2) of this clause or to contact the Contracting Officer as required in paragraph (k)(3)(i) of this clause.

(l) Taxpayer Identification Number (TIN) (26 U.S.C. 6109, 31 U.S.C. 7701). (Not applicable if the offeror is required to provide this information to a central contractor registration database to be eligible for award.)

(1) All offerors must submit the information required in paragraphs (l)(3) through (l)(5) of this provision to comply with debt collection requirements of 31 U.S.C. 7701(c) and 3325(d), reporting requirements of 26 U.S.C. 6041, 6041A, and 6050M, and implementing regulations issued by the Internal Revenue Service (IRS).

(2) The TIN may be used by the Government to collect and report on any delinquent amounts arising out of the offeror's relationship with the Government (31 U.S.C. 7701(c)(3)). If the resulting contract is subject to the payment reporting requirements described in FAR 4.904, the TIN provided hereunder may be matched with IRS records to verify the accuracy of the offeror's TIN.

(3) Taxpayer Identification Number (TIN).

( ) TIN: -----.

( ) TIN has been applied for.

( ) TIN is not required because:

( ) Offeror is a nonresident alien, foreign corporation, or foreign partnership that does not have income effectively connected with the conduct of a trade or business in the United States and does not have an office or place of business or a fiscal paying agent in the United States;

( ) Offeror is an agency or instrumentality of a foreign government;

( ) Offeror is an agency or instrumentality of the Federal Government.

(4) Type of organization.

- ( ) Sole proprietorship;
- ( ) Partnership;
- ( ) Corporate entity (not tax-exempt);
- ( ) Corporate entity (tax-exempt);
- ( ) Government entity (Federal, State, or local);
- ( ) Foreign government;
- ( ) International organization per 26 CFR 1.6049-4;
- ( ) Other -----.

(5) Common parent.

- ( ) Offeror is not owned or controlled by a common parent;
- ( ) Name and TIN of common parent:

Name -----.

TIN -----.

(m) Restricted business operations in Sudan. By submission of its offer, the offeror certifies that the offeror does not conduct any restricted business operations in Sudan.

(n) Prohibition on Contracting with Inverted Domestic Corporations—

(1) Relation to Internal Revenue Code. An inverted domestic corporation as herein defined does not meet the definition of an inverted domestic corporation as defined by the Internal Revenue Code 25 U.S.C. 7874.

(2) Representation. By submission of its offer, the offeror represents that--

- (i) It is not an inverted domestic corporation; and
- (ii) It is not a subsidiary of an inverted domestic corporation.

(o) Sanctioned activities relating to Iran.

(1) Unless a waiver is granted or an exception applies as provided in paragraph (o)(2) of this provision, by submission of its offer, the offeror certifies that the offeror, or any person owned or controlled by the offeror, does not engage in any activities for which sanctions may be imposed under section 5 of the Iran Sanctions Act of 1996.

(2) The certification requirement of paragraph (o)(1) of this provision does not apply if—

(i) This solicitation includes a trade agreements certification (*e.g.*, [52.212-3](#)(g) or a comparable agency provision); and

(ii) The offeror has certified that all the offered products to be supplied are designated country end products.

(End of provision)

52.212-5 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS--COMMERCIAL ITEMS (JAN 2012) (DEVIATION)

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

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

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

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

(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 this paragraph (b)(i) in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause-

(i) 52.203-13, Contractor Code of Business Ethics and Conduct (APR 2010) (Pub. L. 110-252, Title VI, Chapter 1 (41 U.S.C. 251 note).

(ii) 52.219-8, Utilization of Small Business Concerns (DEC 2010) (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 \$650,000 (\$1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(iii) Reserved.

(iv) 52.222-26, Equal Opportunity (MAR 2007) (E.O. 11246).

(v) 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).

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

(vii) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (DEC 2010) (E.O. 13496). Flow down required in accordance with paragraph (f) of FAR clause 52.222-40.

(viii) 52.222-41, Service Contract Act of 1965 (Nov 2007) (41 U.S.C. 351, et seq.).

(ix) 52.222-50, Combating Trafficking in Persons (FEB 2009) (22 U.S.C. 7104(g)).

\_\_\_ Alternate I (AUG 2007) of 52.222-50 (22 U.S.C. 7104(g)).

(x) 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.).

(xi) 52.222-53, Exemption from Application of the Service Contract Act to Contracts for Certain Services--Requirements (FEB 2009) (41 U.S.C. 351, et seq.).

(xii) 52.222-54, Employment Eligibility Verification (JAN 2009).

(xiii) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (MAR 2009) (Pub. L. 110-247). Flow down required in accordance with paragraph (e) of FAR clause 52.226-6.

(xiv) 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

### 52.216-1 TYPE OF CONTRACT (APR 1984)

The Government contemplates award of a Firm Fixed Price with Economic Price Adjustment, Indefinite Delivery Indefinite Quantity contract resulting from this solicitation.

(End of provision)

### 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 15 August 2012 through 14 August 2013.

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

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

(End of clause)

## 52.216-19 ORDER LIMITATIONS. (OCT 1995)

(a) Minimum order. When the Government requires supplies or services covered by this contract in an amount of less than 1 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                              |
| 07/13  | East & Gulf Coast/Middle East, South Asia, Indian Ocean |

(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                              |
| 07/13  | East & Gulf Coast/Middle East, South Asia, Indian Ocean |

; 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.

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

(d) Notwithstanding paragraphs (b) and (c) above, the Contractor shall honor any order exceeding the maximum order limitations in paragraph (b), unless that order (or orders) is returned to the ordering office within 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 **14 August 2015**.

(End of clause)

## CLAUSES INCORPORATED BY FULL TEXT

### 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 30 days before the contract expires.

(End of clause)

## CLAUSES INCORPORATED BY FULL TEXT

### 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 years and 6 months.

(End of clause)

### 52.222-42 STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (MAY 1989)



In compliance with the Service Contract Act of 1965, as amended, and the regulations of the Secretary of Labor (29 CFR Part 4), this clause identifies the classes of service employees expected to be employed under the contract and states the wages and fringe benefits payable to each if they were employed by the contracting agency subject to the provisions of 5 U.S.C. 5341 or 5332.

**THIS STATEMENT IS FOR INFORMATION ONLY: IT IS NOT A WAGE DETERMINATION**

**Employee Class Monetary Wage-Fringe Benefits**

|                               |                               |
|-------------------------------|-------------------------------|
| Forklift Operator             | WG-5 + 36.25% Fringe Benefits |
| Truck Driver, Light           | WG-5 + 36.25% Fringe Benefits |
| Truck Driver, Medium          | WG-6 + 36.25% Fringe Benefits |
| Truck Driver, Heavy           | WG-7 + 36.25% Fringe Benefits |
| Truck Driver, Tractor-Trailer | WG-8 + 36.25% Fringe Benefits |

**PORTS**

**Anchorage, Alaska**

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

**Baltimore, Maryland**

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

**Beaumont, Texas**

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

**Boston, Massachusetts**

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

**Brunswick, Georgia**

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

**Charleston, South Carolina**

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

## Corpus Christi Nas, Texas

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

## Galveston Bay, Texas

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

## Gulfport, Mississippi

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

## Houston, Texas

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

## Jacksonville, Florida

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

## Long Beach, California

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

## Los Angeles, California

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

## Miami Ports, Florida

|                  |                               |
|------------------|-------------------------------|
| Blocker & Bracer | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender     | WG-8 + 36.25% Fringe Benefits |
| Line Handler     | WG-8 + 36.25% Fringe Benefits |
| Stevedore I      | WG-7 + 36.25% Fringe Benefits |
| Stevedore II     | WG-9 + 36.25% Fringe Benefits |

## Mobile, Alabama

|                            |                               |
|----------------------------|-------------------------------|
| Blocker & Bracer           | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender               | WG-8 + 36.25% Fringe Benefits |
| Line Handler               | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                | WG-7 + 36.25% Fringe Benefits |
| Stevedore II               | WG-9 + 36.25% Fringe Benefits |
| New Orleans, Louisiana     |                               |
| Blocker & Bracer           | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender               | WG-8 + 36.25% Fringe Benefits |
| Line Handler               | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                | WG-7 + 36.25% Fringe Benefits |
| Stevedore II               | WG-9 + 36.25% Fringe Benefits |
| New York, New York         |                               |
| Blocker & Bracer           | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender               | WG-8 + 36.25% Fringe Benefits |
| Line Handler               | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                | WG-7 + 36.25% Fringe Benefits |
| Stevedore II               | WG-9 + 36.25% Fringe Benefits |
| Newport News, Virginia     |                               |
| Blocker & Bracer           | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender               | WG-8 + 36.25% Fringe Benefits |
| Line Handler               | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                | WG-7 + 36.25% Fringe Benefits |
| Stevedore II               | WG-9 + 36.25% Fringe Benefits |
| Norfolk, Virginia          |                               |
| Blocker & Bracer           | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender               | WG-8 + 36.25% Fringe Benefits |
| Line Handler               | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                | WG-7 + 36.25% Fringe Benefits |
| Stevedore II               | WG-9 + 36.25% Fringe Benefits |
| Orange, Texas              |                               |
| Blocker & Bracer           | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender               | WG-8 + 36.25% Fringe Benefits |
| Line Handler               | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                | WG-7 + 36.25% Fringe Benefits |
| Stevedore II               | WG-9 + 36.25% Fringe Benefits |
| Philadelphia, Pennsylvania |                               |
| Blocker & Bracer           | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender               | WG-8 + 36.25% Fringe Benefits |
| Line Handler               | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                | WG-7 + 36.25% Fringe Benefits |
| Stevedore II               | WG-9 + 36.25% Fringe Benefits |
| Port Canaveral, Florida    |                               |
| Blocker & Bracer           | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender               | WG-8 + 36.25% Fringe Benefits |
| Line Handler               | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                | WG-7 + 36.25% Fringe Benefits |
| Stevedore II               | WG-9 + 36.25% Fringe Benefits |
| Port Hueneme, California   |                               |
| Blocker & Bracer           | WG-8 + 36.25% Fringe Benefits |

|                                    |                               |
|------------------------------------|-------------------------------|
| Hatch Tender                       | WG-8 + 36.25% Fringe Benefits |
| Line Handler                       | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                        | WG-7 + 36.25% Fringe Benefits |
| Stevedore II                       | WG-9 + 36.25% Fringe Benefits |
| Portland, Oregon                   |                               |
| Blocker & Bracer                   | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender                       | WG-8 + 36.25% Fringe Benefits |
| Line Handler                       | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                        | WG-7 + 36.25% Fringe Benefits |
| Stevedore II                       | WG-9 + 36.25% Fringe Benefits |
| Puget Sound, Washington            |                               |
| Blocker & Bracer                   | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender                       | WG-8 + 36.25% Fringe Benefits |
| Line Handler                       | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                        | WG-7 + 36.25% Fringe Benefits |
| Stevedore II                       | WG-9 + 36.25% Fringe Benefits |
| Richmond, California               |                               |
| Blocker & Bracer                   | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender                       | WG-8 + 36.25% Fringe Benefits |
| Line Handler                       | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                        | WG-7 + 36.25% Fringe Benefits |
| Stevedore II                       | WG-9 + 36.25% Fringe Benefits |
| San Diego, California              |                               |
| Blocker & Bracer                   | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender                       | WG-8 + 36.25% Fringe Benefits |
| Line Handler                       | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                        | WG-7 + 36.25% Fringe Benefits |
| Stevedore II                       | WG-9 + 36.25% Fringe Benefits |
| San Francisco Bay Area, California |                               |
| Blocker & Bracer                   | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender                       | WG-8 + 36.25% Fringe Benefits |
| Line Handler                       | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                        | WG-7 + 36.25% Fringe Benefits |
| Stevedore II                       | WG-9 + 36.25% Fringe Benefits |
| Savannah, Georgia                  |                               |
| Blocker & Bracer                   | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender                       | WG-8 + 36.25% Fringe Benefits |
| Line Handler                       | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                        | WG-7 + 36.25% Fringe Benefits |
| Stevedore II                       | WG-9 + 36.25% Fringe Benefits |
| Seattle, Washington                |                               |
| Blocker & Bracer                   | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender                       | WG-8 + 36.25% Fringe Benefits |
| Line Handler                       | WG-8 + 36.25% Fringe Benefits |
| Stevedore I                        | WG-7 + 36.25% Fringe Benefits |
| Stevedore II                       | WG-9 + 36.25% Fringe Benefits |
| Tacoma, Washington                 |                               |
| Blocker & Bracer                   | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender                       | WG-8 + 36.25% Fringe Benefits |

|                      |                               |
|----------------------|-------------------------------|
| Line Handler         | WG-8 + 36.25% Fringe Benefits |
| Stevedore I          | WG-7 + 36.25% Fringe Benefits |
| Stevedore II         | WG-9 + 36.25% Fringe Benefits |
| Wilmington, Delaware |                               |
| Blocker & Bracer     | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender         | WG-8 + 36.25% Fringe Benefits |
| Line Handler         | WG-8 + 36.25% Fringe Benefits |
| Stevedore I          | WG-7 + 36.25% Fringe Benefits |
| Stevedore II         | WG-9 + 36.25% Fringe Benefits |
| Yorktown, Virginia   |                               |
| Blocker & Bracer     | WG-8 + 36.25% Fringe Benefits |
| Hatch Tender         | WG-8 + 36.25% Fringe Benefits |
| Line Handler         | WG-8 + 36.25% Fringe Benefits |
| Stevedore I          | WG-7 + 36.25% Fringe Benefits |
| Stevedore II         | WG-9 + 36.25% Fringe Benefits |

(End of clause)

#### 52.233-2 SERVICE OF PROTEST (SEP 2006)

(a) Protests, as defined in section 33.101 of the Federal Acquisition Regulation, that are filed directly with an agency, and copies of any protests that are filed with the Government Accountability Office (GAO), shall be served on the Contracting Officer (addressed as follows) by obtaining written and dated acknowledgment of receipt from USTRANSCOM/TCAQ-I, 508 Scott Drive, Scott AFB IL 62225-5357.

(b) The copy of any protest shall be received in the office designated above within one day of filing a protest with the GAO.

(End of provision)

#### 52.252-1 SOLICITATION PROVISIONS INCORPORATED BY REFERENCE (FEB 1998)

This solicitation incorporates one or more solicitation provisions 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. The offeror is cautioned that the listed provisions may include blocks that must be completed by the offeror and submitted with its quotation or offer. In lieu of submitting the full text of those provisions, the offeror may identify the provision by paragraph identifier and provide the appropriate information with its quotation or offer. Also, the full text of a solicitation provision may be accessed electronically at this/these address(es):

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

or

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

(End of provision)

**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)

**52.252-5 AUTHORIZED DEVIATIONS IN PROVISIONS (APR 1984)**

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

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

(End of provision)

**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)

**252.209-7999 REPRESENTATION BY CORPORATIONS REGARDING AN UNPAID DELINQUENT TAX LIABILITY OR A FELONY CONVICTION UNDER ANY FEDERAL LAW (DEVIATION 2012-O0004) (JAN 2012)**

(a) In accordance with sections 8124 and 8125 of Division A of the Consolidated Appropriations Act, 2012, (Pub. L. 112-74) none of the funds made available by that Act may be used to enter into a contract with any corporation that—

(1) Has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, where the awarding agency is aware of the unpaid tax liability, unless the agency has considered suspension or debarment of the corporation and made a determination that this further action is not necessary to protect the interests of the Government.

(2) Was convicted of a felony criminal violation under any Federal law within the preceding 24 months, where the awarding agency is aware of the conviction, unless the agency has considered suspension or debarment of the corporation and made a determination that this action is not necessary to protect the interest of the Government.

(b) The Offeror represents that—

(1) It is ( ) is not ( ) a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability,

(2) It is ( ) is not ( ) a corporation that was convicted of a felony criminal violation under a Federal law within the preceding 24 months.

(End of provision)

252.212-7000 OFFEROR REPRESENTATIONS AND CERTIFICATIONS- COMMERCIAL ITEMS. (JUN 2005)

(a) Definitions.

As used in this clause-

(1) Foreign person means any person other than a United States person as defined in Section 16(2) of the Export Administration Act of 1979 (50 U.S.C. App. Sec. 2415).

(2) United States means the 50 States, the District of Columbia, outlying areas, and the outer Continental Shelf as defined in 43 U.S.C. 1331.

(3) United States person is defined in Section 16(2) of the Export Administration Act of 1979 and means any United States resident or national (other than an individual resident outside the United States and employed by other than a United States person), any domestic concern (including any permanent domestic establishment of any foreign concern), and any foreign subsidiary or affiliate (including any permanent foreign establishment) of any domestic concern which is controlled in fact by such domestic concern, as determined under regulations of the President.

(b) Certification.

By submitting this offer, the Offeror, if a foreign person, company or entity, certifies that it -

(1) Does not comply with the Secondary Arab Boycott of Israel; and

(2) Is not taking or knowingly agreeing to take any action, with respect to the Secondary Boycott of Israel by Arab countries, which 50 U.S.C. App. Sec. 2407(a) prohibits a United States person from taking.

(c) Representation of Extent of Transportation by Sea. (This representation does not apply to solicitations for the direct purchase of ocean transportation services).

(1) The Offeror shall indicate by checking the appropriate blank in paragraph (c)(2) of this provision whether transportation of supplies by sea is anticipated under the resultant contract. The term "supplies" is defined in the Transportation of Supplies by Sea clause of this solicitation.

(2) Representation.

The Offeror represents that it-

\_\_\_ Does anticipate that supplies will be transported by sea in the performance of any contract or subcontract resulting from this solicitation.

\_\_\_ Does not anticipate that supplies will be transported by sea in the performance of any contract or subcontract resulting from this solicitation.

(3) Any contract resulting from this solicitation will include the Transportation of Supplies by Sea Clause. If the Offeror represents that it will not use ocean transportation, the resulting contract will also include the Defense Federal Acquisition Regulation Supplement clause at 252.247-7024, Notification of Transportation of Supplies by Sea.

(End of provision)

252.212-7001 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS APPLICABLE TO DEFENSE ACQUISITIONS OF COMMERCIAL ITEMS (DEC2011)

(a) The Contractor agrees to comply with the following Federal Acquisition Regulation (FAR) clause which, if checked, is included in this contract by reference to implement a provision of law applicable to acquisitions of commercial items or components.

\_\_\_ 52.203-3, Gratuities (APR 1984) (10 U.S.C. 2207).

(b) The Contractor agrees to comply with any clause that is checked on the following list of Defense FAR Supplement clauses which, if checked, is included in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items or components.

(1) \_\_\_ 252.203-7000, Requirements Relating to Compensation of Former DoD Officials (SEP 2011) (Section 847 of Pub. L. 110-181).

(2) \_\_\_ 252.203-7003, Agency Office of the Inspector General (SEP 2010)(section 6101 of Pub. L. 110-252, 41 U.S.C. 3509).

(3) \_\_\_ 252.205-7000, Provision of Information to Cooperative Agreement Holders (DEC 1991) (10 U.S.C. 2416).

(4) \_\_\_ 252.219-7003, Small Business Subcontracting Plan (DoD Contracts) (SEP 2011) (15 U.S.C. 637).

(5) \_\_\_ 252.219-7004, Small Business Subcontracting Plan (Test Program) (JAN 2011) (15 U.S.C. 637 note).

(6)(i) \_\_\_ 252.225-7001, Buy American Act and Balance of Payments Program (OCT 2011) (41 U.S.C. chapter 83, E.O. 10582).

(ii) \_\_\_ Alternate I (OCT 2011) of 252.225-7001.

(7) \_\_\_ 252.225-7008, Restriction on Acquisition of Specialty Metals (JUL 2009) (10 U.S.C. 2533b).

(8) \_\_\_ 252.225-7009, Restriction on Acquisition of Certain Articles Containing Specialty Metals (JAN 2011) (10 U.S.C. 2533b).



- (9) \_\_\_\_ 252.225-7012, Preference for Certain Domestic Commodities (JUN 2010) (10 U.S.C. 2533a).
- (10) \_\_\_\_ 252.225-7015, Restriction on Acquisition of Hand or Measuring Tools (JUN 2005) (10 U.S.C. 2533a).
- (11) \_\_\_\_ 252.225-7016, Restriction on Acquisition of Ball and Roller Bearings (JUN 2011) (Section 8065 of Pub. L. 107-117 and the same restriction in subsequent DoD appropriations acts).
- (12) \_\_\_\_ 252.225-7017, Photovoltaic Devices (DEC 2011) (Section 846 of Pub. L. 111-383).
- (13)(i) \_\_\_\_ 252.225-7021, Trade Agreements (OCT 2011) (19 U.S.C. 2501-2518 and 19 U.S.C. 3301 note).
- (ii) \_\_\_\_ Alternate I (OCT 2011) of 252.225-7021.
- (iii) \_\_\_\_ Alternate II (OCT 2011) of 252.225-7021.
- (14) \_\_\_\_ 252.225-7027, Restriction on Contingent Fees for Foreign Military Sales (APR 2003) (22 U.S.C. 2779).
- (15) \_\_\_\_ 252.225-7028, Exclusionary Policies and Practices of Foreign Governments (APR 2003) (22 U.S.C. 2755).
- (16)(i) \_\_\_\_ 252.225-7036, Buy American Act—Free Trade Agreements—Balance of Payments Program (OCT 2011) (41 U.S.C. chapter 83 and 19 U.S.C. 3301 note).
- (ii) \_\_\_\_ Alternate I (OCT 2011) of 252.225-7036.
- (iii) \_\_\_\_ Alternate II (OCT 2011) of 252.225-7036.
- (iv) \_\_\_\_ Alternate III (OCT 2011) of 252.225-7036.
- (17) \_\_\_\_ 252.225-7038, Restriction on Acquisition of Air Circuit Breakers (JUN 2005) (10 U.S.C. 2534(a)(3)).
- (18) \_\_\_\_ 252.225-7039, Contractors Performing Private Security Functions (AUG 2011) (Section 862 of Pub. L. 110-181, as amended by section 853 of Pub. L. 110-417 and sections 831 and 832 of Pub. L. 111-383).
- (19) \_\_\_\_ 252.226-7001, Utilization of Indian Organizations, Indian-Owned Economic Enterprises, and Native Hawaiian Small Business Concerns (SEP 2004) (Section 8021 of Pub. L. 107-248 and similar sections in subsequent DoD appropriations acts).
- (20) \_\_\_\_ 252.227-7013, Rights in Technical Data--Noncommercial Items (SEP 2011), if applicable (see 227.7103-6(a)).
- (21) \_\_\_\_ 252.227-7015, Technical Data—Commercial Items (DEC 2011) (10 U.S.C. 2320).
- (22) \_\_\_\_ 252.227-7037, Validation of Restrictive Markings on Technical Data ((SEP 2011), if applicable (see 227.7102-4(c)))(10 U.S.C. 2321).
- (23) \_\_\_\_ 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports (MAR 2008) (10 U.S.C. 2227).
- (24) \_\_\_\_ 252.237-7010, Prohibition on Interrogation of Detainees by Contractor Personnel (NOV 2010) (Section 1038 of Pub. L. 111-84)
- (25) \_\_\_\_ 252.237-7019, Training for Contractor Personnel Interacting with Detainees (SEP 2006) (Section 1092 of Pub. L. 108-375).

(26) \_\_\_\_ 252.243-7002, Requests for Equitable Adjustment (MAR 1998) (10 U.S.C. 2410).

(27) \_\_\_\_ 252.246-7004, Safety of Facilities, Infrastructure, and Equipment For Military Operations (OCT 2010) (Section 807 of Pub. L. 111-84).

(28) \_\_\_\_ 252.247-7003, Pass-Through of Motor Carrier Fuel Surcharge Adjustment to the Cost Bearer (SEP 2010) (Section 884 of Pub. L. 110-417).

(29)(i) \_\_\_\_ 252.247-7023, Transportation of Supplies by Sea (MAY 2002) (10 U.S.C. 2631).

(ii) \_\_\_\_ Alternate I (MAR 2000) of 252.247-7023.

(iii) \_\_\_\_ Alternate II (MAR 2000) of 252.247-7023.

(iv) \_\_\_\_ Alternate III (MAY 2002) of 252.247-7023.

(30) \_\_\_\_ 252.247-7024, Notification of Transportation of Supplies by Sea (MAR (2000) (10 U.S.C. 2631).

(31) \_\_\_\_ 252.247-7027, Riding Gang Member Requirements (OCT 2011) (Section 3504 of Pub. L. 110-417).

c) In addition to the clauses listed in paragraph (e) of the Contract Terms and Conditions Required to Implement Statutes or Executive Orders--Commercial Items clause of this contract (FAR 52.212-5), the Contractor shall include the terms of the following clauses, if applicable, in subcontracts for commercial items or commercial components, awarded at any tier under this contract:

(1) 252.225-7039, Contractors Performing Private Security Functions (AUG 2011) (Section 862 of Pub. L. 110-181, as amended by section 853 of Pub. L. 110-417 and sections 831 and 832 of Pub. L. 111-383).

2) 252.227-7013, Rights in Technical Data--Noncommercial Items (SEP 2011), if applicable (see 227.7103-6(a)).

(3) 252.227-7015, Technical Data--Commercial Items (DEC 2011), if applicable (see 227.7102-4(a)).

(4) 252.227-7037, Validation of Restrictive Markings on Technical Data (SEP 2011), if applicable (see 227.7102-4(c)).

(5) 252.237-7010, Prohibition on Interrogation of Detainees by Contractor Personnel (NOV 2010) (Section 1038 of Pub. L. 111-84).

(6) 252.237-7019, Training for Contractor Personnel Interacting with Detainees (SEP 2006) (Section 1092 of Pub. L. 108-375).

(7) 252.247-7003, Pass-Through of Motor Carrier Fuel Surcharge Adjustment to the Cost Bearer (SEP 2010) (Section 884 of Pub. L. 110-417).

(8) 252.247-7023, Transportation of Supplies by Sea (MAY 2002) (10 U.S.C. 2631).

(9) 252.247-7024, Notification of Transportation of Supplies by Sea (MAR 2000) (10 U.S.C. 2631).

(End of clause)

252.212-7001 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS APPLICABLE TO DEFENSE ACQUISITIONS OF COMMERCIAL ITEMS (DEC 2010) (DEVIATION)

(a) In addition to the clauses listed in paragraph (b) of the Contract Terms and Conditions Required to Implement Statutes or Executive Orders--Commercial Items clause of this contract (FAR 52.212-5) (OCT 2010) (DEVIATION), the Contractor shall include the terms of the following clause, if applicable, in subcontracts for commercial items or commercial components, awarded at any tier under this contract:

|              |   |
|--------------|---|
| 252.237-7010 | Prohibition on Interrogation of Detainees by Contractor Personnel (NOV 2010) (Section 1038 of Pub. L. 111-84).            |
| 252.237-7019 | Training for Contractor Personnel Interacting with Detainees (SEP 2006) (Section 1092 of Pub. L. 108-375).                |
| 252.247-7003 | Pass-Through of Motor Carrier Fuel Surcharge Adjustment to the Cost Bearer (JUL 2009) (Section 884 of Public Law 110-417) |
| 252.247-7023 | Transportation of Supplies by Sea (MAY 2002) (10 U.S.C. 2631)   |
| 252.247-7024 | Notification of Transportation of Supplies by Sea (MAR 2000) (10 U.S.C. 2631)   |

(End of clause)

252.225-7039 CONTRACTORS PERFORMING PRIVATE SECURITY FUNCTIONS (AUG 2011)

(a) Definition.

Private security functions means activities engaged in by a contractor, including--

- (i) Guarding of personnel, facilities, designated sites, or property of a Federal agency, the contractor or subcontractor, or a third party; or
- (ii) Any other activity for which personnel are required to carry weapons in the performance of their duties.

(b) Requirements. The Contractor is required to--

(1) Ensure that all employees of the Contractor who are responsible for performing private security functions under this contract comply with any orders, directives, and instructions to Contractors performing private security functions that are identified in the contract for--

(i) Registering, processing, accounting for, managing, overseeing, and keeping appropriate records of personnel performing private security functions. This includes ensuring the issuance, maintenance, and return of Personal Identity Verification credentials in accordance with FAR 52.204-19, Personnel Identity Verification of Contractor Personnel, and DoD procedures, including revocation of any physical and/or logistical access (as defined by Homeland Security Presidential Directive (HSPD-12)) granted to such personnel;

(ii) Authorizing and accounting for weapons to be carried by or available to be used by personnel performing private security functions;

(A) All weapons must be registered in the Synchronized Predeployment Operational Tracker (SPOT) materiel tracking system.

(B) In addition, all weapons that are Government-furnished property must be assigned a unique identifier in accordance with the clauses at DFARS 252.211-7003, Item Identification and Valuation, and DFARS 252.245.7001, Tagging, Labeling, and Marking of Government-Furnished Property, and physically marked in accordance with MIL-STD 130 (current version) and DoD directives and instructions. The items must be registered in the DoD Item Unique Identification (IUID) Registry (<https://www.bpn.gov/iuid/>);

(iii) Registering and identifying armored vehicles, helicopters, and other military vehicles operated by Contractors performing private security functions;

(A) All armored vehicles, helicopters, and other military vehicles must be registered in SPOT.

(B) In addition, all armored vehicles, helicopters, and other military vehicles that are Government-furnished property must be assigned a unique identifier in accordance with the clauses at DFARS 252.211-7003 and DFARS 252.245.7001 and physically marked in accordance with MIL-STD 130 (current version) and DoD directives and instructions. The items must be registered in the DoD IUID Registry (<https://www.bpn.gov/iuid/>); and

(iv) Reporting incidents in which--

(A) A weapon is discharged by personnel performing private security functions;

(B) Personnel performing private security functions are attacked, killed, or injured;

(C) Persons are killed or injured or property is destroyed as a result of conduct by contractor personnel;

(D) A weapon is discharged against personnel performing private security functions or personnel performing such functions believe a weapon was so discharged; or

(E) Active, non-lethal countermeasures (other than the discharge of a weapon) are employed by personnel performing private security functions in response to a perceived immediate threat;

(2) Ensure that all employees of the Contractor who are responsible for personnel performing private security functions under this contract are briefed on and understand their obligation to comply with--

(i) Qualification, training, screening (including, if applicable, thorough background checks), and security requirements established by DoDI 3020.50, Private Security Contractors Operating in Areas of Contingency Operations, Combat Operations, or Other Significant Operations, at <http://www.dtic.mil/whs/directives/corres/pdf>;

(ii) Applicable laws and regulations of the United States and the host country and applicable treaties and international agreements regarding performance of private security functions;

(iii) Orders, directives, and instructions issued by the applicable commander of a combatant command relating to weapons, equipment, force protection, security, health, safety, or relations and interaction with locals; and

(iv) Rules on the use of force issued by the applicable commander of a combatant command for personnel performing private security functions; and

(3) Cooperate with any Government-authorized investigation by providing access to employees performing private security functions and relevant information in the possession of the Contractor regarding the incident concerned.

(c) Remedies. In addition to other remedies available to the Government--

(1) 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. Required Contractor actions include--

- (i) Ensuring the return of personal identity verification credentials;
  - (ii) Ensuring the return of other equipment issued to the employee under the contract; and
  - (iii) Revocation of any physical and/or logistical access granted to such personnel;
- (2) The Contractor's failure to comply with the requirements of this clause will be included in appropriate databases of past performance and may be considered in any responsibility determination or evaluation of past performance;
- (3) If this is an award-fee contract, the Contractor's failure to comply with the requirements of this clause shall be considered in the evaluation of the Contractor's performance during the relevant evaluation period, and the Contracting Officer may treat such failure to comply as a basis for reducing or denying award fees for such period or for recovering all or part of award fees previously paid for such period; and
- (4) This contract may be terminated for default if the Contractor fails to comply with the requirements of paragraph (b) of this clause or, if directed by the Contracting Officer, fails to remove or replace, at its own expense, any of its personnel who violate the requirements of paragraph (b) of this clause.
- (d) Rule of construction. The duty of the Contractor to comply with the requirements of this clause shall not be reduced or diminished by the failure of a higher- or lower-tier Contractor to comply with the clause requirements or by a failure of the contracting activity to provide required oversight.
- (e) Subcontracts. The Contractor shall include the substance of this clause, including this paragraph (e), in all subcontracts that will be performed in areas of contingency operations, complex contingency operations, or other military operations or exercises designated by the Combatant Commander.

(End of clause)

**252.225-7040 CONTRACTOR PERSONNEL AUTHORIZED TO ACCOMPANY U.S. ARMED FORCES DEPLOYED OUTSIDE THE UNITED STATES (JUN 2011)**

(a) Definitions. As used in this clause--Combatant Commander means the commander of a unified or specified combatant command established in accordance with 10 U.S.C. 161.

Designated operational area means a geographic area designated by the combatant commander or subordinate joint force commander for the conduct or support of specified military operations.

Law of war means that part of international law that regulates the conduct of armed hostilities. The law of war encompasses all international law for the conduct of hostilities binding on the United States or its individual citizens, including treaties and international agreements to which the United States is a party, and applicable customary international law.

Subordinate joint force commander means a sub-unified commander or joint task force commander.

(b) General.

(1) This clause applies when Contractor personnel are authorized to accompany U.S. Armed Forces deployed outside the United States in--

- (i) Contingency operations;
  - (ii) Humanitarian or peacekeeping operations; or
  - (iii) Other military operations or military exercises, when designated by the Combatant Commander.
- (2) Contract performance in support of U.S. Armed Forces deployed outside the United States 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 accompanying the U.S. Armed Forces.
- (i) Except as provided in paragraph (b)(3)(ii) 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 such force reasonably appears necessary to execute their security mission to protect assets/persons, consistent with the terms and conditions contained in their contract or with their job description and terms of employment.
  - (iii) Unless immune from host nation jurisdiction by virtue of an international agreement or international law, inappropriate use of force by contractor personnel authorized to accompany the U.S. Armed Forces can subject such personnel to United States or host nation prosecution and civil liability (see paragraphs (d) and (j)(3) of this clause).
- (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. (1)(i) The Combatant Commander will develop a security plan for protection of Contractor personnel in locations where there is not sufficient or legitimate civil authority, when the Combatant Commander decides it is in the interests of the Government to provide security because--
- (A) The Contractor cannot obtain effective security services;
  - (B) Effective security services are unavailable at a reasonable cost; or
  - (C) Threat conditions necessitate security through military means.
- (ii) The Contracting Officer shall include in the contract the level of protection to be provided to Contractor personnel.
  - (iii) In appropriate cases, the Combatant Commander may provide security through military means, commensurate with the level of security provided DoD civilians.
- (2)(i) Generally, all Contractor personnel authorized to accompany the U.S. Armed Forces in the designated operational area are authorized to receive resuscitative care, stabilization, hospitalization at level III military treatment facilities, and assistance with patient movement in emergencies where loss of life, limb, or eyesight could occur. Hospitalization will be limited to stabilization and short-term medical treatment with an emphasis on return to duty or placement in the patient movement system.
- (ii) When the Government provides medical treatment or transportation of Contractor personnel to a selected civilian facility, the Contractor shall ensure that the Government is reimbursed for any costs associated with such treatment or transportation.
  - (iii) Medical or dental care beyond this standard is not authorized unless specified elsewhere in this contract.

(3) Unless specified elsewhere in this contract, the Contractor is responsible for all other support required for its personnel engaged in the designated operational area under this contract.

(4) Contractor personnel must have a Synchronized Predeployment and Operational Tracker (SPOT)-generated letter of authorization signed by the Contracting Officer in order to process through a deployment center or to travel to, from, or within the designated operational area. The letter of authorization also will identify any additional authorizations, privileges, or Government support that Contractor personnel are entitled to under this contract.

(d) Compliance with laws and regulations. (1) The Contractor shall comply with, and shall ensure that its personnel authorized to accompany U.S. Armed Forces deployed outside the United States as specified in paragraph (b)(1) of this clause are familiar with and comply with, all applicable--

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

(ii) Provisions of the law of war, as well as any other applicable treaties and international agreements;

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

(iv) Orders, directives, and instructions issued by the Combatant Commander, including those relating to force protection, security, health, safety, or relations and interaction with local nationals.

(2) The Contractor shall institute and implement an effective program to prevent violations of the law of war by its employees and subcontractors, including law of war training in accordance with paragraph (e)(1)(vii) of this clause.

(3) The Contractor shall ensure that contractor employees accompanying U.S. Armed Forces are aware--

(i) Of the DoD definition of "sexual assault" in DoDD 6495.01, Sexual Assault Prevention and Response Program;

(ii) That many of the offenses addressed by the definition are covered under the Uniform Code of Military Justice (see paragraph (e)(2)(iv) of this clause); and

(iii) That the offenses not covered by the Uniform Code of Military Justice may nevertheless have consequences to the contractor employees (see paragraph (h)(1) of this clause).

(e) Pre-deployment requirements.

(1) The Contractor shall ensure that the following requirements are met prior to deploying personnel authorized to accompany U.S. Armed Forces. Specific requirements for each category may be specified in the statement of work or elsewhere in the contract.

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

(ii) All deploying personnel meet the minimum medical screening requirements and have received all required immunizations as specified in the contract. The Government will provide, at no cost to the Contractor, any theater-specific immunizations and/or medications not available to the general public.

(iii) Deploying personnel have all necessary passports, visas, and other documents required to enter and exit a designated operational area and have a Geneva Conventions identification card, or other appropriate DoD identity credential, from the deployment center. Any Common Access Card issued to deploying personnel shall contain the access permissions allowed by the letter of authorization issued in accordance with paragraph (c)(4) of this clause.

(iv) Special area, country, and theater clearance is obtained for personnel. Clearance requirements are in DoD Directive 4500.54, Official Temporary Duty Abroad, and DoD 4500.54-G, DoD Foreign Clearance Guide. Contractor personnel are considered non-DoD personnel traveling under DoD sponsorship.

(v) All personnel have received personal security training. At a minimum, the training shall--

(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, in accordance with DoD Instruction 1300.23, Isolated Personnel Training for DoD Civilian and Contractors.

(vii) Personnel have received law of war training as follows:

(A) Basic training is required for all Contractor personnel authorized to accompany U.S. Armed Forces deployed outside the United States. The basic training will be provided through--

(1) A military-run training center; or

(2) A Web-based source, if specified in the contract or approved by the Contracting Officer.

(B) Advanced training, commensurate with their duties and responsibilities, may be required for some Contractor personnel as specified in the contract.

(2) The Contractor shall notify all personnel who are not a host country national, or who are not 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 in accordance with the Military Extraterritorial Jurisdiction Act of 2000 (18 U.S.C. 3621, 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 war crime 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 U.S. diplomatic, consular, military or other U.S. Government missions outside the United States (18 U.S.C. 7(9)); and

(iv) In time of declared war or a contingency operation, Contractor personnel authorized to accompany U.S. Armed Forces in the field are subject to the jurisdiction of the Uniform Code of Military Justice under 10 U.S.C. 802(a)(10).

(f) Processing and departure points. Deployed Contractor personnel shall--

(1) Process through the deployment center designated in the contract, or as otherwise directed by the Contracting Officer, prior to deploying. The deployment center will conduct deployment processing to ensure visibility and accountability of Contractor personnel and to ensure that all deployment requirements are met, including the requirements specified in paragraph (e)(1) of this clause;

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



(3) Process through a Joint Reception Center (JRC) upon arrival at the deployed location. The JRC will validate personnel accountability, ensure that specific designated operational area entrance requirements are met, and brief Contractor personnel on theater-specific policies and procedures.

(g) Personnel data.

(1) The Contractor shall enter before deployment and maintain data for all Contractor personnel that are authorized to accompany U.S. Armed Forces deployed outside the United States as specified in paragraph (b)(1) of this clause. The Contractor shall use the Synchronized Predeployment and Operational Tracker (SPOT) web-based system, at <http://www.dod.mil/bta/products/spot.html>, to enter and maintain the data.

(2) 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 this data card.

(h) Contractor personnel.

(1) The Contracting Officer may direct the Contractor, at its own expense, to remove and replace any Contractor personnel who jeopardize or interfere with mission accomplishment or 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 the Termination for Default clause.

(2) The Contractor shall have a plan on file showing how the Contractor would replace employees who are unavailable for deployment or who need to be replaced during deployment. The Contractor shall keep this plan current and shall provide a copy to the Contracting Officer upon request. The plan shall--

(i) Identify all personnel who are subject to military mobilization;

(ii) Detail how the position would be filled if the individual were mobilized; and

(iii) Identify all personnel who occupy a position that the Contracting Officer has designated as mission essential.

(3) Contractor personnel shall report to the Combatant Commander or a designee, or through other channels such as the military police, a judge advocate, or an inspector general, any suspected or alleged conduct for which there is credible information that such conduct--

(i) Constitutes violation of the law of war; or

(ii) Occurred during any other military operations and would constitute a violation of the law of war if it occurred during an armed conflict.

(i) Military clothing and protective equipment.

(1) Contractor personnel are prohibited from wearing military clothing unless specifically authorized in writing by the Combatant Commander. If authorized to wear military clothing, Contractor personnel must--

(i) Wear distinctive patches, arm bands, nametags, or headgear, in order to be distinguishable from military personnel, consistent with force protection measures; and

(ii) Carry the written authorization with them at all times.

(2) Contractor personnel may wear military-unique organizational clothing and individual equipment (OCIE) required for safety and security, such as ballistic, nuclear, biological, or chemical protective equipment.

(3) The deployment center, or the Combatant Commander, shall issue OCIE and shall provide training, if necessary, to ensure the safety and security of Contractor personnel.

(4) The Contractor shall ensure that all issued OCIE is returned to the point of issue, unless otherwise directed by the Contracting Officer.

(j) Weapons.

(1) If the Contractor requests that its personnel performing in the designated operational area be authorized to carry weapons, the request shall be made through the Contracting Officer to the Combatant Commander, in accordance with DoD Instruction 3020.41, paragraph 6.3.4.1 or, if the contract is for security services, paragraph 6.3.5.3. The Combatant Commander will determine whether to authorize in-theater Contractor personnel to carry weapons and what weapons and ammunition will be allowed.

(2) If the Contracting Officer, subject to the approval of the Combatant Commander, authorizes the carrying of weapons--

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

(ii) The (Contracting Officer to specify the appropriate individual, e.g., Contracting Officer's Representative, Regional Security Officer) may issue Government-furnished weapons and ammunition to the Contractor for issuance to specified Contractor employees.

(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 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) 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.

(5) Upon redeployment or revocation by the Combatant Commander of the Contractor's authorization to issue firearms, the Contractor shall ensure that all Government-issued weapons and unexpended ammunition are returned as directed by the Contracting Officer.

(k) Vehicle or equipment licenses. Contractor personnel shall possess the required licenses to operate all vehicles or equipment necessary to perform the contract in the designated operational area.

(l) Purchase of scarce goods and services. If the Combatant Commander has established an organization for the designated operational area whose function is to determine that certain items are scarce goods or services, the

Contractor shall coordinate with that organization local purchases of goods and services designated as scarce, in accordance with instructions provided by the Contracting Officer.

(m) Evacuation.

(1) If the Combatant Commander orders a mandatory evacuation of some or all personnel, the Government will provide assistance, to the extent available, to United States and third country national Contractor personnel.

(2) In the event of a non-mandatory evacuation order, unless authorized in writing by the Contracting Officer, the Contractor shall maintain personnel on location sufficient to meet obligations under this contract.

(n) Next of kin notification and personnel recovery.

(1) The Contractor shall be responsible for notification of the employee-designated next of kin in the event an employee dies, requires evacuation due to an injury, or is isolated, missing, detained, captured, or abducted.

(2) 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 3002.01E, Personnel Recovery in the Department of Defense.

(o) Mortuary affairs. Mortuary affairs for Contractor personnel who die while accompanying the U.S. Armed Forces 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 the place of performance or Government-furnished facilities, equipment, material, services, or site. Any change order issued in accordance with this paragraph (p) 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 when subcontractor personnel are authorized to accompany U.S. Armed Forces deployed outside the United States in--

(1) Contingency operations;

(2) Humanitarian or peacekeeping operations; or

(3) Other military operations or military exercises, when designated by the Combatant Commander.

(End of clause)

#### 252.225-7043 ANTITERRORISM/FORCE PROTECTION POLICY FOR DEFENSE CONTRACTORS OUTSIDE THE UNITED STATES (MAR 2006)

(a) Definition. United States, as used in this clause, means, the 50 States, the District of Columbia, and outlying areas.

(b) Except as provided in paragraph (c) of this clause, the Contractor and its subcontractors, if performing or traveling outside the United States under this contract, shall--

(1) Affiliate with the Overseas Security Advisory Council, if the Contractor or subcontractor is a U.S. entity;

- (2) Ensure that Contractor and subcontractor personnel who are U.S. nationals and are in-country on a non-transitory basis, register with the U.S. Embassy, and that Contractor and subcontractor personnel who are third country nationals comply with any security related requirements of the Embassy of their nationality;
- (3) Provide, to Contractor and subcontractor personnel, antiterrorism/force protection awareness information commensurate with that which the Department of Defense (DoD) provides to its military and civilian personnel and their families, to the extent such information can be made available prior to travel outside the United States; and
- (4) Obtain and comply with the most current antiterrorism/force protection guidance for Contractor and subcontractor personnel.
- (c) The requirements of this clause do not apply to any subcontractor that is--
  - (1) A foreign government;
  - (2) A representative of a foreign government; or
  - (3) A foreign corporation wholly owned by a foreign government.
- (d) Information and guidance pertaining to DoD antiterrorism/force protection can be obtained from the appropriate Antiterrorism Force Protection Office at the Command Headquarters. Also see <https://atep.dtic.mil>.
- (End of clause)

252.225-7993 PROHIBITION ON CONTRACTING WITH THE ENEMY IN THE UNITED STATES  
CENTRAL COMMAND THEATER OF OPERATIONS (DEVIATION 2012-O0005) (JAN 2012)

- (a) The Contractor is required to exercise due diligence to ensure that none of the funds received under this contract are provided, directly or indirectly, to a person or entity who is actively supporting an insurgency or otherwise actively opposing U.S. or coalition forces in a contingency operation.
- (b) The Head of the Contracting Activity (HCA) has the authority to—
  - (1) Terminate this contract for default, in whole or in part, if the HCA determines in writing that the Contractor failed to exercise due diligence as required by paragraph (a) of this clause; or
  - (2) Void this contract, in whole or in part, if the HCA determines in writing that any funds received under this Contract have been provided, directly or indirectly, to a person or entity who is actively supporting an insurgency or otherwise actively opposing U.S. or coalition forces in a contingency operation.
- (End of clause)

252.225-7994 ADDITIONAL ACCESS TO CONTRACTOR AND SUBCONTRACTOR RECORDS IN THE  
UNITED STATES CENTRAL COMMAND THEATER OF OPERATIONS (DEVIATION 2012-O0005) (JAN  
2012)

- (a) In addition to any other existing examination-of-records authority, the Department of Defense is authorized to examine any records of the Contractor to the extent necessary to ensure that funds available under this Contract are not-
  - (1) Subject to extortion or corruption; or

(2) Provided, directly or indirectly, to persons or entities that are actively supporting an insurgency or otherwise actively opposing United States or coalition forces in a contingency operation.

(b) The substance of this clause, including this paragraph (b), is required to be included in subcontracts under this Contract that have an estimated value over \$100,000.

(End of clause)

**DFARS 252.225-7995 CONTRACTOR PERSONNEL PERFORMING IN THE UNITED STATES  
CENTRAL COMMAND AREA OF RESPONSIBILITY (DEVIATION 2011-O0004) (APR 2011)**

(a) Definition. 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.

(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.

(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 USCENTCOM 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 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 USCENCOM 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) Registration of Contractor personnel and private security contractor equipment.
  - (1) The Contractor is required to register in the automated webbased Synchronized Predeployment and Operational Tracker (SPOT) following the procedures in paragraph (g)(4) of this clause.
  - (2) Prior to deployment of contractor employees, or, if already in the USCENCOM AOR, upon becoming an employee under this contract, the Contractor shall enter into SPOT, and maintain current data, including actual arrival date and 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 USCENCOM AOR as follows:
    - (i) In all circumstances, this includes any personnel performing private security functions.
    - (ii) For personnel other than those performing private security functions, this requirement excludes anyone-
      - (A) Hired under contracts valued less than \$100,000;
      - (B) Who will be performing in the CENTCOM AOR less than 30 continuous days; or
      - (C) Who, while afloat, are tracked by the Diary message Reporting System
  - (3) Weapons, armored vehicles, helicopters, and other military vehicles used by personnel performing private security functions under this contract must be entered into SPOT, and the currency of such information must be maintained.
  - (4) Follow these steps to register in and use SPOT:
    - (i) SPOT registration requires one of the following login methods:
      - (A) A Common Access Card or a SPOT-approved digital certificate; or
      - (B) A Government-sponsored SPOT user ID and password or an Army Knowledge Online (AKO) account.
    - (ii) To register in SPOT:
      - (A) Contractor company administrators should register for a SPOT account at <https://spot.altess.army.mil>; and
      - (B) The customer support team must validate user need. This process may take two business days. Company supervisors will be contacted to validate Contractor company administrator account requests and determine the appropriate level of user access.
    - (iii) Upon approval, all users will access SPOT at <https://spot.altess.army.mil>.
    - (iv) Refer SPOT application assistance questions to the Customer Support Team at 717-458-0747 or [SPOT.helpdesk@us.army.mil](mailto:SPOT.helpdesk@us.army.mil). Refer to the SPOT Enterprise Suite Resource Center at <http://www.resource.spot-es.net/> for additional training resources and documentation regarding registration for and use of SPOT.

(5) The Contractor shall submit aggregate contractor personnel counts at a minimum quarterly or as directed by the Contracting Officer by category (i.e. U.S. third country national or local national) of those contractor personnel who are on contracts valued greater than \$100,000, but performing less than 30 days in the AOR (e.g. day laborers).

(6) The Contractor shall ensure that all contractor personnel 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 USCENCOM 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 USCENCOM 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 USCENCOM 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 USCENCOM 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 USCENCOM Commander orders a mandatory evacuation of some or all personnel, the Government will provide to United States and designated 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) Notification and return of personal effects. (1) The Contractor shall be responsible for notification of the contractor personnel 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 individual-

(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.
- (n) 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.
- (o) 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.
- (p) Subcontracts. The Contractor shall incorporate the substance of this clause, including this paragraph (p), in all subcontracts that require subcontractor personnel to perform in the USCENTCOM AOR.
- (end of clause)

252.225-7997 ADDITIONAL REQUIREMENTS AND RESPONSIBILITIES RELATING TO ALLEGED CRIMES BY OR AGAINST CONTRACTOR PERSONNEL IN IRAQ AND AFGHANISTAN (DEVIATION 2010-O0014)(AUGUST 2010)

(a) The Contractor shall report to the appropriate investigative authorities, identified in paragraph (c) below, any alleged offenses under—

(1) The Uniform Code of Military Justice (chapter 47 of title 10, United States code) (applicable to contractors serving with or accompanying an armed force in the field during a declared war or a contingency operation); or

(2) The Military Extraterritorial Jurisdiction Act (chapter 212 of title 18, United States Code).

(b) The Contractor shall provide to all contractor personnel who will perform work on a contract in Iraq or Afghanistan, before beginning such work, information on the following:

(1) How and where to report an alleged crime described in paragraph (a) of this clause.

(2) Where to seek victim and witness protection and assistance available to contractor personnel in connection with an alleged offense described in paragraph (a) of this clause.

(c) The appropriate investigative authorities to which suspected crimes shall be reported include the following officials--

(i) US Army Criminal Investigative Division at <http://www.cid.army.mil/reportacrime.html>;

(ii) Air Force Office of Special Investigations at <http://www.osi.andrews.af.mil/library/factsheets/factsheet.asp?id=14522>;

(iii) Navy Criminal Investigative Service at <http://www.ncis.navy.mil/Pages/publicdefault.aspx>;  
or

(iv) To the command of any supported military element or the command of any base.

(d) Personnel seeking whistleblower protection from reprisals for reporting criminal acts shall seek guidance through the DoD Inspector General hotline at (800) 424-9098 or [www.dodig.mil/HOTLINE/index.html](http://www.dodig.mil/HOTLINE/index.html). Personnel seeking other forms of victim or witness protections should contact the nearest military law enforcement office.



(End of clause)

952.222-0001 PROHIBITION AGAINST HUMAN TRAFFICKING, INHUMANE LIVING CONDITIONS, AND WITHHOLDING OF EMPLOYEE PASSPORTS (AUG 2011)

(a) All contractors (“contractors” refers to both prime contractors and all 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.

(b) 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 and Host Nation laws regarding transit/exit/entry procedures and the requirements for visas and work permits.

(c) 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.

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

(End of Clause)

952.225-0001 ARMING REQUIREMENTS AND PROCEDURES FOR PERSONAL SECURITY SERVICES CONTRACTORS AND FOR REQUESTS FOR PERSONAL PROTECTION (DEC 2011)

(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 U.S. CENTCOM, Office of Security Cooperation-Iraq (OSC-I) and United States Forces - Afghanistan (USFOR-A) Commander orders, instructions, policies 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 3020.50, Private Security Contractors (PSCs) Operating in Contingency Operations;
- (2) DODI 3020.41, Operational Contract Support
- (3) DODI 5210.56, Carrying of Firearms and the Use of Force by DoD Personnel Engaged in Security, Law and Order, or Counterintelligence Activities;
- (4) DFARS 252.225-7039, Contractors Performing Private Security Functions;
- (5) DFARS 252.225-7040, Contractor Personnel Authorized to Accompany U.S. Armed Forces Deployed Outside the United States;
- (6) Class Deviation 2011-O0004, Contractor Personnel in the United States Central Command Area of Responsibility (DFARS 252.225-7995);
- (7) USFOR-A, FRAGO 11-128, Outlines Management of Armed Contractors and Private Security Companies Operating in the Combined Joint Operations Area - Afghanistan (CJOA-A);
- (8) OSC-I OPORD 11-01, Annex C, Appendix 20;
- (9) U.S. CENTCOM Policy and Delegation of Authority for Personal Protection and Contract Security Service Arming of DoD Civilian Personnel, dated 18 Jan 2011;
- (10) Office of Security Cooperation-Iraq (OSC-I) Policy Memorandum #14 – Civilian Arming Program (CAP), dated 23 November 2011;

(b) Required Contractor Documentation. Contractors and their subcontractors at all tiers that require arming approval shall provide to the arming approval authority via the COR consistent documentation (signed and dated by the employee and employer as applicable) for each of their employees who will seek authorization to be armed under the contract as follows:

- (1) Weapons Qualification/Familiarization. All employees must meet the weapons qualification requirements on the requested weapon(s) established by any DoD or other U.S. government agency, Law of Armed Conflict (LOAC); Rules for the Use of Force (RUF), as defined in the U.S. CENTCOM Policy, dated 23 December 2005; and 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) Written acknowledgement by the individual of the fulfillment of training responsibilities and the conditions for the authorization to carry firearms. This document includes the acknowledgement of the distinctions between the ROE applicable to military forces and RUF that control the use of weapons by DoD civilians, DoD contractors and PSCs.
- (4) Written acknowledgement signed by both the armed employee and by a representative of the employing company that use of weapons could subject both the individual and company to U.S. and host nation prosecution and civil liability.
- (5) A copy of the contract between the contractor's company and the U.S. Government that verifies the individual's employment and addresses the need to be armed.
- (6) One (1) copy of a business license from the Iraqi or Afghani Ministry of Trade or Interior.
- (7) One (1) copy of a license to operate as a PSC (or a temporary operating license) from the Ministry of Interior.

(c) Communication Plan. The contractor will submit to the COR a communications plan that, at a minimum, sets forth the following:

- (1) The contractor's method of notifying the OSC-I Base Defense Operations Center (BDOC) (Iraq) and military forces (Afghanistan) requesting assistance where hostilities arise, combat action is needed, or serious incidents have been observed.
- (2) How relevant threat information will be shared between contractor security personnel and U.S. military forces.
- (3) How the contractor will coordinate transportation with appropriate OSC-I or USFOR-A authorities.

(d) Plan for Accomplishing Employee Vetting. The contractor will submit to the COR an acceptable plan for vetting all contractor and subcontractor local national and third country national employees. The contractor shall, at a minimum, perform the following (which will be specifically addressed in its plan):

- (1) Local Nationals: Perform Local and National Agency background checks in accordance with Host Nation Government policies and protocols.
  - (2) Use one or more of the following sources when conducting the background checks on Third Country Nationals: Interpol, FBI, Country of Origin Criminal Records, Country of Origin U.S. Embassy Information Request, or CIA records.
  - (3) All local nationals and third country nationals will voluntarily submit to full biometric enrollment in accordance with theater biometric policies prior to submitting arming requests. All local nationals and third country nationals will voluntarily submit to routine biometric screening in accordance with local installation policies and procedures. The contractor will immediately notify the COR, local installation Force Protection agency, and the theater arming approval authority of any individuals who are revealed as potential security risks during biometric processing.
  - (4) The Contractor shall provide to the COR official written certification of candidate(s) suitability for employment. This certification may address multiple employees on a single certification but must clearly state each employee was vetted in accordance with the Contractor's plan for accomplishing employee vetting.
- (e) 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, training, arming authorization, and incident reporting requirements 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.
- (f) 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 the civil and criminal jurisdiction of the U.S. and Host Nation. "Host Nation" refers to the nation or nations where services under this contract are performed. Additionally, the arming authority's authorization letter is valid for a maximum of twelve (12) months from the date of the prior letter (unless authorization is earlier invalidated by a lapse in training).(Afghanistan only)
- (g) Lapses in Training or Authorization. Failure to successfully retrain an employee who has been properly authorized to be 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 and authorization letter to the contractor and will remain unarmed until such time as they are retrained and newly approved by the arming authority.
- (h) Authorized Weapon & Ammunition Types. Unless the BDOC for Iraq or the Deputy Commander of USCENTCOM (DCDRUSCENTCOM) (or a designee) for Afghanistan expressly 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. Notwithstanding Host Nation laws or regulations that would allow use of heavier weapons by contract security/PSC, all DoD security service / PSC contractors must have weapons approved by the RSO or DCDRUSCENTCOM (or a designee) before use. 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 arming authority for use in Iraq and Afghanistan:
- (1) The M9, M4, M16, or equivalent (equivalency determination by the appropriate arming authority).
  - (2) The M9 or equivalent sidearm will be the standard personal protection weapon unless other weapons are specifically requested and approved.
  - (3) Standard authorized weapons are selectable fire semi-automatic weapons only. All Non-U.S. and Non-standard weapons must be submitted to the theater arming authority for review and approval. Non-standard weapons are classified as any machine gun, belt-fed or crew served weapon or any weapon utilizing ammunition greater than 7.62mm X 51mm NATO. Contractors must also provide scorecards and criteria for qualification appropriate to the Non-standard weapon's caliber.
  - (4) U.S. government Ball ammunition is the standard approved ammunition.
- (i) Requirements for Individual Weapons Possession. All employees of the contractor and its subcontractors at all tiers who are authorized to be 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 (b) and subsequently authorized to carry.
  - (2) Carry weapons only when on duty or at a specific post (according to their authorization).
  - (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.
  - (5) IAW USCENTCOM G.O. #1, consumption of alcohol or use of any intoxicating substances which may impair judgment, medication or otherwise in Afghanistan is prohibited.
  - (6) Employees shall not consume any alcoholic beverage while armed or within eight (8) hours of the next work period when they will be armed. There are no circumstances under which a person will be authorized to consume any alcoholic beverage or use any judgment impairing substance when armed for personal protection.
- (j) 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.
- (k) Rules for the Use of Force (RUF). In addition to the RUF and ROE training referenced in paragraph (b), the contractor and its subcontractors at all tiers will monitor and report all activities of its armed employees that may violate the RUF and/or otherwise trigger reporting requirements as serious incidents. 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) Failing to cooperate with Coalition and Host Nation forces.
  - (2) Using deadly force, other than in self-defense where there is a reasonable belief of imminent risk of death or serious bodily harm.
  - (3) Failing to use a graduated force approach.
  - (4) Failing to treat the local civilians with humanity or respect.
  - (5) Detaining local civilians, other than in self-defense or as reflected in the contract terms.
- (l) 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.
- (m) Contractor Vehicles. Vehicles used by contractor and subcontractor personnel in the course of their security duties shall not be painted or marked to resemble U.S./Coalition or host nation military and police force vehicles.
- (n) Monthly Reporting. The prime contractor will report monthly arming status to the Contracting Officer responsible for this contract, and any other organization designated by the Contracting Officer in accordance with theater policy and the timelines defined in the Performance Work Statement.

(End of Clause)

#### 952.225-0002 ARMED PERSONNEL INCIDENT REPORTS (DEC 2011)

- (a) All contractors and subcontractors in the Iraq or United States Forces-Afghanistan (USFOR-A) theater of operations shall comply with and shall ensure that their personnel supporting the Office of Security Cooperation-Iraq (OSC-I) or USFOR-A personnel or forces are familiar with and comply with all applicable orders, directives, and instructions issued by the respective OSC-I or USFOR-A Commanders relating to force protection and safety.

(b) IRAQ: Contractors shall provide an initial report of all weapons firing incidents or any other serious incidents they or their contractors are involved in to nearest OSC-I Base Defense Operations Center (BDOC) (listed below) as soon as practical, but not later than 4 hours after the incident. The contractor and its subcontractors at all tiers shall submit a written report to the BDOC, the Contracting Officer (KO) within 96 hours of the incident. Interim reports shall be submitted between the initial and final report should also be sent to the OSC-I JOC: DLOSC-ICHOPS@iraq.centcom.mil or SVOIP 708-243-2483.

|           |                   |
|-----------|-------------------|
| Umm Qasr  | 708-241-5490      |
| Besmaya   | 708-242-0012/0014 |
| Taji      | 708-242-6775/6205 |
| Union III | 708-243-2377      |
| Tikrit    | 709-242-1002      |
| Kirkuk    | 708-242-2203      |

(c) AFGHANISTAN: In the event a weapon firing incident or any other serious incident, contractors shall prepare and submit an initial incident report as soon as feasible, but not later than 4 hours from the beginning of the incident, to the Contracting Officer (KO), Contracting Officer's Representative (COR), USFOR-A ACOD, and USFOR-A J3 Situational Awareness Room (SAR). Additionally, the contractor and its subcontractors at all tiers shall submit a written report to the above personnel within 96 hours of the incident. Information shall 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. Contractors and anyone re-transmitting the report shall make reasonable efforts to transmit incident reports via secured means (SIPRnet or CENTRIX) when the incident report includes operationally sensitive information.

(d) Contractors shall provide first aid and request MEDEVAC of injured persons, and remain available for U.S. or Coalition response forces, based upon the situation. In the event contractor personnel are detained by U.S. 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 contractor's name, the contract number, a contractor management POC, and the phone number of the CONOC/SAR Watch. Contractor and subcontractor personnel shall carry their Letter of Authorization (LOA) on their person at all times.

(End of Clause)

952.225-0003 FITNESS FOR DUTY AND MEDICAL/DENTAL CARE LIMITATIONS (AFGHANISTAN)  
(DEC 2011)

(a) 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. Contractor personnel who deploy for multiple tours, for more than 12 months total must be re-evaluated for fitness to deploy. An examination will remain valid for 15 months from the date of the physical. The contractor bears the responsibility for ensuring all employees are aware of the conditions and medical treatment available at the performance location. The contractor shall include this information and requirement in all subcontracts with performance in the theater of operations.

(b) The contractor shall not deploy an individual with any of the following conditions unless approved by the appropriate CENTCOM Service Component (i.e. ARCENT, AFCENT, 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 protective's 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 electrophysiological 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 10 to USCENTCOM Individual Protection and Individual/Unit Deployment Policy, Tab A: Amplification of the Minimal Standards of Fitness for Deployment to the CENTCOM AOR).

(c) In accordance with military directives (DoDI 3020.41, DoDI 6000.11, CFC FRAGO 09-1038, DoD Federal Acquisition Regulation Supplement (DFARS) 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.

(d) 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.

(e) Notwithstanding any other provision of the contract, the contractor shall be liable for any and all medically-related services or transportation rendered. To view reimbursement rates that will be charged for services at all DoD deployed medical facilities please go to the following website: <http://comptroller.defense.gov/rates/fy2012.html> (change fiscal year as applicable).

(End of Clause)

#### 952.225-0004 COMPLIANCE WITH LAWS AND REGULATIONS (DEC 2011)

(a) The Contractor shall comply with, and shall ensure that its employees and its subcontractors and their employees, at all tiers, are aware of and obey all U.S. and Host Nation laws, Federal or DoD regulations, and US Central Command orders and directives as applicable to personnel in Iraq and Afghanistan, including but not limited to USCENTCOM, Multi-National Force and Multi-National Corps or Chief of Mission operations and fragmentary orders, instructions, policies and directives.

(b) Contractor employees shall particularly note all laws, regulations, policies, and orders restricting authority to carry firearms, rules for the use of force, and prohibiting sexual or aggravated assault.

(1) Afghanistan – Contractor employees are subject to General Orders Number 1, as modified from time to time, including without limitation, their prohibition on privately owned firearms, alcohol, drugs, war souvenirs, pornography and photographing detainees, human casualties or military security measures.

(2) Iraq – Contractor employees are not subject to General Order 1. Contractor employees will follow the policies or directives of the Office of Security Cooperation-Iraq (OSC-I) Installation Managers or Chief of Mission policies and directives regarding consumption of alcohol or any prohibited items for sites that they are assigned.

(c) Contractor employees may be ordered removed from the US Embassy, Chief of Mission sites, OSC-I sites, secure military installations or the theater of operations by order of the Chief of Mission (Iraq) or senior military commander of the battle space (Afghanistan) for acts that disrupt good order and discipline or violate applicable laws, regulations, orders, instructions, policies, or directives. Contractors shall immediately comply with any such order to remove its contractor employee.

(d) Contractor employees performing in Iraq or the USCENTCOM Area of Responsibility (AOR) may be subject to the jurisdiction of overlapping criminal codes, including, but not limited to, the Military Extraterritorial Jurisdiction Act (18 U.S.C. Sec. 3261, et al) (MEJA), the Uniform Code of Military Justice (10 U.S.C. Sec. 801, et al)(UCMJ), and the laws of the Host Nation. Non-US citizens may also be subject to the laws of their home country while performing in Iraq or the USCENTCOM AOR. Contractor employee status in these overlapping criminal jurisdictions may be modified from time to time by the United States, the Host Nation, or by applicable status of forces agreements.

(e) Under MEJA, a person who engages in felony misconduct outside the United States while employed by or accompanying the Armed Forces is subject to arrest, removal and prosecution in United States federal courts. Under the UCMJ, a person serving with or accompanying the Armed Forces in the field during a declared war or contingency operation may be disciplined for a criminal offense, including by referral of charges to a General Court Martial. Contractor employees may be ordered into confinement or placed under conditions that restrict movement in Iraq or within the AOR or administratively attached to a military command pending resolution of a criminal investigation.

(f) Contractors shall immediately notify the BDOC (Iraq) or military law enforcement (Afghanistan) and the Contracting Officer if they suspect an employee has committed an offense. Contractors shall take any and all reasonable and necessary measures to secure the presence of an employee suspected of a serious felony offense. Contractors shall not knowingly facilitate the departure of an employee suspected of a serious felony offense or violating the Rules for the Use of Force to depart Iraq or Afghanistan without approval from the Chief of Mission (Iraq) or the senior U.S. commander (Afghanistan).

(End of Clause)

#### 952.225-0005 MONTHLY CONTRACTOR CENSUS REPORTING (AUG 2011)

Contractor shall provide monthly employee census information to the Contracting Officer, by province, for this contract. Information shall be submitted either electronically or by hard-copy. Information shall be current as of the 25th day of each month and received by the Contracting Officer no later than the first day of the following month. The following information shall be provided for each province in which work was performed:

- (1) The total number (prime and subcontractors at all tiers) employees.
- (2) The total number (prime and subcontractors at all tiers) of U.S. citizens.
- (3) The total number (prime and subcontractors at all tiers) of local nationals (LN).
- (4) The total number (prime and subcontractors at all tiers) of third-country nationals (TCN).
- (5) Name of province in which the work was performed.
- (6) The names of all company employees who enter and update employee data in the Synchronized Pre-deployment & Operational Tracker (SPOT) IAW DFARS 252.225-7040 or DFARS DOD class deviation 2011-00004.

(End of Clause)

952.225-0009 MEDICAL SCREENING AND VACCINATION REQUIREMENTS FOR CONTRACTOR EMPLOYEES OPERATING IN THE CENTCOM AREA OF RESPONSIBILITY (AOR) (DEC 2011)

(a) Contractors and subcontractors at any tier shall ensure and provide satisfactory evidence that all locally hired employees, including Local National (LN), Third Country National (TCN), and U.S. employees, working on bases have been screened for and do not currently have active tuberculosis (TB).

(1) Contractors may initially utilize a testing method of either a chest x-ray or TB skin test (TST), depending on the originating country of a contracted employee.

(i) Chest x-rays (CXR's), symptom survey, and Body Mass Index (BMI) shall be taken, and TSTs administered within 12 months prior to the start of deployment/employment. Contractors are required to bring in a physical copy of the pre-employment CXR film as it is the only way to verify interval changes should an active case of TB occur.

(A) Third Country Nationals (TCNs) and Local Nationals (LNs) cannot be screened with the TST. They need the pre-employment screening with a quality CXR, BMI and symptom survey.

(B) Small-Risk Nationals (SRNs), those with less than 25 TB cases per 100,000 persons annually (mostly expats from Europe and US), can be screened via the TST.

(ii) Annual re-screening for TCNs, and LNs will be performed with a CXR conducted by the Contractor's medical provider or local economy provider who will look for interval changes from prior CXR's and review any changes in the symptom survey.

(iii) SRN's do not require annual TB re-screening. However, for a TB contact investigation, a TST or Interferon Gamma Release Assay (IGRA) is required.

(iv) For a contact investigation, all personnel with a positive TST or IGRA will be evaluated for potential active TB with a symptom screen, exposure history, BMI, and CXR. All cases of suspected or confirmed active TB must be reported to the theater Preventive Medicine (PM) physician and/or TB Consultant as soon as possible. TB reporting is required within 24 hours to the PM POC. Contact tracing, and medical coding have specific requirements. All Small-Risk National (SRN) contract personnel are required to be MEDEVAC'd out of theater, at the contractor's expense, for treatment of active TB, after consultation with the Theater PM or TB Consultant. For SRN personnel, the contractor is responsible for management and compliance with all prescribed public health actions.

(v) Screening may be performed either by a licensed medical provider from the local economy or by the contractors' licensed medical staffs. Contractors shall maintain medical screening documentation and make it available to the Contracting Officer upon request.

(2) TB screening and documentation is a requirement prior to receiving badges to work in the CENTCOM Area of Operations. A copy of the TB screening documentation shall be provided to the responsible Base Operations Center prior to issuance of base access badges.

(b) Contractor employees, including subcontractors at any tier, who work in food service positions and/or water and ice production facilities, shall have current Typhoid and Hepatitis "A" (full series) immunizations in accordance with the Centers for Disease Control and Prevention guidelines (e.g. typhoid vaccination booster is required every 2 years), in addition to the required TB tests. The contractor medical provider must complete a pre-placement examination to include a stool sample test for ova and parasites, and annual medical screening form or equivalent for food service, ice and water production workers.

(c) Proof of individual employee vaccinations shall be provided to the Contracting Officer and COR showing that their employees and their subcontractor employees at any tier have received the above vaccinations. The contractor shall maintain their employees' vaccination records for examination by the Contracting Officer. The contractor shall ensure that their subcontractors at any tier maintain their respective employees' vaccination records for examination by the Contracting Officer.

(d) The contractor is responsible for management and compliance with all prescribed public health actions regarding TB in the contracted personnel. The contractor also bears the responsibility of ensuring that adequate health management for TB (screening/diagnosis/treatment/isolation) is available at the contractor's chosen health care provider for their contracted and subcontracted personnel.



NOTE: Contractors are reminded of the requirement to comply with their contract and all regulatory guidance (DoD Instructions/Regulations, Federal Acquisition Regulation as Supplemented, and FRAGO's) as applicable regarding Medical Screening and Vaccination Requirements.

(End of Clause)

952.225-0010 FITNESS FOR DUTY AND MEDICAL/DENTAL CARE LIMITATIONS (IRAQ) (DEC 2011)

(a) 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. Contractor personnel who deploy for multiple tours, for more than 12 months total must be re-evaluated for fitness to deploy. An examination will remain valid for 15 months from the date of the physical. The contractor bears the responsibility for ensuring all employees are aware of the conditions and medical treatment available at the performance location. The contractor shall include this information and requirement in all subcontracts with performance in the theater of operations.

(b) The contractor shall not deploy an individual with any of the following conditions unless approved by the appropriate Service Component (i.e. ARCENT, AFCENT, 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 protective's 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 electrophysiological 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 C- 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 10 to USCENTCOM Individual Protection and Individual/Unit Deployment Policy, Tab A: Amplification of the Minimal Standards of Fitness for Deployment to the CENTCOM AOR).

(c) In accordance with military directives (DoDI 3020.41, DoDI 6000.11, CFC FRAGO 09-1038, DoD Federal Acquisition Regulation Supplement (DFARS) PGI 225.74), resuscitative care and stabilization, in advance of evacuation from theater, will be provided including hospitalization at Level II+ (emergency) contracted treatment facilities and assistance with patient movement in emergencies where loss of life, limb or eyesight could occur. Hospitalization will be limited to emergency stabilization and short-term medical treatment with an emphasis on return to duty or evacuation from the theater if return to duty is not expected to occur within 72 hours. Medical evacuation is the responsibility of the contracting company and must be arranged in a timely manner if requested by the medical staff. 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.

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

(e) Notwithstanding any other provision of the contract, the contractor shall be liable for any and all medically-related services or transportation rendered. To view reimbursement rates that will be charged for services at all DoD deployed medical facilities or Embassy contracted medical facilities please go to the following website: <http://comptroller.defense.gov/rates/fy2012.html> (change fiscal year as applicable).

(End of Clause)

#### 952.225-0011 GOVERNMENT FURNISHED CONTRACTOR SUPPORT (DEC 2011)

The following is a summary of the type of support the Government will provide the contractor, on an "as-available" basis. In the event of any discrepancy between this summary and the description of services in the Statement of Work, this clause will take precedence.

\* CAAF means Contractors Authorized to Accompany Forces.

\*\* Mail to Iraq limited to 2lbs

\*\*\* Applies to Iraq only

##### U.S. Citizens

|  |   |   |
|--|---|---|
| <input type="checkbox"/> APO/FPO/MPO/DPO/Postal Services** | <input type="checkbox"/> DFACs                | <input type="checkbox"/> Mil Issue Equip    |
| <input type="checkbox"/> Authorized Weapon                 | <input type="checkbox"/> Excess Baggage       | <input type="checkbox"/> MILAIR             |
| <input type="checkbox"/> Billeting                         | <input type="checkbox"/> Fuel Authorized      | <input type="checkbox"/> MWR                |
| <input type="checkbox"/> CAAF*                             | <input type="checkbox"/> Govt Furnished Meals | <input type="checkbox"/> Resuscitative Care |
| <input type="checkbox"/> Controlled Access Card (CAC)      | <input type="checkbox"/> Military Banking     | <input type="checkbox"/> Transportation     |
| <input type="checkbox"/> Badge                             | <input type="checkbox"/> Military Clothing    | <input type="checkbox"/> All                |
| <input type="checkbox"/> Commissary                        | <input type="checkbox"/> Military Exchange    | <input type="checkbox"/> None               |
| <input type="checkbox"/> Dependents Authorized             | <input type="checkbox"/> Embassy Air***       | <input type="checkbox"/> Embassy Clinic     |

##### Third-Country National (TCN) Employees

|   |   |   |
|---|---|---|
| <input type="checkbox"/> N/A                          | <input type="checkbox"/> DFACs                | <input type="checkbox"/> Mil Issue Equip    |
| <input type="checkbox"/> Authorized Weapon            | <input type="checkbox"/> Excess Baggage       | <input type="checkbox"/> MILAIR             |
| <input type="checkbox"/> Billeting                    | <input type="checkbox"/> Fuel Authorized      | <input type="checkbox"/> MWR                |
| <input type="checkbox"/> CAAF*                        | <input type="checkbox"/> Govt Furnished Meals | <input type="checkbox"/> Resuscitative Care |
| <input type="checkbox"/> Controlled Access Card (CAC) | <input type="checkbox"/> Military Banking     | <input type="checkbox"/> Transportation     |
| <input type="checkbox"/> Badge                        | <input type="checkbox"/> Military Clothing    | <input type="checkbox"/> All                |
| <input type="checkbox"/> Commissary                   | <input type="checkbox"/> Military Exchange    | <input type="checkbox"/> None               |
| <input type="checkbox"/> Dependents Authorized        | <input type="checkbox"/> Embassy Air***       | <input type="checkbox"/> Embassy Clinic     |

##### Local National (LN) Employees

|   |   |   |
|---|---|---|
| <input type="checkbox"/> N/A                          | <input type="checkbox"/> DFACs                | <input type="checkbox"/> Mil Issue Equip    |
| <input type="checkbox"/> Authorized Weapon            | <input type="checkbox"/> Excess Baggage       | <input type="checkbox"/> MILAIR             |
| <input type="checkbox"/> Billeting                    | <input type="checkbox"/> Fuel Authorized      | <input type="checkbox"/> MWR                |
| <input type="checkbox"/> CAAF*                        | <input type="checkbox"/> Govt Furnished Meals | <input type="checkbox"/> Resuscitative Care |
| <input type="checkbox"/> Controlled Access Card (CAC) | <input type="checkbox"/> Military Banking     | <input type="checkbox"/> Transportation     |
| <input type="checkbox"/> Badge                        | <input type="checkbox"/> Military Clothing    | <input type="checkbox"/> All                |
| <input type="checkbox"/> Commissary                   | <input type="checkbox"/> Military Exchange    | <input type="checkbox"/> None               |
| <input type="checkbox"/> Dependents Authorized        | <input type="checkbox"/> Embassy Air***       | <input type="checkbox"/> Embassy Clinic     |

(End of Clause)

## 952.225-0013 CONTRACTOR HEALTH AND SAFETY (AUG 2011)

(a) Contractors shall comply with all National Electrical Code (NEC 2008), Specifications as outlined, and MIL Standards and Regulations. All infrastructure to include, but not limited to, living quarters, showers, and restrooms shall be installed and maintained in compliance with these standards and must be properly supported and staffed to ensure perpetual Code compliance, prevent hazards and to quickly correct any hazards to maximize safety of those who use or work at the infrastructure. The government has the authority to enter and inspect contractor employee living quarters at any time to ensure the prime contractor is complying with safety compliance standards outlined in the 2008 National Electric Code (NEC).

(b) The contractor shall correct all deficiencies within a reasonable amount of time of contractor becoming aware of the deficiency either by notice from the government or a third party, or discovery by the contractor. Further guidance on mandatory compliance with NFPA 70: NEC 2008 can be found on the following link <http://www.nfpa.org>.

(End of Clause)

## 952.225-0016 CONTRACTOR DEMOBILIZATION (AFGHANISTAN) (AUG 2011)

(a) Full demobilization of contractors and subcontractor(s) in the Afghanistan Combined Joint Operations Area (CJOA) is critical to responsible drawdown. The prime contractor is required to submit a demobilization plan to the Contracting Officer a minimum of 120 days prior to the end of the contract performance period or when requested by the Contracting Officer. The demobilization plan shall address, as a minimum, the following procedures detailed below. The procedures outline specific guidance to ensure a timely and responsible exit from theater. Prime contractors are responsible and accountable to ensure their subcontractor(s) at all tiers comply with responsible and timely exit from theater immediately following contract performance completion or termination.

(1) Exit from Afghanistan: The prime contractor is responsible to remain cognizant of Afghan laws regarding exit from Afghanistan. Currently, all foreigners traveling out of Afghanistan airports via commercial air transportation must have exit visas. Department of Defense, U.S. Forces-Afghanistan, Letters of Authorization (LOAs), and/or Embassy Badges are not accepted means of exiting Afghanistan. All U.S. citizens and foreign national contractors exiting via commercial means must obtain an Afghanistan exit sticker before departing the country. The exit sticker may be obtained from Ministry of Interior (MOI) office. It is the prime contractor's responsibility to ensure that the most recent exit procedures are followed and to ensure that subcontractor(s) at all tiers are in compliance with exit procedures. It is to the responsibility of the contractor to work with the Embassy of Afghanistan or Afghanistan MOI as required.

(2) Letter of Authorization (LOA): The prime contractor is responsible for demobilizing its workforce, including subcontractor employees at all tiers, and all contractor owned and subcontractor owned equipment out of theater as part of the prime contractor's exit strategy. This exit strategy must include reasonable timeframes starting with the end of the contract performance period and not exceeding 30 days. The Contracting Officer has the authority to extend selected LOAs up to, but not exceeding 30 calendar days after the contract completion date to allow the prime contractor to complete demobilization of its workforce and contractor owned equipment, as well as subcontractor(s) workforce and owned equipment, out of the Afghanistan CJOA. The prime contractor shall notify the Contracting Officer a minimum of 30 days prior to the end of the contract period to request up to a 30-day extension of selected LOAs beyond the contract completion date to complete demobilization. The request shall include at a minimum:

- (i) the name of each individual requiring a new LOA;
- (ii) the number of days for the LOA (no more than 30 calendar days); and
- (iii) justification for the request (e.g., what function the individual(s) will be performing during the demobilization period).

The Contracting Officer may request additional information for an LOA extension. Any LOA extension granted beyond the contract completion date shall not exceed 30 days and the contractor is not entitled to additional compensation for this period. If approved by the Contracting Officer, this is a no cost extension of an employee's LOA due to demobilization and in no way is an extension of the contract performance period.

(3) **Badging:** The prime contractor is responsible to ensure all employee badges, including subcontractor employees at all tiers, are returned to the local Access Control Badging Office for de-activation and destruction. The prime contractor shall submit a Badge Termination Report to ensure each record is flagged and the badge is revoked. If a prime and/or subcontractor employee's badge is not returned, the prime contractor shall submit a Lost, Stolen or Unrecovered Badge Report to the appropriate Access Control Badging Office. Contractor employees in possession of a Common Access Card (CAC) shall be responsible for turning in the CAC upon re-deployment through a CONUS Replacement Center in the U.S. Failure to return employee badges in a timely manner may result in delay of final payment.

(4) **Contractor Controlled Facility Space:** If the prime contractor has entered into a Memorandum of Understanding with the Installation Mayor or Garrison for site space, buildings, facilities, and/or Containerized Housing Units (CHU) to house prime and/or subcontractor employees (at all tiers), the prime contractor is responsible to notify the Installation Mayor or Garrison Commander of intent to vacate at least 90 calendar days prior to the end of the contract performance period. All United States Government (USG) provided property in the prime contractor's possession must be returned to the USG in satisfactory condition. The prime contractor is responsible and liable for any and all damages to USG property caused by prime and/or subcontractor employees, and shall be further liable for all cleanup, clearing, and/or environmental remediation expenses incurred by the USG in returning prime contractor and/or subcontractor facilities including surrounding site to a satisfactory condition, including expenses incurred in physically moving property, trash, and refuse from such premises, removing/ remediating hazardous wastes on the premises, and repairing structures, buildings, and facilities used by the prime contractor and/or subcontractor. The prime contractor shall provide notification to the Installation Mayor or Garrison Commander to perform an inspection of all facilities as soon as practicable, but no more than 30 days, after the end of the contract period. If damages are discovered, the prime contractor shall make the necessary repairs. The prime contractor shall notify the Installation Mayor or Garrison Commander for re-inspection of the facilities upon completion of the repairs. If the Installation Mayor or Garrison Commander inspects the property, site space, buildings, facilities, and/or CHUs and finds they have not been properly cleaned, cleared, and/or environmentally remediated, or if the prime contractor fails to repair any damages within 30 calendar days after the end of the contract performance period, the final contract payment shall be reduced by the amount of the specified damages/repairs or the expenses incurred by the USG to properly clean, clear, and/or environmentally remediate the premises.

(5) **Government Furnished Equipment/Materials:** The prime contractor is responsible to return all USG furnished equipment, as defined in Federal Acquisition Regulation (FAR) Part 45, clauses 52.245-1, if included in the contract. Prime contractors who are not in compliance with the FAR, Defense Federal Acquisition Regulation Supplement, Department of Defense Directives and Instructions, policies, or procedures will be responsible and liable for damages to the government property. The prime contractor may apply for a "relief of responsibility" from the Contracting Officer anytime during the contract performance period. A joint inventory shall be conducted of the equipment by the prime contractor, USG representative, and the Contracting Officer or their representative, within 10 calendar days after the end of the contract performance period. The prime contractor shall report lost, damaged or destroyed property immediately to the Contracting Officer, but no later than the joint inventory at the end of the contract period. If the prime contractor fails to report lost, damaged or destroyed equipment or materials during the contract performance period, the prime contractor shall be responsible for the replacement and/or repair of the equipment or materials. The replaced equipment shall be new, of the same quality, and shall perform at the same functional level as the missing piece of equipment. If the prime contractor fails to repair and/or replace damaged or missing equipment, the final payment shall be reduced by the appropriate amount of the specified damages or cost to replace missing equipment with new.

(6) **Contractor Personal Property:** The contractor is advised that all personal property left on the respective installation after the date of departure of said premises, shall be sold or otherwise disposed of in accordance with 10 U.S.C. § 2575.

(i) A request for the return of the property will be honored, if feasible, and if received before the expiration of the period of time allowed to vacate the installation.

(ii) If abandoned property is left on the respective installation, contractual remedies may be enforced against the contractor, (See paragraph (b) of this clause for potential contractual remedies). Additionally, even if the contractor

waives its interest to all abandoned personal property, the contractor may still be liable for all costs incurred by the USG to remove or dispose of the abandoned property.

(iii) The contractor hereby authorizes the USG authority to dispose of any and all abandoned personal property in any manner the USG may deem suitable and hereby releases and discharges the USG and its agents from any and all claims and demands whatsoever that could otherwise be asserted because of the disposition of said abandoned personal property.

(7) Synchronized Predeployment Operational Tracker (SPOT): The prime contractor is responsible to close out the deployment of personnel, including subcontractor employees at all tiers, at the end of the contract completion period and to release the personnel from the prime contractor's company in the SPOT database. The release of employee information must be accomplished no more than 30 calendar days after the end of the contract completion date.

(8) Accountability of Prime and Subcontractor Personnel: Whether specifically written into the contract or not, it is the expectation of the USG that for any persons brought into the Afghanistan CJOA for the sole purposes of performing work on USG contracts, contract employers will return employees to their point of origin/home country once the contract is completed or their employment is terminated for any reason. If the prime contractor fails to re-deploy an employee, or subcontractor employee at any tier, the USG shall notify the applicable U.S. Embassy to take appropriate action. Failure by the prime contractor to re-deploy its personnel, including subcontractor personnel at any tier, at the end of the contract completion date, could result in the contractor being placed on the Excluded Parties List System (EPLS) and not be allowed to propose on future U.S. contracts anywhere in the world.

(9) Personnel Recovery: Any DoD contractor with unaccounted for employees shall follow the instructions in the "Contractor Accountability and Personnel Recovery" Clause 952.225-20. The contractor may use the Contracting Fusion Cell as a resource to track or research employees last known location and/or to view LOA's.

(b) CENTCOM - Joint Theater Support Contracting Command (C-JTSCC) and external agencies will utilize all available contracting remedies to guarantee compliance with demobilization requirements. Such actions include, but are not limited to withholding payment, issuing a cure notice, issuing a negative Contractor Performance Assessment Reporting System (CPARS) evaluation, reduction of award fee, debarment, reimbursement of U.S. Government expenses, and/or any other legal remedy available to a contracting officer. The USG reserves the right to withhold payment from the prime contractor not in compliance with the above procedures included herein. Additionally, the Contracting Officer shall document all unresolved contractor compliance issues in CPARS, which shall have an adverse past performance affect on future contracts with the USG, anywhere in the world.

(End of Clause)

#### 952.225-0017 CONTRACTOR DEMOBILIZATION (IRAQ) (DEC 2011)

(a) Full demobilization of contractors and subcontractor(s) in Iraq is critical to ensuring smooth transition between contractors and/or smooth transition of a site to the Government of Iraq. The prime contractor is required to submit a demobilization plan to the Contracting Officer a minimum of 120 days prior to the end of the contract performance period or when requested by the Contracting Officer. The demobilization plan shall address, as a minimum, the following procedures detailed below. The procedures outline specific guidance to ensure a timely and responsible exit from theater. Prime contractors are responsible and accountable to ensure their subcontractor(s) at all tiers comply with responsible and timely exit from theater immediately following contract performance completion or termination.

(1) Entry and Exit from Iraq: All non-Iraqi companies contracted to do work in Iraq, including those contracted by the US Government, are required to apply directly to the Iraq Ministry of the Interior for exit/entry/residence documents for their personnel. The prime contractor shall follow the guidance issued by the United States (US) Embassy Baghdad and shall, to the maximum extent practicable, process the paperwork for their subcontractor(s) at all tiers. If it is not possible to process the paperwork for subcontracts, the prime contractor shall ensure that subcontractors comply with the procedures as they are written. The process and guidance for the entry/exit/residence visas are located at <http://iraq.usembassy.gov/usg-contractor.html>. The process must be followed exactly in order to prevent delays or problems in processing the request by the Iraqi Ministry of Interior.

US contractor companies may contact the US Embassy Baghdad with questions regarding this process by e-mailing [baghdadregmgt@state.gov](mailto:baghdadregmgt@state.gov) or calling phone number 240-553-0581, ext 2782 or ext 2092.

(2) Letter of Authorization (LOA): The prime contractor is responsible for demobilizing its workforce, including subcontractor employees at all tiers, and all contractor owned and subcontractor owned equipment out of theater as part of the prime contractor's exit strategy. This exit strategy must include reasonable timeframes starting with the end of the contract performance period and not exceeding 30 days. The Contracting Officer has the authority to extend selected LOAs up to, but not exceeding 30 calendar days after the contract completion date to allow the prime contractor to complete demobilization of its workforce and contractor owned equipment, as well as subcontractor(s) workforce and owned equipment, out of the Iraq CJOA. The prime contractor shall notify the Contracting Officer a minimum of 30 days prior to the end of the contract period to request up to a 30-day extension of selected LOAs beyond the contract completion date to complete demobilization. The request shall include at a minimum:

- (i) the name of each individual requiring a new LOA;
- (ii) the number of days for the LOA (no more than 30 calendar days); and
- (iii) justification for the request (e.g., what function the individual(s) will be performing during the demobilization period).

The Contracting Officer may request additional information for an LOA extension. If approved by the Contracting Officer, this is a no cost extension of an employee's LOA due to demobilization and in no way is an extension of the contract performance period.

(3) Badging: The prime contractor is responsible to ensure all employee badges, including subcontractor employees at all tiers, are returned to the local Access Control Badging Office for de-activation and destruction. The prime contractor shall submit a Badge Termination Report to ensure each record is flagged and the badge is revoked. If a prime and/or subcontractor employee's badge is not returned, the prime contractor shall submit a Lost, Stolen or Unrecovered Badge Report to the appropriate Access Control Badging Office. Contractor employees in possession of a Common Access Card (CAC) shall be responsible for turning in the CAC upon re-deployment through a CONUS Replacement Center in the U.S. Failure to return employee badges in a timely manner may result in delay of final payment.

(4) Contractor Controlled Facility Space: If the prime contractor has entered into a Memorandum of Understanding with the Installation Manager for site space, buildings, facilities, and/or Containerized Housing Units (CHU) to house prime and/or subcontractor employees (at all tiers), the prime contractor is responsible to notify the Installation Manager of intent to vacate at least 90 calendar days prior to the end of the contract performance period. All United States Government (USG) provided property in the prime contractor's possession must be returned to the USG in satisfactory condition. The prime contractor is responsible and liable for any and all damages to USG property caused by prime and/or subcontractor employees, and shall be further liable for all cleanup, clearing, and/or environmental remediation expenses incurred by the USG in returning prime contractor and/or subcontractor facilities including surrounding site to a satisfactory condition, including expenses incurred in physically moving property, trash, and refuse from such premises, removing/remediating hazardous wastes on the premises, and repairing structures, buildings, and facilities used by the prime contractor and/or subcontractor. The prime contractor shall provide notification to the Installation Manager to perform an inspection of all facilities as soon as practicable, but no more than 30 days, after the end of the contract period. If damages are discovered, the prime contractor shall make the necessary repairs. The prime contractor shall notify the Installation Manager for re-inspection of the facilities upon completion of the repairs. If the Installation Manager inspects the property, site space, buildings, facilities, and/or CHUs and finds they have not been properly cleaned, cleared, and/or environmentally remediated, or if the prime contractor fails to repair any damages within 30 calendar days after the end of the contract performance period, the final contract payment shall be reduced by the amount of the specified damages/repairs or the expenses incurred by the USG to properly clean, clear, and/or environmentally remediate the premises.

(5) Government Furnished Equipment (GFE)/Materials (GFM): Federal Acquisition Regulation (FAR) clause 52.245-1 governs and applies to any issues regarding GFE/GFM or Government Furnished Property (GFP).

(6) Contractor Personal Property: The contractor is advised that all personal property left on the respective installation after the date of departure of said premises, shall be sold or otherwise disposed of, as follows:

(i) A request for the return of the property will be honored, if feasible, and if received before the expiration of the period of time allowed to vacate the installation.

(ii) If abandoned property is left on the respective installation, contractual remedies may be enforced against the contractor, (See paragraph (b) of this clause for potential contractual remedies). Additionally, even if the contractor waives its interest to all abandoned personal property, the contractor may still be liable for all costs incurred by the USG to remove or dispose of the abandoned property.

(iii) The contractor hereby authorizes the USG authority to dispose of any and all abandoned personal property in any manner the USG may deem suitable and hereby releases and discharges the USG and its agents from any and all claims and demands whatsoever that could otherwise be asserted because of the disposition of said abandoned personal property.

(7) Synchronized Pre-deployment Operational Tracker (SPOT): The prime contractor is responsible to close out the deployment of personnel, including subcontractor employees at all tiers, at the end of the person's employment or at the end of the contract completion period and to release the personnel from the prime contractor's company information as loaded in the SPOT database. The release of employee information must be accomplished no more than 30 calendar days after the termination of their employment or the end of the contract completion date, whichever occurs sooner.

(8) Accountability of Prime and Subcontractor Personnel: Whether specifically written into the contract or not, it is the expectation of the USG that for any persons brought into the IJOA for the sole purposes of performing work on USG contracts, contract employers will return employees to their point of origin/home country once the contract is completed or their employment is terminated for any reason. On a case-by-case basis, Contracting Officers may approve a contract employee's request to transfer from an existing contract (as a USG prime or working as a subcontractor on an USG contract) to another USG prime contractor a USG subcontractor. In the instance of an employee leaving their current contract to be employed under another USG contract (either as a prime or subcontractor employee), the contractor losing the employee must terminate the LOA immediately, confiscate all badging, and notify MOI of the change in visa status within 24 hours of the employees termination. The receiving contractor is fully responsible for ensuring the employee has the appropriate passport and visas, badging, DD Form 93 Record of Emergency Data, and LOA in place in order for the new employee to begin work. If the prime contractor fails to re-deploy an employee (or subcontractor employee) at any tier, or fails to confiscate badging, terminate an LOA, or visa after an employee departs to another employer, the USG shall notify the applicable U.S. Embassy to take appropriate action. If the employee has sought employment under another contract, the gaining employer will be responsible for repatriation upon termination. Failure by the prime contractor to re-deploy its' personnel, including subcontractor personnel at any tier, at the end of the contract completion date, could result in negative past performance ratings and, depending on the severity of the situation, possible proceedings place the contractor on the Excluded Parties List System (EPLS) and not be allowed to propose on future USG contracts anywhere in the world.

(9) Personnel Recovery: Any DoD contractor with unaccounted for employees shall follow the instructions in the "Contractor Accountability and Personnel Recovery" Clause 952.225-0018. The contractor may use the Base Defense Operations Center (BDOC) or the installation force protection officer as a resource to track or research employees last known location and/or to view LOA's.

(b) The Servicing Agency and external agencies will utilize all available contracting remedies to guarantee compliance with demobilization requirements. Such actions include, but are not limited to withholding payment, issuing a cure notice, issuing a negative Contractor Performance Assessment Reporting System (CPARS) evaluation, reduction of award fee, debarment, reimbursement of USG expenses, and/or any other legal remedy available to a Contracting Officer. The USG reserves the right to withhold payment from the prime contractor not in compliance with the above procedures included herein. Additionally, the Contracting Officer shall document all unresolved contractor compliance issues in CPARS, which shall have an adverse past performance affect on future contracts with the USG, anywhere in the world.

(End of Clause)

952.225-0018 CONTRACTOR ACCOUNTABILITY AND PERSONNEL RECOVERY (IRAQ) (DEC 2011)

(a) 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.

(1) Unaccounted Personnel: It is the expectation of the USG that any contractor brought into Iraq for the sole purposes of performance of work on a USG contract must be accounted for at all times by their respective employers. Additionally, contractors who maintain living quarters on an Office of Security Cooperation-Iraq (OSC-I) site shall verify the location of each of its employees' living quarters a minimum of once a month. If a DoD contracted employee becomes missing and evidence does not indicate foul play, a Personnel Recovery (PR) event is NOT automatically triggered. Such an event will be treated as an accountability battle drill by the employer's chain of command or civilian equivalent.

(2) Contractor Responsibilities: The contractor is responsible to take all necessary steps to locate and investigate the unaccounted for employee(s) whereabouts to the maximum extent practicable. To assist in this process, contractors may use the Base Defense Operations Center (BDOC) at their OSC-I site as a resource to track or research employee's last known location and/or to view Synchronized Pre-deployment Operational Tracker (SPOT) generated letters of authorization (LOA's). All missing personnel will immediately be reported to the Installation Manager and Force Protection Officer (FPO), and the OSC-I BDOC for the installation they are located at.

(3) Contractor Provided Information: If it is determined that a potential criminal act has occurred, the OSC-I FPO will attempt to validate the missing person's identity through the employer. The contractor shall provide the information to the FPO within 12 hours of request. The required information the contractor should keep on file includes but is not limited to: copy of the individuals SPOT generated LOA, copy of passport and visas, housing information of where the individual resides such as room number and location, DD Form 93, Record of Emergency Data, copy of badging, and contact information for known friends or associates.

(b) If OSC-I FPO determines through investigation that the unaccounted personnel have voluntarily left the installation either seeking employment with another contractor or other non-mission related reasons, FPO will notify the contractor. The contractor shall ensure that all government-related documents such as LOA's, visas, Common Access Card (CAC), etc. are terminated/reconciled appropriately within 24 hours of notification by FPO in accordance with subparagraph (a)(8) of C-JTSCC Clause 952.225-0017 entitled "Contractor Demobilization (Iraq)". Contractors who fail to account for their personnel or whose employees create PR events will be held in breach of their contract and face all remedies available to the Contracting Officer.

(End of Clause)

952.225-0019 COMMODITY SHIPPING INSTRUCTIONS (AFGHANISTAN) (AUG 2011)

(a) USFOR-A FRAGO 10-200. United States Forces Afghanistan (USFOR-A) has directed that all shipments into and out of the Combined Joint Operations Area - Afghanistan (CJOA-A) be coordinated through the Defense Transportation System (DTS) in order to expedite the customs clearance process and facilitate the use of in-transit visibility for all cargo in the CJOA-A

(b) Information regarding the Defense Transportation System (DTS). For instructions on shipping commodity items via commercial means using DTS, see the following websites:

1. Defense Transportation Regulation – Part II Cargo Movement - Shipper, Trans-shipper, and Receiver Requirements and Procedures:

[http://www.transcom.mil/dtr/part-ii/dtr\\_part\\_ii\\_203.pdf](http://www.transcom.mil/dtr/part-ii/dtr_part_ii_203.pdf)

2. Defense Transportation Regulation – Part II 4 Cargo Movement – Cargo



Routing and Movement: [http://www.transcom.mil/dtr/part-ii/dtr\\_part\\_ii\\_202.pdf](http://www.transcom.mil/dtr/part-ii/dtr_part_ii_202.pdf)

3. Defense Transportation Regulation – Part V - Department of Defense Customs and Border Clearance Policies and Procedures: [http://www.transcom.mil/dtr/part-v/dtr\\_part\\_v\\_512.pdf](http://www.transcom.mil/dtr/part-v/dtr_part_v_512.pdf)

(c) Responsibilities of the vendor carrier representative, shipping expediter, and/or customs broker:

1. Afghanistan Import Customs Clearance Request Procedures: The carrier, shipping expediter, and/or customs broker is responsible for being knowledgeable about the Afghan Customs Clearance Procedures.
2. Status of Customs Clearance Requests: All inquiries regarding the status of a customs clearance request prior to its submission to Department of Defense (DoD) Customs and after its return to the carrier representative or shipping expediter should be directed to the carrier or shipping agent.
3. Customs Required Documents: The carrier representative or shipping expediter is required to provide the DoD Contracting Officer Representative (COR) with all documentation that will satisfy the requirements of the Government of the Islamic Republic of Afghanistan (GIROA).

(d) Required Customs Documents: Documents must be originals (or copies with a company stamp). Electronic copies or photocopied documents will not be accepted by GIROA. The carrier is responsible for checking the current requirements for documentation with the Afghanistan Customs Department (ACD) as specified by the U.S. Embassy Afghanistan's SOP for Customs Clearance Requests Operations (<http://trade.gov/static/AFGCustomsSOP.pdf>) and paragraph 4 below.

1. The U.S. Ambassador Afghanistan diplomatic note guarantees that the U.S. Government (USG) shipments are exempt from Afghanistan Customs duties and taxes. USG shipments do not provide commercial carriers with the authority to unnecessarily delay shipments or holdover shipments in commercial storage lots and warehouses while en route to its final destination. The U.S. Embassy expects that shipments will be expedited as soon as customs clearance paperwork is received from the respective GIROA officials.
2. Imports: Documentation must list the year, make, model, and color of the commodity, the commodity Identification Number (if applicable) and for vehicles, the Engine Block Number. The following documentation is required for all import shipments:
  - a. An original Customs Clearance Request (CCR) prepared by the COR in accordance with Afghanistan customs guidance referenced in paragraph 4 below.
  - b. Bills of Lading (for shipments by sea), Airway Bills (for shipments by air) or Commodity Movement Request (CMRs) (for overland shipments). In the consignee block, type in "US Military". This will help the Afghan Customs officials to recognize that the shipment belongs to the US Military and, therefore, the shipment is subject to tax exemption provisions as specified under the current Diplomatic Note or Military Technical Agreement (MTA).
  - c. Shipping Invoices.
  - d. Packing Lists. Required only if the shipping invoice does not list the cargo.
  - e. An Afghan Government Tax Exemption Form (Muaffi Nama) purchased from the Department of Customs and Revenue and prepared in the local language by the carrier representative, shipping agent, or customs broker.
  - f. A Diplomatic Note, prepared by DoD Customs, to the Ministry of Foreign Affairs requesting the initiation of customs formalities with the Ministry of Finance, Department of Customs and Exemptions. Please note that DoD Customs is not responsible for registering vehicles.
  - g. Commercially-owned equipment such as vehicles, construction machinery or generators that are leased and imported to Afghanistan for the performance of a USG contract may be subject to taxes and duties as determined by GIROA. If commercially-owned equipment is imported into Afghanistan in a duty-free status, that duty-free status only applies as long as the equipment is under the exclusive use of the USG contract. If the equipment is released at the end of the contract, applicable GIROA duties and taxes will apply to the owner if the equipment is not exported from Afghanistan or transferred to another USG contract.
  - h. USG-owned vehicles must be exported at the conclusion of the project period or transferred to another USG entity. Under certain conditions, the USG may transfer equipment or vehicles to GIROA.

3. Exports: The following documentation is required for all export shipments:

- a. An original CCR prepared by the COR. If COR is not available, the Contracting Officer (KO) will prepare the CCR.

- b. Invoices.
- c. Packing Lists. Required only if the shipping invoice does not list the cargo.
- d. A Diplomatic Note, prepared by the DoD Customs Cell, to the Ministry of Foreign Affairs requesting the initiation of customs formalities with the Ministry of Finance, Department of Customs and Exemptions.

4. Customs requirements from the GIRoA may change with little notice. For current detailed instructions on customs guidelines in Afghanistan, refer to “The Instruction for Customs Clearance Request (Import/Export) Operations.” In all cases, the carrier is required to obtain a copy of this document, found at the following link: <http://trade.gov/static/AFGCustomsSOP.pdf>

(e) Point of contact (POC) for customs issues is the USFOR-A Joint Security Office (JSO) J3 at DSN: 318-449-0306 or 449-0302. Commercial to DSN conversion from the United States is (732) 327-5130, choose option #1, and then dial 88-318 followed by your seven-digit DSN number.

(End of Clause)

952.225-0020 CONTRACTOR ACCOUNTABILITY AND PERSONNEL RECOVERY (AFGHANISTAN)  
(AUG 2011)

- (a) 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.
  - (1) Unaccounted Personnel: It is the expectation of the USG that any contractor brought into Afghanistan for the sole purposes of performance of work on a USG contract must be accounted for at all times by their respective employers. Additionally, contractors who maintain living quarters on a USG base shall verify the location of each of its employees' living quarters a minimum of once a month. If a DoD contracted employee becomes missing and evidence does not indicate foul play, a Personnel Recovery (PR) event is NOT automatically triggered. Such an event will be treated as an accountability battle drill by the employer's chain of command or civilian equivalent.
  - (2) Contractor Responsibilities: The contractor is responsible to take all necessary steps to locate and investigate the unaccounted for employee(s) whereabouts to the maximum extent practicable. To assist in this process, contractors may use the Contracting Fusion Cell as a resource to track or research employee's last known location and/or to view LOA's. All missing personnel will be immediately reported to the installation division Personnel Recovery Officer (PRO), Mayor's cell, Military Police Station and/or the Criminal Investigative Division, and the Base Defense Operations Center (BDOC).
  - (3) Contractor Provided Information: If it is determined that a potential criminal act has occurred, the USD PRO (or USFOR-A Personnel Recovery Division (PRD) with prior coordination) will attempt to validate the missing person's identity through the employer. The contractor shall provide the information to PRD within 12 hours of request. The required information the contractor should keep on file includes but is not limited to: copy of the individual's Letter of Authorization generated by the Synchronized Pre-deployment and Operational Tracker System (SPOT), copy of passport and visas, housing information of where the individual resides such as room number and location, DD Form 93, Record of Emergency Data, copy of badging, and contact information for known friends or associates.
- (b) If USFOR-A PRD determines through investigation that the unaccounted personnel have voluntarily left the installation either seeking employment with another contractor or other non-mission related reasons, PRD will notify the contractor. The contractor shall ensure that all government-related documents such as LOA's, visas, etc. are terminated/reconciled appropriately within 24 hours of notification by PRD in accordance with subparagraph (a)(8) of C-JTSCC Clause 952.225-0016 entitled “Contractor Demobilization (Afghanistan)”. Contractors who fail to account for their personnel or whose employees create PR events will be held in breach of their contract and face all remedies available to the Contracting Officer.

(End of Clause)

952.225-0021 MEDICAL SCREENING AND VACCINATION REQUIREMENTS FOR CONTRACTOR EMPLOYEES OPERATING IN IRAQ (DEC 2011)

(a) Contractors and subcontractors at any tier shall ensure and provide satisfactory evidence that all locally hired employees, including Local National (LN), Third Country National (TCN), and U.S. employees, working on Office of Security Cooperation-Iraq (OSC-I) installations have been screened for and do not currently have active tuberculosis (TB).

(1) Contractors may initially utilize a testing method of either a chest x-ray or TB skin test (TST), depending on the originating country of a contracted employee.

(i) Chest x-rays (CXR's), symptom survey, and Body Mass Index (BMI) shall be taken, and TSTs administered within 12 months prior to the start of deployment/employment. Contractors are required to bring in a physical copy of the pre-employment CXR film as it is the only way to verify interval changes should an active case of TB occur.

(A) Third Country Nationals (TCNs) and Local Nationals (LNs) cannot be screened with the TST. They need the pre-employment screening with a quality CXR, BMI and symptom survey.

(B) Small-Risk Nationals (SRNs), those with less than 25 TB cases per 100,000 persons annually (mostly expats from Europe and US), can be screened via the TST.

(ii) Annual re-screening for TCNs, and LNs will be performed with a CXR conducted by the Contractor's medical provider or local economy provider who will look for interval changes from prior CXR's and review any changes in the symptom survey.

(iii) SRN's do not require annual TB re-screening. However, for a TB contact investigation, a TST or Interferon Gamma Release Assay (IGRA) is required.

(iv) For a contact investigation, all personnel with a positive TST or IGRA will be evaluated for potential active TB with a symptom screen, exposure history, BMI, and CXR. All cases of suspected or confirmed active TB must be reported to the Contractor's medical provider as soon as possible. TB reporting is required within 24 hours to the Contracting Officer Representative and the OSC-I Installation Manager. Contact tracing, and medical coding have specific requirements. All Small-Risk National (SRN) contract personnel are required to be MEDEVAC'd out of theater, at the contractor's expense, for treatment of active TB, after consultation with the Contractor's medical provider. For SRN personnel, the contractor is responsible for management and compliance with all prescribed public health actions.

(v) Screening may be performed either by a licensed medical provider from the local economy or by the contractors' licensed medical staffs. Contractors shall maintain medical screening documentation and make it available to the Contracting Officer upon request.

(2) TB screening and documentation is a requirement prior to receiving badges to work in the IJOA. A copy of the TB screening documentation shall be provided to the responsible OSC-I Installation Manager prior to issuance of site access badges.

(b) Contractor employees, including subcontractors at any tier, who work in food service positions and/or water and ice production facilities, shall have current Typhoid and Hepatitis "A" (full series) immunizations in accordance with the Centers for Disease Control and Prevention guidelines (e.g. typhoid vaccination booster is required every 2 years), in addition to the required TB tests. The contractor medical provider must complete a pre-placement examination to include a stool sample test for ova and parasites, and annual medical screening form or equivalent for food service, ice and water production workers.

(c) Proof of individual employee vaccinations shall be provided to the Contracting Officer and COR showing that their employees and their subcontractor employees at any tier have received the above vaccinations. The contractor shall maintain their employees' vaccination records for examination by the Contracting Officer. The contractor shall ensure that their subcontractors at any tier maintain their respective employees' vaccination records for examination by the Contracting Officer.

(d) The contractor is responsible for management and compliance with all prescribed public health actions regarding TB in the contracted personnel. The contractor also bears the responsibility of ensuring that adequate health management for TB (screening/diagnosis/treatment/isolation) is available at the contractor's chosen health care provider for their contracted and subcontracted personnel.

NOTE: Contractors are reminded of the requirement to comply with their contract and all regulatory guidance (DoD Instructions/Regulations, Federal Acquisition Regulation as Supplemented, and FRAGO's) as applicable regarding Medical Screening and Vaccination Requirements.

(End of Clause)

#### **5552.216-9003 USTRANSCOM TASK AND DELIVERY ORDER OMBUDSMAN (JUNE 2009)**

In accordance with FAR 16.505(b)(6), the individual identified below is designated as the USTRANSCOM Task and Delivery-Order Ombudsman. The ombudsman is an independent official designated to review contractor 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 relieve the contractor from performance requirements in the contract, nor alter or postpone any 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:

Chief, Business Support/Policy Division  
Telephone Number: 618-220-7021 FAX: 618-220-7959

5552.223-9001 Health and Safety on Government Installations.

#### **HEALTH AND SAFETY ON GOVERNMENT INSTALLATIONS (APRIL 2007)**

(a) In performing work under this contract on a Government installation, the contractor shall:

- (1) Comply with the specific health and safety requirements established by this contract;
- (2) Comply with the health and safety rules of the Government installation that concern related activities not directly addressed in this contract;
- (3) Take all reasonable steps and precautions to prevent accidents and preserve the health and safety of contractor and Government personnel performing or in any way coming in contact with the performance of this contract; and
- (4) Take such additional immediate precautions as the contracting officer may reasonably require for health and safety purposes.

(b) The contracting officer may, by written order, direct Air Force Occupational safety and Health (AFOSH) Standards and/or health/safety standards as may be required in the performance of this contract and any adjustments resulting from such direction will be in accordance with the Changes clause of this contract.

(c) Any violation of these health and safety rules and requirements, unless promptly corrected as directed by the contracting officer, shall be grounds for termination of this contract in accordance with the Default clause of this contract.

(End of Clause)

#### **5552.237-9001 REQUIREMENTS AFFECTING CONTRACTOR PERSONNEL PERFORMING MISSION ESSENTIAL SERVICES (FEB 2009)**

(a) The Contracting Officer has identified all or a portion of the services performed under this contract as “Essential DoD Contractor Services” as defined and described in DoD Instruction (DoDI) 3020.37, “Continuation of Essential DoD Contractor Services During Crises.” Hereafter, the personnel identified by the contractor to perform these services shall be referred to as “Mission Essential Contractor Personnel.”

(b) Within (insert the number of days required to institute any necessary safety and health precautions) days after contract award or incorporation of this clause into a contract by modification, the Contractor shall provide a written list of all “Mission Essential Contractor Personnel” to the Contracting Officer or designee. The list shall identify names and country(ies) where each employee will perform work under this contract.

(c) As required to comply with or perform pursuant to DoD or USTRANSCOM requirements, the contracting officer shall direct the contractor to comply with requirements intended to safeguard the safety and health of Mission Essential Contractor Personnel. The Contracting Officer may communicate the requirements through a letter of notification or other means, and subsequently modify the contract to incorporate the requirements via full text or by reference. The Contractor may file a proposal for cost or other impacts under the Changes clause or a Request for Equitable Adjustment.

(d) This clause shall be inserted in all subcontracts meeting the criteria in paragraph (a) of this clause.

(End of clause)

#### KSCR1-1 ADDITIONAL INSTRUCTIONS FOR CONTRACTOR PERSONNEL WORKING IN THE USCENCOM AREA OF RESPONSIBILITY, SUPPORT (NOV 2010)

Contractor Privileges and Support: As identified in the Statement of Work (SOW) and must be authorized by the Contracting Officer in a Letter of Authorization (LOA). Every contract employee who will need an identification badge will need a SPOT-generated LOA. No personnel are authorized entry into the theater for more than 30 days without a SPOT-generated LOA.

Medical Treatment Available to Contractor Personnel on Base Camps: limited to resuscitative and stabilization care only. Kuwait mandatory language is in the Clause KSCR1-5, below. Emergency medical care is provided to any employee with an LOA, even when medical/dental care is not specified. Medical/dental care appears as a check box; when creating the SPOT-generated LOA, do not check the box to authorize routine medical/dental care.

Personnel Support: The contractor is responsible for all personnel support unless provided for in the Statement of Work. The Statement of Work must clearly identify all contractor personnel support that will be provided by the Government. PGI 225.7402-3 lists the support that may be authorized or required when contractor personnel are supporting U.S. operations. Some examples of support are office space, communication services, equipment, and access to dining facilities.

Billeting and government provided meals: As a general rule, not available for contractors in Kuwait. On an exception basis, contractors may be permitted to use Government Billeting if a critical need by the Government exists and approval is granted by the Base Commander as recommended by the Base Mayor's Cell.

Life Support: Contractors are responsible for providing all aspects of Life Support for Contractor employees to including, but not limited to, housing and transportation within Kuwait and transportation to and from Kuwait, medical or dental care (if provided for under employee benefits). Contractors are not allowed residence on any military installation within Kuwait unless a critical need by the Government exists and approval is granted by the Base Commander as recommended by the Base Mayor's Cell. The Government will provide only resuscitative/emergency medical care to contractor employees. (Reference paragraph 6.2.7.5 (Medical Preparation))

of DODI 3020.41, Contractor Personnel Authorized to Accompany the U.S. Armed Forces). The Contracting Officer must determine whether any contractor personnel will be required to be armed or authorized to carry weapons for self-defense.

(End of Clause)

#### KSCR1-11 GOVERNMENT FURNISHED CONTRACTOR SUPPORT (NOV 2010)

The following is a summary of the type of support the Government will provide the contractor, on an "as-available" basis. In the event of any discrepancy between this summary and the description of services in the Statement of Work, this clause will take precedence.

##### U.S. Citizens Accompanying the Force

- |   |  |
|---|--|
| <input type="checkbox"/> APO/FPO/MPO/Postal Services          | <input type="checkbox"/> DFACs(Access Only – Contractors Must Pay For Meals) |
| <input type="checkbox"/> Authorized Weapon                    | <input type="checkbox"/> MILAIR  |
| <input type="checkbox"/> MWR                                  | <input type="checkbox"/> Transportation                                      |
| <input type="checkbox"/> Resuscitative Care                   | <input type="checkbox"/> Mil Issue Equip                                     |
| <input type="checkbox"/> Controlled Access Card (CAC)/ID Card | <input type="checkbox"/> Military Banking (Finance/Eagle Cash)               |
| <input type="checkbox"/> Commissary                           | <input type="checkbox"/> Military Clothing                                   |
| <input type="checkbox"/> Dependents Authorized                | <input type="checkbox"/> Military Exchange                                   |
| <input type="checkbox"/> Telephone Service                    | <input type="checkbox"/> Keys to GFE   |
| <input type="checkbox"/> Utilities                            | <input type="checkbox"/> Technical Training                                  |
| <input type="checkbox"/> None                                 | <input type="checkbox"/> All   |

##### Third-Country National (TCN) Employees

- |   |  |
|---|--|
| <input type="checkbox"/> APO/FPO/MPO/Postal Services          | <input type="checkbox"/> DFACs(Access Only – Contractors Must Pay For Meals) |
| <input type="checkbox"/> Authorized Weapon                    | <input type="checkbox"/> MILAIR  |
| <input type="checkbox"/> MWR                                  | <input type="checkbox"/> Transportation                                      |
| <input type="checkbox"/> Resuscitative Care                   | <input type="checkbox"/> Mil Issue Equip                                     |
| <input type="checkbox"/> Controlled Access Card (CAC)/ID Card | <input type="checkbox"/> Military Banking (Finance/Eagle Cash)               |
| <input type="checkbox"/> Commissary                           | <input type="checkbox"/> Military Clothing                                   |
| <input type="checkbox"/> Dependents Authorized                | <input type="checkbox"/> Military Exchange                                   |
| <input type="checkbox"/> None                                 | <input type="checkbox"/> All   |

##### Local National (LN) Employees

- |   |  |
|---|--|
| <input type="checkbox"/> APO/FPO/MPO/Postal Services          | <input type="checkbox"/> DFACs(Access Only – Contractors Must Pay For Meals) |
| <input type="checkbox"/> Authorized Weapon                    | <input type="checkbox"/> MILAIR  |
| <input type="checkbox"/> MWR                                  | <input type="checkbox"/> Transportation                                      |
| <input type="checkbox"/> Resuscitative Care                   | <input type="checkbox"/> Mil Issue Equip                                     |
| <input type="checkbox"/> Controlled Access Card (CAC)/ID Card | <input type="checkbox"/> Military Banking (Finance/Eagle Cash)               |
| <input type="checkbox"/> Commissary                           | <input type="checkbox"/> Military Clothing                                   |
| <input type="checkbox"/> Dependents Authorized                | <input type="checkbox"/> Military Exchange                                   |
| <input type="checkbox"/> None                                 | <input type="checkbox"/> All   |

NOTES: Government Furnished Contractor Support, Continued.

- (1) **Billeting.** As a general rule, billeting is not available for contractors in Kuwait. On an exception basis, contractors may be permitted Government Billeting if a critical need by the Government exists and approval is granted by the Base Commander as recommended by the Base Mayor's Cell.
- (2) **Fuel.** There are no government provided fuel services in Kuwait. Contractors must obtain these services from the local community.
- (3) **Dining facilities (DFAC's)** are available and authorized for contractor use. Contractor employees choosing to consume their meals at the DFACs shall be required to pay the established meal rates for all meals consumed.
- (4) **Medical Services:** The USG will furnish emergency medical and rescue services in the case of life threatening injury to Contractor personnel IAW the terms and conditions of the contract.
- (5) **Contractor use of Army Post Office (APO):** In accordance with DoD Postal Manual 4526.6-M, contractors providing goods and services in support of DoD activities may be authorized use of the Military Postal Service. The Contractor is authorized the use of postal services provided by the APO within the ASG-KU AOR for contract-related activities only. This authority extends to the Contractor's U.S. citizen employees and sponsored family members for personal mail usage. Postal support is limited to the country of Kuwait. This authority flows down to subcontractors that are U.S.-owned and controlled companies and support the same mission as the prime contractor.
- (6) **Trash Removal:** The contractor shall obey all Kuwait and U.S. laws regarding secondary containment, environmental training, and proper disposal of HAZMAT, debris, or refuse from the installation. The contractor shall dump waste in a Kuwait Government approved site and comply with Kuwait environmental laws.

(End of Clause)

#### KSCR1-12 MILITARY EXTRATERRITORIAL JURISDICTION ACT (AUG 2010)

Military Extra Territorial Jurisdiction Action (MEJA) (18 USC 3261-3267). Per the MEJA Act, following notification of contract award, the Contractor and all subcontractors at any tier shall provide the required notification to all employees. The Contractor shall report compliance with this clause to the Contracting Officer following contract award and upon request. The Contractor shall respond to requests for reports on compliance with this clause in the manner and with such content as is specified by the Contracting Officer at no further cost to the Government. The contractor, and all subcontractors at any tier, is responsible for providing each employee with the below notification by actions sufficient to ensure all employees have received and understood the notification by actions including, but not limited to, providing the notification and obtaining a written acknowledgement of the notification by each employee, posting the notification in a conspicuous place frequented by employees, as well as including the below notice in employee manuals or employment information. Employees who are not literate (who cannot read) shall have this notification read to them in a language understood by such employee. The below notification will be provided during employee training and any briefings provided to contractors employees and subcontractor employees at any tier no later than ten days after employment for this contract or arrival in the foreign country in which they will be assigned, employed by or accompanying the US Armed Forces, or residing as a dependent. The contractor shall maintain a copy of each employees written acknowledgement of receipt of the notification and shall provide the same upon request by the Contracting Officer. The contractor shall comply with all notification requirements of DoD Instruction 5525.11, Criminal Jurisdiction over Civilians Employed By or Accompanying the Armed Forces outside the United States, Certain Service Members, and Former Service Members. In the event of conflict between DoDI 5525.11 or any applicable U.S. military regulations, DoDI 5525.11 and/or applicable U.S. military regulations or orders will control over this clause. The notification referenced above is as follows: Notification: Under the Military Extraterritorial Jurisdiction Act (MEJA) (18 USC 3261-3267), persons employed by or accompanying the U.S. Armed Forces outside the United States are potentially subject to prosecution for certain criminal acts, including such acts occurring outside the United States. MEJA applies only to

those crimes punishable by imprisonment for more than one year if committed within United States jurisdiction. The law applies to individuals accompanying a contractor for the US Armed Forces, which may include a dependent of a DOD contractor or subcontractor employee. This law authorizes DOD law enforcement personnel to arrest suspected offenders in accordance with applicable international agreements and specifies procedures for the removal of accused individuals to the US. It also authorizes pretrial detention and the appointment of counsel for accused individuals. See Army Field Manual 3-100.21, Contractors on the Battlefield, and DoD Instruction 5525.11, Criminal Jurisdiction Over Civilians Employed By or Accompanying the Armed Forces Outside the United States, Certain Service Members, and Former Service Members.

NOTE: Also see KSCR1-6, paragraphs (d), (e) & (f).

(End of Clause)

#### KSCR1-13 INSTALLATION SECURITY/ACCESS/BADGING REQUIREMENTS (AUG 2010)

(a) Badging and access requirements for Army Posts in Kuwait will require coordination with the Contracting Officer or the Contracting Officer Representative (COR) responsible for contract oversight at applicable location.

(1) To obtain entry to Camp Arifjan, Contractors must contact the Badging Office at 965-2389-1525 for forms, procedures and instructions.

(2) New passes are obtained at ECP 1 (TCN Gate) on Camp Arifjan. Renewals and upgrades are handled at the Provost Marshal Office Bldg 159 located on Camp Arifjan. The ECP 1 Badging Office provides support from 0700 to 1600 and 1900 to 0400 Daily.

(b) Contractors are advised that badging for citizens/residents of certain countries is restricted or unavailable. Contractors must contact the Badging Office to obtain a list of restricted countries and any applicable waiver processes.

(c) Contractor shall adhere to all Physical Security requirements for all areas of performance under this contract IAW Army Regulation 190 series. The Contractor shall comply with the ASG-KU Commands directed vetting/badging policies for all personnel.

(d) Special Instructions for Compound Pass access procedures per ASG-KU-PMO:

The contractor shall obtain temporary installation access passes through the Contracting Officer or the Contracting Officer's Representative (COR). The contractor shall allow a minimum of 5 working days to process passes through the Pass and ID section. To obtain temporary passes; the contractor must submit a copy of the Civil ID with a level 18 working code for each worker, a copy of the workers' passport showing the Kuwait visa, and a completed Pass Request Form. The above-mentioned form can be obtained at the Pass and ID Section. Additionally, the contractor must identify all the workers' sponsors and have an individual letter for each applicant from their sponsor authorizing their employees to work for the contractor and accepting responsibility. It is the responsibility of the Contractor to screen employees for countries of concern. Citizens of the countries below are prohibited access to the installation unless granted an exception by the ASG-KU Commander. For each exception to policy, a name-check with the U.S. Embassy and a Kuwait KMOD/KMOI Background Investigation will be conducted and kept on file at the ASG-KU PMO Installation Access Office.

- (1) Cuba
- (2) Iran
- (3) Iraq
- (4) Libya
- (5) Democratic People's Republic of Korea
- (6) Sudan



(7) Syria

Citizens of the countries listed below are permitted to apply for installation access; however a name-check with the U.S. Embassy must be conducted in addition to the routine KMOD/KMOI Background Investigation.

- (1) Russia
- (2) People's Republic of China
- (3) Socialist Republic of Vietnam

(End of Clause)

KSCR1-14 SPECIAL REQUIREMENTS FOR SECURITY/ACCESS ON AIR FORCE BASES IN KUWAIT  
(AUG 2010)

SECURITY & ACCESS:

(a) The contractor shall follow security procedures and instructions applicable to Ali Al Salem AB, Kuwait. Contractor personnel working on Ali Al Salem Air Base shall hold a current Kuwait Pass necessary to gain access to the front Gate. The U.S. shall not be liable for delays caused by inaccessibility through the Kuwaiti Gate.

(b) The contractor shall submit pass request applications to the Contracting Officer within 3 calendar days after receipt of "Notice of Contract Award." The pass request applications require coordination with the Host Nation Liaison. The U.S. Air Force shall not be liable for delays resulting from Kuwaiti pass coordination/approval. Contractor shall be liable for completing all requirements within the specified time frames. No extensions on work will be granted due to delays from Kuwaiti pass coordination/approval. Upon completion the pass request letters shall be returned to the contractor for coordination with the Kuwait Air Force Security Office.

(c) The contractor is also required to complete Installation Access Applications for all employees entering Ali Al Salem Air Base. Once the application is complete all contractor employees must then register within the Defense Biometric Identification System (DBIDS) and receive a DBIDS badge.

(d) The work site is located in a restricted or controlled area. The contractor may therefore experience delays due to compliance with entrance/exit requirements of restricted/controlled areas. The maximum amount of delay should not exceed four (4) hours per occurrence.

(e) The Host Nation base will not grant access for individuals of the following nationalities: Iranian, Iraqi, Cuban, Libyan, Syrian, Sudanese, Jordanian, Palestinian, and North Korean.

There are two passes that are required for access to Air Force installations in Kuwait:

(1) The first pass that is required is the DBIDS badge. An application shall be completed for this badge. Once the completed application is received, contractor will be able to go to the DBIDS trailer at the gate and get your biometrics taken. The results of the biometrics scan takes three days. After these three days, contractor may come pick up DBIDS badge.

(2) The second pass that is required is a temporary pass from the Kuwaitis. Each person on the admissions pass must have copies of their Civil ID cards attached to the document. Each person on the short term vehicle pass must have a copy of their Civil ID cards, vehicle registration, and driver's license. The short term passes are only good for five days, but I would recommend that you submit your information for this pass as soon as possible since these can be difficult to obtain at times. Both the admissions and vehicle temporary passes must have both English and Arabic versions submitted. I have also attached the most current instructions on how to complete these

temporary pass applications. NOTE: All date formats have to be YYYY/MONTH/DAY. Also, these passes must be typed.

**DBIDS Processing Instructions for 386 ECONS Contractors:**

**STEP ONE:** Obtain a copy of the Installation Access Application (IAA) from the Ali Al Salem Air Base Contracting Office (386 ECONS).

**STEP TWO:** Ensure sections 1, 2, 3, 4, 9, 11, and 12 are completed with the appropriate information. Once you have accurately completed the IAA, submit the completed form to the 386 ECONS. Ensure that each application has the required backup documentation (see section 10 of the IAA, Verifying Documents Attached section). At a minimum each IAA should have:

- (1) Copy of the passport (photo, data, and residency pages)
- (2) Copy of the civil ID (front and back)
- (3) Entry Visa with entry stamp (if applicable)
- (4) Original sponsor letter (in English ONLY)
- (5) Copy of the driver's license

**STEP THREE:** Once you have submitted the completed form to the 386 ECONS, your representative within the 386 ECONS will complete sections 5, 6, and 7.

**STEP FOUR:** The 386 ECONS will submit the completed IAA to the DBIDS office. You will then be notified by the 386 ECONS that the IAA is in the DBIDS office. At this time you can report to the DBIDS office (located at the Fox 1/"Ringmaster" entrance of Ali Al Salem Air Base) for the submission of your biometric information.

All 386 ECONS contractors who have submitted IAAs can report to the DBIDS office Monday through Saturday from 1500 to 1630.

**STEP FIVE:** Visitor awaits receipt of DBIDS badge.

(End of Clause)

**KSCR1-15 PREVENTION OF SEXUAL HARASSMENT TRAINING (AUG 2010)**

(a) Definitions. As used in this policy –

“Sexual Assault” means –

A crime defined as intentional sexual contact, characterized by use of force, physical threat or abuse of authority or when the victim does not or cannot consent. Sexual assault includes rape, nonconsensual sodomy (oral or anal sex), indecent assault (unwanted, inappropriate sexual contact or fondling), or attempts to commit these acts. Sexual assault can occur without regard to gender or spousal relationship or age of victim. “Consent” will not be deemed or construed to mean the failure by the victim to offer physical resistance. Consent is not given when a person uses force, threat of force, or coercion or when the victim is asleep, incapacitated, or unconscious.

“Sexual Harassment” means –

Gender discrimination that involves unwelcomed sexual advances, requests for sexual favors and other verbal or physical conduct of a sexual nature between the same or opposite sex genders when such conduct has the purpose or effect of unreasonably interfering with an individual’s work performance or creates an intimidating, hostile, or offensive working environment. Categories of sexual harassment are:

(1) Verbal – Examples include telling sexual jokes; using sexually explicit profanity, threats, sexually oriented cadences, or sexual comments; whistling in a sexually suggestive manner; and describing certain attributes of one's physical appearance in a sexual manner.

(2) Nonverbal – Examples include staring at someone, blowing kisses, winking, or licking one's lips in a suggestive manner. The term may also include printed material (for example, displaying sexually oriented pictures or cartoons); using sexually oriented screen savers on one's computer; or sending sexually oriented notes, letters, faxes or email.

(3) Physical Contact – Examples include touching, patting, pinching, bumping, grabbing, cornering, or blocking a passageway; kissing; and providing unsolicited back or neck rubs.

(b) Policy. The Department of Defense has adopted a policy to prevent sexual assault and sexual harassment.

(c) Contractors and contractor employees in the Army Central Command (ARCENT) Area of Responsibility (AOR) shall not –

(1) Commit acts of sexual assault against any person on any camp, post, installation, or other United States enclave within the ARCENT AOR; or

(2) Sexually harass any person on any camp, post, installation, or other United States enclave within the ARCENT AOR.

(d) Contractor requirements. The Contractor shall –

(1) Notify its employees of:

(i) The Department of Defense's policy described in paragraph (b); and

(ii) The actions that will be taken against employees for violations of this policy. Such actions may include, but are not limited to, removal from the contract, reduction in benefits, or termination of employment;

(2) Take appropriate action, up to and including termination, against employees or subcontractors that violate the policy in paragraph (b); and

(3) Annually train all employees to prevent sexual assault and sexual harassment. This training must, at a minimum, ensure that all contractor employees understanding the definitions outlined in paragraph (a) and the policy in paragraph (b). Each employee's compliance with this training requirement shall be reported to the Contracting Officer's Representative prior to the employee being allowed access to the worksite.

(e) Notification. The Contractor shall inform the Contracting Officer immediately of –

(1) Any information it receives from any source (including host country law enforcement) that alleges a Contractor employee, subcontractor, or subcontractor employee has engaged in conduct that violates this policy; and

(2) Any actions taken against Contractor employees, subcontractors, or subcontractor employees pursuant to this policy.

(f) Remedies. In addition to other remedies available to the Government, the Contractor's failure to comply with the requirements of paragraphs (c), (d), or (f) of this policy may result in –

(1) Requiring the Contractor to remove a Contractor employee or employees from the performance of the contract;

- (2) Requiring the Contractor to terminate a subcontract;
- (3) Suspension of contract payments;
- (4) Loss of award fee, consistent with the award fee plan, for the performance period in which the Government determined Contractor non-compliance;
- (5) Termination of the contract for default or cause, in accordance with the termination clause of this contract;  
or
- (6) Suspension or debarment.
- (g) Subcontracts. The Contractor shall include the substance of this policy, including this paragraph (g), in all subcontracts.
- (h) Mitigating Factor. The Contracting Officer may consider whether the Contractor had a Sexual Assault Prevention and Response training program at the time of the violation as a mitigating factor when determining remedies. Additional information about Sexual Assault Prevention and Response training programs can be found at the Department of Defense Sexual Assault Prevention and Response Home Page, <http://www.sapr.mil>.

(End of Clause)

#### KSCR1-16 CONTRACTOR PAYMENTS (NOV 2010)

Currency: Payments made against this contract will be paid in local currency (Kuwait Dinar) if awarded to a non U.S. vendor. If contract award has been made to a U.S. contractor, payment will be made in U.S. currency (dollars). Payments shall be made via Electronic Funds Transfer (EFT), unless circumstances beyond a contractor's control prevent this.

(End of Clause)

#### KSCR1-17 SPONSORSHIP REQUIREMENTS (AUG 2010)

Sponsorship: The Contractor shall obtain local sponsorship as required for all personnel for the purpose of providing in-country legal representation, work visas and resolution of other personal business or domestic matters, in compliance with host nation labor laws.

Passports, Visa and Customs: The Contractor is responsible for identifying and obtaining all passports, visas, or other documents necessary to enter and/or exit any areas necessary for performance. All Contractor employees shall be subject to the customs, processing procedures, laws, and duties of Kuwait, and the procedures, laws, and duties of the United States upon re-entry. Contractors are required to register all personnel with the appropriate U.S. Embassy or Consulate.

(End of Clause)

**KSCR1-18 CONTRACTOR MANPOWER REPORTING (AUG 2010)**

Contractor Manpower Reporting: The Office of the Assistant Secretary of the Army (Manpower & Reserve Affairs) operates and maintains a secure Army data collection site where the contractor shall report ALL contractor manpower (including subcontractor manpower) required for performance of this contract. The contractor is required to completely fill in all the information in the format using the following web address  
<http://contractormanpower.army.pentagon.mil>

The required information includes:

- (1) Contracting Office, Contracting Officer, Administrative Contracting Officer;
- (2) Contract Number;
- (3) Beginning and ending dates covered by reporting period;
- (4) Contractor name, address, phone number, email address, identify of contractor employee entering data;
- (5) Estimated direct labor hours (including sub-contractors);
- (6) Estimated direct labor dollars (including sub-contractors);
- (7) Total payments (including sub-contractors);
- (8) Predominant Federal Service Code (FSC) reflecting services provided by contractor (and separate predominant FSC for each sub-contractor, if different);
- (9) Estimated data collections cost;
- (10) Organizational title associated with the Unit Identification Code (UIC) for the Army Requiring Activity (the Army Requiring Activity is responsible for providing the contractor with its UIC for the purposes of reporting this information);
- (11) Locations where contractor and subcontractor perform the work (specified by zip code in the United States or nearest city, country when in an overseas location, using standardized nomenclature provided on website);
- (12) Presence of deployment or contingency contract language; and
- (13) Number of contractor and sub-contractor employees deployed in theater during this reporting period (by country).

As part of its submission, the contractor will also provide the estimated total cost (if any) incurred to comply with this reporting requirement. Reporting period will be the period of performance not to exceed 12 months ending September 30 of each calendar year. Contractors may use a direct XML data transfer to the data base server or fill in the fields on the website. The XML direct transfer is a format for transferring files from a contractor's systems to the secure web site without the need for separate data entries for each required data element at the web site. The specific formats for the XML direct transfer may be downloaded from the web site. The Contractor shall NOT mark any data provided to the USG under this contract as proprietary; this includes records, files, memoranda, reports, listings, SOPs, plans, programs, studies, tests, property listings, etc., or any other data acquired or produced by the Contractor in support of this contract. Further, IAW with DFARS 252.227-7013, the Government shall have unlimited rights to all technical data produced or obtained by the Contractor under the terms of this contract. As such, the Contractor shall not place proprietary markings on any documents to which the Government has unlimited rights.

(End of Clause)

**KSCR1-2 PROHIBITION AGAINST HUMAN TRAFFICKING, INHUMANE LIVING CONDITIONS, AND WITHHOLDING OF EMPLOYEE PASSPORTS (AUG 2010)**

Trafficking in Persons (TIP): Contractor employees and subcontractor employees performing under this contract shall comply with all DOD and ASG-KUs Trafficking in Persons policies. Contractor employees are subject to prescriptions and remedies at FAR Clause 52.222-50 and the terms and conditions stated herein.

ASG-KU has adopted a more stringent policy than federal requirements regarding trafficking in persons. All Contractor employees and subcontractor employees shall be subject to FAR Clause 52.222-50, Combating Trafficking in Persons.

Contractor shall adhere to and abide by all Kuwait Labor Laws during the performance of this contract.

**Registered Employee Listing:** On a monthly basis, the Contractor shall provide the ACO with a listing of employee names registered with the Ministry of Social Affairs and Labor (MOSAL). Failure to provide the ACO with a list of employees registered with the MOSAL will result in the denial of installation badging privileges for Contractor employees. Furthermore, a copy of each individual's employment contract shall be available to the USG by the conclusion of the Transition Period. At a minimum, the employment contract shall be in English and the language of the employee. The Contractor shall disclose and make known to its employees the terms and conditions of employment.

For the duration of the contract, the Contractor shall ensure all wages earned (hourly, weekly, monthly, yearly), to include benefits and allowances, or any type of debt bondage arrangement in effect between the Contractor and employee, are included in each employee's contract. Contractor shall specify the compensation rate to be earned for hours in excess a normal workweek within the employment contract.

Contractor shall specify the type or description of work to be performed and the job site location.

Contractor shall provide transportation costs from country of origin to place of employment, including repatriation.

Contractor shall include a detailed description of the type of job site berthing accommodations available to the employees within the employment contract.

Contractor shall provide non-cash compensation and benefits, to include meals and accommodations. Contractor shall ensure employees have injury and sickness compensation insurance for emergency medical and dental care.

Contractor shall clearly define valid grounds for termination within the employment contract.

Contractor shall include dispute settlement provisions within the employment contract.

**Housing Standards:** The Contractor shall comply with the following minimum housing accommodations standards:

- (1) Housing provided to all employees shall be no less than 50 square feet per person.
- (2) Cafeteria or common use kitchen will be provided to all employees. Common use kitchens will service no more than 25 workers per kitchen.
- (3) Each room shall be furnished at a minimum with the following:
  - (i) Room light.
  - (ii) One bed per individual.
  - (iii) One storage device that can be secured; a footlocker with hasp for lock, minimum size of at least 3 cubic feet.
  - (iv) A laundry facility or laundry service.
  - (v) Cleaning supplies.
- (4) Monthly inspections of living conditions of all Contractor and subcontractor employees. A copy of the inspection report shall be provided to the ACO. The inspection report shall, at a minimum, contain the following inspection criteria:
  - (i) Compliance with minimum housing accommodation standards.

- (ii) Functioning appliances and the projected time for repair for any non-functioning appliances.
- (iii) The findings of Quarterly Health and Welfare inspections on personnel and accommodations.

**TIP Training:** Contractor shall provide TIP training for all employees and subcontractor employees. A copy of each employee's TIP training certificate shall be provided to the PCO 30 days after the contract start date.

**Contractor Shall Post:** Human Trafficking Hotline Posters in English and all employee languages in all living quarters. At a minimum, the poster shall include the Contracting Commands Hotline complaint number DSN 318-430-4985 or 389-4985.

**Violations:** Violation of the TIP policy shall result in actions taken against the Contractor or its employees. Such actions may include, but are not limited to, removal from the contract, reduction in benefits, or termination of employment at no cost to the USG. Contractor shall take appropriate actions to enforce this clause up to, and including, termination of employees or subcontractors that violate this policy at no cost to the Government.

**Notification:** Contractor shall inform the PCO immediately of any information received from any source (including host country law enforcement) that alleges a Contractor employee, subcontractor, or subcontractor employee has engaged in conduct that violates TIP policies, and any actions taken against Contractor or subcontractor employees pursuant to FAR Clause entitled "Combating Trafficking in Persons".

**Remedies:** In addition to other remedies available to the USG, the Contractor's failure to comply with TIP policy may render the Contractor subject to the following:

- (1) Required removal of a Contractor employee or employees from the performance of the contract.
- (2) Required subcontractor termination.
- (3) Suspension of contract payments.
- (4) Loss of fee, consistent with the fee plan, for the performance period in which the USG determined Contractor non-compliance.
- (5) Termination of the contract for default or cause, in accordance with the termination clause of this contract.
- (6) Suspension or debarment.

**Subcontracts:** Contractor shall flow-down to its subcontracts the terms and conditions of this paragraph IAW Host Nation laws, regulatory guidance, DOD, and FAR clauses referenced herein.

(End of Clause)

### KSCR1-3 ARMING REQUIREMENTS AND PROCEDURES FOR PERSONAL SECURITY SERVICES CONTRACTORS AND FOR REQUESTS FOR PERSONAL PROTECTION (AUG 2010)

(a) **Arming of Contractors.** Contractor and its subcontractors shall, at all tiers that require arming under this contract, agree to obey all existing and future laws, regulations, orders, and directives applicable to the use of private security personnel in Kuwait, including USCENCOM and USARCENT 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 U.S. Armed Forces.
- (2) DFARS 252.225-7040, Contractor Personnel in the United States Central Command Area of Responsibility (Deviation 2007O0010).
- (3) USCENCOM Policy Letter, Personal Protection, and Contract Security Service Arming, current version.

- (b) Required Contractor Documentation: Contractors and their subcontractors that require arming approval shall provide the following to the ACO/COR.
- (c) Armed Contractor Employee Documentation: Contractor shall maintain documentation on each employee who will be armed under this contract that they have received the following training:
- (1) Weapons Qualification/Familiarization. All employees must meet the qualification requirements established by the Department of the Army Weapons Qualification Standard or as approved by the ASG-KU Commander; Law of Armed Conflict (LOAC); Rules for the Use of Force (RUF), as defined in the ASG-KU Provost Marshal SOP and USARCENT Policy; Distinction between the above-prescribed RUF and the Rules of Engagement (ROE).
  - (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 copy of a business license from the Kuwaiti Ministry.
  - (4) One copy of an operating license (or a temporary operating license) from the Kuwaiti Ministry.
  - (5) Records pertaining to this certification are inspectable items by the USG without notice.
- (d) Security Communications Plan. Contractor shall provide a communications plan that, at a minimum, sets forth the Following:
- (1) Contractors method of notifying military forces and requesting assistance where hostilities arise or combat action is needed.
  - (2) How relevant threat information will be shared between Contractor security personnel and U.S. military forces.
  - (3) How the Contractor shall coordinate transportation with appropriate military authorities.
- (e) Background Checks & Plan. Contractor shall maintain and develop an acceptable plan for accomplishing background checks on all personnel who will be armed under this contract. The Contractor shall ensure all subcontracts contain provisions to this effect and shall audit any subcontractor for compliance with this provision on a regular basis, but no less than quarterly. The Contractor shall, at a minimum, perform the following:
- (1) Use one or more of the following sources when conducting the background checks: Interpol, FBI, Country of Origin Criminal Records, Country of Origin U.S. Embassy Information Request, CIA records, and/or any other records available.
  - (2) Verify with ASG-KU PMO that no employee has been barred by any commander within CENTCOM.
  - (3) 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.
  - (4) The Contractor shall furnish verification that each employee has passed the above listed checks to the ACO and COR monthly.
- (f) Required Contractor Acknowledgements. Contractors and their subcontractors at all tiers that require arming approval will provide written acknowledgement of the following to the PCO, ACO and COR:
- (g) Penalties for Non-Compliance. Failure of the Contractor or subcontractor employees 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 employees. 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.

(h) **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 USG and Host Nation prosecution and civil liability. Host Nation refers to the nation or nations where services under this contract are performed.

(i) **Lapses in Training.** Failure to successfully retrain an employee who is armed under this contract within 12 months of the last training date will constitute a lapse in the employees 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 PCO, ACO, or COR determines that the retraining is sufficient.

(j) **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 Government-approved weapons and ammunition for which they are qualified.

(2) Carry weapons ONLY when on duty or at a specific post.

(3) Not conceal any weapons, unless specifically authorized by the ASG-KU PMO.

(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.

(5) Not consume any alcoholic beverage or medication that may affect the ability to execute mission while armed or within eight hours of the next work period where they will be armed.

(k) **Rules for the Use of Force (RUF).** In addition to the RUF training, the contractor and its subcontractors at all tiers shall 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, but 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 dignity and respect.

(6) Detaining local civilians, other than in self-defense or as reflected in the contract terms.

(l) **Retention and Review of Records.** Contractor and all subcontractors at all tiers shall maintain records on weapons training, Law of Armed Conflict (LOAC), RUF, and the screening of employees for at least six months following the expiration (or termination) of the contract. The Contractor and its subcontractors at all tiers shall make these records available to the PCO, COR, and ACO or designated representative, at no additional cost to the USG, within 72 hours of a request.

(m) Armed Personnel Quarterly Report. The prime contractor will report quarterly, (NLT 1 January, 1 April, 1 July, and 1 October for each quarter of the calendar year) to the PCO, COR, and ACO responsible for this contract, and any other organization designated by the PCO, COR, and ACO, 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.
- (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.
- (4) Contractors shall provide an initial report of all weapons firing incidents to the Provost Marshal (PM) and shall submit a written report to a PM within 48 hours.
- (5) The initial report shall 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 PM within 24 hours. Reports shall be submitted to the PMO Operations Section (or as otherwise directed).
- (6) Contractors shall also provide first aid and request MEDEVAC of injured persons, and remain available for USARCENT response forces based upon the situation. In the event contractor personnel are detained by USG or USARCENT 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 PM.

(End of Clause)

#### KSCR1-4 ARMED PERSONNEL INCIDENT REPORTS (AUG 2010)

- (a) All contractors and subcontractors supporting ARCENT in the Kuwait area of operations shall comply with and shall ensure that their personnel are familiar with and comply with all applicable orders, directives, and instructions issued by the respective Commanders relating to force protection and safety.
- (b) Contractors shall immediately report all incidents and use of weapons through their Contracting Officers Representative (CORs) who will notify the Contracting Officer. Contracting Officers are responsible to notify the PARC-SWA DSN: 318-430-5926. Information should 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. The PARC-SWA in coordination with the JOC will issue guidance for further reporting requirements.
- (c) Contractors shall provide first aid and request MEDEVAC of injured persons, and remain available for U.S. or Coalition response forces, based upon the situation. In the event contractor personnel are detained by U.S. 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 contractor's name, the contract number, a contractor management POC, and the phone number of the CONOC/JOC Watch.

(End of Clause)

## KSCR1-5 FITNESS FOR DUTY AND MEDICAL CARE LIMITATIONS (NOV 2010)

(a) 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. Contractor personnel who deploy for multiple tours, for more than 12 months total must be re-evaluated for fitness to deploy. An examination will remain valid for 15 months from the date of the physical. The contractor bears the responsibility for ensuring all employees are aware of the conditions and medical treatment available at the performance location. The contractor shall include this information and requirement in all subcontracts with performance in the theater of operations.

(b) The contractor shall not deploy an individual with any of the following conditions unless approved by the appropriate CENTCOM Service Component (ie. ARCENT, AFCENT, 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 protective's 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 electrophysiological 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 10 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).

(c) 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.

(d) 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.

(e) Notwithstanding any other provision of the contract, the contractor shall be liable for any and all medically-related services or transportation rendered. To view reimbursement rates that will be charged for services at all DoD deployed medical facilities please go to the following website: <http://comptroller.defense.gov/rates/fy2010.html> (change fiscal year as applicable).

(End of Clause)

**KSCR1-6 COMPLIANCE WITH LAWS AND REGULATIONS (AUG 2010)**

- (a) The Contractor shall comply with, and shall ensure that its employees and its subcontractors and their employees, at all tiers, are aware of and obey all U.S. and Host Nation laws, Federal or DoD regulations, and Central Command orders and directives applicable to personnel in Kuwait including but not limited to USCENCOM, Multi-National Force and Multi-National Corps operations and fragmentary orders, instructions, policies and directives.
- (b) Contractor employees shall particularly note all laws, regulations, policies, and orders restricting authority to carry firearms, rules for the use of force, and prohibiting sexual or aggravated assault. Contractor employees are subject to General Orders Number 1, as modified from time to time, including without limitation, their prohibition on privately owned firearms, alcohol, drugs, war souvenirs, pornography and photographing detainees, human casualties or military security measures.
- (c) Contractor employees may be ordered removed from secure military installations or the theater of operations by order of the senior military commander of the battle space for acts that disrupt good order and discipline or violate applicable laws, regulations, orders, instructions, policies, or directives. Contractors shall immediately comply with any such order to remove its contractor employee.
- (d) Contractor employees performing in the USCENCOM Area of Responsibility (AOR) may be subject to the jurisdiction of overlapping criminal codes, including, but not limited to, the Military Extraterritorial Jurisdiction Act (18 U.S.C. Sec. 3261, et al) (MEJA), the Uniform Code of Military Justice (10 U.S.C. Sec. 801, et al)(UCMJ), and the laws of the Host Nation. Non-US citizens may also be subject to the laws of their home country while performing in the USCENCOM AOR. Contractor employee status in these overlapping criminal jurisdictions may be modified from time to time by the United States, the Host Nation, or by applicable status of forces agreements.
- (e) Under MEJA, a person who engages in felony misconduct outside the United States while employed by or accompanying the Armed Forces is subject to arrest, removal and prosecution in United States federal courts. Under the UCMJ, a person serving with or accompanying the Armed Forces in the field during a declared war or contingency operation may be disciplined for a criminal offense, including by referral of charges to a General Court Martial. Contractor employees may be ordered into confinement or placed under conditions that restrict movement within the AOR or administratively attached to a military command pending resolution of a criminal investigation.
- (f) Contractors shall immediately notify military law enforcement and the Contracting Officer if they suspect an employee has committed an offense. Contractors shall take any and all reasonable and necessary measures to secure the presence of an employee suspected of a serious felony offense. Contractors shall not knowingly facilitate the departure of an employee suspected of a serious felony offense or violating the Rules for the Use of Force to depart Kuwait without approval from the senior U.S. commander in the country.

(End of Clause)

**KSCR1-7 MONTHLY CONTRACTOR CENSUS REPORTING (AUG 2010)**

Contractor shall provide monthly employee census information to the Contracting Officer, by province, for this contract. Information shall be submitted either electronically or by hard-copy. Information shall be current as of the 25th day of each month and received by the Contracting Officer no later than the first day of the following month. The following information shall be provided for each province in which work was performed:

- (1) The total number (prime and subcontractors at all tiers) employees.
- (2) The total number (prime and subcontractors at all tiers) of U.S. citizens.
- (3) The total number (prime and subcontractors at all tiers) of local nationals (LN).

- (4) The total number (prime and subcontractors at all tiers) of third-country nationals (TCN).
- (5) Name of province in which the work was performed.
- (6) The names of all company employees who enter and update employee data in the Synchronized Predeployment & Operational Tracker (SPOT) IAW DFARS 252.225-7040 or DFARS DOD class deviation 2007-O0010.

(End of Clause)

#### KSCR1-9 SHIPPING INSTRUCTIONS FOR WEAPONS (AUG 2010)

- (a) All weapons shall be shipped with a complete serial number manifest that is included with the shipping documents (inventory, bill of lading, etc.).
- (b) All individual boxes or crates shall be numbered and correspond to a list annotated on the serial number manifest.
- (c) Each individual box or crate shall have a packing list both inside and outside the box. That packing list shall contain a list of the contents and the serial numbers for the weapons in that box or crate.
- (d) The contract number shall be listed on all serial number manifests and packing lists. All serial numbers shall be unique and non-recurring in any previous or future shipments. Shipments received with recurring serial numbers will not be accepted by the U.S. Government, and the contractor will be required to return the shipment at his own expense and replace with new weapons having non-recurring serial numbers.

(End of Clause)

#### PSCR1-1 ADDITIONAL INSTRUCTIONS FOR CONTRACTOR PERSONNEL WORKING IN THE USCENTCOM AREA OF RESPONSIBILITY(AOR), SUPPORT (AUG 2010)

Contractor Privileges and Support: As identified in the Statement of Work (SOW) and must be authorized by the Contracting Officer in a Letter of Authorization (LOA). Every contract employee who will need an identification badge will need a SPOT-generated LOA. No personnel are authorized entry into the theater for more than 30 days without a SPOT-generated LOA.

Medical Treatment Available to Contractor Personnel on Base Camps: limited to resuscitative and stabilization care only. Emergency medical care is provided to any employee with a LOA, even when medical/dental care is not specified. Medical/dental care appears as a check box; when creating the SPOT-generated LOA, do not check the box to authorize routine medical/dental care.

Personnel Support: The contractor is responsible for all personnel support unless provided for in the Statement of Work. The Statement of Work must clearly identify all contractor personnel support that will be provided by the Government. PGI 225.7402-3 lists the support that may be authorized or required when contractor personnel are supporting U.S. operations. Some examples of support are office space, communication services, equipment, and access to dining facilities.

Billeting and government provided meals: Not available for contractors in Pakistan.

Life Support: Contractors are responsible for providing all aspects of Life Support for Contractor employees to including, but not limited to, housing and transportation within Pakistan and transportation to and from Pakistan, medical or dental care (if provided for under employee benefits). Contractors are not allowed residence on any military installation within Pakistan. Contractor primary healthcare is not authorized in military treatment facilities

in Pakistan. The Government will provide only resuscitative/emergency medical care to contractor employees. (Reference paragraph 6.2.7.5 (Medical Preparation) of DODI 3020.41, Contractor Personnel Authorized to Accompany the U.S. Armed Forces). The Contracting Officer must determine whether any contractor personnel will be required to be armed or authorized to carry weapons for self-defense.

(End of Clause)

## PSCR1-2 COMPLIANCE WITH LAWS AND REGULATIONS (AUG 2010)

(a) The Contractor shall comply with, and shall ensure that its employees and its subcontractors and their employees, at all tiers, are aware of and obey all U.S. and Host Nation laws, Federal or DoD regulations, and Central Command orders and directives applicable to personnel in Pakistan including but not limited to USCENTCOM, Multi-National Force and Multi-National Corps operations and fragmentary orders, instructions, policies and directives.

(b) Contractor employees shall particularly note all laws, regulations, policies, and orders restricting authority to carry firearms, rules for the use of force, and prohibiting sexual or aggravated assault. Contractor employees are subject to General Orders Number 1, as modified from time to time, including without limitation, their prohibition on privately owned firearms, alcohol, drugs, war souvenirs, pornography and photographing detainees, human casualties or military security measures.

(c) Contractor employees may be ordered removed from secure military installations or the theater of operations by order of the senior military commander of the battle space for acts that disrupt good order and discipline or violate applicable laws, regulations, orders, instructions, policies, or directives. Contractors shall immediately comply with any such order to remove its contractor employee.

(d) Contractor employees performing in the USCENTCOM Area of Responsibility (AOR) may be subject to the jurisdiction of overlapping criminal codes, including, but not limited to, the Military Extraterritorial Jurisdiction Act (18 U.S.C. Sec. 3261, et al) (MEJA), the Uniform Code of Military Justice (10 U.S.C. Sec. 801, et al)(UCMJ), and the laws of the Host Nation. Non-US citizens may also be subject to the laws of their home country while performing in the USCENTCOM AOR. Contractor employee status in these overlapping criminal jurisdictions may be modified from time to time by the United States, the Host Nation, or by applicable status of forces agreements.

(e) Under MEJA, a person who engages in felony misconduct outside the United States while employed by or accompanying the Armed Forces is subject to arrest, removal and prosecution in United States federal courts. Under the UCMJ, a person serving with or accompanying the Armed Forces in the field during a declared war or contingency operation may be disciplined for a criminal offense, including by referral of charges to a General Court Martial. Contractor employees may be ordered into confinement or placed under conditions that restrict movement within the AOR or administratively attached to a military command pending resolution of a criminal investigation.

(f) Contractors shall immediately notify military law enforcement and the Contracting Officer if they suspect an employee has committed an offense. Contractors shall take any and all reasonable and necessary measures to secure the presence of an employee suspected of a serious felony offense. Contractors shall not knowingly facilitate the departure of an employee suspected of a serious felony offense or violating the Rules for the Use of Force to depart Pakistan without approval from the senior U.S. commander in the country.

(End of Clause)

**PSCR1-3 MONTHLY CONTRACTOR CENSUS REPORTING (AUG 2010)**

Contractor shall provide monthly employee census information to the Contracting Officer, by province, for this contract. Information shall be submitted either electronically or by hard-copy. Information shall be current as of the 25th day of each month and received by the Contracting Officer no later than the first day of the following month. The following information shall be provided for each province in which work was performed:

- (1) The total number (prime and subcontractors at all tiers) employees.
- (2) The total number (prime and subcontractors at all tiers) of U.S. citizens.
- (3) The total number (prime and subcontractors at all tiers) of local nationals (LN).
- (4) The total number (prime and subcontractors at all tiers) of third-country nationals (TCN).
- (5) Name of province in which the work was performed.
- (6) The names of all company employees who enter and update employee data in the Synchronized Predeployment & Operational Tracker (SPOT) IAW DFARS 252.225-7040 or DFARS DOD class deviation 2007-O0010.

(End of Clause)

**PSCR1-4 PROHIBITION AGAINST HUMAN TRAFFICKING, INHUMANE LIVING CONDITIONS, AND WITHHOLDING OF EMPLOYEE PASSPORTS (AUG 2010)**

Trafficking in Persons (TIP): Contractor employees and subcontractor employees performing under this contract shall comply with all DOD Trafficking in Persons policies. Contractor employees are subject to prescriptions and remedies at FAR Clause 52.222-50 and the terms and conditions stated herein. All Contractor employees and subcontractor employees shall be subject to FAR Clause 52.222-50, Combating Trafficking in Persons. Contractor shall adhere to and abide by all Pakistan Labor Laws during the performance of this contract.

Registered Employee Listing: On a monthly basis, the Contractor shall provide the ACO with a listing of employee names registered with the Ministry of Social Affairs and Labor (MOSAL). Failure to provide the ACO with a list of employees registered with the MOSAL will result in the denial of installation badging privileges for Contractor employees. Furthermore, a copy of each individual's employment contract shall be available to the USG by the conclusion of the Transition Period. At a minimum, the employment contract shall be in English and the language of the employee. The Contractor shall disclose and make known to its employees the terms and conditions of employment.

For the duration of the contract, the Contractor shall ensure all wages earned (hourly, weekly, monthly, yearly), to include benefits and allowances, or any type of debt bondage arrangement in effect between the Contractor and employee, are included in each employee's contract. Contractor shall specify the compensation rate to be earned for hours in excess a normal workweek within the employment contract.

Contractor shall specify the type or description of work to be performed and the job site location. Contractor shall provide transportation costs from country of origin to place of employment, including repatriation.

Contractor shall include a detailed description of the type of job site berthing accommodations available to the employees within the employment contract.

Contractor shall provide non-cash compensation and benefits, to include meals and accommodations.

Contractor shall ensure employees have injury and sickness compensation insurance for emergency medical and dental care.

Contractor shall clearly define valid grounds for termination within the employment contract.

Contractor shall include dispute settlement provisions within the employment contract.

Housing Standards: The Contractor shall comply with the following minimum housing accommodations standards:

- (1) Housing provided to all employees shall be no less than 50 square feet per person.
- (2) Cafeteria or common use kitchen will be provided to all employees. Common use kitchens will service no more than 25 workers per kitchen.
- (3) Each room shall be furnished at a minimum with the following:
  - (i) Room light.
  - (ii) One bed per individual.
  - (iii) One storage device that can be secured; a footlocker with hasp for lock, minimum size of at least 3 cubic feet.
  - (iv) A laundry facility or laundry service.
  - (v) Cleaning supplies.
- (4) Monthly inspections of living conditions of all Contractor and subcontractor employees. A copy of the inspection report shall be provided to the ACO. The inspection report shall, at a minimum, contain the following inspection criteria:
  - (i) Compliance with minimum housing accommodation standards.
  - (ii) Functioning appliances and the projected time for repair for any non-functioning appliances.
  - (iii) The findings of Quarterly Health and Welfare inspections on personnel and accommodations.

TIP Training: Contractor shall provide TIP training for all employees and subcontractor employees. A copy of each employees TIP training certificate shall be provided to the PCO 30 days after the contract start date.

Contractor Shall Post: Human Trafficking Hotline Posters in English and all employee languages in all living quarters.

Violations: Violation of the TIP policy shall result in actions taken against the Contractor or its employees. Such actions may include, but are not limited to, removal from the contract, reduction in benefits, or termination of employment at no cost to the USG. Contractor shall take appropriate actions to enforce this clause up to, and including, termination of employees or subcontractors that violate this policy at no cost to the Government.

Notification: Contractor shall inform the PCO immediately of any information received from any source (including host country law enforcement) that alleges a Contractor employee, subcontractor, or subcontractor employee has engaged in conduct that violates TIP policies, and any actions taken against Contractor or subcontractor employees pursuant to FAR Clause entitled "Combating Trafficking in Persons".

Remedies: In addition to other remedies available to the USG, the Contractors failure to comply with TIP policy may render the Contractor subject to the following:



- (1) Required removal of a Contractor employee or employees from the performance of the contract.
- (2) Required subcontractor termination.
- (3) Suspension of contract payments.
- (4) Loss of fee, consistent with the fee plan, for the performance period in which the USG determined Contractor non-compliance.
- (5) Termination of the contract for default or cause, in accordance with the termination clause of this contract.
- (6) Suspension or debarment.

Subcontracts: Contractor shall flow-down to its subcontracts the terms and conditions of this paragraph IAW Host Nation laws, regulatory guidance, DOD, and FAR clauses referenced herein.

(End of Clause)

#### PSCR1-5 MILITARY EXTRATERRITORIAL JURISDICTION ACT (AUG 2010)

Military Extra Territorial Jurisdiction Action (MEJA) (18 USC 3261-3267). Per the MEJA Act, following notification of contract award, the Contractor and all subcontractors at any tier shall provide the required notification to all employees. The Contractor shall report compliance with this clause to the Contracting Officer following contract award and upon request. The Contractor shall respond to requests for reports on compliance with this clause in the manner and with such content as is specified by the Contracting Officer at no further cost to the Government. The contractor, and all subcontractors at any tier, is responsible for providing each employee with the below notification by actions sufficient to ensure all employees have received and understood the notification by actions including, but not limited to, providing the notification and obtaining a written acknowledgement of the notification by each employee, posting the notification in a conspicuous place frequented by employees, as well as including the below notice in employee manuals or employment information. Employees who are not literate (who cannot read) shall have this notification read to them in a language understood by such employee. The below notification will be provided during employee training and any briefings provided to contractors employees and subcontractor employees at any tier no later than ten days after employment for this contract or arrival in the foreign country in which they will be assigned, employed by or accompanying the US Armed Forces, or residing as a dependent. The contractor shall maintain a copy of each employees written acknowledgement of receipt of the notification and shall provide the same upon request by the Contracting Officer. The contractor shall comply with all notification requirements of DoD Instruction 5525.11, Criminal Jurisdiction over Civilians Employed By or Accompanying the Armed Forces outside the United States, Certain Service Members, and Former Service Members. In the event of conflict between DoDI 5525.11 or any applicable U.S. military regulations, DoDI 5525.11 and/or applicable U.S. military regulations or orders will control over this clause. The notification referenced above is as follows: Notification: Under the Military Extraterritorial Jurisdiction Act (MEJA) (18 USC 3261-3267), persons employed by or accompanying the U.S. Armed Forces outside the United States are potentially subject to prosecution for certain criminal acts, including such acts occurring outside the United States. MEJA applies only to those crimes punishable by imprisonment for more than one year if committed within United States jurisdiction. The law applies to individuals accompanying a contractor for the US Armed Forces, which may include a dependent of a DOD contractor or subcontractor employee. This law authorizes DOD law enforcement personnel to arrest suspected offenders in accordance with applicable international agreements and specifies procedures for the removal of accused individuals to the US. It also authorizes pretrial detention and the appointment of counsel for accused individuals. See Army Field Manual 3-100.21, Contractors on the Battlefield, and DoD Instruction 5525.11, Criminal Jurisdiction Over Civilians Employed By or Accompanying the Armed Forces Outside the United States, Certain Service Members, and Former Service Members.

(End of Clause)

LIST OF EXHIBITS

1. Addenda to FAR Provisions
2. Additional Clauses
3. Performance Work Statement
4. Ordering Procedure, Contractor Selection (Fair Opportunity Process)
5. Wage Determinations Under the Service Contract Act

ADDENDUM TO FAR 52.212-1

FAR 52.212-1, Paragraphs (b) and (c), are hereby amended as indicated below. Paragraphs (d) through (l) are re-numbered as (f) through (n).

(b) Submission of Offers

(1) In response to this request for proposals (RFP), an offeror must mail or hand-deliver a written proposal in accordance with Paragraph (c) titled "Written Proposals", including all representations and certifications to the address listed in Paragraph (b)(4)(i) below.

(2) Offerors must also electronically submit proposed rates using the Carrier Analysis & Rate Evaluation System, Service Module (CARE II SM). The CARE II SM is accessible through the Internet using the CARE II System Center Web Site at the Internet address listed in Paragraph (d)(1) below.

(3) Offerors intending to respond to this solicitation must provide a written request for a CARE II SM user account in accordance with Paragraph (d)(3) below. All of the information necessary to complete the electronic submission of the offer can be found at the Internet address provided in Paragraph (d)(1) below.

(4) Written and electronic proposals must be submitted to the addresses listed below and must arrive prior to **4:00 PM on 20 MAR 2012**. The offeror agrees to hold the prices in its offer firm for 180 days from the date specified for receipt of offers. The written proposal must be enclosed in a sealed envelope marked "Request for Proposal No. HTC711-11-R-W004." The offeror's name and address should appear in the upper left-hand corner, and the envelope should be enclosed in a second envelope that must be sent to the address listed below.

(i) The written proposal must be sent to the Contracting Officer, Mr William R Lindquist, at the following address:

USTRANSCOM / TCAQ-I  
ATTN: MR WILLIAM LINDQUIST  
SEALIFT BRANCH  
508 SCOTT DRIVE  
SCOTT AFB, IL 62225

(ii) Any and all questions concerning the RFP must be submitted in writing to:

Ms Lisa Cahill  
Phone: (618) 220-7081  
E-Mail: Lisa.Cahill@ustranscom.mil

And

Mr William R Lindquist  
Phone: (618) 220-7089  
E-Mail: Bill.Lindquist@ustranscom.mil

And

Ms Tiffany Rogers  
Phone: (618) 220-6720  
E-Mail: Tiffany.Rogers@ustranscom.mil

(5) Company facsimile number and email/internet addresses must be provided with the written proposal.

(6) All offerors are required to submit their Standard Carrier Abbreviation Code (SCAC) with their written proposal.

(c) Written Proposals

(1) In addition to the CARE II SM data required in Paragraph (d) below, offerors must submit written proposals as described below in the quantities stated:

(i) VOLUME I – Executed RFP Documents (Submit original documents and one copy)

(ii) VOLUME II - Technical Proposal (Submit original and five copies)

(iii) VOLUME III – Past Performance Information (Submit original and two copies)

(iv) VOLUME IV – Small Business Subcontracting Plan (Applies to Large Businesses Only)  
(Submit original and one copy)

(v) VOLUME V – Pricing Proposal (Submit original and two copies of the spreadsheet segmenting the prices making up the port to point inland Northern Distribution Network (NDN) rate as required in Paragraph (c)(6)(ii) below. All other pricing is to be submitted in the CARE II SM as required in Paragraph(c)(6)(i) below).

**NOTE:** Instructions for submitting Volumes I through V are as follows:

(2) Executed RFP Documents (VOLUME I). Offerors shall submit all documents requiring signature or completion by the offeror. Each offeror shall complete applicable fill-ins and signatures and submit the original documents listed below. An authorized official of the firm shall sign the offer and all certifications requiring original signature.

Standard Form 1449, including acknowledgment of amendments, if applicable.

FAR Clause 52.212-3, Offeror Representations and Certifications – Commercial Items

FAR Clause 52.203-2, Certificate of Independent Price Determination

(3) Technical Proposal (VOLUME II). Offerors are required to submit a written technical proposal. Offerors shall identify each trade route proposed. Proposed trade routes may be submitted through the Integrated Booking System (IBS) or the CARE II SM, an Excel spreadsheet or any other comparable form. If the offeror chooses to utilize information which has been submitted and exists in IBS or the CARE II SM on the date specified for receipt of offers, the offeror must submit a signed statement as part of their technical proposal certifying the narrative data in IBS or the CARE II SM is accurate as of the date specified for receipt of offers and can be used for evaluation purposes.

Technical Proposals shall also address the following subfactors:

(i) Vessel Profile. Provide a vessel profile for vessels owned by, or under the offeror's control of, the offeror which will be utilized in performance of the requirements of this solicitation. Offerors shall either provide documented evidence of vessel ownership or control, or they must submit a signed statement as part of their technical proposal certifying vessel ownership or control. Vessel profiles must include the name of the vessel, type of vessel, capacity of the vessel and the flag of registry. Data may be submitted through the Integrated Booking System (IBS) or CARE II SM, an Excel spreadsheet or any other comparable form. If the offeror chooses to utilize information which has been submitted and exists in IBS or the CARE II SM on the date specified for receipt of offers, the offeror must submit a signed statement as part of their technical proposal certifying the Vessel Profile

data in IBS or the CARE II SM is accurate as of the date specified for receipt of offers and can be used for evaluation purposes.

(ii) Electronic Data Interchange (EDI). Describe the offeror's approach to providing the EDI interface requirements identified in the solicitation and the offeror's plans and ability to meet the EDI requirements. Offerors must submit a copy of their Trading Partner Agreements (TPA) as part of their offer. If the offeror's current TPA is prior to 2008, offerors must submit an updated TPA. Information on TPAs can be obtained by contacting Ms Rose McLeod at [rose.m.mcleod.civ@mail.mil](mailto:rose.m.mcleod.civ@mail.mil) / (618) 220-5656 and Ms Tina Woodbury at [tina.m.woodbury2.civ@mail.mil](mailto:tina.m.woodbury2.civ@mail.mil) / (618) 220-5673.

(iii) Information Assurance & Cyber Security. The offeror shall submit an Information Assurance Report that describes their environment for safeguarding DOD non-public information resident on or transiting on the contractor's unclassified information systems from unauthorized access and disclosure. Protection measures applied should consider the risks (i.e. consequences and their probability) of loss, misuse, unauthorized access, or modification of information. The report shall also address the SANS (SysAdmin, Audit, Network, Security) Institute's Twenty Critical Security Controls for Effective Cyber Defense: Consensus Audit Guidelines (<http://www.sans.org/critical-security-controls>) and be provided in accordance with the template at Attachment 12 to the PWS. Offerors may provide additional information to support their security posture.

#### (4) Past Performance Information (Volume III)

(i) The offeror shall submit no more than five past performance references, public or private, for which the offeror has performed services, within the previous three calendar years, similar in nature to the services described in this solicitation. Each reference should include the name of the company or Government agency services were performed for and a point of contact and phone number for the references listed. The Government may contact those references to verify information and/or gather additional information. Offerors may identify awards or recognition that they have received from their commercial customers and professional/trade organizations as evidence of their past performance for public and private organizations. References provided should address the contractor's performance in the following areas:

(a) On-time delivery: Provide a description of the offeror's on-time delivery metrics of previous contracts either Government or Commercial.

(b) Quality of EDI data: Provide a description of the offeror's ability to meet the EDI requirements of previous contracts either Government or Commercial.

(c) Consistency and reliability of service: Provide a description of the offeror's ability to maintain service per advertised schedules to include ports of call.

(d) Loss of and/or damage to shipments: Provide a description of the offeror's ability to provide loss and damage free shipments.

(ii) Past Performance Questionnaires. The offeror shall send out a Past Performance Questionnaire (Attachment 1 to Exhibit 1) to each of the offeror's references identified in their proposal along with a request for the reference to complete the questionnaire and return it to the Government by the date specified for receipt of offers. The responsibility to send out the Past Performance Questionnaires rest solely with the offeror; it shall not be delegated to any other entity. Once the questionnaires are completed by your reference points of contact, the information therein shall be considered procurement sensitive and shall not be released to you, the offeror. Completed Past Performance Questionnaires shall be submitted via email to [lisa.cahill@ustranscom.mil](mailto:lisa.cahill@ustranscom.mil) and [bill.lindquist@ustranscom.mil](mailto:bill.lindquist@ustranscom.mil) or [USTCAQ-OTO-USC@ustranscom.mil](mailto:USTCAQ-OTO-USC@ustranscom.mil).

(5) Small Business Subcontracting Plan (Volume IV) (Applies to Large Businesses Only). The offeror shall submit a Small Business Subcontracting Plan IAW FAR Part 19.7, The Small Business Subcontracting Program, FAR Clause 52.219-9, Small Business Subcontracting Plan, and DFARS Clause 252.219-7003, Small Business Subcontracting Plan (DOD Contracts). In accordance with FAR 19.702, the offeror's Small Business

Subcontracting Plan reflect the offeror's agreement that small business, veteran-owned small business, service-disabled veteran small business, HUBZone small business, small disadvantaged business and women-owned small business concerns will have the maximum practicable opportunity to participate in contract performance consistent with the offeror's efficient performance.

(6) Pricing Proposal Narrative (Volume V)

(i) Proposed rates shall be submitted using the CARE II SM system. Pricing information shall not be included in offeror's written technical proposal.

(ii) Complete the attached spreadsheet (Attachment 2 to Exhibit 1) segmenting the prices making up the port to point inland NDN rate.

(iii) Tariffs. To allow for a price comparison review, the offeror must submit with its Pricing Proposal information sufficient to enable proposal evaluators to access internet web sites containing all effective commercial tariffs published by the offeror for all trade routes for which service is offered under this solicitation.

(d) Electronic Offers

(1) The electronic proposal must be submitted using the following Internet address:

<https://eta.sddc.army.mil/>

(2) CARE II SM Application Instructions:

(i) Instructions for the CARE II SM application can be obtained from the CARE II System Center Web Site.

(ii) Carriers should enter the service that provides the shortest transit time the carrier is willing to offer between the origin and destination.

(iii) Note that a rate offered with the value of "\$0" (zero dollars) will be considered as "no charge" for service by the Contracting Officer.

(iv) Carriers should not offer a rate in the CARE II SM for contract line item numbers (CLINs) they do not offer service on.

(v) All basic container rates, unless otherwise specified, are to be offered in whole dollars per container (lump sum).

(vi) All basic breakbulk rates, unless otherwise specified, are to be offered in whole dollars per measurement ton (MST) of 40 cubic feet manifest measure and apply on a Free In and Out (FIO) basis.

(vii) Changes to rate offers can be made to any Contract Rate Submission as identified in the CARE II SM up until the date specified for the receipt of offers. The offeror must enter changes to offers in whole dollars per MST, per container, or as otherwise specified, in the appropriate line item field.

(viii) Carriers must notify the Contracting Officer within 72 hours of the solicitation issuance date if they are unable to obtain a CARE II SM account.

(ix) Once a CARE II SM account is established, carriers must immediately notify the Contracting Officer in the event difficulties are encountered in accessing the CARE II SM. If carriers are unable to access the CARE II SM to enter the required data in sufficient time to be received by the Government by the date established for receipt of proposals, they may request authorization from the Contracting Officer to submit a hard copy

containing the required proposal data. Offerors are advised that in the event submission of hard copies is authorized, timely submission of offers is still required in accordance with the terms of the solicitation. In the event both electronic proposal and hard copy proposal are received in a timely manner from the same carrier, the electronic proposal will take precedence.

(3) Request for CARE II SM User Account.

(i) The CARE II SM application will be provided only upon receipt of an electronic request submitted via the SDDC Electronic Transportation Acquisition (ETA) web site (<https://eta.sddc.army.mil/>). Click on the "New User Registration" link on the left side of the page. Scroll down the page to "CARE II (Carriers)" and put a check in the box to the left. Scroll down to the bottom of the page and click "Generate Request Form". Fill in all applicable information and click "Submit Request". The CARE II SM user account will consist of a User ID and Password, each unique to the individual offeror. Upon receipt of the request, the CARE II SM user ID and password will be made available to the requesting party via e-mail within two working days. Help with access to CARE II SM is available by contacting Roosevelt Mitchell, 618-220-5659.

(ii) How to Sync Certificate with ETA:

- (a) Log in to ETA with User ID and Password at <https://eta.sddc.army.mil/>
- (b) On the top banner select "Support"
- (c) Click on "Register certificate (CAC/ECA/TWIC)" in the dropdown
- (d) Click on "Register certificate"
- (e) Submit CAPTCHA answer and click "SAVE"
- (f) CAC/ECA is now registered

(iii) Hardware and Software Requirements

(a) The minimum hardware and software requirements for the operation of the CARE II SM application are:

- ☐ 1 Gigahertz (GHz) 32-bit (x86) or 64-bit (x64)
- ☐ Windows XP or newer version
- ☐ 2GB RAM
- ☐ 200 MB hard disk space
- ☐ Super VGA monitor with 1024 x 768 resolutions
- ☐ Microsoft Mouse or compatible pointing device

(b) In order to access the CARE II SM from the web, offerors must have internet access and the following minimum web browser specifications:

- ☐ Microsoft Internet Explorer Internet Explorer 7.0
- ☐ Browser must support 128-bit encryption for secure transmission of data

(e) Pre-Proposal Conference

USTRANSCOM will host the USC-7 Preproposal Conference on 12 DEC 2011, from 7:30 to 12 noon at Scott AFB, IL in the McCUTCHEON conference room (USTRANSCOM, building 1900). Due to the room capacity, seating is limited to two (2) individuals per carrier.

Names of attendees must be submitted to Lisa Cahill ([lisa.cahill@ustranscom.mil](mailto:lisa.cahill@ustranscom.mil)) and William Lindquist ([Bill.Lindquist@ustranscom.mil](mailto:Bill.Lindquist@ustranscom.mil)) via e-mail no later than 05 DEC 12 in order to facilitate a base pass.

(End of Addendum)

ADDENDUM TO FAR 52.212-2

FAR 52.212-2 is amended in its entirety as follows:

(a) The Government will award multiple contracts resulting from this solicitation to the responsible offerors whose offers conforming to the solicitation will be most advantageous to the Government, price and other factors considered. Multiple contracts will be awarded to provide Government shippers flexibility of choice and service coverage. Low-price technically-acceptable source selection procedures will be utilized in accordance with FAR 15.101-2, DFARS 215.101-2 and DOD Source Selection Procedures. The following factors shall be used to evaluate offers:

(1) Technical. Offeror's written Technical Proposals will be evaluated to determine if the offeror's technical approach is Acceptable or Unacceptable. Offeror's technical proposals will be evaluated on a by-lane basis (specific CLINs in the CARE II System under various routes – i.e., "US East Coast to Pakistan and W/C India"). Therefore, an offeror's technical proposal may be rated Acceptable on some lanes and Unacceptable on others. Offerors will be eligible for an award if their technical proposal is rated Acceptable on at least one lane. The Government reserves the right to reject any offer of service on those route indices or route zones (where applicable) where the Government determines that the technical capability to serve the route index or indices as stated in the contractor's offer is less than the contractor's service offered commercially. The following subfactors will be evaluated under the Technical Factor:

(i.) Vessel Profile. To be rated Acceptable, offerors must propose vessels that they own, or have control of, that meet the requirements of the solicitation for the routes/zones proposed. It is acceptable to utilize feeder vessels that are not U.S. flag for part of the transit to routes/zones proposed in the solicitation. However, it will be evaluated at a lower priority (P2) for Task Order (booking) Awards.

(ii) EDI Capability. To be rated Acceptable, the offeror must demonstrate that they will provide all mandatory EDI interface requirements as described in the solicitation and they must also demonstrate that they have Trading Partner Agreements in place.

(iii) Information Assurance & Cyber Security: To be rated Acceptable, the offeror must submit an Information Assurance Report that describes their environment for safeguarding DOD non-public information resident on or transiting on the contractor's unclassified information systems from unauthorized access and disclosure AND address the SANS (SysAdmin, Audit, Network, Security) Institute's Twenty Critical Security Controls for Effective Cyber Defense: Consensus Audit Guidelines (<http://www.sans.org/critical-security-controls>).

(2) Past Performance. Offeror's Past Performance Information for efforts completed within the past three years will be evaluated to determine if the offeror's past performance is Acceptable or Unacceptable. If, based on the offeror's performance record, the Government has a reasonable expectation that the offeror will successfully perform the required effort, or the offeror's performance record is unknown, their offer will be rated Acceptable. If, based on the offeror's performance record, the Government has no reasonable expectation that the offeror will be able to successfully perform the required effort then their offer will be rated Unacceptable.

(i) The Government will begin the Past Performance evaluation by determining the recency and relevancy of each referenced contract. Recency is defined as any work performed within the past three years from the date of issuance of the solicitation. The following relevancy ratings will be utilized in evaluating the relevancy of the offeror's past performance. Only those references that are determined to be recent and relevant will be evaluated.

| RATING       | DESCRIPTION   |
|--------------|---|
| Relevant     | Present/past performance effort involved similar scope and magnitude of effort and complexities this solicitation requires. |
| Not Relevant | Present/past performance effort involved little   |



|  |   |
|--|---|
|  | or none of the scope and magnitude of effort and complexities this solicitation requires. |
|--|---|

(ii) Next, the Government will determine how well the offeror performed on the recent and relevant contracts.

(iii) Finally, the Government will assign an overall Past Performance Information rating of Acceptable or Unacceptable to each offer based on the past performance information submitted by the offeror, and any other past performance information obtained by the Government through the Past Performance Information Retrieval System (PPIRS), Federal Awardee Performance and Integrity Information System (FAPIIS), Electronic Subcontract Reporting System (eSRS), other databases, interviews with Program Managers, Contracting Officers, Fee Determining Officials or any other source available to the Government.

(3) Small Business Subcontracting Plan (Applies to Large Businesses Only). Offeror's Small Business Subcontracting Plan will be evaluated to determine if the offeror's proposed plan is Acceptable or Unacceptable. To be rated Acceptable, the offeror's proposed Small Business Subcontracting Plan must meet all of the requirements in FAR Part 19.7, FAR Clause 52.219-9, Small Business Subcontracting Plan, and DFARS Clause 252.219-7003, Small Business Subcontracting Plan (DOD Contracts), and in accordance with FAR 19.702, the offeror's Small Business Subcontracting Plan must reflect the offeror's agreement 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 will have the maximum practicable opportunity to participate in contract performance consistent with the offeror's efficient performance.

(4) Price. Offeror's proposed pricing will be evaluated to determine if the offeror's proposed pricing is considered fair and reasonable, as well as realistic. Price evaluation for all proposed rates will be performed in accordance with FAR 15.404-1, utilizing the rates the offeror has inserted into the CARE II SM. Reasonableness may be determined based on comparison to prices submitted by the competition, current market conditions, comparison to the Government estimate, or utilization of any other price analysis technique identified in FAR 15.404-1(b)(2). Price realism will be based on an evaluation of prices to determine whether the specific elements of the proposal reflect a clear understanding of the requirements and are consistent with the unique methods of performance described in the offeror's technical proposal. Offeror's pricing will be evaluated on a by-lane basis (specific CLINs in the CARE II System under various routes – i.e., "US East Coast to Pakistan and W/C India"). Therefore an offeror's pricing may be determined fair, reasonable and realistic on some lanes and not on others. Offerors will be eligible for an award if their pricing is determined fair, reasonable and realistic on at least one lane. Any unreasonably or unrealistically priced lanes are subject to removal from the competitive range on the basis that the offeror does not understand the requirement for the lane or has submitted an unrealistic price for the lane. The Government may accept some or all rates or services initially offered without conducting discussions. If discussions are conducted, they will be limited to those offers considered to be within the competitive range and may be limited to certain rates or services specifically identified in writing by the Contracting Officer to the offerors. Offerors remaining within the competitive range upon conclusion of discussions will be afforded an opportunity to submit a final proposal revision.

(i) Applicable to Ocean Rates – In addition to evaluation under FAR Part 15, U.S. Flag Service offers will be evaluated for compliance with the Cargo Preference Act of 1904 (10 U.S.C. 2631, as amended). A rate will not be considered for award should the Contracting Officer (CO) determine that the rate exceeds charges to private persons for carriage of like goods, pursuant to the Cargo Preference Act of 1904 (or other law or regulation).

(ii) The Contracting Officer will not consider an offer to be fair and reasonable, if it contains rates higher than the highest commercial service contract rate; or that are clearly and substantially in excess of the rates stated in comparable commercial service contracts to which the offeror is party, for the same trades and similar services.

(b) Voluntary Intermodal Sealift Agreement (VISA) Priorities Preference Application

(1) Application of the VISA priority preference will proceed as follows:

(2) Submitted offers that are responsive to this solicitation, have been rated as acceptable under Technical, Past Performance and Small Business Subcontracting Plan (large businesses only) and have proposed fair and reasonable, as well as realistic, pricing will be grouped into the VISA participant categories for each trade lane. VISA participant categories are the prioritized order for utilization of commercial sealift capacity to meet Department of Defense requirements. Specifically, the categories of priority of vessel capacity offered to perform these services in order from highest priority to lowest priority are as follows:

(i) 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 of 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.

(a) 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.

(b) U. S. Flag vessel capacity operated by a non-Participant.

(c) Combination U.S./foreign flag vessel capacity operated by the kind of "Participant" described in paragraph 1 above and the combination U.S./foreign flag VSA capacity of such a Participant.

(d) Combination U.S./foreign flag vessel capacity operated by the kind of "Participant" described in paragraph 2 above and the combination U.S./foreign flag VSA capacity of such a Participant.

(e) Combination U.S./foreign flag vessel capacity operated by a non-Participant.

(f) U.S. owned or operated foreign flag vessel capacity and VSA capacity of the kind of "Participant" described in paragraph II.A.1 above.

(g) U.S. owned or operated foreign flag vessel capacity and VSA capacity of the kind of "Participant" described in paragraph II.A.2 above.

(h) U.S. owned or operated foreign flag vessel capacity or VSA capacity of a non-Participant.

(i) Foreign-owned or operated foreign flag vessel capacity of a non-Participant.

(c) Options. The Government will not evaluate offers for award purposes by adding the total price for all options to the total price for the basic requirement. The two one-year option periods will be unpriced at the time of award. The option year rates will be competed and evaluated prior to exercising each carrier's option period. The Government will conduct a price analysis to determine whether the prices are fair and reasonable. A price realism analysis will also be conducted to determine whether the specific elements of the proposal reflect a clear understanding of the requirements and are consistent with the unique methods of performance described in the offeror's technical proposal.

(d) Basis for Award. Beginning with the low-priced offeror, awards will be made by lane to offerors whose proposals are determined technically acceptable, have acceptable past performance, have proposed an acceptable Small Business Subcontracting Plan (Applies to Large Businesses Only) and have proposed fair and reasonable, as well as realistic, pricing. In accordance with DFARS 247.573-2(c), the Government will give a preference to offerors who propose U.S. Flag vessels which have been determined to be acceptable as they are compliant with the

Cargo Preference Act of 1904, and to offerors participating in the Voluntary Intermodal Sealift Agreement (VISA) program.

(e) A written notice of award or acceptance of an offer, mailed or otherwise furnished to the successful offeror within the time for acceptance specified in the offer, shall result in a binding contract without further action by either party. Before the offer's specified expiration time, the Government may accept an offer (or part of an offer), whether or not there are negotiations after its receipt, unless a written notice of withdrawal is received before award.

(f) If the Government extends the contract pursuant to FAR 52.217-8, Option to Extend Services, such extension shall be at the rates in effect under the contract when the option is exercised.

**PAST/PRESENT PERFORMANCE QUESTIONNAIRE****SECTION 1: CONTRACT IDENTIFICATION**

*INSTRUCTIONS: This section is to be filled out by the contractor requesting information and sent to the respondent.*

A. Contractor Name: \_\_\_\_\_

B. Contract Number: \_\_\_\_\_

C. Contract type: \_\_\_\_\_

D. Period of performance: \_\_\_\_\_

E. Initial Contract cost: \$ \_\_\_\_\_

F. Final Contract cost: \$ \_\_\_\_\_

G. Explain the reasons for differences between initial contract cost and final contract costs:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

H. Description (containerized) and Quantities (Annual or monthly) of requirements shipped under this contract:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I. Description (breakbulk) and Quantities (Annual or monthly) of requirements shipped under this contract:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

J. Number of voyages completed under this contract:

\_\_\_\_\_

K. Location (countries) where service was performed under this contract:

\_\_\_\_\_

L. Contractor being evaluated performed as the: \_\_\_\_\_ **Prime** or \_\_\_\_\_ **Subcontractor** (Mark one)

**SECTION 2: RESPONDENT INFORMATION**

*INSTRUCTIONS: The remaining sections are to be filled out by Respondent. Once completed, respondent sends to USTRANSCOM Acquisition Office via E-mail to: lisa.cahill@ustranscom.mil and bill.lindquist@ustranscom.mil or USTCAQ-OTO-USC@ustranscom.mil. Please indicate "Performance Survey" in the subject.*

A. Customer or agency name: \_\_\_\_\_

B. Respondent's name: \_\_\_\_\_

C. Respondent's title: \_\_\_\_\_

D. Respondent's phone/fax number: \_\_\_\_\_

E. Respondent's Email: \_\_\_\_\_

F. Contract Performance Data assessed in Contractor Performance Assessment Reporting System (CPARS): \_\_\_\_\_ **Yes** or \_\_\_\_\_ **No****SECTION 3: PERFORMANCE INFORMATION***INSTRUCTIONS: Choose the term that most accurately describes the contractor's performance or situation.*

The results of this survey will aid the Government in determining whether there is a reasonable expectation that the contractor will successfully perform the required effort under the Universal Services contract (USC) 7 acquisition. In responding to the survey, please justify and explain **Marginal**, and **Unsatisfactory** ratings. Respondent may be contacted to clarify comments or ratings. In order for the government to review and assess the contractor's past performance rating, please use the following ratings to describe the offeror's performance on your contract or project:

**Exceptional** - Performance met all contract requirements and exceeded many to your company's (or agency's) benefit. Problems, if any, were negligible and were resolved in a timely, highly effective manner.

**Very Good** - Performance met all contract requirements and exceeded some to your company's (agency's) benefit. There were a few minor problems that the contractor resolved in a timely, effective manner.

**Satisfactory** - Performance met contract requirements. There were some minor problems and corrective actions taken by the contractor were satisfactory.

**Marginal** - Performance did not meet some contractual requirements. There were problems, some of a serious nature, for which corrective action was only marginally effective or was not fully implemented.

**Unsatisfactory** - Performance did not meet most contractual requirements. There were serious problems and the contractor's corrective actions were ineffective.

**Unknown** - No record of past performance or the record is inconclusive.

**NOTE: If you have rated this contractor on this particular contract or project in CPARS or some other evaluation system accessible to the Government, you may indicate that past performance information on this contract/project is available in the appropriate system and you may include a copy of that rating in lieu of the following questionnaire.**

| <b>1. TECHNICAL CAPABILITY – On-Time Delivery</b> |  | <b>Unsatisfactory</b> | <b>Marginal</b> | <b>Satisfactory</b> | <b>Very Good</b> | <b>Exceptional</b> | <b>Unknown</b> |
|---|--|-----------------------|-----------------|---------------------|------------------|--------------------|----------------|
| A.  | Contractor provided on-time delivery of shipments and consistently met contract schedule |                       |                 |                     |                  |                    |                |
| B.  | Contractor provided operational reports in a timely manner                               |                       |                 |                     |                  |                    |                |

| <b>2. TECHNICAL CAPABILITY – Quality of EDI Data</b> |  | <b>Unsatisfactory</b> | <b>Marginal</b> | <b>Satisfactory</b> | <b>Very Good</b> | <b>Exceptional</b> | <b>Unknown</b> |
|--|--|-----------------------|-----------------|---------------------|------------------|--------------------|----------------|
| A.   | Contractor was capable of electronically receiving orders, including increases/decreases to orders |                       |                 |                     |                  |                    |                |
| B.   | Contractor was able to receive electronic cancellations of previously ordered service              |                       |                 |                     |                  |                    |                |
| C.   | Contractor provided accurate & timely shipment status reports                                      |                       |                 |                     |                  |                    |                |

| <b>3. TECHNICAL CAPABILITY – Consistency and Reliability of Service</b> |   | <b>Unsatisfactory</b> | <b>Marginal</b> | <b>Satisfactory</b> | <b>Very Good</b> | <b>Exceptional</b> | <b>Unknown</b> |
|---|---|-----------------------|-----------------|---------------------|------------------|--------------------|----------------|
| A.  | Contractor provided service per advertised schedules  |                       |                 |                     |                  |                    |                |
| B.  | Contractor provided service to ports of call indicated in their advertised schedule without deviation |                       |                 |                     |                  |                    |                |
| C.  | Contractor provided frequency of service as advertised in their schedules                             |                       |                 |                     |                  |                    |                |
| D.  | Contractor was flexible in responding to customer requirements  |                       |                 |                     |                  |                    |                |

| 4. TECHNICAL CAPABILITY – Loss of and/or Damage to Shipments |  | Unsatisfactory | Marginal | Satisfactory | Very Good | Exceptional | Unknown |
|--|--|----------------|----------|--------------|-----------|-------------|---------|
| A.   | Contractor provided transportation service without loss of cargo   |                |          |              |           |             |         |
| B.   | Contractor provided transportation service without damage to cargo |                |          |              |           |             |         |

| 5. OVERALL PERFORMANCE |                                       | Unsatisfactory | Marginal | Satisfactory | Very Good | Exceptional | Unknown |
|------------------------|---------------------------------------|----------------|----------|--------------|-----------|-------------|---------|
| A.                     | Overall Performance of the contractor |                |          |              |           |             |         |

#### SECTION 4: NARRATIVE DESCRIPTION

1. Please discuss each and every response for which you indicated **Marginal**, or **Unsatisfactory** in response to the questions above (use additional sheets, if necessary).

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2. Government Contracts Only: Has/was this contract been partially or completely terminated for default or convenience or are there any pending terminations? YES\_\_\_\_\_ NO\_\_\_\_\_

If yes, please explain (e.g., inability to meet cost, performance, or delivery schedules, etc.)

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3. Explain the contractor's greatest strengths and/or weaknesses and your rationale for why you would or would not award a future contract to them.

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4. Would you have any reservations about soliciting this contractor in the future or having them perform one of your critical and demanding programs?

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Contract # Being Evaluated \_\_\_\_\_

USC-7 HTC711-11-R-W004

5. Please provide any additional comments concerning this contractor's performance, as desired.

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| inland_type | service | region      | country     | point                         | commodity | container    | port                      | Origin | 20' Rates | 40' Rates |
|-------------|---------|-------------|-------------|-------------------------------|-----------|--------------|---------------------------|--------|-----------|-----------|
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Dry          | Izmir, Turkey             |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Dry          | Mersin, Turkey            |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Dry          | Nakhodka. Russia, Russia  |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Dry          | Poti, Georgia             |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Dry          | Riga, Latvia              |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Dry          | Tallinn, Estonia, Estonia |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Dry          | Vladivostok, Russia       |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Dry          | Vostochnyy, Russia        |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Dry          | Klaipeda, Luthania        |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Bagram, Afghanistan           | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Bazar-E-Panjwa'L, Afghanistan | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Camp Bastion, Afghanistan     | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Camp Salerno, Afghanistan     | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Camp Shirza, Afghanistan      | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Camp Wolverine, Afghanistan   | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Farah, Afghanistan            | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Fob Dwyer, Afghanistan        | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Fob Frontenac, Afghanistan    | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Gardez, Afghanistan           | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Ghazni, Afghanistan           | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Herat, Afghanistan            | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Jalalabad, Afghanistan        | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Kabul, Afghanistan            | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Kandahar, Afghanistan         | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Kunduz, Afghanistan           | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Maidan Shahr, Afghanistan     | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Maiwand, Afghanistan          | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Mazar-e-Sharif, Afghanistan   | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Mehtar Lam, Afghanistan       | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Meymaneh, Afghanistan         | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Narai, Afghanistan            | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Orgun-E, Afghanistan          | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Pul-E-Alam, Afghanistan       | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Qalat, Afghanistan            | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Sharona, Afghanistan          | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Shindand, Afghanistan         | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Spin Boldak, Afghanistan      | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Tarin Kowt, Afghanistan       | General   | Dry          |                           |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Refrigerated | Izmir, Turkey             |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Refrigerated | Mersin, Turkey            |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Refrigerated | Nakhodka. Russia, Russia  |        |           |           |
| Linehaul    | USC-C   | Middle East | Afghanistan | Hariton/Termez                | General   | Refrigerated | Poti, Georgia             |        |           |           |

|          |       |             |             |                               |         |              |                           |                       |  |  |
|----------|-------|-------------|-------------|-------------------------------|---------|--------------|---------------------------|-----------------------|--|--|
| Linehaul | USC-C | Middle East | Afghanistan | Hariton/Termez                | General | Refrigerated | Riga, Latvia              |                       |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Hariton/Termez                | General | Refrigerated | Tallinn, Estonia, Estonia |                       |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Hariton/Termez                | General | Refrigerated | Vladivostok, Russia       |                       |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Hariton/Termez                | General | Refrigerated | Vostochnyy, Russia        |                       |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Hariton/Termez                | General | Refrigerated | Klaipeda, Luthania        |                       |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Bagram, Afghanistan           | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Bazar-E-Panjwa'L, Afghanistan | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Bastion, Afghanistan     | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Salerno, Afghanistan     | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Shirza, Afghanistan      | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Wolverine, Afghanistan   | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Farah, Afghanistan            | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Fob Dwyer, Afghanistan        | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Fob Frontenac, Afghanistan    | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Gardez, Afghanistan           | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Ghazni, Afghanistan           | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Herat, Afghanistan            | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Jalalabad, Afghanistan        | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kabul, Afghanistan            | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kandahar, Afghanistan         | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kunduz, Afghanistan           | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Maidan Shahr, Afghanistan     | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Maiwand, Afghanistan          | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Mazar-e-Sharif, Afghanistan   | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Mehtar Lam, Afghanistan       | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Meymaneh, Afghanistan         | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Narai, Afghanistan            | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Orgun-E, Afghanistan          | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Pul-E-Alam, Afghanistan       | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Qalat, Afghanistan            | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Sharona, Afghanistan          | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Shindand, Afghanistan         | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Spin Boldak, Afghanistan      | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Tarin Kowt, Afghanistan       | General | Refrigerated |                           | Hariton/Termez        |  |  |
| Linehaul | USC-C | Middle East | Pakistan    | Chaman Gate, Pakistan         | General | Dry          | Karachi, Pakistan         |                       |  |  |
| Linehaul | USC-C | Middle East | Pakistan    | Torkham, Pakistan             | General | Dry          | Karachi, Pakistan         |                       |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Bagram, Afghanistan           | General | Dry          |                           | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Bazar-E-Panjwa'L, Afghanistan | General | Dry          |                           | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Bastion, Afghanistan     | General | Dry          |                           | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Salerno, Afghanistan     | General | Dry          |                           | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Shirza, Afghanistan      | General | Dry          |                           | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Wolverine, Afghanistan   | General | Dry          |                           | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Farah, Afghanistan            | General | Dry          |                           | Chaman Gate, Pakistan |  |  |

|          |       |             |             |                               |         |              |  |                       |  |  |
|----------|-------|-------------|-------------|-------------------------------|---------|--------------|--|-----------------------|--|--|
| Linehaul | USC-C | Middle East | Afghanistan | Fob Dwyer, Afghanistan        | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Fob Frontenac, Afghanistan    | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Gardez, Afghanistan           | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Ghazni, Afghanistan           | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Herat, Afghanistan            | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Jalalabad, Afghanistan        | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kabul, Afghanistan            | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kandahar, Afghanistan         | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kunduz, Afghanistan           | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Maidan Shahr, Afghanistan     | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Maiwand, Afghanistan          | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Mazar-e-Sharif, Afghanistan   | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Mehtar Lam, Afghanistan       | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Meymaneh, Afghanistan         | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Narai, Afghanistan            | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Orgun-E, Afghanistan          | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Pul-E-Alam, Afghanistan       | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Qalat, Afghanistan            | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Sharona, Afghanistan          | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Shindand, Afghanistan         | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Spin Boldak, Afghanistan      | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Tarin Kowt, Afghanistan       | General | Dry          |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Bagram, Afghanistan           | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Bazar-E-Panjwa'L, Afghanistan | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Bastion, Afghanistan     | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Salerno, Afghanistan     | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Shirza, Afghanistan      | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Wolverine, Afghanistan   | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Farah, Afghanistan            | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Fob Dwyer, Afghanistan        | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Fob Frontenac, Afghanistan    | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Gardez, Afghanistan           | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Ghazni, Afghanistan           | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Herat, Afghanistan            | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Jalalabad, Afghanistan        | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kabul, Afghanistan            | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kandahar, Afghanistan         | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kunduz, Afghanistan           | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Maidan Shahr, Afghanistan     | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Maiwand, Afghanistan          | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Mazar-e-Sharif, Afghanistan   | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Mehtar Lam, Afghanistan       | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Meymaneh, Afghanistan         | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |

|          |       |             |             |                               |         |              |  |                       |  |  |
|----------|-------|-------------|-------------|-------------------------------|---------|--------------|--|-----------------------|--|--|
| Linehaul | USC-C | Middle East | Afghanistan | Narai, Afghanistan            | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Orgun-E, Afghanistan          | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Pul-E-Alam, Afghanistan       | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Qalat, Afghanistan            | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Sharona, Afghanistan          | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Shindand, Afghanistan         | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Spin Boldak, Afghanistan      | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Tarin Kowt, Afghanistan       | General | Refrigerated |  | Chaman Gate, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Bagram, Afghanistan           | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Bazar-E-Panjwa'L, Afghanistan | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Bastion, Afghanistan     | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Salerno, Afghanistan     | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Shirza, Afghanistan      | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Wolverine, Afghanistan   | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Farah, Afghanistan            | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Fob Dwyer, Afghanistan        | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Fob Frontenac, Afghanistan    | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Gardez, Afghanistan           | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Ghazni, Afghanistan           | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Herat, Afghanistan            | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Jalalabad, Afghanistan        | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kabul, Afghanistan            | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kandahar, Afghanistan         | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kunduz, Afghanistan           | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Maidan Shahr, Afghanistan     | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Maiwand, Afghanistan          | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Mazar-e-Sharif, Afghanistan   | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Mehtar Lam, Afghanistan       | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Meymaneh, Afghanistan         | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Narai, Afghanistan            | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Orgun-E, Afghanistan          | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Pul-E-Alam, Afghanistan       | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Qalat, Afghanistan            | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Sharona, Afghanistan          | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Shindand, Afghanistan         | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Spin Boldak, Afghanistan      | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Tarin Kowt, Afghanistan       | General | Dry          |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Bagram, Afghanistan           | General | Refrigerated |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Bazar-E-Panjwa'L, Afghanistan | General | Refrigerated |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Bastion, Afghanistan     | General | Refrigerated |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Salerno, Afghanistan     | General | Refrigerated |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Shirza, Afghanistan      | General | Refrigerated |  | Torkham, Pakistan     |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Camp Wolverine, Afghanistan   | General | Refrigerated |  | Torkham, Pakistan     |  |  |

Attachment 2 to Exhibit 1  
(Linehaul-Rates-Breakdown)

|          |       |             |             |                             |         |              |  |                   |  |  |
|----------|-------|-------------|-------------|-----------------------------|---------|--------------|--|-------------------|--|--|
| Linehaul | USC-C | Middle East | Afghanistan | Farah, Afghanistan          | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Fob Dwyer, Afghanistan      | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Fob Frontenac, Afghanistan  | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Gardez, Afghanistan         | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Ghazni, Afghanistan         | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Herat, Afghanistan          | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Jalalabad, Afghanistan      | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kabul, Afghanistan          | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kandahar, Afghanistan       | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Kunduz, Afghanistan         | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Maidan Shahr, Afghanistan   | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Maiwand, Afghanistan        | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Mazar-e-Sharif, Afghanistan | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Mehtar Lam, Afghanistan     | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Meymaneh, Afghanistan       | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Narai, Afghanistan          | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Orgun-E, Afghanistan        | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Pul-E-Alam, Afghanistan     | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Qalat, Afghanistan          | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Sharona, Afghanistan        | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Shindand, Afghanistan       | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Spin Boldak, Afghanistan    | General | Refrigerated |  | Torkham, Pakistan |  |  |
| Linehaul | USC-C | Middle East | Afghanistan | Tarin Kowt, Afghanistan     | General | Refrigerated |  | Torkham, Pakistan |  |  |

## **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**

For containers, 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, under any Shipping Order with the same force and effect as if the Act applied to such carriage by express provision therein; 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). For example, the act of loading multiple boxes, bundles, or pieces of cargo into a container does not convert all boxes, bundles, or pieces of cargo into a single COGSA "package." The limitation of liability set out in Section 4 of the Act shall apply to each package in a container and the government packing list itemizing the cargo in the container is prima facie the controlling document for determining how many "packages" are in a container. The Government packing list is the document completed by the origin shipper listing the items in a container.

For breakbulk, COGSA is incorporated and shall apply to the ocean transportation of all goods, under any Shipping Order with the same force and effect as if the Act applied to such carriage by express provision therein. The COGSA limitation of liability for cargo not in packages is to each measurement ton of cargo. If the Government through its booking system (currently IBS) indicates an order is being shipped "breakbulk," the COGSA limitation of liability will be valued by the measurement ton of breakbulk cargo regardless of whether other shipping documents (i.e. shipping manifest, etc) refer to the breakbulk cargo as a single "piece," "unit," or other single item. The IBS booking document indicating "breakbulk" is the controlling document between the parties.

For all cargo, container and breakbulk, 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, as set forth above, for loss or damage to cargo booked under this Contract arising at any time in the custody of the Contractor.

When the application of COGSA would not result in a limitation on liability, this contract also excludes any limitation on liability.

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**

For containers, 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, 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. 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) For example, act of loading multiple boxes, bundles, or pieces of cargo into a container does not convert all boxes, bundles, or pieces of cargo into a single COGSA "package." The limitation of liability set out in Section 4 of the Act shall apply to each package in a container and the shipper or government packing list itemizing the cargo in the container is prima facie the controlling document for determining how many "packages" are in a container. The shipper packing list is the document completed by the origin shipper listing the items in a container. For breakbulk, COGSA is incorporated and shall apply to the ocean transportation of all goods, under any Shipping Order with the same force and effect as if the Act applied to such carriage by express provision therein. The COGSA limitation of liability for cargo not in packages is to each measurement ton of cargo. If the shipper through its booking system indicates an order is being shipped "breakbulk," the COGSA limitation of liability will be valued by the measurement ton of breakbulk cargo regardless of whether other shipping documents (i.e. shipping manifest, etc) refer to the breakbulk cargo as a single "piece," "unit," or other single item. The shipper booking document indicating "breakbulk" is the controlling document between the parties and will determine whether cargo is valued as a "package" or by the measurement ton. For all cargo, container and breakbulk, 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, as set forth above, for loss or damage to cargo booked under this Contract arising at any time in the custody of the Contractor.

When the application of COGSA would not result in a limitation on liability, this contract also excludes any limitation on liability.

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-7 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-7 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-7 shipper under any Scope of Voyage (Liberties) or similar clause in any contract between the contractor and a non-USC-7 shipper. In no case shall an equitable adjustment duplicate compensation provided in a USC-7 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-7 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 and subsequent Amendments, if any, thereto 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 acts 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 at sea (not applicable to inland cargo) to include war risks, or to pay crew war risk bonuses as a result of the vessel entering the war risk area, the US Government will reimburse the Contractor in the amount of the surcharge (by whatever name) set forth in the Contractor's commercial tariff relating to war risk when the normal routing of one or more of the vessels carrying the shipment involves transiting a Listed Area designated by Lloyd' Market Association's Joint War Committee.

For Contractors that do not have filed commercial tariffs for such War Risk charges, the US 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.

The intent of this clause is that War risk will only be paid if the vessel actually enters or travels through war risk areas. War risk is not paid by destination regardless of whether a contractor's tariffs include war risk insurance premiums based on destination. Contractors will provide copies of relevant War Risk Insurance policies or the applicable tariffs to the Contracting Officer within 10 days of award. The Contractor will notify the Government 30 days in advance of any change to an applicable tariff.

### **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.

## **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-7 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-7 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-7 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-7 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). 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 <http://www.cpars.csd.disa.mil/cparsmain.htm>. Questions should be directed to the Customer Support Desk at (207) 438-1690, or via e-mail: [webptsmh@navy.mil](mailto:webptsmh@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.disa.mil/pki\\_info.htm](http://www.cpars.disa.mil/pki_info.htm). Each contractor employee accessing CPARS, ACASS, or CCASS will need an Identity Certificate; an Encryption Certificate is not required.

**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 (<http://www.cpars.csd.disa.mil/cparsmain.htm>). At this site, you will find helpful information regarding the CPARS process under "Reference Material."

## **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 Attachment 11, 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.

**9. Government Furnished Contractor Support Services for Afghanistan**

The following is a summary of the type of support the Government will provide the contractor on an ‘as-available’ basis at FOB/HUB locations in Afghanistan when designated by the Contracting Officer in writing.

In the event of any discrepancy between this summary and the description of services in the Performance Work Statement, this clause will take precedence.

US Citizens/Third Country Nationals/Local Nationals

Biometric  
Billeting (See Note 1,5)  
Commissary (See Note 2,5)  
Military Exchange (See Note 2,5)  
DFAC (See Note 3,5)

Transportation (See Note 4)

NOTE:

- (1) **Billeting.** As a general rule, billeting is not available for contractors in Afghanistan. On an exception basis, contractors may be permitted US Government Billeting if a critical need by the US Government exists and approval is granted by the Base Commander as recommended by the Base Mayor's Cell.
- (2) **Commissary and Military Exchange facilities** are available and authorized for contractor use. Contractor employees choosing to utilize these services may do so at their own expense and at no cost to the Government for goods purchased.
- (3) **Dining facilities (DFACs)** are available and authorized for contractor use. Contractor employees choosing to consume their meals at the DFAC's shall be required to pay the established meal rates for all meals consumed.
- (4) **Transportation.** Base transportation (bus or shuttle) may not be available. Subject to US Government security inspection, contractors are entitled to use contractor provided transportation to facilitate movement within Afghanistan FOBs as well as movement on and off FOBs.
- (5) Only United States Citizens may be authorized for Common Access Cards (CAC) for this contract. Foreign National personnel are not authorized CAC's unless they have lived in the United States for a period of 36 months and have a successfully adjudicated National Agency Check with Inquiries completed and on file. See DoD Directive Type Memorandum (DTM) 08-003, Attachment 3 which outlines the requirements for CAC eligibility for contractor personnel.

**10. Subcontractor Responsibility.**

10.1 The contractor has a duty to determine the responsibility of its prospective subcontractors. Special factors related to performance of this contract compel the contracting officer to assist in that determination of subcontractor responsibility. These factors include critical requirements, substantial subcontracting, safety concerns, risk of terrorism and hostilities, and rapidly changing organizational forms of subcontractors that mask prior performance records and relationships with affiliated concerns. Periodically, the contracting officer will make available to the contractor the name of potential subcontractors with questioned responsibility. These names will be periodically updated to reflect more recent information and changing evaluations. The contractor shall not allow named entities to perform any role in performance of a task order (booking) under this contract unless it first provides written evidence to the contracting officer that affirmatively demonstrates to the contracting officer's satisfaction the responsibility of the proposed subcontractor.

**11. Fuel Surcharge, FAR 252.247-7003 Exception**

11.1 This contract contains the clause 252.247-7003, Pass-Through of Motor Carrier Fuel Surcharge Adjustment to the Cost Bearer. Carriers are excepted from the requirements of 252.247-7003 if its subcontracts with motor carriers effectively pass the equivalent Fuel Adjustment Factor provided in this contract, regarding fuel-related surcharge adjustments, to the person, corporation, or entity that directly bears the cost of fuel for shipments transported under this contract. Carriers shall provide, upon request, copies of subcontracts demonstrating a fuel surcharge clause is included in the subcontract.

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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 US 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 US 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 15 August 2012 to 14 August 2013. This contract will apply to all bookings with vessel sail dates occurring during the Base Period.

#### **1.C.2 Option Periods**

The periods of performance for the option years are 15 August 2013 through 14 August 2014 and 15 August 2014 through 14 August 2015 (Ref: FAR 52.217-9). Any options will apply to all bookings with vessel sail dates occurring during the applicable Option Period.

## **SECTION 2 – SCOPE**

### **2.A Scope**

#### **2.A.1 Overview**

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.

2.A.1.1 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 Identifications (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.2 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 Exhibit 4, except Past Performance Evaluation Sub-Factor 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 US 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, International Organization for Standardization (ISO) tank, open tops and flatrack containers, except where a specific CLIN has been included for the commodity.

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

### **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 US 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 1 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 Transport Emergency Cards (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 promptly notify the appropriate Contracting Officer Representative (COR) of any problems or failures that may affect performance. Upon request, the Contractor shall provide the COR with a written plan of corrective action, including a proposed timeline, within 10 business days after such request. 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, US 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

In accordance with FAR 52.212-4c, the contract may be modified to provide additional reports that satisfactorily quantify Contractor performance under "Performance 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 in accordance with FAR 52.212-5(d).

### 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. US Bank Transportation Solutions is the system used for this contract. Attachment 6 contains instructions and procedures on US Bank Transportation Solutions.

3.A.4.2 MRM 15 directed Reengineering of Defense Transportation Documentation and Financial processes. The directive specifically addressed reengineering billing, collection, and payment processes through transition to commercially acceptable practices. Implementation was coordinated between affected DoD installations and the commercial carrier industry. The Deputy Secretary of Defense directed the implementation of U.S. Bank's Transportation Solutions system to pay for transportation services. DoD contracts and voluntary tenders require the use of U.S. Bank's freight payment system and all DoD cargo movements must be offered only to commercial carriers who utilize U.S. Bank as their billing and payment system.

#### 3.A.4.3 Third Party Pay System (TPPS)

3.A.4.3.1 A requirement to conduct business with DoD as a Transportation Service Provider (TSP) will be TPPS capable. Even if otherwise qualified, a TSP that is not TPPS certified will not be eligible to transport DoD freight. TPPS is an electronic freight transaction tracking and payment system.

3.A.4.3.2 The current authorized TPPS is U.S. Bank Transportation Solutions. TSP's should contact U.S. Bank at 1-800-417-1844 or by email [customer.support@usbank.com](mailto:customer.support@usbank.com). All services deemed payable by SDDC or USTRANSCOM via the TPPS will be paid by U.S. Bank Transportation Solutions. A fee is required to participate in the program.

3.A.4.3.3 TSP's are required to submit the shipments contract number via EDI. In the event TSP's need assistance configuring their EDI file to include the contract number, you can call the U.S Bank customer service help desk or email the customer service email box and a representative will open a Service Request to assign a U.S. Bank EDI analyst to assist you. TSPs who don't transmit EDI, must provide the contract number when entering invoices in the U.S. Bank Freight Payment web-based user interface.

### 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 US

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 US flag vessel sailing from Continental United States (CONUS) on the designated routes listed below:

| Outbound Routes/Zones |  |
|-----------------------|--|
| 01                    | West Coast/Far East  |
| 05/11                 | East & Gulf Coast/Europe & UK                              |
| 6A/12A                | East & Gulf Coast/West Med                                 |
| 07/13                 | East & Gulf Coast/Middle East, South Asia,<br>Indian Ocean |

3.A.6.2 A “breakbulk/RORO” Contractor must make available 10% of vessel capacity for the booking of Government cargo on each US 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                                |
| 07/13                 | East & Gulf Coast/Middle East, South Asia,<br>Indian Ocean |

3.A.6.3 The Contractor shall accept bookings, up to a vessel’s space commitment, if the booking is received no less than 5 business days prior to a local cutoff.

### **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 Integrated Booking System (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. Vessel schedule changes that occur prior to vessel cutoff date may result in cancellation of booked cargo at no cost to the US Government.

3.A.7.2 The US 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 Service Changes**

#### **3.A.8.1 Notification**

3.A.8.1.1 The Contractor has the contractual right to make permanent changes in its offered service, including cessation of such service. The Contractor shall notify the Contracting Officer at least 45 days prior to implementation of permanent changes in the Contractor's commercial offered 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 Dry-Dock Initiated Service Change**

The Contractor shall notify the cognizant COR in writing of scheduled dry dockings of US flag vessels at least 45 days prior to the scheduled dry-dock date. The Contracting Officer must be notified in writing of any emergency dry-dock requirement affecting published schedules of US flag vessels.

### **3.A.9 Customer Service Assistance**

The Contractor shall submit points of contact who can respond to US 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 7 days after contract award.

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

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

3.A.10.1 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 Defense Transportation Electronic Board (DTEB). These changes shall be implemented in accordance with schedules approved by the DTEB.

3.A.10.2 The Contractor shall receive or transmit, as appropriate, the following transactions sets:

3.A.10.2.1 Contractor receiving order data, 300 (Delivery order, the booking, including increases and decreases)

3.A.10.2.2 Contractor ordering confirmation data, 301 (Confirmation of order, Contractor to Ordering Officer/COR)

3.A.10.2.3 Cancellation data from Ordering Officer, 303 (Ordering Officer Cancellation)

3.A.10.2.4 Shipping Instructions, 304

3.A.10.2.5 Contractor shipment status reporting data, 315

3.A.10.3 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.10.3.1 identifies specific events that require reporting. The Contractor shall submit all reports within 24 hours of accomplishment.

#### 3.A.10.3.1 Table of Reportable Shipment Status Events

| CODE | DEFINITION                                  | NOTES  |
|------|---|--|
| EE   | Empty spotted                               | Container pick up in lieu of actual spot is acceptable for shippers having container pools. Required for other than pool locations<br>(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 Port of Debarkation (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 may be submitted when cargo is within 24 hours of physical delivery to final destination, but consignee is unable to accept the cargo. AV is valid only if submitted prior to RDD.<br><br>For Afghanistan Only; the Contractor must submit event code "AV" to the US Government upon entering in line outside the final destination gate. |
| X1   | Delivery to consignee                       | This transaction is required when shipment is delivered to customer, or possession is turned over to the US Government   |
| RD   | Return of empty container to Contractor     | This transaction is required for every container shipment and indicates that the Contractor has regained possession of its asset.<br><br>(NOT REQUIRED FOR BREAKBULK)  |
| HG   | Entry into US Government-directed staging   | This transaction will be submitted by the Contractor to indicate the start of a US Government-directed staging, to include staging at ports or holding yards. The transaction will be submitted upon actual shipment entry into staging.   |
| HR   | Release from US Government-directed staging | This transaction will be submitted by the Contractor to indicate the end of a US Government-directed staging, to include staging at ports or holding yards. The transaction will be submitted upon actual shipment exit from staging.  |
| SD   | Authorized shipment delay                   | This transaction will be submitted by the Contractor only upon SDDC authorization of a shipment delay.   |
| BD   | End of authorized shipment delay            | This transaction will be submitted by the Contractor to indicate the end of an authorized shipment delay.  |

#### 3.A.10.4 Additional Guidance on Specific Transactions

3.A.10.4.1 AV transaction: AV will be submitted only when a shipment is within 24 hours of delivery to the final destination, but consignee is unable to accept the cargo. This transaction is optional for all Areas of Responsibility (AORs) except Afghanistan.

## SECTION 3 – GENERAL REQUIREMENTS

3.A.10.4.1.1 For Afghanistan only:

3.A.10.4.1.1.1 AV is a required transaction. AV must be submitted upon entering in line outside the final destination gate. There are no other acceptable uses of AV. In the event that an AV transaction is not received, the US Government will assess that driver wait time was not incurred at final destination for the associated shipment.

3.A.10.4.1.2 For all other AORs:

3.A.10.4.1.2.1 AV submission is optional. If used, AV must be submitted when cargo is within 24 hours of physical delivery to final destination, but consignee is unable to accept the cargo. There are no other acceptable uses of AV.

3.A.10.4.1.3 The AV submission will be considered for RDD performance measure where AV was submitted prior to RDD. If multiple AVs are submitted due to US Government directives (e.g. staging), the first AV at final destination location will be considered for RDD purposes. With exception to Afghanistan, in order to receive consideration for on-time delivery, the Contractor must obtain documentation supporting consignee inability or refusal to accept the shipment, such as evidence that a delivery was attempted. This documentation must be produced upon request of the cognizant SDDC COR or the SDDC HQ Contract Compliance Branch. Improper use of AV will result in a missed RDD against the associated shipment.

3.A.10.4.2 HG and HR transactions: The HG and HR transactions will be submitted by the Contractor to indicate start and stop of US Government-directed staging, to include staging at ports or holding yards. Authority for staging is SDDC cognizant COR.

3.A.10.4.2.1 HG: Following receipt of a written US Government staging request, the Contractor will submit the HG transaction within 24 hours of actual shipment entry into the staging location.

3.A.10.4.2.2 HR: Following receipt of a written US Government staging release (e.g. call forward), the Contractor will submit a HR within 24 hours of actual shipment exit from the staging location. Cargo must commence dispatch from staging within required timelines outlined in Section 3.G.6 or Section 6.E upon receipt of written US Government request. For large volumes of cargo, contractor will be responsible for managing dispatch in the most expeditious manner. Contractor will provide dispatch timelines to cognizant BN and COR until cargo has dispatched from staging area.

3.A.10.4.2.3 Submission of the HG/HR transaction pair recommit the Contractor to a new delivery date defined as: RDD + (# days elapsed between HG and HR). The Contractor must maintain copies of the US Government's written request for staging and release from staging. This documentation must be produced upon request of the cognizant SDDC COR or SDDC HQ Contract Compliance Branch. Improper use of HG will result in a missed RDD against the associated shipment. The US Government must receive both an HG and HR in order for RDD to be amended.

3. A.10.4.3 SD and BD transactions: The SD and BD transactions will be submitted by the Contractor to indicate start or stop of an authorized delay. The Contractor may submit these transactions only upon authorization from the cognizant SDDC COR.

3.A.10.4.3.1 SD: The Contractor shall submit a request for an authorized delay to the cognizant SDDC COR within 2 business days of the event causing the delay. The SDDC COR has 2 business days to respond to the request from the Contractor. Following US Government authorization of a Contractor's written request for delay consideration, the Contractor may submit an SD. If a written authorization is not received from the SDDC COR within 2 business days, the Contractor may submit a SD and must forward a written justification to SDDC HQ Command Operations Center. The COR may void the delay authorization if justification is not provided.

3.A.10.4.3.2 BD: The BD submission must be submitted when the authorized delay has ended. The Contractor will also notify the cognizant SDDC COR in writing when the delay has ended. If the SDDC COR determines that the Contractor's reporting of the delay duration is inflated, the delay authorization may be voided.

3.A.10.4.3.3 Submission of the SD/BD transaction pair recommit the Contractor to a new delivery date defined as: RDD + (# days elapsed from SD to BD). The Contractor must maintain copies of the US Government's written authorization of a delay. This documentation must be produced upon request of the cognizant SDDC COR or the SDDC HQ Contract Compliance Branch. Improper use of SD will result in a missed RDD against the associated shipment. The US Government must receive both an SD and BD in order for RDD to be amended.

3.A.10.4.3.4 Compound delays resulting from a backlog generated by an earlier authorized delay may be eligible for SD and BD transactions. The process for submitting requests for authorization is the same as outlined above and subject to SDDC COR approval.

### **3.A.11 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 US 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 Lift Information – Containers
- Cargo Lift Information – Breakbulk
- Pre-Arrival Notice
- Contractor Containerization
- Cargo not lifted as booked / booked and not lifted

### **3.A.12 Daily Intransit Visibility (ITV) Reports**

3.A.12.1 Inland ITV services identified in this section may apply for cargo moving to and from Afghanistan via all routes of the Northern Distribution Network (NDN) and Pakistan Ground Line of Communications (PAKGLOC) or other areas as directed by the Contracting Officer. When ordered, the Contractor shall be paid a daily ITV Surcharge in accordance with the Rate Guide. Rate established is a one-time charge based on per piece or per container.

3.A.12.1.1 When ordered by the US Government, the Contractor shall report each shipment daily by providing event reports or location information as set forth below.

3.A.12.2 Reporting method/format. The Contractor shall report via the Contractor ITV Entry Tool (CIET), for import and export routes available in CIET, or via separate Excel spreadsheets for routes not yet available in CIET.

3.A.12.2.1 Reportable events shall include the dates for the following events: vessel arrival, cargo discharge, cleared by customs, out-gate from port of debarkation, arrival at consignee (import cargo), requested pickup (export cargo), origin departure, in-gate, vessel lift, vessel sail (export cargo) and transit of Contractor waypoints (import and export).

3.A.12.2.2 The following information must also be included: IBS TCN, container number with prefix (if applicable), PCFN, booking number, type/description of cargo, Enhanced ITV tag number (when ordered), origin and final destination, POE and POD, shipper Department Of Defense Activity Address Code

(DODAAC), consignee DODAAC, current truck number and border crossing date, and each applicable event.

3.A.12.2.3 Contractor shall provide exception information (location, remarks, and dates) providing shipment status for the previous 24 hours or shipment information that had not been included previously. 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 per the contract. When inputting exception information in CIET, the Contractor shall use the remarks block which can be updated as a single shipment record or as part of a grouping of shipment records. Completed shipments may be deleted 30 days after delivery when being reported using the excel spreadsheet reporting method.

3.A.12.3 Spreadsheet reports shall be provided by email attachments to a distribution list provided by the cognizant COR.

### **3.A.13 Vessel Cutoffs, Late Gates, and Expedited Origin Linehaul**

#### **3.A.13.1 Vessel Cutoffs**

The Contractor shall provide local cutoffs in IBS Web Vessel Schedule Module and keep SDDC apprised of changes.

#### **3.A.13.2 Origin Cutoffs**

If the Contractor does not provide a local cutoff in IBS, the default local cutoff is close of business 1 working day before the vessel cutoff at the port with an additional day for each 300 miles from the inland origin point to the port, 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.13.3 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.13.4 Expedited Origin Linehaul to POE**

For container cargo, Contractors shall provide expedited origin linehaul from origin to the booked port of embarkation (POE) when ordered 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 ordered in the booking. No payment shall be made if the requested level of service is not provided as booked.

### **3.A.14 Required Delivery Date (RDD)**

3.A.14.1 The Contractor shall deliver all cargo by the Required Delivery Date (RDD) specified in the accepted booking. Changes to the RDD will be granted only as defined below:

3.A.14.1.1 When staging is directed by the US Government prior to RDD, as defined by Section 3.A.10.4.2 (*HG/HR guidance.*), Contractor is recommitted to a new RDD in accordance with Section 3.A.10.4.2.3.

3.A.14.1.2 When a delay is authorized in writing by the US Government prior to RDD as defined by Section 3.A.10.4.3 (*SD/BD guidance.*), Contractor is recommitted to a new RDD in accordance with Section 3.A.10.4.3.3.

3.A.14.1.3 When consignee is unable to accept local delivery of cargo prior to RDD, as defined by Section 3.A.10.4.1 (*AV guidance*), the Contractor shall receive consideration for on-time delivery. However, due diligence shall be exercised to meet RDD or achieve delivery at the earliest possible time after RDD.

3.A.14.2 In instances where RDD relief is applicable, the Contractor must provide supporting documentation upon request of the cognizant SDDC COR or SDDC HQ Contract Compliance Branch. Improper use of the HG/HR, AV, or SD/BD transactions will result in a penalty of missed RDD against the associated shipment.

### **3.A.15 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.11 above for preparation of shipping instructions. (See Attachment 11; paragraph 1.1.1.9, for rating formula). The Contractor shall provide stuffing, consolidating, stripping, and sorting 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 Rate Guide.

### **3.A.16 Equipment**

#### **3.A.16.1 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, International Maritime Organization (IMO), and Convention of Safe Containers (CSC) standards.

#### **3.A.16.2 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.

3.A.16.2.1 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.16.2.2 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.16.3 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 10 business days prior to vessel load at no additional cost to the US Government.

### **3.A.17 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 US 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.18 Equipment Pools (container only)**

The Contractor may establish and maintain equipment pools identified in Attachment 2 and as requested by the Contracting Officer. Establishment of equipment pools will be coordinated between the shipper, cognizant COR, and Contractor prior to submission to the Contracting Officer. All expenses for operating equipment pools shall be borne by the Contractor to include establishing, managing and disestablishing pools. A Contractor's inability to establish and/or maintain equipments may result in loss of bookings at that location.

### **3.A.19 US Government Furnished Containers (GFC)**

3.A.19.1 The shipment of US 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 US 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.19.2 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.19.3 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.19.4 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.

3.A.19.5 When the Contractor provides any of the services for Accessorial, rates, in connection with service provided to US Government owned/leased containers, the appropriate Contractor rates contained in the Schedule of Rates shall apply.

3.A.19.6 GFC includes 8.0'- 9.5' high x 8' wide x 20/40' long ISO dry cargo containers, reefer containers and flatracks. GFC may be government-owned or leased containers.

3.A.19.7 Contractor has the right to refuse a GFC for shipment if it is not properly numbered (neutralized), or that does not comply with ISO, IMO and CSC Standards.

### **3.A.20 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 Rate Guide.

### **3.A.21 Bulk Liquids**

3.A.21.1 The US Government may furnish 20' tank containers for shipment of bulk liquids by the Contractor.

3.A.21.2 When a US Government furnished tank container is not provided, 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" in accordance with the Rate Guide. The Contractor shall be compensated for ocean transportation of these tanks at rates for dry containers, and for linehaul or drayage, if ordered.

### **3.A.22 Exclusive Use of Conveyance**

When linehaul service is provided, the Contractor will attempt to load the entire conveyance with USC-7 booked cargo. If space remains on the conveyance, the Contractor may load other cargo on the conveyance. Non USC-7 cargo will not be loaded on or in the US Government cargo. The term conveyance is limited to trucks and does not include rail, barge, vessel or other transportation methods.

### **3.B Shipment Booking and Scheduling**

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

#### **3.B.1 Shipment Booking**

All cargo shall be booked to the Contractor at the discretion of Ordering Officers based on a contemporaneous best value analysis of technical capability, scheduled service, past performance and price, subject to Voluntary Intermodal Sealift Agreement (VISA) priorities.

3.B.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.2 Booking Acceptance**

Issuance of a booking number by the Contractor through EDI, OCI, Direct Booking, email, or facsimile communication to the US Government constitutes acceptance of booking. The parties may subsequently agree to amendments/changes prior to delivery, including rerouting of containers as specified at paragraph 3.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 5 business days prior to a local cutoff. Empty US 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.3 Response to Booking Requests**

The Contractor shall accept, reject, counter, or request additional time for planning purposes 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 accept, reject, counter, or request additional time for planning purposes by 1200 local time of the next working day. For hazardous cargo, Contractor shall respond to cargo offerings within 48 hours after shipper has provided relevant hazardous information to Contractor for determination of acceptance/rejection of cargo offering.

#### **3.B.4 Automated Booking (This paragraph does not apply to Breakbulk Carriers)**

Contractors shall implement an automated booking capability via EDI or OCI with the 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 1 business day to counteroffer any booking processed automatically. For hazardous cargo, Contractor shall respond to cargo offerings within 48 hours after shipper has provided relevant hazardous information to Contractor for determination of acceptance/rejection of cargo offering.

### **3.B.5 Direct Booking Procedures**

Contractors with established direct booking capabilities shall accept bookings from shippers who are authorized 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 comply with the Minimum RDD Guide and will be used to measure RDD compliance.

3.B.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 deemed necessary, the US 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**

#### **3.C.1 Providing Empty Containers to Shippers**

##### **3.C.1.1 Spot Date**

At least 1 day prior to the spot date annotated in the booking, the Contractor shall notify the cognizant Ordering Officer and shipper of any containers, which cannot be spotted to meet booking requirements.

3.C.1.1.1 Container detention at origin does not apply.

##### **3.C.1.2 Container Pool Locations.**

3.C.1.2.1 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 within two business days. The Contractor shall respond by the next business day if delivering the empty on the second business day would cause a work stoppage. Customer will notify Contractor if required by the next business day.

##### **3.C.1.3 Drop and Pick Service**

3.C.1.3.1 The Contractor shall spot the requested equipment at the location on or before the date and time specified in the booking.

3.C.1.3.2 When requested by the Ordering Officer, the Contractor shall provide drop and pick service and shall be compensated \$300 per container.

3.C.1.3.2.1 Drop and pick service rates will not apply:

1. At all OCONUS locations
2. In CONUS, where Contractors have established container pools at locations in Attachment 2.
3. In CONUS, where Contractor and shipper mutually agree to drop and pick service at no cost.

3.C.1.3.3 When requested by the Ordering Officer, the Contractor shall provide round robin drop and pick service at no cost to the US Government.

#### **3.C.2 Live load**

3.C.2.1 The Contractor shall provide live load service at origin as follows:



1. At locations where drop and pick service is not requested by the US Government
2. All other locations when requested by the US Government
3. When agreed to by the shipper when the Contractor schedules pickup

3.C.2.1.1 The Contractor and the shipper shall set a live load appointment (date and time and specific location). For locations described in Table 3.G.4.2.5.1, the shipper shall have free time as indicated in the Free Time column, starting from the time of the appointment to loading of the cargo. The Contractor shall be paid waiting time at the rates in Table 3.G.4.2.5.1 for periods in excess of free time. Waiting time shall only run during the shipper's normal business hours of operation. In the event the Contractor arrives 15 minutes or later after the agreed upon time, the shipper may load the cargo immediately or reschedule the loading for a later time. In either case, free time starts upon actual start of loading operations. Shipper may also cancel the appointment and reschedule for a different day at no additional cost to the US Government.

3.C.2.2 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 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.2.3 At the request of the Ordering Officer, the Contractor may pick up empty US Government owned or leased containers from locations separate from the designated loading location and deliver them to the shipper for loading. Compensation for this is covered in paragraph 3.H.1. 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.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 US Government makes pick-up notification in accordance with Section 3.A.13.2. Contractor shall coordinate pick up dates/times directly with shipper.

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. Contractor will notify shipper and origin Ordering Officer when cargo is advanced.

3.D.1.3 Contractor may deliver early to consignees in accordance with Section 3.F.1.

3.D.1.3.1 With the exception of Exigency Areas, shipments that were advanced without proper coordination for early delivery in accordance with Section 3.F.1, 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 HQ.

#### **3.D.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 in accordance with Attachment 6.

### **3.E Cargo Clearance Service**

#### **3.E.1 Responsibilities**

The responsibilities for cargo clearance under this contract are shared between Contractor and US Government.

3.E.1.1 For many locations, the US Government has principal responsibility for cargo 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 US 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. Table 3.E.1 identifies a list of locations where the US Government typically has principal responsibility for cargo clearance. Unless ordered in the booking, Contractor-Arranged Cargo Clearance is not payable at these locations.

Hardcopy document clearance

1. US Government prepares a cargo clearance request package (Complete except for any carrier provided documents).
2. US 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 additional personnel requiring notification upon clearance approval.

3.E.1.2 Contractor-Arranged Cargo Clearance: Contractor acts on behalf of US Government to obtain Cargo clearance.

When Contractor-Arranged Cargo Clearance is ordered by the US Government, the Contractor has principal responsibility for cargo clearance.

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

1. Coordination with shipper/consignee and local customs authorities to obtain and/or prepare (except for signature) all necessary documentation for cargo clearance;
2. Provide prepared forms/documents to receiver/US Government for signature;
3. 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, the Contractor shall be paid a cargo clearance surcharge in accordance with the Rate Guide. Cargo clearance shall be paid per container or piece in Iraq, Kuwait and Pakistan. For all other locations where contract arranged cargo clearance is required, it shall be paid per PCFN. When a PCFN is split over 2 or more voydocs, due to no fault of the Contractor, cargo clearance will be applicable for each voydoc.

3.E.1.3 Additional countries may be added to Table 3.E.1 should it be determined that the US Government has increased its presence in a country, and that the US 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 US Government has decreased its presence in those countries, and that the US 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

## **SECTION 3 – GENERAL REQUIREMENTS**

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 shipper will provide the Contractor with appropriate shipper generated customs documents at least three business days prior to vessel departing port of origin.

| <u>Table 3.E 1</u>                                 |  |
|--|--|
| Canada   |  |
| Japan (See Para. 3.E.1.4) / Okinawa                |  |
| South Korea  |  |
| Spain  |  |
| The Netherlands                                    |  |
| Turkey   |  |
| United States territories and possessions          |  |
| Belgium  |  |
| Denmark  |  |
| Germany  |  |
| 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 US 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 cognizant COR and SDDC Battalion within 24 hours if cargo is held up by Customs, or if the local port authorities require direct US Government intervention for cargo customs clearance.

### **3.F Destination Services**

#### **3.F.1 Delivery Notification and Receipt**

3.F.1.1 Contractor shall schedule all deliveries with the consignee or consignee's agent at least 2 working days prior to any actual delivery of containers or pieces.

3.F.1.2 Contractor shall not deliver containers or pieces on the same day as notification unless approved by the consignee.

3.F.1.3 Contractor shall deliver all containers or pieces to each consignee during the consignee's normal business hours. If delivery is requested and performed outside the installation's normal business hours, Contractor may submit invoices for additional costs as provided by Attachment 6.

3.F.1.4 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.

3.F.1.5 If the date the delivery is requested is later than the RDD, the shipment will be considered staged in accordance with 3.A.10.4.2.

3.F.1.6 The Contractor shall provide a delivery receipt for the consignee or consignee's agent to sign to acknowledge receipt of the containers or pieces and to annotate any exceptions.

3.F.1.7 The Contractor shall display a placard on the cargo or conveyance with identifying marks where required by local practice.

3.F.1.8 A signed delivery receipt with no damage noted does not preclude the US Government from pursuing a claim for damages discovered after delivery. If damage is later discovered, Contractor will be notified and requested to survey cargo.

3.F.1.9 Delivery receipt shall contain the following information: carrier, PCFN, IBS TCN, container number (if applicable), consignee DoDAAC, final destination location, truck number, driver name, date cargo arrived at final destination, date/time cargo in-gated at final destination, date/time cargo off-loaded at final destination, printed consignee name, consignee's signature, remarks section. Additional information may be included as necessary.

### **3.F.2 Expedited Delivery**

3.F.2.1 Expedited delivery service in the EUCOM AOR: The Contractor shall provide expedited delivery when ordered by the Ordering Officer. The Contractor shall deliver the container to consignees in Germany within 2 business days and 1 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 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 US Government. EXCEPTION: Expedited delivery of shipments enroute, but prior to commencement of on-carriage at port of debarkation shall be by mutual consent of the US 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<br>per mile for each<br>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 single factor rates when Mechanicsburg Group is the

origin point and Germany is the destination country, and is not to be considered as an accessorial service as described in Section 3.F.2.1.

### **3.F.3 Live Unload**

3.F.3.1 The Contractor shall provide live unload service at destination as follows:

1. All locations when requested by the US Government
2. When agreed to by the receiver when the Contractor schedules delivery

The Contractor and the receiver shall set a live unload appointment (date and time and specific location). For locations described in Table 3.G.4.2.5.1, the receiver shall have free time as indicated in the Free Time column, starting from the time of the appointment to unload of the cargo. The Contractor shall be paid waiting time at the rates in Table 3.G.4.2.5.1 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 arrives 15 minutes or later after the agreed upon time, the receiver may unload the cargo immediately or reschedule the unload for a later time. In either case, free time starts upon actual start of unloading operations when delivered on Contractor conveyance. Receiver may also cancel the appointment and reschedule for a different day at no additional cost to the US Government.

3.F.3.2 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.F.4 Container Pick Up/Return**

3.F.4.1 Empty containers must be removed within 7 calendar days after receiving notice from the US Government that the container is available. The US Government may submit to the Contractor documentation for payment of additional costs incurred as a result of Contractor's delay. For Exigency Areas, see 6.C.6 Container Pick Up/Return.

## **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 VISA priorities when making alternative service arrangements and may not use a lower VISA priority without approval of SDDC HQ.

### **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 US 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 US Government's rights in the event of Contractor default, and shall not preclude the US Government's use of other remedies provided in the contract.

### **3.G.3 Canceled Shipments/No Shows**

The Contractor shall accept cancellation of shipments for booked cargo without penalty to the US Government for origin port bookings. The US Government will provide cancellation notice at least 24 hours prior to vessel cutoff for origin port bookings. Special situations shall be addressed by the Contracting Officer. For origin door bookings, US Government will provide cancellation notice at least 24 hours prior to origin cutoff in accordance with Section 3.A.13.2.

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 cargo that misses the booked sailing through no fault of the Contractor, the Contractor shall load cargo on the next scheduled sailing after receipt of cargo from the US Government. Contractor shall notify shipper and origin Ordering Officer at time of occurrence.

3.G.3.2 When the US 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 US 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**

#### **3.G.4.1 Free Time and Container Detention**

3.G.4.1.1 The Contractor must provide **10** calendar days free time commencing at 0001 hours on the first calendar day after delivery, except as provided below:

1. Fifteen (15) calendar days free time for all equipment delivered to Saudi Arabia and Djibouti
2. Free Time and detention provisions for cargo delivered within exigency areas is described in USC-7 PWS Section 6.C.1

3.G.4.1.2 Free time/detention will run during any staging or authorized delays in accordance with sections 3.A.10.4.2 and 3.A.10.4.3, respectively.

3.G.4.1.3 When free time is exceeded, the Contractor will be paid at detention rates at 3.G.4.1.6.1 and for reefer maintenance as stated at 3.G.4.1.7.1 below.

3.G.4.1.4 Daily detention charges will continue to accrue from the expiration of free time until 2359 hours on the day that the earliest one of the following occurs:

1. The date the Contractor regains physical possession of the container;
2. The date the Contractor is notified in writing or via the US Government designated system that the container is available for pick up at the Contractor's point of delivery or other mutually agreed location and the container is available when the Contractor arrives for pick up;
3. The date the Contracting Officer notifies the Contractor in writing that the US Government is purchasing the container under Section 3.G.8 or 3.G.9 for Non-Exigency areas and 6.C.3.3 for Exigency Areas;
4. The date the daily detention charges have accrued for 350 days on a dry container or 700 days for a reefer (applies only to Exigency Areas);
5. The date the Contracting Officer issues a not-to-exceed delivery order under 6.C.3.1 to purchase the container.

The notification or return of empty container must take place before the end of that business day or time shall run until the next day. For staging or authorized delays in accordance with sections 3.A.10.4.2 and 3.A.10.4.3 respectively, prior to delivery that start the running of free time, or detention if free time has expired, time will cease running at 2359 hours on the day the US Government provides documents or otherwise cures the situation causing the delay or notifies the Contractor to release the shipment from staging. Free time/detention shall not run during the inland transit of a container.

3.G.4.1.5 At locations where the US Government has automated system capability to report empty containers and request pickup, the dates documented by the system will serve as the official notification date/time unless the Contractor has received earlier written notice from the US Government. Contractor personnel will obtain passwords as needed to access these systems.

#### 3.G.4.1.6 Calculation of Detention-Related Charges

##### 3.G.4.1.6.1 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. For non-Exigency areas, detention charges will begin to accrue upon the expiration of free time. The US Government will pay the carrier the daily detention charges as set forth below.

| Equipment Type           | Daily Detention |
|--------------------------|-----------------|
| 20 ft Dry                | \$22            |
| 20ft Flat                | \$22            |
| 20ft Reefer              | \$70            |
| 20 ft Reefer with genset | \$105           |
| 40 ft Dry                | \$35            |
| 40 ft Flat               | \$35            |
| 40 ft Open Top           | \$35            |
| 40 ft Reefer             | \$92            |
| 40 ft Reefer with genset | \$127           |
| 20 ft Chassis            | \$9             |
| 40 ft Chassis            | \$16            |

The US Government will pay the Contractor the above daily standard container detention charges if there is an authorized delay in the movement of or return of containers beyond applicable free time. Detention charges will continue to accrue until one of the conditions outlined in 3.G.4.1.4 occur.

Separate chassis detention is payable only when the chassis is not used with a carrier container.

##### 3.G.4.1.7 Reefer Maintenance.

## SECTION 3 – GENERAL REQUIREMENTS

3.G.4.1.7.1 When onward movement has been suspended due to an authorized delay, and free time has expired, the US Government will reimburse the Contractor for additional expenses incurred while maintaining the operation of the refrigerated containers. These maintenance charges will not apply when 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 Contractor normally incurs costs in maintaining their operation. Accordingly, for maintenance costs incurred after the expiration of free time, the Contractor will receive reimbursement for refrigerated containers in the carrier's possession. Reimbursed costs will be in pursuant to the per diem rates in Columns A and B below. When the containers are in the possession of the US Government, the Contractor will be reimbursed actual expenses for maintenance services the Ordering Officer ordered and the Contractor performed. The Contractor must certify that incurred costs did occur and submit an invoice in accordance with Attachment 6.

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 Contractor 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 Contractor bills in accordance with Column B above, it must certify that electrical power was unavailable at the facility. |          |          |

3.G.4.1.7.2 If the US Government retains the genset after returning the reefer container to the Contractor, the Contractor will be entitled to a genset rental charge of \$35 per day from the date the reefer container was returned to the date the US Government returns the associated genset to the Contractor or purchases the genset. Once the US Government has paid rental in an amount that equals or exceeds the purchase price, genset rental charges are ceased and ownership transfers to the US Government.. If the US Government retains both the reefer container and the genset, only the standard reefer container detention outlined in section 3.G.4.1.6.1 applies. Documentation to support genset rental charges will be submitted in accordance with Attachment 6.

### **3.G.4.2 Free Time and Driver Wait Time**

3.G.4.2.1 Free Time will commence once the Contractor has notified the consignor or consignee that the cargo is available for loading or unloading. Cargo is considered available for loading or unloading when placed in a location so it can be immediately accessed for loading or unloading within the consignor or consignee's normal operating hours or acceptance hours. If the consignor or consignee requires pickup or delivery appointments, wait time spent due to early or late arrivals will not count towards free time. If a Contractor is prepared to position its conveyance for loading or unloading, but is prevented from doing so due solely to a US Government delay, free time will commence at that time. Free time shall not commence unless, and until, the Contractor has notified the consignor or consignee that its conveyance is at the shipping or receiving facility but is unable to position its conveyance for loading or unloading due to a US Government delay.

3.G.4.2.2 If loading or unloading is not completed by the close of business for that location, time will resume at the beginning of the next business day.

3.G.4.2.3 Driver wait time shall start when free time ends. Driver wait time shall end when consignor or consignee notifies the Contractor in writing that loading or unloading has been completed and that the conveyance is available for pickup. Such notification shall constitute release of Contractor's equipment.

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3.G.4.2.4 All requests for driver wait time payments based on US Government delays must be submitted to the cognizant COR or direct booking shipper for validation and must include substantiating documentation to establish entitlement to these additional fees. Contractors are required to keep separate documentation for payment purposes. In the event of a dispute between the Contractor and consignee records, the consignee's records will prevail. Minimum documentation shall include: date/time Contractor arrived; date/time Contractor available for loading or unloading; date/time loading or unloading complete; TCN; PCFN/booking number; and origin or final destination location and DODAAC. Contractor shall be compensated as described at 3.G.4.2.5.

#### 3.G.4.2.5 Free Time and Driver Wait Time

Table 3.G.4.2.5.1

| <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                     | \$20.00 per quarter-hour*    |
| Japan (inc. Okinawa) | 2 hours                     | \$45.00 per 30 minutes       |
| Korea                | 2 hours                     | \$35.00 per hour             |
| 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, Canada and Europe, round to next higher quarter hour

3.G.4.2.5.2 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 Cargo

#### 3.G.5.1 En-Route Port Changes

##### 3.G.5.1.1 Port change requested by the US 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 the applicable ocean rates.

3.G.5.1.1.1.2 If the diversion is not within a reasonably normal path for service, the cargo 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 debarkation or any relay port when the Ordering Officer elects to take delivery at that location instead of inland destination. The US 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**

3.G.5.3.1 The Contractor shall move the cargo to a new inland destination moved via linehaul service from the POD at the written request of the US Government. Request must be made before the container has commenced final inland movement from the port of debarkation. The shipment shall be re-priced based on the modified booking made by the Ordering Officer.

3.G.5.3.2 For Afghanistan consigned cargo transiting the PAKGLOC: If requested by the US Government prior to Contractor's submission of customs clearance to Pakistan Customs, the Contractor shall move the cargo to the new inland destination. Pakistan Customs will not approve changes in destination for cargo once it has been customs cleared.

### **3.G.6 Staging**

3.G.6.1 The Contractor shall stage cargo upon written request of the cognizant COR. After written request by the cognizant COR or its designated local authority for release from staging, the Contractor shall commence on-carriage within 1 business day.

3.G.6.2 For cargo containerized in carrier-owned containers as ordered in the booking, free time shall run while containers are staged. Container detention shall begin once free time is exceeded.

3.G.6.3 Staging in Exigency Areas is addressed in Section 6.E.

### **3.G.7 Notice of Transfer of Cargo**

The Contractor shall notify the shipper, Ordering Officer, and COR electronically when cargo is transferred from one container to another.

#### **3.G.7.1 Broken/Replacement of Seals**

The Contractor shall notify the shipper, Ordering Officer, and COR electronically within 24 hours of discovery that a seal on any unit of cargo has been broken and/or replaced while the cargo is in the possession of the Contractor. A complete report of the circumstances and reasons shall be provided to the cognizant COR.

### **3.G.8 Damage to Contractor Equipment**

3.G.8.1 The Contractor may 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 US Government, its agents, employees or Contractors (other than the prime Contractor) while such Contractor equipment is in the custody and care of the US Government, its agents, employees or Contractors (other than the prime Contractor). The US 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 3.G.9.1.

3.G.8.1.1 The US Government shall notify the Contractor of damage to Contractor's equipment while in the US Government's care and custody immediately upon identification of the occurrence of said damage. The Contractor shall assign to the US 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 US 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 US Government or its authorized representative:

1. At the time custody of the equipment is returned by the US 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 US Government to the Contractor (for damage that is not readily apparent).

3.G.8.1.3 Contractor will submit costs directly to the Contracting Officer

### **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 those containers as lost 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 US Government to make wholesale purchases of containers in the possession and effective control of the US Government.

3.G.9.1 When purchase is made in accordance with this provision, the Contractor will be paid at the prices outlined in the table below. Detention accrued will not be credited against the purchase price.

| Type         | Replacement Value Cost |
|--------------|------------------------|
| 20' Dry      | \$2,880                |
| 20' Flat     | \$4,500                |
| 20' Reefer   | \$28,350               |
| 40' Dry      | \$4,590                |
| 40' Flat     | \$6,300                |
| 40' Open Top | \$5,850                |
| 40' Reefer   | \$31,500               |
| Genset**     | \$9,900                |

\*\*In order to purchase a genset, the US Government must also purchase the reefer that the genset services, unless the reefer that genset services was already returned separately to the carrier.

### **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. US Government caused delays must be documented with applicable EDI transactions in accordance with section 3.A.10.3.1.

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

1. Certify to the cognizant COR 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.G.11 Futile Trip**

When futile trip costs are incurred due to the fault of the US Government, the Contractor may submit an invoice for authorized futile trip costs as a pass through charge.

3.G.11.1 The Contractor shall notify the cognizant COR and cognizant SDDC Battalion in writing when futile trip is incurred within 24 hours of occurrence. Futile trip charges must be authorized by the cognizant COR prior to invoice submission to SDDC G8.

### **3.H Accessorials**

#### **3.H.1 Stop-off Service In Transit**

3.H.1.1 Stop-off service can consist of up to four stops between origin and destination. Free Time of 4 hours shall be allowed for each stop-off. Pickup at first origin and delivery to final destination does not constitute a stop-off. Free time shall commence when the container is placed for loading or 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. Waiting time will be prorated in 15 minute intervals. In the event the consignor or consignee is not able to complete loading or unloading by the end of the workday and free time has expired, the Contractor shall be paid a \$150.00 overnight charge. When loading or unloading operations resume, waiting time shall start at the time the shipper/consignee's workday starts unless the consignor or consignee and Contractor agree to a different time. The Contractor must notify the cognizant COR of all local arrangements in a timely manner (i.e., during the relevant event vice upon receipt of invoice).

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

3.H.1.3 The Contractor shall provide up to a maximum of four US Government-ordered stop-offs 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 US Government for loading and unloading.

3.H.1.3.1 A "per container" stop-off charge of \$150 CONUS and \$225 OCONUS shall be paid for each stop off.

3.H.1.3.2 In the event the requested stop-offs result in route variation of more than 50 miles, an additional stop off charge will be paid for each 50 miles or fraction thereof. The baseline for determining total route variation will be the distance between the origin and Contractor's terminal at POE (for origin stop-off service) or between the Contractor's terminal at POD and the final delivery destination (for destination stop-off service). The difference between total distance traveled as a result of the stop-offs and the baseline distance will be used to determine additional stop-off charges.

3.H.1.4 The Defense Table of Official Distances shall be the system of record for calculating distances between locations.

3.H.1.5 For delivery of stop-off cargo, Contractor will adhere to delivery notification and receipt requirements per Section 3.F.1.

## **SECTION 3 – GENERAL REQUIREMENTS**

### **3.H.2 CONUS Linehaul for Containerized Ammunition Shipments**

The Contractor shall use a DoD approved munitions Contractor for the movement of ammunition. A list of DoD approved carriers can be obtained from the SDDC HQ at 618-220-4682 or 1-800-526-1465. Additionally dual-driver service and satellite monitoring that feeds into the Defense Transportation Tracking System (DTTS) is required. Contractor shall be paid Ammunition linehaul surcharges in accordance with the Rate Guide for CONUS only.

### **3.H.3 Cargo Concealment**

3.H.3.1 When ordered by the ordering officer, the Contractor shall provide necessary material to cover the cargo completely so that the cargo is concealed from view while being transported. Concealment materials shall be weather resistant, non-transparent and shall remain secured and in place during the inland movement of cargo. The Contractor shall repair or replace any material used for concealment if damaged in transit. In addition, concealment material shall remain on the cargo until final destination unless otherwise directed by the US Government. The Contractor shall be responsible for the removal and the disposal of such material, unless otherwise directed by the US Government. The Contractor shall be paid for concealment service in accordance with the Rate Guide.

3.H.3.2 Concealment material may include tarps, wood crates, and any other material deemed necessary, by mutual agreement between the Contractor and the Ordering Officer. The US Government shall advise Contractor of any modifications to requested service location at time of booking.

### **3.H.4 Supercargo**

The Contractor shall provide Supercargo transportation service when ordered at time of booking. The service shall consist of transporting, providing meals for, and accommodating on the vessel, one or more personnel designated by the US Government to accompany the cargo. The Contractor shall be paid the Super Cargo rate in accordance with the Rate Guide.

### **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 flatrack appropriate for the cargo as described in the booking. 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 flatrack). 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 in accordance with the Rate Guide.

### **3.H.6 Exterior 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 US 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 where the cargo is physically removed from the vessel for transshipment, unless location is specifically directed by the ordering officer.

3.H.6.4 Contractor shall re-rinse cargo at POD if rejected by customs/agriculture authorities, at no cost to the US Government if it is determined that rejection occurred at fault of Contractor.

3.H.6.5 For cargo containerized by the US Government, rinsing service applies to exterior of container. For cargo containerized at Contractor's convenience, rinsing applies to exterior of cargo.

### **3.H.7 Exterior Cargo Washing Service**

3.H.7.1 All cargo entering the US must be free from contaminated soil and pests. "Cargo will not be loaded aboard a final conveyance in a foreign country, for movement to the US, unless it is free of animal and plant contamination or pest infestations as required by the US Port of entry Customs Border Protection-Agriculture Inspection Service officials (CBP-AIS) and USDA Animal and Plant Health Inspection Services (APHIS)." Washing of cargo must comply with the following: 7 CFR 330.300, Defense Transportation Regulation (DTR) 4500.9R, Part V, Chapter 502, 505, and Chapter 506. Detailed cleaning and inspection procedures can be found in the Armed forces Pest Management Board Technical Guide No. 31, Contingency Retrograde Wash-downs: cleaning and Inspection Procedures.

3.H.7.2 Rates apply at the ports named by the Contractor and include costs to move cargo to the wash facility or to move the wash equipment to the cargo.

3.H.7.3 The Contractor may choose where to perform the washing service; however, the payment shall be based on the lowest rate offered at the POE or any transshipment port, unless the location is specifically directed by the Ordering Officer.

3.H.7.4 Contractor shall re-wash cargo at POD if rejected by customs/agriculture authorities at no cost to the US Government if it is determined that rejection occurred at fault of Contractor.

3.H.7.5 For cargo containerized by the US Government, washing service applies to exterior of container. For cargo containerized at Contractor's convenience, washing applies to exterior of cargo.

### **3.H.8 Reserved**

### **3.H.9 Cargo Handling and Transloading Services**

#### **3.H.9.1 Cargo Handling Services**

When ordered by the Ordering Officer, the Contractor shall provide all labor, material, and equipment necessary to receive cargo; unload from inbound conveyance; tally cargo; load and secure cargo into containers; provide intra-terminal transfers; supply necessary blocking, bracing, and dunnage; and submit reports in accordance with 3.A.11. Accessorial includes all services from in-gate and receipt of cargo through stuffing of container at the POE and from unstuffing of the container to out-gate at POD.

#### **3.H.9.2 Transloading Services**

When ordered by the Ordering Officer, the Contractor shall provide all labor, material, and equipment necessary to transfer cargo from one conveyance to another, to include intra-terminal transfers. The Contractor shall be paid the rate for transloading services in accordance with the Rate Guide.

### **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 Side-Load Chassis rate in accordance with the Rate Guide.

### **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 Rate Guide. Convoy Security rates are based on geographical zones which are depicted in Attachment 3.

### **3.H.12 Superload Accessorial**

Superload Accessorial rate will apply when requested by the Ordering Officer, in conjunction with the linehaul rate, for movement of cargo as defined in Attachment 11, Paragraph 1.1.2.1.3.5 of the Contract Rate Rules and Provisions.

### **3.H.13 Outer Routing Accessorial**

When ordered by the Ordering Officer, the Contractor shall deliver cargo to the final destination via the routing named in the Accessorial. Outer Routing Accessorial is ordered in addition to the Line Haul and covers all additional costs for the alternate routing (i.e., additional fuel, linehaul, security, ITV, travel time etc.).

3.H.13.1 Chaman—shall be ordered when cargo destined for provinces in Afghanistan with a normal routing thru Torkham is being re-routed via Chaman. (Example: Torkham normal routing for cargo destined to Faryab, Jawzjan, Balkh, Sari Pul, Samangan, Bayman, Parwan, Kapisa, Panjshir, Nuristan, Konar, Nangarhar, Paktya, Ghazni, Paktika, Kundz, Baghlan, Wardak, Kabul, Logar, Khowst, Takhar, Badgkshsan, Laghman).

3.H.13.2 Torkham – shall be ordered when cargo destined for provinces in Afghanistan with a normal routing thru Chaman is being re-routed via Torkham. (Example: Chaman normal routing for cargo destined to Badghis, Heart, Ghor, Farah, Nimroz, Helmand, Kandahar, Oruzgan, Day Kundi, Zabul).

3.H.13.3 KKT – shall be ordered when cargo destined for Afghanistan via the NDN transits thru Kazakhstan, Kyrgyzstan, Tajikistan into Afghanistan. This accessorial does not apply to cargo transiting the Transiberian Route (TSR).

3.H.13.4 KUT – shall be ordered when cargo destined for Afghanistan via the NDN transits thru Kazakhstan, Uzbekistan, Tajikistan into Afghanistan.

3.H.13.5 TTK – shall be ordered when cargo originating in Afghanistan transits via the reverse NDN thru Tajikistan Kyrgyzstan and Kazakhstan.

3.H.13.6 Dry Container Trucking-Afghanistan – When ordered, the Contractor shall provide line haul service by truck from Riga, Latvia to Afghanistan for 20' and 40' dry containers.

### **3.H.14 Enhanced Physical Security Afghanistan – See 6.D.2.2**

### **3.H.15 Enhanced ITV Afghanistan – See 6.D.2.1**

### **3.H.16 Veterinarian Inspectable Products**

This Accessorial is a rate per container with each container requiring no more than 3 Common Veterinary Entry Documents (CEVDs). Accessorial includes document preparation, data entry and related services for veterinary inspectable products entering the European Union. If more than 3 CVEDs are required for a single container, Contractor shall invoice for the additional CVEDs via Attachment 6 Invoicing Procedures.

3.H.16.1 Contractor shall provide all required processing and clearance services to facilitate clearance of DOD Class 1 shipments containing veterinarian inspectable products entering the European Union (EU) under Article 11 (transit to a third country)<sup>1</sup> of EU Council Directive 97/78/EC or Article 12 (transit to a

customs warehouse)<sup>2</sup> of the Directives. The exact process prescribed by the local authorities may vary slightly at each POD, as may the specific information systems used to generate the required documentation. Contractors shall understand the local process and requirements.

3.H.16.1.1 The following is applicable to all veterinarian inspectable containers entering the EU:

3.H.16.1.1.1 The Contractor will provide the proper management and oversight of this process to ensure the government shipments are not delayed.

3.H.16.1.1.2 The responsible SDDC Battalion, Company or Detachment (the US Government), will make available to the Contractor the USDA Food Health Transit Certificates, and other food health type documents as applicable, as supplied by the shipper. These documents will be made available at the government premises. These documents will be made available in advance of the shipment arrival at the port of discharge (POD) with sufficient time for the contractor to process and clear the shipments without delaying the onward movement of the cargo.

3.H.16.1.1.3 The Contractor will prepare the "Common Veterinarian Entry Document" (CVED) and/or enter data into TRACES (or similar/successor information processing system) and/or intermediate/interface systems as required by local authorities using the data from the US Government supplied food health documents.

3.H.16.1.1.4 The Contractor will ensure the document and/or data entry is complete and accurate based on the US Government provided information, and is properly submitted to the local authorities in a timely manner so the US Government cargo is not delayed.

3.H.16.1.1.5 The Contractor will immediately notify the US Government should the US Government-supplied documentation be found incorrect, insufficient or otherwise defective. The Contractor will immediately notify the US Government should there be any other issues that arise in the clearance process that may cause a delay or if additional information is needed to facilitate the timely clearance of US Government cargo by local authorities. The Contractor will also notify the US Government of any containers that have been selected for a "full-identity" (physical, open door inspection) check or when discrepancies are noted during the document check.

3.H.16.1.2 The following is applicable to all veterinarian inspectable containers entering the EU under Article 11 (transit to a third country) of EU Council Directive 97/78/EC:

3.H.16.1.2.1 Contractor must facilitate/coordinate a seal check with local customs, veterinarian authorities and/or terminal operators as local practice dictates. Depending on local requirements, this seal check may be performed in place or the container may need to be placed in an inspection area. This element of work includes all costs associated with the seal inspection, including (but not limited to); movement on the terminal, movement to/from inspection areas, seal check, plugging/unplugging refrigerated containers and all administration/coordination of the process.

3.H.16.1.2.2 The Contractor will promptly notify the US Government when discrepancies are noted during the seal check.

3.H.16.1.3 The following is applicable to all veterinarian inspectable containers entering the EU under Article 12 (transit to a customs warehouse) of EU Council Directive 97/78/EC:

3.H.16.1.3.1 Contractor must facilitate/coordinate a "full-identity" check (physical, open door inspection), of the container with local veterinarian authorities. This element of work includes all costs associated with the full-identity check, including (but not limited to); movement on the terminal, movement to/from inspection areas, plugging/unplugging refrigerated containers and all administration/coordination of the process.



3.H.16.1.3.2 The Contractor will promptly notify the US Government when discrepancies are noted during the seal check.

3.H.16.1.4 It is understood that local customs/health authorities, being an autonomous government organizations, may on occasion direct additional "full-identity" checks (physical, open door inspections), random spot checks and other inspections as they deem necessary.

3.H.16.1.5 To facilitate government tracking of Class 1 cargo, evaluate costs/delays at various POD's, evaluate shipper compliance and verify invoice submissions; the Contractor will be required to update and return a "Carrier Status Worksheet" weekly to the 598<sup>th</sup> QA Office. This worksheet will be generated by the 598<sup>th</sup> QA office and forwarded to the applicable Contractor weekly. Provided the Contractors EDI transactions are submitted and available in Pipeline Asset Tool (PAT) (or similar/successor systems), the Contractor will need to update the following five (5) fields:

1. INSPECTION TYPE
2. DATE OF INSPECTION
3. INITIAL INSPECTION PASS/FAIL
4. DATE RELEASED BY CUSTOMS/HEALTH AUTHORITIES
5. MODE

*Notes:*

*\*Article 11 (transit to a third country) of EU Council Directive 97/78/EC includes all US Government shipments containing veterinarian inspectable products entering the EU going directly to a US or NATO base.*

*\*Article 12 (transit to a customs warehouse) of the EU Council Directive 97/78/EC include all US Government shipments containing veterinarian inspectable products entering the EU going to a intermediate warehouse or facility, prior to being delivered to a US or NATO base (such as DSCP "Prime Vendor" contract shipments).*

### **3.H.17 Dual Temperature Refrigerated Containers**

Dual compartment refrigerated containers that allow two different temperature settings (i.e., chill and freeze) in the same container allowing the simultaneous transport of multiple commodities. The Contractor will be paid the Dual Temperature Reefer Service rate in accordance with the Rate Guide when such equipment is ordered and provided.

### **3.H.18 Modified Atmosphere Containers**

Refrigerated containers that protect refrigerated products from heat, cold and certain gases, including oxygen, to impede the deterioration of goods and chemical reactions with gases and typically involves the purging of most gases first before a new mixture of gases (at optimum levels and amounts for the commodity being shipped) is injected into the container after it has been sealed. The Contractor will be paid the Modified Atmosphere rate in accordance with the Rate Guide when such equipment is ordered and provided.

### **3.H.19 Controlled Atmosphere**

Refrigerated containers that maintain a constant level of substitute atmosphere to slow the natural ripening process. Controlled atmosphere technology typically uses computer systems to monitor and control the atmosphere in the container and make adjustments while in transit and is commodity specific. The Contractor will be paid the Controlled Atmosphere rate in accordance with the Rate Guide when such equipment is ordered and provided.

### **3.I Breakbulk and RORO Requirements**

#### **3.I.1 Reserved**

#### **3.I.2 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.2.1 Shifting of Berths, Meeting Minimum Tonnage**

3.I.2.1.1 At the request of the Ordering Officer/COR, the Contractor shall call at, or shift the vessel 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 vessel master may lie safely aground, and to and from which the vessel may safely proceed.

3.I.2.1.2 The vessel shift request applies for cargo loaded or discharged within a vessel's port of call or other port located in the same port group as listed at Attachment 11, Rate Rules and Provisions Clause, Paragraph 1.1.2.1.5.2, if booked under Free-In or Free out terms.

3.I.2.1.3 Aggregate of Free-In and/or Free-Out cargo shall meet minimum tonnage of 1,000 MTONs for shifting.

3.I.2.1.4 Contractor shall assess no additional costs to the US Government.

##### **3.I.2.2 Shifting of Berths, Not Meeting Minimum Tonnage**

3.I.2.2.1 At the request of the Ordering Officer/ COR, the Contractor shall shift the vessel to a particular dock, wharf, place, or open roadstead.

3.I.2.2.2 The vessel shift request applies for cargo loaded or discharged within a vessel's port of call if booked under Free-In or Free out terms yet does not meet minimum tonnage.

3.I.2.2.3 The US Government will reimburse the Contractor for direct costs incurred in accordance with Attachment 6.

##### **3.I.2.3 Demurrage If Shift is Requested**

If the US Government directs the Contractor to an encumbered berth or US 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 in accordance with the Rate Guide.

#### **3.I.3 Reimbursement for Damage**

3.I.3.1 The US 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 Ordering Officer under paragraphs 3.I.2.1 or 3.I.2.2 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.I.3.2 Costs of damage will be submitted directly to the Contracting Officer.

### **3.I.4 Reserved**

### **3.I.5 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 when ordered.

#### **3.I.5.1 Stowing of Free-in, Free-out Cargo**

When cargo is booked as Free-in or Free-out, the US 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.I.5.1.2 Dunnage**

The US 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 US Government will be responsible for and pay cost of removing their dunnage after discharge of cargo

#### **3.I.5.3 Loading, Stowing, Trimming, Securing Supervision**

Cargo loaded, stowed, trimmed and secured by the US Government shall be under the supervision and to the satisfaction of the vessel master.

#### **3.I.5.4 Stowage Preplans/Plans**

When cargo is loaded by a Breakbulk carrier, the Contractor shall provide to the cognizant battalion commander (if applicable), the Ocean Cargo Clearance Authority (OCCA) or Ocean Cargo Booking Office (OCBO) having cognizance over the loading or discharging port, and to SDDC HQ, a final "as loaded" stow plan via email. The stow plan shall be prepared using the Integrated Computerized Deployment System (ICODES) and shall indicate at a minimum the seaport of embarkation, seaport of debarkation, stow location, pertinent dimensions and weights, Transportation Control Number (TCN), and Model Number of all DTS cargo loaded at each seaport of embarkation. Contractor shall provide a graphical indication on the stow plan for all non-DTS cargo labeled as "commercial cargo for (SPOD)". Email SDDC HQ at SDDC.OPS.STOWPLANS@us.army.mil. Upon request, US Government will provide load list to Breakbulk carriers a minimum of 5 business days prior to vessel arrival at origin.

In the event the US Government decides to produce the stow plan, the Contractor is relieved of this requirement for that specific loading operation.

#### **3.I.5.5 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 COR/Contracting Officer may reject the space, except that the Contractor and the COR/Contracting Officer may agree that the US 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.

3.I.5.5.1 If, at the time of 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 US government shall bear all

expense necessary to first discharge, move or otherwise handle cargo to create such sufficient space for loading.

#### 3.I.5.6 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 US Government

#### 3.I.5.7 Cranemen/Winchmen/Tallymen/Other Crew

The Contractor shall, upon written request of the OO/COR, provide cranemen/winchmen, 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 US Government's risk and responsibility and as stevedores to be deemed as their servants but shall always work under the supervision of the vessel master.

#### 3.I.5.8 Reimbursement of Crew Costs

When such services are performed by the crew in accordance with 3.I.5.6, the US 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.I.5.9 Stevedore Damage

The US Government shall be responsible for damage (beyond ordinary wear and tear) to any part of the vessel caused by stevedores, unless cargo is booked under liner terms. Such damage shall be notified as soon as reasonably possible by the vessel master to the US Government or its agents and to its stevedores, failing which the US Government shall not be held responsible. The US 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 US Government and any time lost shall be for the account of and shall be paid to the Contractor by the US Government at the demurrage rate.

#### 3.I.5.10 Liner -Terms and Linehaul Service

3.I.5.10.1 The Contractor shall provide service on a liner-term basis when ordered and where accessorial rates are awarded.

3.I.5.10.2 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.

#### 3.I.5.11 Containerization for the Convenience of the Contractor

3.I.5.11.1 For breakbulk cargo booked by the US 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 US Government. However, breakbulk cargo booked on a port basis must 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.

3.I.11.2 Container detention will never accrue against the US Government if Contractor containerizes cargo for their own convenience.

## SECTION 3 – GENERAL REQUIREMENTS

### **3.I.6 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.)

When offered by the Contractor and ordered by the Ordering Officer, the Contractor shall provide water transportation on a Roll-on/Roll-off (RORO) service on a liner term basis for dry and reefer US Government owned/leased trailers between any port on the Continent in Belgium or Netherlands and either Ipswich or Felixstowe in the United Kingdom. US 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 US 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 Information Assurance**

#### **3.J.1 Requirement for Contractor Information Assurance (IA) Report**

The Contractor shall provide an Information Assurance Report to describe their environment that safeguards DOD non-public information resident on or transiting the contractor's unclassified information systems from unauthorized access and disclosure. Protection measures applied should consider the risks (i.e. consequences and their probability) of loss, misuse, unauthorized access, or modification of information. The report shall address the SANS (SysAdmin, Audit, Network, Security) Institute's Twenty Critical Security Controls for Effective Cyber Defense: Consensus Audit Guidelines (<http://www.sans.org/critical-security-controls>) and be provided in accordance with the attached template at Attachment 12 to the PWS. The contractor is encouraged to provide additional information above and beyond what is outlined in the SANS guidelines to enhance the government's understanding of their information security posture. The report will be updated 30 days prior to exercise of an option period, if applicable.

#### **3.J.2 Cyber Security Incidents**

##### **3.J. 2.1 Reporting Requirements**

The contractor shall report to the following two Government organizations as soon as possible upon discovery of any suspected cyber intrusion events that affect DOD information resident on or transiting the contractor's unclassified information systems.

1. USTRANSCOM Global Command, Control, Communications and Computers (C4)  
Coordination Center (GCCC)  
E-mail: [ustcJ6-gccc@ustranscom.mil](mailto:ustcJ6-gccc@ustranscom.mil)  
Commercial Phone: 618-229-4222

2. USTRANSCOM Deployment and Distribution Operation Center (DDOC)  
E-mail: [ustc-ddocchief@ustranscom.mil](mailto:ustc-ddocchief@ustranscom.mil)  
Commercial Phone: 618-220-7700

Initial report shall be provided even if some details are not yet available, with follow-on detailed reporting within 72 hours. Reportable cyber intrusion events include the following:

1. A cyber intrusion event appearing to be an advanced persistent threat
2. A cyber intrusion event involving data exfiltration or manipulation or other loss of any DOD information resident on or transiting the contractor's, or its subcontractors', unclassified information systems
3. Intrusion activities that allow unauthorized access to an unclassified information system on which DOD information is resident or transiting

Definition of advanced persistent threat: An extremely proficient, patient, determined, and capable adversary, including two or more of such adversaries working together.

#### 3.J.2.2 Incident Report Content

The incident report shall include, at a minimum, the following information:

1. Applicable dates (date of suspected compromise and date of discovery)
2. Threat methodology (all known resources used such as Internet Protocol (IP) addresses, domain names, copies malware, etc.)
3. An account of what actions the threat(s) may have taken on the victim system/network and what information may have been accessed
4. A description of the roles and functions of the threat-accessed system
5. An initial list of potentially impacted government programs and each program's classification
6. What information may have been exfiltrated that may impact government programs
7. A list of all employees and subcontracted employees who work or have worked with the victim system/network
8. A point of contact to coordinate damage assessment activities

#### 3.J.2.3 Incident Report Submission

The contractor will submit unclassified network cyber incident reports to the USTRANSCOM Technical Information Analysis Center (TIAC) and USTRANSCOM designated government personnel via encrypted email or another mutually agreed upon secure communications method. Copies of malware require special handling and pre-coordination must be accomplished prior to submission.

### 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 awarded.

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.

## SECTION 3 – GENERAL REQUIREMENTS

### 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 Contractor's 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 their own 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 transloading rate to transload the cargo.

3.K.1.2.2.3 EDI reporting requirements apply for events as specified in Section 3.A.10.3.1.

### 3.K.1.3 Pricing and Rate Rules.

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:

| <u>Height</u>          | <u>Width</u>        | <u>Equipment Type</u>  |
|------------------------|---------------------|------------------------|
| 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 when optimized in accordance with 3.K.1.3.2.1.1.

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.

## SECTION 3 – GENERAL REQUIREMENTS

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 3.K.1.3.1.



## **SECTION 4 – SHIPMENTS OF PRIVATELY OWNED VEHICLES (POVS)**

### **4.A Shipments by Non-governmental Authorized Users of the Contract**

#### **4.A.1 Scope**

The provisions of Section 4.A apply to shipments booked by Non-governmental Authorized Users of the Contract. These shipments include, but are not limited to, POVs shipped by Global POV Contractors.

#### **4.A.2 Payment**

Terms for payment for services provided under section 4.A will be per mutual agreement of the Contractor and the Non-governmental Authorized User.

#### **4.A.3 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 Non-governmental Authorized User 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 US 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). Contractor performance will be measured by COCOM; separated by Unit Moves and OTUMs. For the CENTCOM AOR, performance will be measured separately for PAKGLOC and Northern Distribution Network (NDN). 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 US Government will 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. For shipments to designated exigency areas, delays may be authorized by the US government with prior approval. A Modified RDD will be assigned based on the length of the delay authorized in advance by the US government.

##### Performance Objective No. 2: In-Transit Visibility (ITV)

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. There are nine required transactions for container shipments, and eight for breakbulk as described in Section 3.A.10:

Required transactions for containers: W, I, AE, VD, VA, UV, OA, X1, RD

Required transactions for breakbulk: W, I, AE, VD, VA, UV, OA, X1

Although required, RD will not be measured with the other required EDI transactions. The US Government recognizes that in some cases RD submission may occur after shipment RDD and therefore after the performance measure window has passed.

The ITV performance objective is calculated based on a weighted score of EDI submission considered at 80% weight and submission timeliness considered at 20% weight. Each transaction will be independently measured. For example, if the Contractor submits seven timely transactions out of eight required breakbulk transactions, the Contractor would receive 87.5% credit for ITV on that shipment.

The ITV measure is independent of the on-time delivery performance measure; although failure to submit an X1 transaction will be considered equivalent to a missed RDD, unless conditions under paragraph 3.A.10.4.1.3 apply. In either case, X1 is a mandatory EDI transaction.

#### 5.A.2.1 Performance Objective Assessment

Performance assessments will be prepared on a monthly basis by the close of business on the 15th business day of each calendar month. The SDDC G9 COR will coordinate with the Contractor to resolve all disputed performance assessment data prior to the posting of the Monthly Performance Assessment. The Government shall accomplish audits of Contractor submitted performance data to ensure accuracy. Data points for Performance Objectives 1 and 2 represent one container or piece of cargo as booked.

**Table 5.A.2.1**

| Performance Objective               | Description           | Performance Measure   | Performance Average | Weight | Performance Assessment |
|-------------------------------------|-----------------------|---|---------------------|--------|------------------------|
| <b>1</b>                            | On-Time Delivery      | Cargo shall be delivered not later than the Required Delivery Date as accepted in the booking.                  | $x\%$               | 0.75   | $x * .75$              |
| <b>2</b>                            | In-transit Visibility | The Contractor shall provide to the US Government an accurate 315 transaction set within 24 hours of the event. | $y\%$               | 0.25   | $y * .25$              |
| <b>Contractor Performance Score</b> |                       |   |                     | 1.00   | <b>Total %</b>         |

#### 5.A.2.2 Performance Rating

The US Government will use the Contractor Performance Score calculated at Table 5.A.2.1 above as a factor in the contemporaneous best value booking process. To facilitate that process, the US Government will, as suggested in Table 5.A.2.2 below, assign a Contractor Rating to the Contractor's Performance Score.

**Table 5.A.2.2**

| Contractor Performance Score | Rating         |
|------------------------------|----------------|
| 95% - 100%                   | Exceptional    |
| 90% - 94%                    | Good           |
| 80% - 89%                    | Satisfactory   |
| 76% - 79%                    | Marginal       |
| 75% and under                | Unsatisfactory |

## **5.B Additional Performance Indicators (API)**

### **5.B.1 Overview**

Contractor performance will also be considered on a monthly basis based on the APIs listed in table 5.B.1.1. This information will be considered by the Ordering Officer in the contemporaneous best value booking process. With the exception of API 2, the US Government strategy for assessing the Contractor's performance indicators will be by COCOM. For the CENTCOM AOR, APIs will be measured separately for PAKGLOC and Northern Distribution Network (NDN) routes.

Table 5.B.1.1

|           |                               |
|-----------|-------------------------------|
| API No. 1 | Good Order and Condition      |
| API No. 2 | Velocity                      |
| API No. 3 | Invoice Submission Timeliness |
| API No. 4 | Contractor Discrepancy Report |

### **5.B.2 Good Order and Condition (API No. 1)**

Cargo shall be delivered to the consignee in the same order and condition as when turned over to the Contractor for shipment. Good Order and Condition will be measured based on the Contractor's total number of loss and damage incidents against the Contractor's total shipments with an RDD in the same month as the shipment associated with the incident.

### **5.B.3 Velocity (API No. 2)**

Velocity will be measured in terms of average delivery velocity for shipments moving on the NDN routes below. The Velocity API may be considered in conjunction with the Contractors' On-Time Delivery performance objective as described in paragraph 5.A.2.

NDN Routes:  
Caucasus  
KKT  
Russian  
PV Class I (Russian)  
TSR

### **5.B.4 Invoice Submission Timeliness (API No. 3)**

Timeliness of invoice submission will be measured, documented and may be presented at senior level SDDC/Contractor forums. Invoices may be submitted only after services included on the invoice have been satisfactorily performed (Ref FAR 32.905). Invoices described in Section A of Attachment 6 with proper documentation must be submitted to SDDC G8 in accordance with the timeliness established in Attachment 6. Invoices described in Section B and C of Attachment 6 must be submitted on a monthly basis by the end of the following month in which service was satisfactorily performed.

### **5.B.5 Compliance with Contract Terms and Conditions (CCTC) (API No. 4)**

Contractor will perform contract in accordance with all terms and conditions in the contract. CCTC will be measured based on the Contractor's total number of Contractor Deficiency Notices (CDN) against the Contractor's total shipments with an RDD in the same month as the shipment associated with the CDN.

## SECTION 6 – OPERATIONS IN EXIGENCY AREAS

### 6.A Declaration of Exigency Area

The SDDC Commanding General (CG) 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. SDDC CG 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 SDDC CG. 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 container equipment booked under the contract to areas designated as Exigency Areas. The Exigency Areas designations shall apply prospectively to equipment with a vessel sail date on or after SDDC’S declaration of an Exigency Area.

#### 6.C.1 Free Time

When containerized cargo is booked, the US Government shall be permitted free time as specified below. Free time is based on calendar days.

6.C.1.1 For cargo containers consigned to Afghanistan via Pakistan ports, free time shall commence at 0001 the first calendar day after the container is discharged from the vessel at the Port of Debarkation. For NDN cargo, free time shall commence at 0001 the first calendar day after outgate/departure from Afghanistan border crossing.

| Location              | Dry     | Reefer  |
|-----------------------|---------|---------|
| Afghanistan (PAKGLOC) | 41 days | 36 days |
| Afghanistan (NDN)     | 35 days | 30 days |

6.C.1.2 For other Exigency areas, the free time permitted will be negotiated at the time it is designated as an Exigency area.

#### 6.C.2 Container Detention

##### 6.C.2.1 ExigencyArea Container Detention

The following charges and provisions will apply to containers booked to areas designated as Exigency areas by SDDC CG. Exigency Area determinations will apply prospectively to containers with a vessel sail date on or after the Exigency area determination (or any later date specified by the CO). Detention charges will begin to accrue upon the expiration of free time. The US Government will pay the Contractor the daily detention charges as set forth below.

| Equipment Type | Daily Detention<br>Days 1-60 | Daily Detention<br>Days 61+ (Credit |
|----------------|------------------------------|-------------------------------------|
|----------------|------------------------------|-------------------------------------|

|                          |       | Against Purchase Price) |
|--------------------------|-------|-------------------------|
| 20 ft Dry                | \$22  | \$22 (\$9.93)           |
| 20ft Flat                | \$22  | \$22 (\$15.51)          |
| 20ft Reefer              | \$70  | \$70 (\$44.29)          |
| 20 ft Reefer with genset | \$105 | \$105 (\$59.76)         |
| 40 ft Dry                | \$35  | \$35 (\$15.82)          |
| 40 ft Flat               | \$35  | \$35 (\$21.72)          |
| 40 ft Open Top           | \$35  | \$35 (\$20.17)          |
| 40 ft Reefer             | \$92  | \$92 (\$49.21)          |
| 40 ft Reefer with genset | \$127 | \$127 (\$64.68)         |
| 20 ft Chassis            | \$9   | \$9                     |
| 40 ft Chassis            | \$16  | \$16                    |

### 6.C.3 Container Purchases

**6.C.3.1 Optional Purchase** – The US Government may opt to purchase a container at the Container Purchase Prices set forth in 3.G.9.1 after that container has accrued a minimum of 60 days of daily detention charges and provided that the container has not been returned to the Contractor. The first 60 days of detention shall not include any credit to be applied to the purchase price. The Contracting Officer will issue a bilateral contract modification to purchase identified container(s) and will include 60 days of daily detention charges and the Container Purchase Price set forth in 3.G.9.1. The Contractor may invoice the US Government for the first 60 days of detention and the Container Purchase Prices set forth in 3.G.9.1. Within 60 days of the modification, the Contractor will verify against its records whether the container is eligible for purchase and, if so, will provide the Contracting Officer with the mutually agreed upon reconciled charges due (i.e., accrued detention from the expiration of free time to the earlier of 2 or 3 specified in 3.G.4.1.4, less paid detention and container purchase price as identified in the initial modification). The Contracting Officer will issue a bilateral contract modification with verified containers and the mutually agreed upon reconciled charges due. The Contractor may then invoice the US Government for the amount as mutually agreed upon in the reconciliation modification.

**6.C.3.2 Automatic Purchase** - Detention accruing beginning on Day 61 shall include a daily credit against the purchase price, as reflected in 6.C.2.1. (For example, the Day 61+ daily detention rate for a 20 ft dry container is \$22. Of the \$22, \$9.93 is a credit against the purchase price.) Day 61+ detention will continue to accrue until the container is returned, requested for pick-up or the US Government notifies the Contractor that it will purchase the container. If daily detention charges accrue for 350 days on a dry container or 700 days for a reefer, daily detention charges shall cease to accrue. The Contractor shall notify the Contracting Officer of containers that reach the 350/700 day threshold and invoice for any accrued but unpaid daily detention charges up to the threshold amounts. The Contractor is not required to transfer ownership of the container unless and until the US Government has paid 350/700 days of accrued detention for that container. The US Government will neutralize such containers by removing the container markings.

**6.C.3.3 Lost or Destroyed Containers** – The US. Government will purchase containers that the Contracting Officer has determined, on a container by container basis, to be lost, destroyed or impractical to return after the container has been delivered to the US Government. The Contracting Officer will notify the Contractor in writing of any determination that a particular container is lost, destroyed or impracticable to return. The Contractor will submit an invoice to the Contracting Officer for any unpaid daily detention charges accruing from the end of free time to the date of written notification to the Contractor or CMM empty pick up notice, whichever occurs earlier, plus the applicable purchase price.

### 6.C.4 Container Re-sale

From time to time, the US Government inadvertently returns a purchased container to the Contractor without its original container number markings being removed. Within a reasonable time of discovering an

inadvertent return of a purchased container, the Contractor will advise the Contracting Officer. The parties will confer to reach a mutually agreeable arrangement under which the container is either: (a) returned to the US Government; or (b) sold to the Contractor. In order to prevent a container being inadvertently re-entered into a Contractor's container management system, the Contractor will ensure that after container purchases are complete, the previous container designation is updated into the Contractor's container management system to make clear the container is now owned by the US Government. After empty containers have been returned to the Contractor, the Contractor will use its container management system to determine whether the empty container had been purchased by the US Government. If such a container is discovered, the Contractor will use commercially reasonable efforts to prevent the container from being exported until notice is provided to the US Government and a mutually acceptable return arrangement has been negotiated.

#### **6.C.5 Container Re-Stencil**

The US Government may request the Contractor to re-stencil US Government owned containers at a mutually agreed upon location. Rates for re-stenciling of containers will be negotiated by the Contracting Officer at time of request.

#### **6.C.6 Container Pick Up/Return**

6.C.6.1 The U.S. Government and the Contractor agree that it is in their mutual best interests to facilitate the prompt return and pickup of empty containers at the original point of delivery. To achieve this goal, the Contractor will use commercially reasonable efforts to position trucks at FOBs to evacuate empty containers within 10 calendar days after receiving notice from the U.S. Government that the container is available at the original point of delivery. In addition, the US Government will use reasonable efforts to load empty containers onto trucks that the Contractor positions to evacuate empties, including trucks that have delivered loaded containers at the FOB as well as trucks dispatched to pick up empties.

6.C.6.2 To manage and monitor progress towards achieving prompt return and pickup of empty containers, the US Government and the Contractor will exchange weekly reports in mutually agreed formats. Among other things, the reports may identify loaded containers delivered, loaded export containers picked up, empty containers notifications, empty containers picked up, and trucks leaving FOBs without loaded or empty containers.

6.C.6.3 At regular intervals as may be mutually agreed upon, the US Government and the Contractor will meet to review and discuss empty return and pickup performance. Corrective action plans will be jointly developed to address any significant deficiencies in the Contractor's performance in positioning trucks to pick up empty containers or the US Government's performance in loading empty containers on the Contractor's trucks.

6.C.6.4 At locations where the US 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 US Government. Contractor personnel will obtain passwords as needed to access these systems. In order to assist with container accountability, as requested by the Contractor, the US Government will provide a regular, weekly report showing all loaded containers delivered and empty containers picked up from specific installations.

6.C.6.5 The Contractor will report pickup of empty containers in accordance with Section 3.A.10 for EDI shipment status reporting. Additional written reports may be required upon Government request.

6.C.6.6 The Contractor will notify the US Government of its pick up of empty reefer containers from the consignee's location if such pick up occurs without the genset being attached to the reefer. Notification will be made to the cognizant SDDC Battalion and COR within three calendar days from the time the reefer is picked up without its genset, or via a weekly report as mutually agreed upon.

## **6.D Enhanced In-Transit Visibility (ITV) and Cargo 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.1.1.2 Upon demonstrating a need to know to the plan owner, in accordance with 49 CFR 1520, ocean carriers transporting classified/sensitive and SRC I and II shipments through high risk waters will provide a copy of the ship's vessel security plan (VSP) with Piracy Annex to SDDC-G2. Plans will be provided by email attachments to distribution as provided by SDDC-G2. VSPs will be copied to SDDC-G2 after the plan is approved by the USCG Marine Safety Center.

#### **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 contract and shall employ security methods that 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 cognizant BDE and SDDC HQ 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 US 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. These services include two separately priced accessorial; Enhanced ITV Services (described in paragraph 6.D.2.1 below) and Enhanced Physical Security (described in paragraph 6.D.2.2 below). 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 Pakistan Ground Lines of Communication 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 and iSDDC.
  - e. Transponders: Attached to Cargo (vice conveyance)
2. Intrusion Detection (Containers Only), 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 and iSDDC using secure FTP XML, web service, or other format acceptable to IRRIS and iSDDC. Data transmitted to IRRIS and iSDDC 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.
  - d. Functional Points of Contact for the iSDDC PMO are Mr. Christopher Heiby at 618-220-5632 and Ms. Tina Woodbury at 618-220-5673 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 (Containers Only);
- 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 until the cargo is recovered or the customer suspends the reporting.

7. Screened Personnel to include drivers, escorts, and checkpoint and tracking personnel.

### **6.D.3 High Risk Waters Armed Security**

6.D.3.1 The purpose of this service is to provide an elevated level of vessel security. This security is above and beyond both normal vessel security and security required per MARSEC Directive 104-6 (Rev.6)<sup>1</sup>. The Contractor shall implement armed vessel security protocols when the US Coast Guard (USCG) approved, ship-specific piracy threat assessment demonstrates the need for armed security while transiting high risk waters. The Contractor shall submit a firm fixed price amount per voyage in the CARE II SM for vessels carrying DTS cargo (price to be provided in the CARE II SM.) A voyage is defined as one-way vessel transit between designated POE(s) and POD(s). A voyage shall commence upon lift of DTS cargo at the first POE and cease upon discharge of DTS cargo at the final POD. The rate for this service shall be based on a one-way requirement unless the same vessel is loading additional DTS cargo at new POE (s) (i.e., redeployment/retrograde cargo) for transit through a high-risk zone prior to disembarking the armed security team(s). In such cases the rate for this service shall be based on a round-trip requirement and the round-trip rates in the CARE II SM shall be applied. In order to receive payment for Armed Security costs for vessels carrying military cargo through high risk waters other than the Gulf of Aden, the Contractor shall request approval from the Contracting Officer prior to service being performed. This elevated level of armed vessel security may apply to all vessel types (e.g. container, ro-ro's, car carriers, traditional freighters) carrying cargo under this contract.

6.D.3.2 Minimum elements of this security include:

6.D.3.2.1 Four (4) armed security operatives on-board the vessel

6.D.3.2.2 Security operatives armed with M-16, 12 Gauge Shotgun and M9 or equivalent.

6.D.3.2.3 At least two (2) of the four (4) armed security operatives standing watch at any given time while the vessel is in high risk waters

6.D.3.2.4 All contracted security personnel must meet the standards set forth in USCG Port Security Advisory (PSA) 5-09 series.

6.D.3.3 The Contractor will ensure it, or if it engages a subcontractor, that its subcontractor meets all applicable US and international laws and regulatory requirements to include the International Traffic in Arms Regulations (ITAR).

6.D.3.4 The Contractor shall conduct or at its option cause the subcontractor to conduct background checks on all Contractor and subcontractor employees who will be armed under this accessorial. In conducting these checks, the Contractor shall use one or more of the following sources: Interpol, FBI, Country of Origin Criminal Records, Country of Origin US Embassy Information Request, CIA records. The Contractor shall, following the completion either by itself or its subcontractor of all required checks, certify that all persons armed under this accessorial are not prohibited under US law from possessing a weapon or ammunition.

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<sup>1</sup> This does not relieve the contractor from meeting the requirements of MARSEC 104-6(Rev.6). Security provided under these USC-7 terms is in addition to, and separate from, security required by other US Coast Guard directives, regulations, policies and rules.

6.D.3.5 For security personnel armed with firearms, US citizens must meet the requirements of 18 USC. § 922(g) and foreign citizens must meet a substantially equivalent standard and the requirements of all port states visited while the armed security remains onboard. The contracted security company must be appropriately licensed and bonded in a state and meet any requirements imposed by all foreign countries visited. Security personnel must meet the minimal licensing and training requirement for the state and foreign country in which they are licensed. All armed security personnel must have undergone training on the firearms they are carrying, weapons safety, and the employment of force in self-defense, and the defense of others. The Contractor and its subcontractors at all tiers that are armed under 6.D.3 shall maintain documentation that each employee who will be armed received such training.

6.D.3.6 Armed security personnel may only employ deadly force in self-defense, or in the defense of others, in accordance with guidance contained in US Coast Guard Port Security Advisory 3-09 "Guidance for Self-Defense and Defense of Others." Intentional misconduct or negligence could subject employees to criminal or civil liability in accordance with the laws of the jurisdiction where such conduct occurs. The US Government will not be liable for any actions resulting from the Contractor's use of armed force or other implementation of 6.D.3. The Contractor agrees to defend, indemnify and hold harmless the US Government and its employees for any third-party claims, which may arise from the Contractor's use of armed force or other implementation of 6.D.3.

6.D.3.7 Additionally, Contractor or subcontractor personnel armed under this accessorial must meet the training requirements at 33 CFR 104.220.

6.D.3.8 The US Government reserves the right to cancel this requirement with a 30-day written notice.

6.D.3.9. Government Surveillance - USTRANSCOM reserves the right to inspect and conduct on-site surveillance of Armed Security team performance. USTRANSCOM J3 personnel acting in a Contracting Officer representative role shall board and accompany the vessel to complete security team observation onboard vessels transiting through the Pirate Danger (High Risk Waters) areas and/or the Suez Canal. The contractor shall supply meals and accommodations for the USTRANSCOM J3 inspection team members IAW the Supercargo rates set forth in this contract.

6.D.3.9.1. Upon request, provide USTRANSCOM J3 current points of contact to include phone numbers and e-mail addresses for Company Security Officer (CSO), Facility Security Officer (FSO) and Vessel Security Officer (VSO). Points of contact changes shall be provided to USTRANSCOM J3 within three business days after the contractor has made the change.

## **6.E Staging**

### **6.E.1 General**

6.E.1.1 The Contractor shall stage cargo upon written request of the cognizant COR and submit the HG EDI event code upon entry of staging location.

6.E.1.2 For cargo containerized in contractor-owned containers as ordered in the booking, free time shall run while containers are staged. Container detention shall begin once free time is exceeded.

6.E.1.3 After written request by the cognizant COR or cognizant SDDC Battalion for release from staging, the Contractor shall commence on-carriage within 5 calendar days and submit HR EDI event code upon actual dispatch of cargo from staging location.

6.E.1.4 Contractor will provide a dispatch plan to cognizant COR and SDDC Battalion if unable to dispatch all called forward cargo within 5 calendar days.

6.E.1.5 Billing will cease upon receipt of the HR EDI code or 5 calendar days after receipt of the call forward message even if cargo has not dispatched from staging location, whichever occurs first.

## **SECTION 6 – OPERATIONS IN EXIGENCY AREAS**

6.E.1.6 Contractor may submit a constructive staging request to cognizant COR and SDDC Battalion if cargo is not ingated within 72 hours of arrival at base gate. If no response to request is received within 2 business days after request submission, contractor may constructively stage cargo, submit the HG EDI transaction code upon entry of staging location and provide list of constructively staged cargo to cognizant COR and SDDC Battalion.

6.E.1.7 Contractor claims for Prime Vendor cargo staged through fault of or request by Prime Vendor will be submitted directly to the Prime Vendor.

**6.E.2 Carrier Holding Yards (In addition to requirements in 6.E.1 above, the following requirements also apply.)**

6.E.2.1 Contractors will provide detailed information of all carrier holding yard locations (including latitude/longitude) that will be used to store US Government cargo to cognizant COR and SDDC Battalion.

6.E.2.2 Contractors will provide standard commercial security service at carriers' holding yards equivalent to requirement in Section 6.D.1.1.

6.E.2.3 Contractors will provide a Daily Carrier Holding Yard Report to cognizant SDDC Battalion as advised by COR on cargo that is stored in carriers' holding yards until cargo is dispatched for onward movement.

6.E.2.4 Carrier Holding Yard Report format: The Contractor shall provide report in a separate Excel spreadsheet. Columns will include: type/description of cargo, TCN, container number (if applicable), PCFN, booking number, origin/destination, POE/POD, shipper DoDAAC, receiver DoDAAC, vessel discharge date, date cargo moved from port to carrier holding yard location, date cargo arrived at carrier holding yard location, date cargo departed carrier holding yard location whether it's moving to another carrier holding yard location or final destination.

6.E.2.5 For invoicing purposes, carrier holding yard rates will only apply to import/export cargo when a Staging Request has been received from the cognizant COR or when the cargo is constructively staged in accordance with 6.E.1.6.

6.E.2.6 Contractor will not bill carrier holding yard fees concurrently with driver wait time fees.

6.E.7 Lift-Off fees shall apply when the cargo is lifted off a truck for storage into the carrier holding yard upon written staging request by the cognizant COR.

6.E.2.8 Lift-On fees shall apply when cargo is lifted on to a truck to commence dispatch to final destination when on-carriage from carrier holding yard has been requested by COR or cognizant SDDC Battalion.

**6.F Driver Wait Time**

6.F.1 Free time shall start when the driver is in line outside the final destination waiting to deliver cargo and Contractor provides notice by submitting an "AV" EDI transaction that the cargo is locally available for immediate delivery but is delayed by the US Government.

6.F.2 The receiver shall have free time as indicated in the Free Time column in Table 6.F.3.1 below, starting from the date of arrival in line outside final destination. The Contractor shall be paid waiting time at the rates in Table 6.F.3.1 below for periods in excess of free time.

6.F.2.1 Driver wait time shall end when:

1. The cargo is removed from the container or conveyance and the Contractor submits an X1 EDI transaction in accordance with 3.A.10.3.1; or
2. The cargo is removed from the container or conveyance and the Contractor submits an HG EDI transaction for staging in accordance with 3.A.10.4.2.1

#### 6.F.3 Free Time and Waiting Time

Table 6.F.3.1

| Location    | Free Time                   | Driver Wait Time Rate |
|-------------|-----------------------------|-----------------------|
| Afghanistan | Ends at 2359 day of arrival | \$150.00 per day      |
| Pakistan    | Ends at 2359 day of arrival | \$100.00 per day      |
| Iraq        | Ends at 2359 day of arrival | \$100.00 per day      |

6.F.3.2 For other Exigent locations, Contractor may request reimbursement of actual expenses for driver wait time incurred after expiration of free time which ends at 2359 day of arrival.

6.F.4 Driver wait time applies only to charges incurred when the driver is in line outside the final destination waiting to deliver cargo in the Exigency areas described in Table 6.F.3.1. For all other situations, the contractor may submit a request for an equitable adjustment.

6.F.5 Shipments delivered with evidence of tampering or loss shall be investigated by base security; 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.

6.F.6 Invoices for driver wait time will be submitted in accordance with Attachment 6.

#### 6.G Stop-Off

6.G.1 The Contractor shall provide up to a maximum of two US Government-ordered stop-offs 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 US Government for unloading.

6.G.2. Pickup at first origin and delivery to final destination does not constitute a stop-off. Free Time of 6 hours shall be allowed for each stop-off location. Free time shall commence when the container is placed for loading or 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.

6.G.3 The Contractor shall be paid \$100 for every 24 hour increment after expiration of free time.

6.G.4 A "per container" stop-off charge of \$150 CONUS and \$225 OCONUS shall be paid for each stop off.

6.G.5 Stop-offs will not be ordered more than 50 miles from final destination.

6.G.6 For delivery of stop-off cargo, Contractor will adhere to delivery notification and receipt requirements per Section 3.F.1.

6.G.7 Stop-offs are not applicable to Afghanistan.

**6.H Delivery Notification and Receipt**

6.H.1 With the exception of Afghanistan, Contractor will adhere to delivery requirements outlined in PWS Section 3.F except for 3.F.1.1.

6.H.2 With the exception of Afghanistan, Contractor will schedule all deliveries of containers with the consignee or consignee's agent at least 3 working days prior to any actual delivery of cargo. The consignee or consignee's agent may be the Movement Control Team (MCT)/Movement Control Battalion (MCB) on ground at each Forward Operating Base (FOB).

6.H.3 Afghanistan Only: Contractor will adhere to delivery requirements outlined in PWS Section 3.F.1.4 through 3.F.1.9.

## SECTION 7 – ABBREVIATIONS, DEFINITIONS, ROUTE INDICES

### 7.A Abbreviations/Acronyms

|        |  |
|--------|--|
| 3PL    | Third Party Logistics                              |
| AAFES  | Army Air Force Exchange Service                    |
| AOR    | Area of Responsibility                             |
| BAF    | Bunker Adjustment Factor                           |
| CAF    | Currency Adjustment Factor                         |
| CARE   | Carrier Analysis and Rate Evaluation               |
| 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                              |
| DODAAC | Department Of Defense Activity Address Code        |
|        |  |
| DTEDI  | Defense Transportation Electronic Data Interchange |
| DTR    | Defense Transportation Regulation                  |
| DTS    | Defense Transportation System                      |
| EDI    | Electronic Data Interchange                        |
| EIPP   | Electronic Invoice Presentation and Payment        |
| FEU    | Forty Foot Equivalent Unit                         |
| FAR    | Federal Acquisition Regulation                     |
| FAK    | Freight All Kinds                                  |
| FIO    | Free In and Out                                    |
| GFC    | Government Furnished Containers                    |
| 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       |
| ITV    | Intransit Visibility                               |
| JOPEs  | Joint Operation Planning and Execution System      |
| LCL    | Less-Than-Container-Load                           |
| 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 Contractor Interface                  |
| OCONUS     | Outside Continental United States           |
| OO         | Ordering Officer                            |
| OTUM       | Other Than Unit Movement                    |
| PCO        | Procuring Contracting Officer               |
| PIDs       | Plan Identifications                        |
| POD        | Port of Discharge                           |
| POE        | Port of Embarkation                         |
| POV        | Privately Owned Vehicle                     |
| PWS        | Performance Work Statement                  |
| QA         | Quality Assurance                           |
| QCP        | Quality Control Plan                        |
| RDD        | Required Delivery Date                      |
| Reefer     | Refrigerated Container                      |
| RFP        | Request for Proposals                       |
| RORO       | Roll-On/Roll-Off                            |
| SCAC       | Standard Contractor 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                    |
| ULN        | Unit Line Numbers                           |
| USTRANSCOM | United States Transportation Command        |
| VETCOM     | US 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.

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.

Authorized Agent of the US Government: An entity authorized to book shipments under USC-7 on behalf of the US Government in accordance with terms and conditions listed in Section 4 of the Performance Work Statement.

Booking: Offer by the US Government and acceptance by the Contractor for the transportation of goods pursuant to the applicable rates, terms and conditions of the subject contract. A booking is an order.

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 washing.



Rinse Service: Cargo cleaning to remove road dirt and other contaminants accumulated while in transit or at the port. Service applies to cargo that was 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 services include all labor, material, and equipment necessary to receive cargo; unload from inbound conveyance; tally cargo; load and secure cargo into containers; provide intra-terminal transfers; supply necessary blocking, bracing, and dunnage; and submit reports in accordance with 3.A.12. Accessorial includes all services from in-gate and receipt of cargo through stuffing of container at the POE and from unstuffing of the container to out-gate at POD.

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.

Concealing Service: Covering and protecting of cargo using weather resistant, non-transparent, durable material.

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 US Government at the inland destination after release and commencement of on-carriage from the discharge port caused by the US 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.

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 USC., chapter 15 of 10 USC. 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 US Government reports; verifying/ certifying invoices; and reviewing Contractor claims.

Contractor: An entity in private industry, which enters into contracts with the US Government to provide goods or services. For purposes of the USC-7 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."

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.

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, and 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, except where a specific CLIN has been included for the commodity.

Exclusive Use: When linehaul service is provided, the Contractor will devote the entire conveyance for USC-7 booked cargo and shall be prohibited from loading any non USC-7 booked cargo either on the conveyance or on the government cargo.

Expedited Delivery: When requested, the Contractor guarantees delivery prior to the RDD established at time of booking.

Expedited Origin Linehaul: When requested, Contractor guarantees delivery to POE before the cutoff timelines outlined in section 3.A.13, within legal parameters, such as speed, hours of service, etc.

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: Contractor will provide an extra driver for continuous linehaul service within legal parameters.

Feeder Vessel (Shipping): A vessel used to connect a line vessel to a service port which is not served directly by the line vessel.

Flatrack (Platform) Container: A container without weatherproof sides and/or top to include 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 US Government shippers and receivers to load or unload Contractor equipment (i.e. containers) before detention charges accrue.

Futile trip: When, due to the fault of the US Government, the Contractor incurs costs on trucks that are dispatched but not used.

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.

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.

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 US Coast Guard Regulations.

Heavy Lift Cargo: Pieces and packages having a gross weight in excess of 112,000 lbs 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.

Intermodal Move: Being or involving transportation by more than one mode of transportation or type of Contractor during a single journey. An intermodal move occurs when two or more different modes such as rail, truck, barge and/or searift are used to move cargo from origin to destination. The term "intermodal move" can be used interchangeably with "multi-modal service". Where intermodal service is required, the prime Contractor maintains responsibility and liability for entire movement until delivered to final destination.

International through Government Bill of Lading (ITGBL) Contractor: 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 cargo between the Contractor's terminal at the port where the cargo 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. Linehaul rates include exclusive use of the conveyance.

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

Live Unload: Contractor delivers a loaded container and the driver waits while the receiver unloads the container

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 US Government.

Ordering Officer (OO): An individual authorized to place orders against indefinite delivery indefinite quantity transportation or transportation-related services contracts awarded by USTRANSCOM, provided the contract terms and monetary limitations specified in the contract are met. The OO is:

- (1) Responsible for distributing and administering orders for services that are placed
- (2) Responsible for the oversight, management, and control of the distributing and administering of orders for services that the staff has placed
- (3) Responsible for establishing controls necessary to ensure that all contract terms and conditions are met and that transportation services ordered conform to contract requirements before acceptance is made or payment authorized
- (4) Responsible for reporting deficiencies in contractor performance promptly to the Contracting Officer's Representative or the Program Management Office.

Ordering Officers may not make any changes in the terms and conditions of any contracts against which orders are placed.

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

QUADCON: Shipper Owned Container; four QUADCONs have the same external dimensions as a 20-foot shipping container. For rate calculation purposes, linehaul rates will be applied in accordance with Attachment 11, Section 1.1.2.1.7, and individual accessorial will be applied if booked as breakbulk.

Receiver: Individual or entity authorized by the consignee to receive and sign for delivered cargo.

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 US port city or, outside the US, 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 US 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 US 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 empty containers at shipper's facility for loading by the shipper:

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.

TRICON: Shipper Owned Container; three TRICONs have the same external dimensions as a 20-foot shipping container. For rate calculation purposes, linehaul rates will be applied in accordance with Attachment 11, Section 1.1.2.1.7, and individual accessorial will be applied if booked as breakbulk.

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 – US Government owned/leased container cargo carried by break bulk and/or RORO operators under the Breakbulk/RORO section.

Short Stop: To stop cargo at the port of debarkation or any relay port where the Ordering Officer elects to take delivery.

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: Delay in commencement of drayage, line-haul or on-carriage transit requested by the US Government. Containers may be staged at the Contractor's terminal, port facility, or at any other location chosen by the Contractor or US Government, 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 US Government's refusal or inability to accept the containers at the inland destination.

Swing Cargo: Any cargo which may be containerized or shipped breakbulk/RORO.

Transloading service: Accessorial service provided by the Contractor. Transloading services include all labor, material, and equipment necessary to transfer cargo from one conveyance to another, to include intra-terminal transfers.

US Flag Service:

Full Service (P1): Service where cargo is only loaded on US Flag ships between ports of embarkation and final port of debarkation.

Combination Service (P2): 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 North Africa, East Africa, South Africa, Central Africa, West Africa, Madagascar, Ascension Island and Cape Verde.

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, Trinidad, Tobago, 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, 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 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 (Excluding Africa), 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, and Oman.

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.

US East Coast: Includes ports between the boundary of Maine and Canada and the Southern tip of Key West Florida.

US 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.

US 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 |
| 1  | 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, Russia   |
| 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 3 (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



Italy (Tyrrhenian and Ligurian ports)  
 Malta  
 Sardinia  
 Sicily  
 Other islands lying within the zone

2. Eastern Mediterranean includes ports in:

Greece including Crete  
 Italy (except Adriatic and Ionian ports)  
 Lebanon  
 Turkey- (Mediterranean ports including the Bosphorus but not including the Black Sea)  
 Israel  
 Cyprus  
 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<br>Turks and Caicos  |
| 2 Eastern Caribbean | Aruba<br>Curacao<br>Bonaire<br>Trinidad & Tobago<br>Grenadines<br>Barbados |

| <u>Zone</u>                          | <u>Includes</u>  |
|--------------------------------------|--|
|                                      | Grenada<br>St Vincent<br>St Lucia<br>Martinique<br>Dominica<br>Guadeloupe<br>Barbuda<br>Montserrat<br>Saba<br>St Kitts/Nevis<br>St Barthelemy<br>Anguilla<br>St Martin/Maarten<br>British Virgin Islands |
| 3 Jamaica/Cayman/ Dominican Republic | Cayman<br>Jamaica<br>Dominican Republic  |
| 4 Haiti                              | Haiti  |
| 5 Puerto Rico                        | Puerto Rico<br>US 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)<br>United Arab Emirate (UAE)<br>Bahrain<br>Qatar, and |

|   | <u>Zone</u>   | <u>Description</u>  |
|---|---|---|
| 3 | Arabian Sea   | Mina Qaboos (includes the ports of Muscat and Muttrah)<br>Oman (South of Mina Qaboos)<br>Peoples Democratic Republic of Yemen |
| 4 | Pakistan and India West Coast Ports                   | Pakistan<br>India (West Coast)  |
| 5 | Reserved  | Reserved  |
| 6 | Gulf of Aden, Gulf of Aqaba, Gulf of Suez and Red Sea | Gulf of Aden (except ports in Yemen)<br>Gulf of Aqaba<br>Gulf of Suez<br>Red Sea(except Djibouti)                             |
| 7 | Bay of Bengal and Andaman Sea                         | India (East Coast),<br>Burma (Myanmar)<br>Sri Lanka<br>Bangladesh   |
| 8 | Iraq  | Iraq  |

#### 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<br>Tinian<br>Rota |

|    |                       |   |
|----|-----------------------|---|
| 4  | Guam                  | Guam  |
| 5  | American Samoa        | American Samoa  |
| 6  | Kwajalein             | Kwajalein Atoll, Marshall Islands   |
| 7  | North Central Pacific | Johnston Island<br>Marcus Island  |
| 8  | Micronesia            | Federated States of Micronesia  |
| 9  | Marshall Islands      | Marshall Islands except Kwajalein<br>Atoll  |
| 10 | Coral Sea             | Papua New Guinea<br>Solomon Islands<br>New Caledonia<br>Vanuatu                           |
| 11 | South Pacific         | French Polynesia<br>Cook Islands<br>Tonga<br>Samoa<br>Tuvalu<br>Fiji<br>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 | North Africa     | Morocco to Egypt (Mediterranean Sea<br>Ports Only)   |
| 2 | East Africa      | Egypt to Tanzania (Including Red Sea<br>Ports)   |
| 3 | South Africa     | Mozambique to Namibia  |
| 4 | Central Africa   | Angola to Cameroon   |
| 5 | West Africa      | Nigeria to Morocco (Atlantic Ocean<br>Ports Only) (Includes ports in Sao Tome<br>and Principe) |
| 6 | Madagascar       | Madagascar, Mauritius, Mayotte,<br>Comoros, Reunion & Seychelles                               |
| 7 | Ascension Island | Ascension Island & Saint Helena  |
| 8 | Cape Verde       | Cape Verde, Madeira & Canary Islands   |

#### **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:

|   |                 |
|---|-----------------|
| Black Sea Ports   | Poland          |
| Cyprus  | Sweden          |
| Denmark   | Umm Said        |
| Estonia   | Russia (Baltic) |
| Finland   | Zamboanga       |
| Iraq  |                 |
| Latvia  |                 |
| Lithuania   |                 |
| Norway East – Norway ports from Oslo to Kristiansand                                    |                 |
| Norway North—Norway ports North of Trondheim to and including Tromso                    |                 |
| Norway West—Norway ports from but not including Kristiansand to and including Trondheim |                 |

## SECTION 8 – SECURITY AND FORCE PROTECTION

### 8.1 Basic Security Information

The majority of daily work associated with this PWS for the contractors is at the UNCLASSIFIED level; however some contractor personnel may be required to access/transport SECRET (material and or areas) for this contract. All levels of access required by contractors will be identified by the government (either HQ SDDC or USTRANSCOM transportation officers) for the levels from UNCLASSIFIED to SECRET. At no time will contractors be authorized access or transport classified/sensitive material that will require a national security determination (security clearance) without the government's approval. These requirements will be addressed and approved by the government functional manager for the contract, contract officer (KO) or contract officer representative (COR) and not the contract company. Any stipulation of the Information Technology / Automated Data Processing IT/ADP categories or clearance levels needed by the contractor will have approval by the functional manager, COR or the KO before the start of the contract task order. All requirements will be validated for clearance or investigation level by USTRANSCOM before the start of the mission if classified is being carried.

Additionally, the contractor shall not divulge any Government financial, planning, programming, or budgeting information without the express consent of the Government as outlined in Operational Security (OPSEC) and Information Security regulations. UNCLASSIFIED//For Official Use Only material will not be released without the approval of DoD, more specifically USTRANSCOM or HQ SDDC. The contractor shall comply with all appropriate provisions of applicable security regulations. Security requirements are identified in the DD Form 254, DOD Contract Security Classification Specification. A completed/signed DD Form 254 is attached to the contract.

### 8.2 Additional Security Requirements (Transportation Security)

The US Flag vessel master or Captain, in addition to at least one other licensed deck officer, must possess a valid SECRET personnel security clearance, in order to carry classified cargoes without government supercargo personnel. In the event that a vessel does not have two cleared officers, then two supercargo personnel (E-5 or higher or equivalent civilian grade) must accompany the cargo. If the cargo is classified, both supercargo personnel must possess valid personnel security clearances at or above the level of cargo classification.

Contractors shall adhere to Defense Travel Regulation 205, Section Z, SAFEGUARDING OF CLASSIFIED (SECRET/CONFIDENTIAL), SENSITIVE AND ARMORED TACTICAL VEHICLE SHIPMENTS IN TRANSIT BY SHIP.

Contractors who move Unit Movement Cargo shall possess a minimum valid INTERIM SECRET Facility and Personnel clearance. However if any cargo being moved by the contracted company under a task order that contains COMSEC material or equipment a FINAL (NOT INTERIM) SECRET (Facility and Personnel) clearance will be required (*see NSA CSSM 3-16 and DoD 5220.22-M (9-402c) for details regarding COMSEC material possession clearance requirements*).

### 8.3 Personnel Security Requirements

The contractor's, subcontractors, and/or partner's personnel performing classified services under this contract for a national security determinations (security clearances), shall be citizens of the United States of America as a clearance requirement. No dual citizens are authorized interim or final national security clearance determinations. Any US Citizens who have a foreign government (expired or active) passport will not be able to hold or continue any interim or final security clearances within DOD. Any contractors who maintain or have in their possession a passport (either expired or active) issued by a foreign country are considered dual-citizens. The contractor, subcontractor(s), and/or partner(s) shall possess the capability to articulate well, speak and write fluently in the English Language, and comprehend the English Language. Overall, all contractor personnel shall possess the appropriate personnel security investigation for the position occupied. Contractor personnel shall be required to have a background investigation that

corresponds with the sensitivity level of the tasks to be performed. ***(EXCEPTION TO INTERIM SECRET REQUIREMENTS: Final SECRET eligibility and access when handling or transporting any COMSEC material or equipment)***

**The following guidance will be followed when determining background investigation types and security clearance levels for this contract depending on requirements:**

**The IT/ADP and Cleared Position Sensitivity Levels are:**

**IT-II/ADP-II or Non-Critical Sensitive Positions (SECRET LEVEL):**

Those positions in which the incumbent is responsible for the direction, planning, design, operation, or maintenance of a computer system, and whose work is technically reviewed by a higher authority of the ADP-III category to ensure the integrity of the system. These include access to classified material or equipment at the SECRET level.

**(IT-II/ADP-II or Non-Critical Sensitive) Background Investigation Requirements:**

Positions designated by the Government at the Non-Critical Sensitive/ADP-II/IT-II rating require a National Agency Check with Local Credit (NACLC) (or acceptable periodic reinvestigation) favorably adjudicated (a favorable adjudication grants eligibility at the SECRET level as prescribed by DOD 5200.2-R). The IT-II/ADP-II requirement mandates the contractor have a minimum Facility Clearance Level (FCL) at the SECRET (or higher) level due to investigation submissions as directed in DOD 5220.22-M, DOD 5200.1-R and JPAS.

**IT III/ADP III or Non-Sensitive Positions (Position of Trust // No Classified Access // CAC Issuance):**

All other positions involved in computer activities or who require a Common Access Card. No clearance is granted for classified access and only a Position of Trust is awarded and posted in the Joint Personnel Adjudication System (JPAS).

**(IT-III/ADP-III or Non-Sensitive) Background Investigation Requirements:**

Positions designated by the Government at the Non-Sensitive/ADP-III/IT-III rating require a National Agency Check with Inquiries (NACI) (or acceptable investigation/reinvestigation) favorably adjudicated (a favorable adjudication issues a Position of Trust determination as prescribed by DOD 5200.2-R and DOD DTM 08-003 (Dated Dec 08). Favorable NACI or equivalent investigation results must be posted in JPAS before a Common Access Card (CAC) or Non-classified Internet Protocol Router Network (NIPRNET) access will be granted. To obtain interim CAC/NIPRNET access, NACI investigations will be opened with fingerprint, name and criminal records checks returned favorably before the credentials (CAC and NIPRNET) are issued. NACI submissions will be completed on the Standard Form (SF) 85P and submitted with fingerprint cards (FP 258) to USTRANSCOM Force Protection, Security Services Center (SSC) for processing. No classified access will be granted based on the NACI investigation.

**NOTE:** The above requirements for IT-III/ADP-III/Non-Sensitive Positions are for access to unclassified systems only. Contractors who require access to classified systems, areas or material must have interim or final adjudication of background investigations at the Critical or Non-Critical Sensitive levels.

***(EXCEPTION TO INTERIM SECRET REQUIREMENTS: A final SECRET Facility/Personnel Clearance eligibility and access is only excepted when handling or transporting any COMSEC material or equipment. NO INTERIM ELIGIBILITY WILL BE AUTHORIZED FOR COMSEC TRANSPORTATION.)***

***USTRANSCOM only processes National Agency Check with Inquiries (NACI)/Position of Trust investigations and does not complete any personnel security investigations for classified access. It is incumbent upon the contractor to have the appropriate investigations completed upon start of the contract as prescribed by the government.***

***Interim clearance determination will be accepted only if the investigation is opened with the fingerprint, name and criminal records checks returned favorably by OPM. No interim determinations will be accepted without these basic checks completed IAW USTRANSCOM Instruction 31-11, DoD 5200.2-R and DTM 08-003.***

#### **8.4 Facilities Clearance Level**

The contractor must have a valid FCL at the SECRET level. Interim FCLs are acceptable provided they are not expired. FCL procedures and security guidelines for adjudicative requirements are outlined in DOD 5220.22-M and DOD 5200.2-R. FCLs and Interim FCLs must be awarded by the Defense Security Service (DSS) or the Defense Industrial Security Clearance Office (DISCO). FCL's will be sponsored by USTRANSCOM thru Defense Security Service if the Contract Officer approves the action. ***(EXCEPTION TO INTERIM SECRET REQUIREMENTS: Final SECRET FCL must be present when a company or its members are handling or transporting any COMSEC material or equipment)***

#### **8.5 Personnel and Facilities Clearance Validation**

Upon award of a task order that contains classified cargo, the contractor will submit the names of the vessel master or Captain and the licensed deck officer who will fulfill the requirements of paragraph 8.2 above to HQ SDDC G3 via their organization e-mail address at [usarmy.scott.sddc.mbx.omb-for-hq-coc@mail.mil](mailto:usarmy.scott.sddc.mbx.omb-for-hq-coc@mail.mil) for vetting through JPAS to ensure investigative and clearance requirements have been satisfied for this contract for those personnel who require classified access. If a contractor's employee does not have the required investigative or security clearance level based on the Government's determination, the contractor's personnel will be denied the ability to work in support of this contract (or task orders). HQ SDDC G3 upon receipt of the contractor information shall forward the contractor information to the USTC-FP organization e-mail at [USTC-securityservicescenter@ustrancom.mil](mailto:USTC-securityservicescenter@ustrancom.mil).

Any background investigation in JPAS must reflect either an open, closed, or adjudicated background investigation before the contractor employee is given access to classified information. Personnel with any incident reports posted in JPAS will be denied access for working on contracts until DISCO adjudicates the incident report. Interim security clearances are only accepted if they have been opened with OPM in JPAS.

NATO ACCESS: Contractors who require access to Secure Internet Protocol Router Network (SIPRNET) or access to the Fused Operations Center at Scott AFB will be required to be read on and coded with NATO access in JPAS. Those contractor personnel will be briefed by the USTRANSCOM Security Services Center (SSC) for all NATO access and be coded in JPAS upon completion. Contractors will be de-briefed upon out-processing for any NATO access they received by the SSC. NATO access will also apply to any personnel who require USTRANSCOM Fused Operations Center Access (Area 11) posted on their restricted area badges for USTRANSCOM. Contract companies will not code NATO access due to Central United States Registry (CUSR) requirements for the USTRANSCOM Sub-Registry to complete the required briefing and de-briefing for NATO within USTRANSCOM.

#### **8.6 Common Access Card Eligibility and Issuing Procedures**

Contractors may be allowed CAC's under this contract if the following conditions are met and are approved by the COR/KO or Functional Manager for the contract:

- CAC's will be issued only to United States Citizens for this contract. Foreign Nationals will not be allowed CAC's unless they possess a legal residence status within the United States for a minimum of 3 years and obtain a positive result from FBI fingerprint check, and an initiated National Agency Check with Written Inquiries (NACI) through the USTRANSCOM Security Services Center. ***(The details outlined in Attachment 3 of DTM 08-003, Subparagraph 3(b/c/d) do not apply in respect to foreign nationals and contractor CAC issuance)***

Additionally:



- CAC's will not be issued to personnel that are in located in CONUS and who do not have physical access to a base on a frequent basis. Frequency is identified by installation access for four (4) days a week with a desk, phone and computer on this installation (*Scott Air Force Base Instruction 31-101. This is a controlled publication and may only be accessed by personnel on the EIM site for Scott AFB*).

- Those personnel who need access to an installation may obtain the Transportation Worker Identification Card (TWIC) for CONUS bases and sites only. The TWIC and the Defense Biometric Identification Database System will allow for installation access in CONUS. Contractors with TWIC's will be required to register at each installation in the DBID's. TWIC's can be obtained by going to the following website ([http://www.tsa.gov/what\\_we\\_do/layers/twic/index.shtm](http://www.tsa.gov/what_we_do/layers/twic/index.shtm)) and the successful completion of the prescribed application process. USTRANSCOM or HQ SDDC does not facilitate any TWIC issuance or investigation process for the TWIC.

- CAC's will not be issued to contractor personnel OCONUS or at forward operating bases if there exists another access control identification card. The CAC will only be issued if another identification card does not exist. CAC's are primarily used for logical access to government networks and the CAC will not be primarily used only for physical access if other credentials exist.

If personnel are approved for CAC's by the Contracting Officer (KO) or Contracting Officer Representative (COR) the name and social security number will be forwarded to the USTRANSCOM Security Services Center for validation of background investigation levels. Upon notification by the SSC that contractor personnel meet the required investigative and clearance levels, the personnel may be loaded by the decision of the KO/COR or functional manager in CVS for an expiration on their CAC for the base year, plus two option years, for a three year total, if the contract is fully funded. If the contract is unfunded or funded on a yearly basis requiring recertification of funding by USTRANSCOM TCAQ/TCJ8, CACs will only be loaded for the current period of performance. All CAC issuance will be based on the favorable NACI investigation.

If a NACI package is returned under a NO DETERMINATION MADE disposition from the clearance adjudication facility (CAF) then it will be reviewed by three levels within USTRANSCOM Force Protection to accept the risk and allow for the CAC to be retained. If the determination is made to not allow for a CAC to be retained the Chief of Force Protection for USTRANSCOM will be the final determination and the contract company will be notified that the CAC will be returned.

### **8.7 Visits to USTRANSCOM/HQ SDDC Building**

All visit(s) by contractor personnel to USTRANSCOM or HQ SDDC will require an electronic visit request be submitted using the Joint Personnel Adjudication System (JPAS). JPAS visits can be forwarded to the Security Management Office (SMO) code: USTC-SDDC. The visit request will annotate the contract number in the POC block of the visit request and the name of the COR/CO in the phone number block. Visits may be initiated for the base or option year period only and not the entire duration of the contract.

### **8.8 Additional Security Conditions**

Upon completion of this contract, the contractor's personnel shall surrender all Government supplies, materials and equipment to the COR or designated representative. All contractor personnel assigned to this contract and located at Scott Air Force Base will out-process through the Security Services Center. Any assigned contractor personnel who possess security badges shall turn in those badges into the issuing authority it was derived from during out-processing. Contractor personnel shall out-process on the last day of the contract or upon termination or reassignment from duties under this contract. All CAC's issued in support of this contract regardless of where they were issued, will be returned to the Trusted Agent (TA) in the Contract Verification System (CVS) at USTRANSCOM for return to the Security Services Center for accountability in the system. The contractor will send the CAC to USTRANSCOM through certified mail to track the credential.

The Government shall ensure the roles/privileges assigned to contractor personnel on the Government computing platforms are limited to the roles/privileges essential to that individual's performance of his/her assignments. The Government may limit or revoke these roles or privileges for any reason.

If the Government notifies the contractor that the employment or the continued employment of any contractor personnel is prejudicial to the interests or endangers the security of the United States of America, that employee shall be removed and barred from the worksite. This includes security deviations/incidents and credible derogatory information on contractor personnel during the course of the contract's period of performance. The contractor shall make any changes necessary in the appointment(s).

Security Regulation Guidance:

Department of Defense (DOD):

2000.16 (DOD Antiterrorism (AT) Standards)

5200.1-R (DOD Information Security Program)

5200.2-R (DOD Personnel Security Program)

5200.08-R (DOD Physical Security Program)

5220.22-M (National Industrial Security Program)

8500.1 (Information Assurance (IA))

2000.12 (DOD Antiterrorism (AT) Program)

8500.2 (Information Assurance (IA) Implementation)

DOD regulations found at: <http://www.dtic.mil/whs/directives/corres/pub1.html>

Scott Air Force Base:

SAFB Instruction 31-101 (Installation Security Instruction)

(Restricted publication. Sent only to .mil domains when forwarding. Not for public distribution.)

USTRANSCOM Instruction 31-11 (USTRANSCOM Security Program)

Forms:

DD 254, DOD, Contract Security Classification Specification

DOD forms found at:

<http://www.dtic.mil/whs/directives/corres/pub1.html>

**USTRANSCOM Force Protection (Industrial Security) Points of Contact:**

**Patrick Collins or Steven Strait**

**508 Scott Drive**

**Security Services Center (SSC)**

**Scott AFB IL 62225**

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**USTC FP Approval: Patrick Collins, 24 February 2012**

**DD 254 is attached**

**USTC FP Tracking #: USTRANSCOM-FP-00005-12**

**USTC J3 Force Protection organizational e-mail address: [ustc-securityservicescenter@ustranscom.mil](mailto:ustc-securityservicescenter@ustranscom.mil)**

**HQ SDDC G3 e-mail organizational e-mail address: [usarmy.scott.sddc.mbx.omb-for-hq-coc@mail.mil](mailto:usarmy.scott.sddc.mbx.omb-for-hq-coc@mail.mil)**

## **SECTION 9 – LIST OF ATTACHMENTS**

Attachment 1 – Hazardous Cargo List

Attachment 2 – Container Pools

Attachment 3 – Iraq Security Convoy Zone Descriptions

Attachment 4 – City Groupings

Attachment 5 – Route Information

Attachment 6 – Invoicing and Payment

Attachment 7 – Reports and Formats

Attachment 8 – Special Provisions for DLA Prime Vendor Program Cargo

Attachment 9 – Prime Vendor/USC Carrier Agreement

Attachment 10 – Required Delivery Date (RDD) Operational Guidance

Attachment 11 – Rate Rules

Attachment 12 – Vendor Assessment Guidelines for Twenty Critical Security Controls for Effective Cyber Defense: Consensus Audit Guidelines (CAG)

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## HAZARDOUS CARGO LIST

| SHIPPING NAME   | UN<br>NUMBER | HAZ<br>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<br>NUMBER | HAZ<br>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          |    |

## HAZARDOUS CARGO LIST

| SHIPPING NAME  | UN<br>NUMBER | HAZ<br>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<br>NUMBER | HAZ<br>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<br>NUMBER | HAZ<br>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<br>NUMBER | HAZ<br>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  |

## HAZARDOUS CARGO LIST

| SHIPPING NAME  | UN<br>NUMBER | HAZ<br>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<br>NUMBER | HAZ<br>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<br>NUMBER | HAZ<br>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<br>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  |

## HAZARDOUS CARGO LIST

| SHIPPING NAME  | UN<br>NUMBER | HAZ<br>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<br>NUMBER | HAZ<br>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  |



## HAZARDOUS CARGO LIST

| SHIPPING NAME  | UN<br>NUMBER | HAZ<br>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<br>NUMBER | HAZ<br>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   |

| SHIPPING NAME   | UN<br>NUMBER | HAZ<br>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 |

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| SHIPPING NAME   | UN<br>NUMBER | HAZ<br>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',<br>6x40' | 10x20, 6x40'               | 9x20', 7x40'              |
| AAFES Dan Daniels, VA                          | 115x40', 40x20'  |                       | 4x40', 2x20'         | 1x20;<br>2x40'  |                            |                           |
| AAFES San Joaquin, CA                          | 6x40'            |                       |                      |                 | 30x40'hc, 20x40,<br>15x20' | 20x40'hc, 5x40,<br>10x20' |
| DDDE, Gernersheim, GM<br>100x20'               |                  |                       |                      |                 |                            |                           |
| AAFES Giessen, GM                              |                  |                       |                      | 1x20'<br>3x40'  |                            |                           |
| DLA DDRT                                       | 10X40'           |                       |                      |                 | 10X20'                     |                           |
| DLA DDSP New<br>Cumberland                     | 20x20'<br>28x40' |                       | 6x20'<br>3x40'       |                 |                            |                           |
| DLA DDSP Mechanicsburg                         | 3x20'<br>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<br>Italy) |                      |                 |                            |                           |
| NEXCOM Chino, CA                               |                  |                       |                      |                 |                            | 6x40'                     |
| NEXCOM Montebello, CA                          |                  |                       |                      |                 |                            | 4x40'                     |
| MPSA Oakland CA                                |                  |                       |                      |                 | 10x20' 2x40'               | 6x20'<br>2x40'            |
| MPSA Jersey City                               | 18x20'; 22x40'   |                       |                      |                 |                            |                           |
| FISC Norfolk                                   | 15X40', 2X20'    | 5x40', 2x20'          | 10x40'               | 1x40'           |                            | 1x20', 1x40'              |
| DPV Swedesboro, JJ                             |                  |                       | 4x40R<br>Incl Greece |                 |                            |                           |
| Hesco Bostran, Leeds,<br>England<br>40x40' Dry |                  |                       |                      |                 |                            |                           |
| DECA Hayward, CA                               |                  |                       |                      |                 | 6x40'<br>2x20'             | 6x40'<br>2x20'            |
| Ameriquel Evansville, IN                       |                  |                       |                      |                 |                            | 15x40'                    |
| DLA, Richmond, TX<br>20x40'                    |                  |                       |                      |                 |                            |                           |
| Morgan Truck Tacoma, Wa<br>10x40'              |                  |                       |                      |                 |                            |                           |
| Tripak, Tacoma, WA<br>20x40'                   |                  |                       |                      |                 |                            |                           |
| Waco, Tx<br>29x40'<br>3x20'                    |                  |                       |                      |                 |                            |                           |
| DLA DDDE Gernersheim,<br>GM                    |                  |                       |                      |                 |                            |                           |

HTC711-11-R-W004  
Performance Work Statement  
Attachment 2

| 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'<br>25x40'<br>5x40'FR         |           |              |
| DLA DDSP Mechanicsburg      |                          |          | 5x20'<br>11x40'<br>2x40'FR          |           |              |
| DLA DDJC San Joaquin        | 5x20', 50x40'            |          | 63x20', 4x40'                       |           |              |
| DECA MDV Norfolk            |                          |          |                                     |           |              |
| DECA, Stockton, CA          | 8x40'8x40R               |          |                                     |           |              |
| DPV Valdosta, GA            |                          |          |                                     |           | 3x40', 5x40' |
| DPV Pocomoke City, MD       |                          |          | 5-20'R, 4-20'D, 17-40'R,<br>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<br>2x40, 4-20'D      |           |              |
| Ameriquel<br>Evansville, In | 6x40'                    |          | 56x40'<br>52x40' R                  |           |              |
| DPV Front Royal, VA         |                          |          | 30x40' R, 42-40'D,                  |           |              |
| DECA Hayward, CA            | 4x40'<br>1x20'           |          |                                     |           |              |
| DLA DDDE Germersheim, GM    |                          |          | 35x40'                              |           |              |

Attachment 3  
Iraq Security Convoy Zone Descriptions

| CONVOY ZONE | LOCATION GROUP     |
|-------------|--------------------|
| ZONE 1      | BAYJI              |
|             | IRBIL              |
|             | MOSUL              |
|             | QAYYARAH AIRFIELD  |
|             | SINJAR             |
|             | TALL AFAR          |
| ZONE 2      | AL HAWIJAH         |
|             | AL KHALIS          |
|             | AL MIQDADIYAH      |
|             | BALAD              |
|             | BAQUBAH            |
|             | BASHUR             |
|             | KIRKUK             |
|             | KIRKUSH            |
|             | MANDALI            |
|             | SAMARRA            |
|             | TAL ASHTAH AIRBASE |
|             | TIKRIT             |
|             | TUZ KHURMATU       |
|             |                    |
| ZONE 3      | AL ISKANDARIYAH    |
|             | AL TAQADDUM        |
|             | BAGHDAD            |
|             | FALLUJAH           |
|             | HABBANIYAH         |
| ZONE 4      | AD DAGHAHARAH      |
|             | AL AMARAH          |
|             | AL DIWANIYAH       |
|             | AL HILLAH          |
|             | AL KUT             |
|             | AN NAJAF           |
|             | AN NASIRIYAH       |
|             | NIPPUR             |
|             | QALAT SUKKAR       |
|             | SHAYKH HANTUSH     |
|             | TALLIL             |
|             |                    |
| ZONE 5      | AL BASRAH          |
|             | JALIBAH AIRBASE    |
|             | UMM QASR           |
| ZONE 6      | AL ASAD AIRFIELD   |
|             | AL HADITHAH        |
|             | AL QAIM            |
|             | AR RAMADI          |
|             | AR RUTBAH          |
|             | H1 AIRFIELD        |
|             | HIT                |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

| Location Group      | Port Zone | Country            | State | City                    |
|---------------------|-----------|--------------------|-------|-------------------------|
| BAGRAM              |           | AFGHANISTAN        |       | BAGRAM                  |
| BAZAR-E-PANJWA'L    |           | AFGHANISTAN        |       | BAZAR-E-PANJWA'L        |
| BAZAR-E-PANJWA'L    |           | AFGHANISTAN        |       | WILSON COP              |
| BAZAR-E-PANJWA'L    |           | AFGHANISTAN        |       | FOB WILSON              |
| BAZAR-E-PANJWA'L    |           | AFGHANISTAN        |       | FOB ZEDELMEYER          |
| BAZAR-E-PANJWA'L    |           | AFGHANISTAN        |       | FOB MASUM GHAR          |
| BAZAR-E-PANJWA'L    |           | AFGHANISTAN        |       | FOB SPERWAN GAR         |
| BAZAR-E-PANJWA'L    |           | AFGHANISTAN        |       | FOB PANJAWI             |
| CAMP BASTION        |           | AFGHANISTAN        |       | CAMP BASTION            |
| CAMP BASTION        |           | AFGHANISTAN        |       | CAMP LEATHERNECK        |
| CAMP BASTION        |           | AFGHANISTAN        |       | SHOARAAB PROVINCE       |
| CAMP BASTION        |           | AFGHANISTAN        |       | FOB TOMBSTONE           |
| <b>CAMP BASTION</b> |           | <b>AFGHANISTAN</b> |       | <b>HELMAND PROVINCE</b> |
| <b>CAMP BASTION</b> |           | <b>AFGHANISTAN</b> |       | <b>SHORABAK</b>         |
| GHAZNI              |           | AFGHANISTAN        |       | GHAZNI                  |
| JALALABAD           |           | AFGHANISTAN        |       | FOB FENTY               |
| JALALABAD           |           | AFGHANISTAN        |       | JALALABAD AIRFIELD      |
| JALALABAD           |           | AFGHANISTAN        |       | FOB FINLEY-SHIELDS      |
| JALALABAD           |           | AFGHANISTAN        |       | JALALABAD               |
| KABUL               |           | AFGHANISTAN        |       | KABUL                   |
| KABUL               |           | AFGHANISTAN        |       | POLECHARKI              |
| KABUL               |           | AFGHANISTAN        |       | CAMP EGGERS             |
| KABUL               |           | AFGHANISTAN        |       | CAMP PHOENIX            |
| KABUL               |           | AFGHANISTAN        |       | CAMP SOUTER             |
| SHORABAK            |           | AFGHANISTAN        |       | SHORABAK                |
| <b>KABUL</b>        |           | <b>AFGHANISTAN</b> |       | <b>CAMP BLACKHORSE</b>  |
| <b>KABUL</b>        |           | <b>AFGHANISTAN</b> |       | <b>CAMP WAREHOUSE</b>   |
| <b>KABUL</b>        |           | <b>AFGHANISTAN</b> |       | <b>CAMP ALAMO</b>       |
| <b>KABUL</b>        |           | <b>AFGHANISTAN</b> |       | <b>CAMP JULIEN</b>      |
| <b>KABUL</b>        |           | <b>AFGHANISTAN</b> |       | <b>CAMP DARULAMAN</b>   |
| <b>KABUL</b>        |           | <b>AFGHANISTAN</b> |       | <b>CAMP DUBS</b>        |
| KANDAHAR            |           | AFGHANISTAN        |       | KANDAHAR                |
| KANDAHAR            |           | AFGHANISTAN        |       | CAMP SHIRZAI            |
| KANDAHAR            |           | AFGHANISTAN        |       | FOB WALTON              |
| KONDUZ              |           | AFGHANISTAN        |       | KONDUZ AIRPORT          |
| KONDUZ              |           | AFGHANISTAN        |       | KONDUZ                  |
| LASHKAR GAH         |           | AFGHANISTAN        |       | LASHKAR GAH             |
| LASHKAR GAH         |           | AFGHANISTAN        |       | FOB LASHKAR GAH         |
| CAMP SALERNO        |           | AFGHANISTAN        |       | KHOWST                  |
| CAMP SALERNO        |           | AFGHANISTAN        |       | FOB CHAPMAN             |
| CAMP SALERNO        |           | AFGHANISTAN        |       | FOB SALERNO             |
| CAMP SALERNO        |           | AFGHANISTAN        |       | CAMP SALERNO            |
| CAMP WOLVERINE      |           | AFGHANISTAN        |       | CAMP WOLVERINE          |



8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                  |  |                    |  |                      |
|------------------|--|--------------------|--|----------------------|
| DWYER            |  | AFGHANISTAN        |  | DWYER                |
| FRONTENAC        |  | AFGHANISTAN        |  | FRONTENAC            |
| GARDEZ           |  | AFGHANISTAN        |  | GARDEZ               |
| GARDEZ           |  | AFGHANISTAN        |  | FOB HUNTER           |
| GARDEZ           |  | AFGHANISTAN        |  | FOB LIGHTNING        |
| GARDEZ           |  | AFGHANISTAN        |  | FOB GARDEZ           |
| HERAT            |  | AFGHANISTAN        |  | HERAT                |
| HERAT            |  | AFGHANISTAN        |  | HERAT AIRFIELD       |
| HERAT            |  | AFGHANISTAN        |  | CAMP STONE           |
| HERAT            |  | AFGHANISTAN        |  | CAMP VICTORY         |
| FARAH            |  | AFGHANISTAN        |  | FARAH                |
| FARAH            |  | AFGHANISTAN        |  | FARAH AIRFIELD       |
| SHINDAND         |  | AFGHANISTAN        |  | SHINDAND             |
| SHINDAND         |  | AFGHANISTAN        |  | SHINDAND AIRFIELD    |
| QAL-E-AW         |  | AFGHANISTAN        |  | QAL-E-AW             |
| QAL-E-AW         |  | AFGHANISTAN        |  | QAL-E-AW AIRFIELD    |
| QAL-E-AW         |  | AFGHANISTAN        |  | FOB GURNEY           |
| HAIRATON         |  | AFGHANISTAN        |  | HAIRATON             |
| SHER KHAN        |  | AFGHANISTAN        |  | SHER KHAN            |
| MAIDAN SHAHR     |  | AFGHANISTAN        |  | MAIDAN SHAHR         |
| MAIDAN SHAHR     |  | AFGHANISTAN        |  | FOB AIRBORNE         |
| MAIWAND          |  | AFGHANISTAN        |  | MAIWAND              |
| MAIWAND          |  | AFGHANISTAN        |  | FOB RAMROD           |
| MAIWAND          |  | AFGHANISTAN        |  | SAKARI KAREZ         |
| MAZAR-E-SHARIF   |  | AFGHANISTAN        |  | MAZAR-I-SHARIF       |
| MAZAR-E-SHARIF   |  | AFGHANISTAN        |  | CAMP SPANN           |
| MAZAR-E-SHARIF   |  | AFGHANISTAN        |  | CAMP MARMAL          |
| MAZAR-E-SHARIF   |  | AFGHANISTAN        |  | CAMP DEHDADI         |
| MAZAR-E-SHARIF   |  | AFGHANISTAN        |  | CAMP DEHDADI II      |
| NARAI            |  | AFGHANISTAN        |  | FOB BOSTICK          |
| NARAI            |  | AFGHANISTAN        |  | NARAY DC             |
| NARAI            |  | AFGHANISTAN        |  | NARAI                |
| ORGUN-E          |  | AFGHANISTAN        |  | ORGUN-E              |
| ORGUN-E          |  | AFGHANISTAN        |  | FOB ORGUN-E          |
| PUL-E-ALAM       |  | AFGHANISTAN        |  | PUL-E-ALAM           |
| PUL-E-ALAM       |  | AFGHANISTAN        |  | FOB SHANK            |
| PUL-E-ALAM       |  | AFGHANISTAN        |  | FOB ALTIMUR          |
| <b>QALAT</b>     |  | <b>AFGHANISTAN</b> |  | <b>QALAT HELIPAD</b> |
| <b>QALAT</b>     |  | <b>AFGHANISTAN</b> |  | <b>FOB LAGHMAN</b>   |
| <b>QALAT</b>     |  | <b>AFGHANISTAN</b> |  | <b>FOB APACHE</b>    |
| <b>QALAT</b>     |  | <b>AFGHANISTAN</b> |  | <b>CAMP QALAT</b>    |
| <b>QALAT</b>     |  | <b>AFGHANISTAN</b> |  | <b>QALAT PRT</b>     |
| SHARAN WOLUSWALI |  | AFGHANISTAN        |  | SHARAN WOLUSWALI     |
| SHARAN WOLUSWALI |  | AFGHANISTAN        |  | FOB SHARANA          |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                   |                  |                     |                      |
|-------------------|------------------|---------------------|----------------------|
| SHARAN WOLUSWALI  |                  | AFGHANISTAN         | FOB RUSHMORE         |
| SPIN BOLDAK       |                  | AFGHANISTAN         | SPIN BOLDAK          |
| SPIN BOLDAK       |                  | AFGHANISTAN         | WESH                 |
| TARIN KOWT        |                  | AFGHANISTAN         | TARIN KOWT           |
| TARIN KOWT        |                  | AFGHANISTAN         | FOB RIPLEY           |
| ANCHORAGE         | ANCHORAGE        | ALASKA              | ANCHORAGE            |
| ANCHORAGE         | ANCHORAGE        | ALASKA              | ELMENDORF AFB        |
| ANCHORAGE         | ANCHORAGE        | ALASKA              | FORT RICHARDSON      |
| ANCHORAGE         |                  | ALASKA              | EIELSON AFB          |
| FAIRBANKS         |                  | ALASKA              | FAIRBANKS            |
| FAIRBANKS         |                  | ALASKA              | FORT WAINWRIGHT      |
| FAIRBANKS         |                  | ALBANIA             | TIRANA               |
| 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         |
|                   |                  | AUSTRALIA           | ALICE SPRINGS        |
| ALICE SPRINGS     | DARWIN           | AUSTRALIA           | DARWIN               |
| DARWIN            |                  | AUSTRALIA           | GLADSTONE QUEENSLAND |
| GLADSTONE         |                  | AUSTRALIA           | ROCKHAMPTON          |
| ROCKHAMPTON       | SYDNEY           | AUSTRALIA           | SYDNEY               |
| SYDNEY            | ADELAIDE         | AUSTRALIA           | ADELAIDE             |
|                   | BRISBANE         | AUSTRALIA           | BRISBANE, QUEENSLAND |
|                   | MELBOURNE        | AUSTRALIA           | MELBOURNE            |
|                   |                  | AUSTRIA             | AMSTETTEN            |
| AMSTETTEN         |                  | AUSTRIA             | FRANKENMARKT         |
| FRANKENMARKT      |                  | AUSTRIA             | VIENNA               |
| VIENNA            |                  | AUSTRIA             | YBBS                 |
| YBBS AN DER DONAU | PRAIA DA VITORIA | AZORES              | LAJES                |
|                   | PRAIA DA VITORIA | AZORES              | PRAIA DA VITORIA     |
|                   | NASSAU           | BAHAMAS             | NASSAU               |
| MANAMA            | MANAMA           | BAHRAIN             | AL MUHARRAQ          |
| MANAMA            | MANAMA           | BAHRAIN             | HIDD                 |
| MANAMA            | MANAMA           | BAHRAIN             | JUFAIR               |
| MANAMA            | MANAMA           | BAHRAIN             | MANAMA               |
| MANAMA            |                  | BAHRAIN             | RIFFA                |
| MANAMA            | MANAMA           | BAHRAIN             | SITRAH               |
| SHAIK ISA AIRBASE |                  | BAHRAIN             | SHAIK ISA AIRBASE    |
| DHAKA             | DHAKA            | BANGLADESH          | DHAKA                |
|                   | BRIDGETOWN       | BARBADOS            | BRIDGETOWN           |
| AUBANGE           |                  | BELGIUM             | AUBANGE              |
| BELVAUX           |                  | BELGIUM             | BELVAUX              |
| BRUSSELS          |                  | BELGIUM             | BRUSSELS             |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                |                |                           |                         |
|----------------|----------------|---------------------------|-------------------------|
| BRUSSELS       |                | BELGIUM                   | ETIENNE BRUSSELS        |
| BRUSSELS       |                | BELGIUM                   | STERREBEEK              |
| BRUSSELS       |                | BELGIUM                   | ZAVENTEM                |
| MECHELEN       |                | BELGIUM                   | MECHELEN                |
| MECHELEN       |                | BELGIUM                   | WILLEBROEK              |
| MONS GROUP     |                | BELGIUM                   | BRUGLETTE               |
| MONS GROUP     |                | BELGIUM                   | CASTEAU                 |
| MONS GROUP     |                | BELGIUM                   | CHIEVRES                |
| MONS GROUP     |                | BELGIUM                   | CHIEVRES AB             |
| MONS GROUP     |                | BELGIUM                   | GOSSELIES               |
| 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                   |
| 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              |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                |               |                     |                       |
|----------------|---------------|---------------------|-----------------------|
| 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                |
| 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                    |
| TBILISI             |            | GEORGIA          |  | VASIANI                 |
| TBILISI             |            | GEORGIA          |  | KRTSANISI TRAINING AREA |
| 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             |
| FRANKFURT GROUP     |            | GERMANY          |  | BAUBENHAUSEN            |
| FRANKFURT GROUP     |            | GERMANY          |  | BISCHOFSGHEIM           |
| 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                   |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                      |         |         |                     |
|----------------------|---------|---------|---------------------|
| 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 | BRUCHMUELBAH MIESAU |
| KAISERSLAUTERN GROUP |         | GERMANY | DANNENFELS          |
| KAISERSLAUTERN GROUP |         | GERMANY | EINSIEDLERHOF       |
| KAISERSLAUTERN GROUP |         | GERMANY | ESELSFUERTH         |
| KAISERSLAUTERN GROUP |         | GERMANY | HEUBERG             |
| KAISERSLAUTERN GROUP |         | GERMANY | KAISERSLAUTERN      |
| KAISERSLAUTERN GROUP |         | GERMANY | KAPAUN AS           |
| KAISERSLAUTERN GROUP |         | GERMANY | KINDSBACH           |
| 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-MIESENBAH  |
| KAISERSLAUTERN GROUP |         | GERMANY | SEMBACH             |
| KAISERSLAUTERN GROUP |         | GERMANY | STRAELEN            |
| 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 |  | MANNHEIM                |
| MANNHEIM GROUP        |  | GERMANY |  | MANNHEIM FEUDENHEIM     |
| MANNHEIM GROUP        |  | GERMANY |  | MANNHEIM FRIEDRICHSFELD |
| MANNHEIM GROUP        |  | GERMANY |  | MANNHEIM KAEFERTAL      |
| MANNHEIM GROUP        |  | GERMANY |  | MANNHEIM KARTHAL        |
| MANNHEIM GROUP        |  | GERMANY |  | MANNHEIM SANDHOF        |
| MANNHEIM GROUP        |  | GERMANY |  | MANNHEIM SECKENHEIM     |
| MANNHEIM GROUP        |  | GERMANY |  | NECKARHAUSEN EDINGEN    |
| MANNHEIM GROUP        |  | GERMANY |  | SANDHOFEN               |
| 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               |
| 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 VAIHINGEN  |
| 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            |



8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                         |                 |           |  |                            |
|-------------------------|-----------------|-----------|--|----------------------------|
|                         | 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     |
|                         | APRA            | GUAM      |  | COMNAVMAR                  |
|                         | APRA            | GUAM      |  | DEDEDO                     |
|                         | 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   |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|             |                 |           |                       |
|-------------|-----------------|-----------|-----------------------|
|             | 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           |
|             | 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               |
| IRAQ ZONE 4 |                 | IRAQ      | CAMP ABU NAJI         |
| IRAQ ZONE 4 |                 | IRAQ      | CAMP JENNINGS         |
| IRAQ ZONE 4 |                 | IRAQ      | CAMP CONDOR           |
| IRAQ ZONE 4 |                 | IRAQ      | AMARAH AIRBASE        |
| IRAQ ZONE 6 |                 | IRAQ      | CAMP AL ASAD          |
| IRAQ ZONE 6 |                 | IRAQ      | FOB AL ASAD           |
| IRAQ ZONE 6 |                 | IRAQ      | OBJ WEBER             |
| IRAQ ZONE 6 |                 | IRAQ      | FOB WEBSTER           |
| IRAQ ZONE 6 |                 | IRAQ      | AL ASAD AIRFIELD      |
| IRAQ ZONE 5 |                 | IRAQ      | AL BASRAH             |
| IRAQ ZONE 4 |                 | IRAQ      | AL DIWANIYAH          |
| IRAQ ZONE 4 |                 | IRAQ      | FOB ECHO              |
| IRAQ ZONE 4 |                 | IRAQ      | CAMP ANDERSON         |
| IRAQ ZONE 4 |                 | IRAQ      | CAMP EDSON            |
| IRAQ ZONE 4 |                 | IRAQ      | CAMP HOPE             |
| IRAQ ZONE 4 |                 | IRAQ      | AD DAGHAHARAH         |
| IRAQ ZONE 4 |                 | IRAQ      | CAMP SCANIA           |
| IRAQ ZONE 4 |                 | IRAQ      | CSC SCANIA            |
| IRAQ ZONE 4 |                 | IRAQ      | FOB SCANIA            |
| IRAQ ZONE 4 |                 | IRAQ      | CAMP NAKAMURA         |
| IRAQ ZONE 6 |                 | IRAQ      | AL HADITHAH           |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|             |  |      |  |                         |
|-------------|--|------|--|-------------------------|
| IRAQ ZONE 6 |  | IRAQ |  | HADITHAH DAM            |
| IRAQ ZONE 2 |  | IRAQ |  | AL HAWIJAH              |
| IRAQ ZONE 2 |  | IRAQ |  | FOB MCHENRY             |
| IRAQ ZONE 4 |  | IRAQ |  | AL HILLAH               |
| IRAQ ZONE 4 |  | IRAQ |  | CAMP BABYLON            |
| IRAQ ZONE 3 |  | IRAQ |  | AL ISKANDARIYAH AIRBASE |
| IRAQ ZONE 3 |  | IRAQ |  | FOB KALSU               |
| IRAQ ZONE 3 |  | IRAQ |  | FOB CHOSIN              |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP DOGWOOD            |
| IRAQ ZONE 3 |  | IRAQ |  | AL ISKANDARIYAH         |
| IRAQ ZONE 3 |  | IRAQ |  | NASIR LAFITAH           |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP ASHRAF             |
| IRAQ ZONE 2 |  | IRAQ |  | AL KHALIS               |
| IRAQ ZONE 4 |  | IRAQ |  | KUT AIRBASE             |
| IRAQ ZONE 4 |  | IRAQ |  | CAMP CHESTY             |
| IRAQ ZONE 4 |  | IRAQ |  | FOB DELTA               |
| IRAQ ZONE 4 |  | IRAQ |  | AL KUT                  |
| IRAQ ZONE 2 |  | IRAQ |  | AL MIQDADIYAH           |
| IRAQ ZONE 2 |  | IRAQ |  | FOB NORMANDY            |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP NORMANDY           |
| IRAQ ZONE 6 |  | IRAQ |  | FOB TIGER               |
| IRAQ ZONE 6 |  | IRAQ |  | TIGER BASE              |
| IRAQ ZONE 3 |  | IRAQ |  | TAQADDUM                |
| IRAQ ZONE 3 |  | IRAQ |  | AL TAQADDUM AIRBASE     |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP RIDGWAY/RIDGEWAY   |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP TAQADDUM           |
| IRAQ ZONE 3 |  | IRAQ |  | FOB GUARDIAN CITY       |
| IRAQ ZONE 3 |  | IRAQ |  | FOB RIDGWAY/RIDGEWAY    |
| IRAQ ZONE 3 |  | IRAQ |  | OBJ REDSKINS            |
| IRAQ ZONE 4 |  | IRAQ |  | CAMP BUSHMASTER         |
| IRAQ ZONE 4 |  | IRAQ |  | CAMP DUKE               |
| IRAQ ZONE 4 |  | IRAQ |  | CAMP EAGLE III          |
| IRAQ ZONE 4 |  | IRAQ |  | CAMP GOLF               |
| IRAQ ZONE 4 |  | IRAQ |  | CAMP HOTEL              |
| IRAQ ZONE 4 |  | IRAQ |  | FOB DUKE                |
| IRAQ ZONE 4 |  | IRAQ |  | FOB HOTEL               |
| IRAQ ZONE 4 |  | IRAQ |  | CAMP ANDALUZ            |
| IRAQ ZONE 4 |  | IRAQ |  | KUFA                    |
| IRAQ ZONE 4 |  | IRAQ |  | AN NAJAF                |
| IRAQ ZONE 4 |  | IRAQ |  | AN NASIRIYAH            |
| IRAQ ZONE 4 |  | IRAQ |  | CAMP LIBECCIO           |
| IRAQ ZONE 6 |  | IRAQ |  | AR RAMADI               |
| IRAQ ZONE 6 |  | IRAQ |  | CAMP BLUE DIAMOND       |
| IRAQ ZONE 6 |  | IRAQ |  | CAMP HURRICANE POINT    |

|             |  |      |  |                        |
|-------------|--|------|--|------------------------|
| IRAQ ZONE 6 |  | IRAQ |  | CAMP JUNCTION CITY     |
| IRAQ ZONE 6 |  | IRAQ |  | CHAMPION BASE          |
| IRAQ ZONE 6 |  | IRAQ |  | CHAMPION MAIN          |
| IRAQ ZONE 6 |  | IRAQ |  | FIREBASE SHOEMAKER     |
| IRAQ ZONE 6 |  | IRAQ |  | FOB BLUE DIAMOND       |
| IRAQ ZONE 6 |  | IRAQ |  | FOB CHAMPION BASE      |
| IRAQ ZONE 6 |  | IRAQ |  | FOB HURRICANE          |
| IRAQ ZONE 6 |  | IRAQ |  | FOB JUNCTION CITY      |
| IRAQ ZONE 6 |  | IRAQ |  | FOB PALIDEN BASE       |
| IRAQ ZONE 6 |  | IRAQ |  | FOB SABRE              |
| IRAQ ZONE 6 |  | IRAQ |  | HURRICANE BASE         |
| IRAQ ZONE 6 |  | IRAQ |  | LOYALTY BASE           |
| IRAQ ZONE 6 |  | IRAQ |  | RIFLES BASE (3 ACR)    |
| IRAQ ZONE 6 |  | IRAQ |  | AR RUTBAH              |
| IRAQ ZONE 6 |  | IRAQ |  | H-3 AIRFIELD           |
| IRAQ ZONE 6 |  | IRAQ |  | CAMP KOREAN VILLAGE    |
| IRAQ ZONE 3 |  | IRAQ |  | FOB HAMMER             |
| IRAQ ZONE 3 |  | IRAQ |  | BUTLER RANGE           |
| IRAQ ZONE 3 |  | IRAQ |  | AL RASHEED             |
| IRAQ ZONE 3 |  | IRAQ |  | GISR DIYALA            |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP HEADHUNTER        |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP INDEPENDENCE      |
| IRAQ ZONE 3 |  | IRAQ |  | BAGHDAD AIRBASE        |
| IRAQ ZONE 3 |  | IRAQ |  | BESMAYA                |
| IRAQ ZONE 3 |  | IRAQ |  | FOB HEADHUNTER         |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP GRIFFIN           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP SATHER            |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP THUNDER           |
| IRAQ ZONE 3 |  | IRAQ |  | FOB MORGAN             |
| IRAQ ZONE 3 |  | IRAQ |  | STRYKER ISLAND         |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-AMAL           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-ISTIQLAL       |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP DRAGOON           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP EAGLE             |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP HOPE              |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP LIMA              |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP ULTIMO            |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP WAR EAGLE         |
| IRAQ ZONE 3 |  | IRAQ |  | FOB WAR EAGLE          |
| IRAQ ZONE 3 |  | IRAQ |  | GREEN ZONE             |
| IRAQ ZONE 3 |  | IRAQ |  | INTERNATIONAL ZONE     |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-HURYA AL-THANI |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-SHARAF         |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-WATANI         |

|             |  |      |  |                           |
|-------------|--|------|--|---------------------------|
| IRAQ ZONE 3 |  | IRAQ |  | CAMP FREEDOM II           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP HONOR                |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP IRON HORSE           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP OUTLAW               |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP PATRIOT              |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP STEEL DRAGON         |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP WOLFPACK             |
| IRAQ ZONE 3 |  | IRAQ |  | FOB AL-TAWHEED AL-THALITH |
| IRAQ ZONE 3 |  | IRAQ |  | FOB HONOR                 |
| IRAQ ZONE 3 |  | IRAQ |  | FOB STEEL DRAGON          |
| IRAQ ZONE 3 |  | IRAQ |  | FOB TROJAN HORSE          |
| IRAQ ZONE 3 |  | IRAQ |  | FOB UNION III             |
| IRAQ ZONE 3 |  | IRAQ |  | ABU GHURAYB               |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-NASR              |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-TAHREER           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP BLACKJACK            |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP COBRA                |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP LIBERTY              |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP VICTORY NORTH        |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP VICTORY (51 PAPA)    |
| IRAQ ZONE 3 |  | IRAQ |  | FOB COBRA                 |
| IRAQ ZONE 3 |  | IRAQ |  | FOB CONSTITUTION          |
| IRAQ ZONE 3 |  | IRAQ |  | HARD SITE                 |
| IRAQ ZONE 3 |  | IRAQ |  | VICTORY BASE              |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AVALANCHE            |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP GANCI                |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP REDEMPTION           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP VIGILANT             |
| IRAQ ZONE 3 |  | IRAQ |  | ADHAMIAH                  |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-TADAMUN           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP GUNSLINGER           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP SOLIDARITY           |
| IRAQ ZONE 3 |  | IRAQ |  | AL SALAM                  |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-ISDEHAR           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP ARKANSAS             |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP PROSPERITY           |
| IRAQ ZONE 3 |  | IRAQ |  | LSA HIGHLANDER            |
| IRAQ ZONE 3 |  | IRAQ |  | AL SIJOOD                 |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-TAWHEED AL-AWAL   |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-TAWHEED AL-THANI  |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP GREYWOLF             |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP UNION I              |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP UNION II             |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP WARRIOR              |

|             |  |      |  |                       |
|-------------|--|------|--|-----------------------|
| IRAQ ZONE 3 |  | IRAQ |  | DORA FARMS            |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP STEEL FALCON     |
| IRAQ ZONE 3 |  | IRAQ |  | SADR CITY             |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP MARLBORO         |
| IRAQ ZONE 3 |  | IRAQ |  | FIREBASE MELODY       |
| IRAQ ZONE 3 |  | IRAQ |  | FOB MELODY            |
| IRAQ ZONE 3 |  | IRAQ |  | TAJI AIRBASE          |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP COOKE            |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP TAJI             |
| IRAQ ZONE 3 |  | IRAQ |  | FOB COOKE             |
| IRAQ ZONE 3 |  | IRAQ |  | FOB GUNNER            |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL SAQR          |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP CUERVO           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP FALCON           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP FERRIN-HUGGINS   |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP GRACELAND        |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP MULESKINNER      |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP REDCATCHER       |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP RUSTAMIYAH       |
| IRAQ ZONE 3 |  | IRAQ |  | ENGINEER BASE ANVIL   |
| IRAQ ZONE 3 |  | IRAQ |  | FOB FERRIN-HUGGINS    |
| IRAQ ZONE 3 |  | IRAQ |  | FOB MULESKINNER       |
| IRAQ ZONE 3 |  | IRAQ |  | REDCATCHER FIELD      |
| IRAQ ZONE 3 |  | IRAQ |  | REPUBLICAN PALACE     |
| IRAQ ZONE 3 |  | IRAQ |  | ESSAYONS BASE         |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP AL-ADALA         |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP BONZAI           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP JUSTICE          |
| IRAQ ZONE 3 |  | IRAQ |  | KADHAMIYAH            |
| IRAQ ZONE 3 |  | IRAQ |  | AL MAHMUDIYAH         |
| IRAQ ZONE 3 |  | IRAQ |  | FOB ST. MICHAEL       |
| IRAQ ZONE 3 |  | IRAQ |  | AL MUTHANA AIR BASE   |
| IRAQ ZONE 3 |  | IRAQ |  | AL TAJI ARMY AIRFIELD |
| IRAQ ZONE 3 |  | IRAQ |  | BAGHDAD               |
| IRAQ ZONE 3 |  | IRAQ |  | BAGHDAD INTL AIRPORT  |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP CROPPER          |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP FERRIN-HUGGINS   |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP PATRIOT          |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP SLAYER           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP STRIKE           |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP STRYKER          |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP VICTORY          |
| IRAQ ZONE 3 |  | IRAQ |  | RASHEED AIRBASE       |
| IRAQ ZONE 3 |  | IRAQ |  | SEITZ                 |

|             |  |      |  |                       |
|-------------|--|------|--|-----------------------|
| IRAQ ZONE 3 |  | IRAQ |  | TAJI                  |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP PALIWODA         |
| IRAQ ZONE 2 |  | IRAQ |  | FOB EAGLE             |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP ANACONDA         |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP BALAD            |
| IRAQ ZONE 2 |  | IRAQ |  | FOB LION              |
| IRAQ ZONE 2 |  | IRAQ |  | FOB WAYATT            |
| IRAQ ZONE 2 |  | IRAQ |  | LSA ANACONDA          |
| IRAQ ZONE 2 |  | IRAQ |  | BALAD                 |
| IRAQ ZONE 2 |  | IRAQ |  | BALAD AIRBASE         |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP BOOM             |
| IRAQ ZONE 2 |  | IRAQ |  | FOB GABE              |
| IRAQ ZONE 2 |  | IRAQ |  | BAQUBAH AIRFIELD      |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP AL-HURYA AL AWAL |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP FREEDOM I        |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP WARHORSE         |
| IRAQ ZONE 2 |  | IRAQ |  | FOB WARHORSE          |
| IRAQ ZONE 2 |  | IRAQ |  | FOB GRIZZLY           |
| IRAQ ZONE 2 |  | IRAQ |  | FOB RED LION          |
| IRAQ ZONE 2 |  | IRAQ |  | FOB SPARTAN           |
| IRAQ ZONE 2 |  | IRAQ |  | BAQUBAH               |
| IRAQ ZONE 2 |  | IRAQ |  | BASHUR                |
| IRAQ ZONE 1 |  | IRAQ |  | FOB SUMMERALL         |
| IRAQ ZONE 1 |  | IRAQ |  | K-2 AIRBASE           |
| IRAQ ZONE 1 |  | IRAQ |  | CAMP LANCER           |
| IRAQ ZONE 1 |  | IRAQ |  | BAYJI                 |
| IRAQ ZONE 3 |  | IRAQ |  | FALLUJAH              |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP BAHARIA          |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP ST MERE          |
| IRAQ ZONE 3 |  | IRAQ |  | FOB LAURIE            |
| IRAQ ZONE 3 |  | IRAQ |  | FOB MERCURY           |
| IRAQ ZONE 3 |  | IRAQ |  | FOB ST MERE           |
| IRAQ ZONE 3 |  | IRAQ |  | FOB VOLTURNO          |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP FALLUJAH         |
| IRAQ ZONE 5 |  | IRAQ |  | CAMP BUCCA            |
| IRAQ ZONE 6 |  | IRAQ |  | H1 AIRFIELD           |
| IRAQ ZONE 3 |  | IRAQ |  | AL TAQADDUM AIRBASE   |
| IRAQ ZONE 3 |  | IRAQ |  | HABBANIYAH            |
| IRAQ ZONE 3 |  | IRAQ |  | HABBANIYAH AIRBASE    |
| IRAQ ZONE 3 |  | IRAQ |  | CAMP MANHATTAN        |
| IRAQ ZONE 3 |  | IRAQ |  | FOB MANHATTAN         |
| IRAQ ZONE 6 |  | IRAQ |  | HIT                   |
| IRAQ ZONE 6 |  | IRAQ |  | FOB HIT               |
| IRAQ ZONE 6 |  | IRAQ |  | FOB EDEN              |

|             |  |      |  |                      |
|-------------|--|------|--|----------------------|
| IRAQ ZONE 1 |  | IRAQ |  | IRBIL                |
| IRAQ ZONE 1 |  | IRAQ |  | ZAYTUN               |
| IRAQ ZONE 5 |  | IRAQ |  | JALIBAH AIRBASE      |
| IRAQ ZONE 5 |  | IRAQ |  | CAMP VIPER           |
| IRAQ ZONE 5 |  | IRAQ |  | LSA VIPER            |
| IRAQ ZONE 2 |  | IRAQ |  | KIRKUK               |
| IRAQ ZONE 2 |  | IRAQ |  | KIRKUK AIRBASE       |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP RENEGADE        |
| IRAQ ZONE 2 |  | IRAQ |  | FOB WARRIOR          |
| IRAQ ZONE 2 |  | IRAQ |  | KIRKUSH              |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP CALDWELL        |
| IRAQ ZONE 2 |  | IRAQ |  | FOB CALDWELL         |
| IRAQ ZONE 2 |  | IRAQ |  | MANDALI              |
| IRAQ ZONE 2 |  | IRAQ |  | FOB ROUGH RIDER      |
| IRAQ ZONE 1 |  | IRAQ |  | CAMP STRIKE          |
| IRAQ ZONE 1 |  | IRAQ |  | MOSUL                |
| IRAQ ZONE 1 |  | IRAQ |  | CAMP FREEDOM         |
| IRAQ ZONE 1 |  | IRAQ |  | CAMP LEADER          |
| IRAQ ZONE 1 |  | IRAQ |  | CAMP PERFORMANCE     |
| IRAQ ZONE 1 |  | IRAQ |  | CAMP TOP GUN         |
| IRAQ ZONE 1 |  | IRAQ |  | POST FREEDOM         |
| IRAQ ZONE 1 |  | IRAQ |  | MOSUL AIRBASE        |
| IRAQ ZONE 1 |  | IRAQ |  | CAMP CLAIBORNE       |
| IRAQ ZONE 1 |  | IRAQ |  | CAMP DIAMONDBACK     |
| IRAQ ZONE 1 |  | IRAQ |  | CAMP MAREZ           |
| IRAQ ZONE 1 |  | IRAQ |  | FIRE BASE GLORY      |
| IRAQ ZONE 1 |  | IRAQ |  | FOB GLORY            |
| IRAQ ZONE 1 |  | IRAQ |  | LSA DIAMONDBACK      |
| IRAQ ZONE 4 |  | IRAQ |  | NIPPUR               |
| IRAQ ZONE 4 |  | IRAQ |  | AFAK                 |
| IRAQ ZONE 4 |  | IRAQ |  | QALAT SUKKAR         |
| IRAQ ZONE 4 |  | IRAQ |  | CAMP BASILONE        |
| IRAQ ZONE 4 |  | IRAQ |  | QALAT SUKKAR AIRBASE |
| IRAQ ZONE 4 |  | IRAQ |  | CAMP FENWAY          |
| IRAQ ZONE 1 |  | IRAQ |  | RADWANIYAH           |
| IRAQ ZONE 1 |  | IRAQ |  | CAMP QAYYARAH        |
| IRAQ ZONE 1 |  | IRAQ |  | QAYYARAH AIRFIELD    |
| IRAQ ZONE 1 |  | IRAQ |  | FOB ENDURANCE        |
| IRAQ ZONE 1 |  | IRAQ |  | FOB Q-WEST           |
| IRAQ ZONE 1 |  | IRAQ |  | OBJ JAGUAR           |
| IRAQ ZONE 2 |  | IRAQ |  | SAMARRA              |
| IRAQ ZONE 2 |  | IRAQ |  | SAMARRA EAST AIRBASE |
| IRAQ ZONE 2 |  | IRAQ |  | CAMP BRASSFIELD-MORA |
| IRAQ ZONE 2 |  | IRAQ |  | FOB BRASSFIELD-MORA  |



|             |          |         |                      |
|-------------|----------|---------|----------------------|
| IRAQ ZONE 2 |          | IRAQ    | CAMP PACESETTER      |
| IRAQ ZONE 2 |          | IRAQ    | FOB MCKENZIE         |
| IRAQ ZONE 2 |          | IRAQ    | FOB PACESETTER       |
| IRAQ ZONE 4 |          | IRAQ    | SHAYKH HANTUSH       |
| IRAQ ZONE 1 |          | IRAQ    | SINJAR               |
| IRAQ ZONE 2 |          | IRAQ    | TAL ASHTAH AIRBASE   |
| IRAQ ZONE 2 |          | IRAQ    | FOB GRANT            |
| IRAQ ZONE 1 |          | IRAQ    | SYKES                |
| IRAQ ZONE 1 |          | IRAQ    | TALL AFAR AIRBASE    |
| IRAQ ZONE 1 |          | IRAQ    | TALL AFAR            |
| IRAQ ZONE 4 |          | IRAQ    | CAMP CEDAR           |
| IRAQ ZONE 4 |          | IRAQ    | CAMP CEDAR II        |
| IRAQ ZONE 4 |          | IRAQ    | LSA ADDER            |
| IRAQ ZONE 4 |          | IRAQ    | TALLIL               |
| IRAQ ZONE 4 |          | IRAQ    | TALLIL AB            |
| IRAQ ZONE 4 |          | IRAQ    | CAMP ADDER           |
| IRAQ ZONE 4 |          | IRAQ    | CAMP WHITFORD        |
| IRAQ ZONE 4 |          | IRAQ    | TSP WHITFORD         |
| IRAQ ZONE 4 |          | IRAQ    | CAMP WHITEHORSE      |
| IRAQ ZONE 2 |          | IRAQ    | CAMP SPEICHER        |
| IRAQ ZONE 2 |          | IRAQ    | TIKRIT               |
| IRAQ ZONE 2 |          | IRAQ    | CAMP IRONHORSE       |
| IRAQ ZONE 2 |          | IRAQ    | CAMP RAIDER          |
| IRAQ ZONE 2 |          | IRAQ    | FOB DANGER           |
| IRAQ ZONE 2 |          | IRAQ    | FOB IRONHORSE        |
| IRAQ ZONE 2 |          | IRAQ    | FOB PACKHORSE        |
| IRAQ ZONE 2 |          | IRAQ    | FOB RAIDER           |
| IRAQ ZONE 2 |          | IRAQ    | AD DAWR              |
| IRAQ ZONE 2 |          | IRAQ    | CAMP ARROW           |
| IRAQ ZONE 2 |          | IRAQ    | FOB ARROW            |
| IRAQ ZONE 2 |          | IRAQ    | FOB WILSON           |
| IRAQ ZONE 2 |          | IRAQ    | CAMP SYCAMORE        |
| IRAQ ZONE 2 |          | IRAQ    | FLB SYCAMORE         |
| IRAQ ZONE 2 |          | IRAQ    | FOB SPEICHER         |
| IRAQ ZONE 2 |          | IRAQ    | TUZ KHURMATU         |
| IRAQ ZONE 2 |          | IRAQ    | FOB BERNSTEIN        |
| IRAQ ZONE 2 |          | IRAQ    | TUZ KHURMATU AIRBASE |
| IRAQ ZONE 5 | UMM QASR | IRAQ    | CAMP BUCCA           |
| IRAQ ZONE 5 |          | IRAQ    | UMM QASR             |
|             | DUBLIN   | IRELAND | DUBLIN               |
| ASHQELON    |          | ISRAEL  | ASHKELON             |
| BEER-SHEVA  |          | ISRAEL  | BEER-SHEVA           |
| BEER-SHEVA  |          | ISRAEL  | NEVATIM              |
| BEIT SHEAN  | HAIFA    | ISRAEL  | BEIT SHEAN           |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|              |          |             |  |                         |
|--------------|----------|-------------|--|-------------------------|
| 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   | ITALY       |  | 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                   |
| 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                |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                  |                   |            |                  |
|------------------|-------------------|------------|------------------|
| 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            |
| TSUGARU CITY     |                   | JAPAN      | SHARIKI          |
| TSUGARU CITY     |                   | JAPAN      | TSUGARU CITY     |
| YOKOTA           |                   | JAPAN      | YOKOTA           |
| YOKOTA           |                   | JAPAN      | YOKOTA AFB       |
|                  | HAKATA            | JAPAN      | HAKATA           |
|                  | YOKOHAMA (ZONE 1) | JAPAN      | KANAGAWA KEN     |
|                  | 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      | 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          |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                |              |              |  |                |
|----------------|--------------|--------------|--|----------------|
| 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           |
| 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    |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                   |             |              |                                     |
|-------------------|-------------|--------------|-------------------------------------|
| TONG DUCHON NI    |             | KOREA, SOUTH | <i>TONG DUCHON</i>                  |
| TONG DUCHON NI    |             | KOREA, SOUTH | <i>TONGDUCHON</i>                   |
| UIJONGBU          |             | KOREA, SOUTH | <i>CAMP EDWARDS</i>                 |
| UIJONGBU          |             | KOREA, SOUTH | <i>CAMP RED CLOUD</i>               |
| UIJONGBU          |             | KOREA, SOUTH | <i>CAMP STANLEY</i>                 |
| UIJONGBU          |             | KOREA, SOUTH | <i>KUMCHON</i>                      |
| UIJONGBU          |             | KOREA, SOUTH | <i>UIJONGBU</i>                     |
| WAEGWAN           |             | KOREA, SOUTH | <i>CAMP CARROLL</i>                 |
| WAEGWAN           |             | KOREA, SOUTH | <i>WAEGWAN</i>                      |
| WONJU             |             | KOREA, SOUTH | <i>WONJU</i>                        |
| YONGIN            |             | KOREA, SOUTH | <i>YONGIN</i>                       |
|                   | KWANGYANG   | KOREA, SOUTH | <i>KWANGYANG</i>                    |
| CAMP BONDSTEEL    |             | KOSOVO       | <i>CAMP BONDSTEEL</i>               |
| CAMP MONTEITH     |             | KOSOVO       | <i>CAMP MONTEITH</i>                |
| PRISTINA          |             | KOSOVO       | <i>PRISTINA</i>                     |
| PRIZREN           |             | KOSOVO       | <i>PRIZREN</i>                      |
| AL JABER          |             | KUWAIT       | <i>AL JABER</i>                     |
| ALI AL SALEM      |             | KUWAIT       | <i>ALI AL SALEM AIRBASE</i>         |
| ALI AL SALEM      |             | KUWAIT       | <i>CAMP VICTORY</i>                 |
| ALI AL SALEM      |             | KUWAIT       | <i>CAMP VIRGINIA</i>                |
| ARIFJAN           |             | KUWAIT       | <i>ARIFJAN</i>                      |
| ARIFJAN           |             | KUWAIT       | <i>CAMP ARIFJAN</i>                 |
| KUWAIT CITY       | KUWAIT CITY | KUWAIT       | <i>CAMP DOHA</i>                    |
| KUWAIT CITY       | KUWAIT CITY | KUWAIT       | <i>KUWAIT CITY</i>                  |
| KUWAIT CITY       | KUWAIT CITY | KUWAIT       | <i>SHUWAIKH</i>                     |
| KUWAIT CITY       | KUWAIT CITY | KUWAIT       | <i>SULAIBYA</i>                     |
| KUWAIT NAVAL BASE |             | KUWAIT       | <i>MOHAMMAD AL AHMAD NAVAL BASE</i> |
| KUWAIT NAVAL BASE |             | KUWAIT       | <i>RAS AL QULAIA</i>                |
| SHUAIBA           | SHUAIBA     | KUWAIT       | <i>MINA ABDULLAH</i>                |
| SHUAIBA           | SHUAIBA     | KUWAIT       | <i>SHUAIBAH</i>                     |
| SHUAIBA           |             | KUWAIT       | <i>CAMP SPEARHEAD</i>               |
| UDAIRI RANGE      |             | KUWAIT       | <i>CAMP BUEHRING</i>                |
| UDAIRI RANGE      |             | KUWAIT       | <i>CAMP UDAIRI</i>                  |
| UDAIRI RANGE      |             | KUWAIT       | <i>UDAIRI RANGE</i>                 |
| BISHKEK           |             | KYRGYZSTAN   | <i>BISHKEK</i>                      |
| BISHKEK           |             | KYRGYZSTAN   | <i>MANAS AB</i>                     |
|                   | RIGA        | LATVIA       | <i>RIGA</i>                         |
|                   | BEIRUT      | LEBANON      | <i>BEIRUT</i>                       |
| MASERU            |             | LESOTHO      | <i>MASERU</i>                       |
|                   | MONROVIA    | LIBERIA      | <i>MONROVIA</i>                     |
|                   | VILNEUS     | LITHUANIA    | <i>VILNIUS</i>                      |
| HOSINGEN          |             | LUXEMBOURG   | <i>HOSINGEN</i>                     |
| LUXEMBOURG        |             | LUXEMBOURG   | <i>BELVAUX</i>                      |
| LUXEMBOURG        |             | LUXEMBOURG   | <i>BETTEMBOURG</i>                  |

|                  |            |                         |                        |
|------------------|------------|-------------------------|------------------------|
| LUXEMBOURG       |            | LUXEMBOURG              | CAPELLEN               |
| LUXEMBOURG       |            | LUXEMBOURG              | DUDELANGE              |
| LUXEMBOURG       |            | LUXEMBOURG              | LUXEMBOURG             |
| LUXEMBOURG       |            | LUXEMBOURG              | NIEDERKORN             |
| LUXEMBOURG       |            | LUXEMBOURG              | SANEM                  |
| LUXEMBOURG       |            | LUXEMBOURG              | SOLEUVRE               |
| GEVGELIJA        |            | MACEDONIA               | GEVGELIJA              |
| SKOPJE           |            | MACEDONIA               | KUMANOVA               |
| SKOPJE           |            | MACEDONIA               | KUMANOVO               |
| SKOPJE           |            | MACEDONIA               | SKOPJE                 |
| SKOPJE           |            | MACEDONIA               | TETOVO                 |
| ANTANANARIVO     |            | MADAGASCAR              | ANTANANARIVO           |
| BLANTYRE         |            | MALAWI                  | BLANTYRE               |
| KUALA LUMPUR     |            | MALAYSIA                | KUALA LUMPUR           |
| BAMAKO           |            | MALI                    | BAMAKO                 |
| BAMAKO           |            | MALI                    | SENOU AIRPORT          |
| 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              |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|              |                  |                          |                |
|--------------|------------------|--------------------------|----------------|
| 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          |
|              | GARAPAN          | NORTHERN MARIANA ISLANDS | GARAPAN        |
|              | GARAPAN          | NORTHERN MARIANA ISLANDS | SAIPAN         |
| 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 BUTLER    |
| KADENA       |                  | OKINAWA                  | CAMP FOSTER    |
| KADENA       |                  | OKINAWA                  | CAMP KUWAE     |
| KADENA       |                  | OKINAWA                  | CAMP LESTER    |
| KADENA       |                  | OKINAWA                  | CAMP SHIELDS   |
| KADENA       |                  | OKINAWA                  | CHIBANA        |
| KADENA       |                  | OKINAWA                  | FUTENMA        |
| KADENA       |                  | OKINAWA                  | GINOWAN        |
| KADENA       |                  | OKINAWA                  | KADENA         |
| KADENA       |                  | OKINAWA                  | OKINAWA CITY   |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                     |                 |              |                              |
|---------------------|-----------------|--------------|------------------------------|
| KADENA              |                 | OKINAWA      | PLAZING HOUSING              |
| KADENA              |                 | OKINAWA      | RYCOM PLAZA                  |
| KADENA              |                 | OKINAWA      | TORII STATION                |
| KADENA              |                 | OKINAWA      | USMC AIR STATION             |
| KADENA              |                 | OKINAWA      | US NAVAL DENTAL CENTER       |
| KADENA              |                 | OKINAWA      | US NAVAL HOSPITAL            |
| KIN                 |                 | OKINAWA      | CAMP COURTNEY                |
| KIN                 |                 | OKINAWA      | CAMP HANSEN                  |
| KIN                 |                 | OKINAWA      | CAMP SCHWAB                  |
| KIN                 |                 | OKINAWA      | KIN                          |
| KIN                 |                 | OKINAWA      | WHITE BEACH NAVAL BASE       |
|                     | NAHA            | OKINAWA      | CAMP KINSER                  |
|                     | NAHA            | OKINAWA      | MAKIMINATO                   |
|                     | NAHA            | OKINAWA      | NAHA                         |
|                     | NAHA            | OKINAWA      | URASOE CITY                  |
| 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                       |
|                     | SALALAH         | OMAN         | SALALAH                      |
|                     | SOHAR           | OMAN         | SOHAR                        |
| 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                      |
|                     | KARACHI         | PAKISTAN     | QASIM                        |
| WARSAK              |                 | PAKISTAN     | WARSAK                       |
|                     | 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               |



8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                  |                 |             |                     |
|------------------|-----------------|-------------|---------------------|
|                  | 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              |
|                  | 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             |                 | QATAR       | DOHA                |
| DOHA             |                 | QATAR       | CAMP AS SAYLIYAH    |
| DOHA             |                 | QATAR       | CAMP SNOOPY         |
|                  | MESAIEED        | QATAR       | DOHA                |
| BUCHAREST        |                 | ROMANIA     | BUCHAREST           |
| CONSTANTA        | CONSTANTA       | ROMANIA     | CONSTANTA           |
| CONSTANTA        | CONSTANTA       | ROMANIA     | MIHAIL KOGALNICEANU |
| MOSCOW           |                 | RUSSIA      | MOSCOW              |
|                  | VLADIVOSTOK     | RUSSIA      | VLADIVOSTOK         |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                           |                                |                     |  |                  |
|---------------------------|--------------------------------|---------------------|--|------------------|
| 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            |
| TAIF                      |                                | SAUDI ARABIA        |  | TAIF             |
|                           | DAMMAM                         | SAUDI ARABIA        |  | DAMMAM           |
|                           | DAMMAM                         | SAUDI ARABIA        |  | KHOBAR           |
| DAMMAM                    | DAMMAM                         | SAUDI ARABIA        |  | DHAHRAN          |
| JEDDAH                    |                                | SAUDI ARABIA        |  | JEDDAH           |
|                           | DAMMAN                         | SAUDI ARABIA        |  | AD DAMMAN        |
|                           | 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 |  | BASSETTERRE      |
| 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           |
|                  | 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               |

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|                  |             |                |    |                      |
|------------------|-------------|----------------|----|----------------------|
| 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      |
| 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             |

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|               |  |               |    |                 |
|---------------|--|---------------|----|-----------------|
| ALBANY        |  | UNITED STATES | GA | NEWTON          |
| ALBANY        |  | UNITED STATES | GA | POULAN          |
| 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 | CHOCOLOCCO      |
| 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        | SCOTTDAL            |
| 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          |
| <b>ATLANTA GROUP</b> |           | <b>UNITED STATES</b> | <b>GA</b> | <b>COLLEGE PARK</b> |
| 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              |
| BALDWINVILLE         |           | UNITED STATES        | NY        | BALDWINVILLE        |
| BALTIMORE            | BALTIMORE | UNITED STATES        | MD        | ABINGDON            |
| BALTIMORE            | BALTIMORE | UNITED STATES        | MD        | ANNAPOLIS           |
| BALTIMORE            | BALTIMORE | UNITED STATES        | MD        | ANNAPOLIS JUNCTION  |
| BALTIMORE            | BALTIMORE | UNITED STATES        | MD        | ARNOLD              |

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|           |           |               |    |                      |
|-----------|-----------|---------------|----|----------------------|
| 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 | ELLICOTT 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 | MARRIOTTSVILLE       |
| 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          |
| BALTIMORE | BALTIMORE | UNITED STATES | MD | WEST FRIENDSHIP      |
| BALTIMORE | BALTIMORE | UNITED STATES | MD | WHITE MARSH          |
| BALTIMORE | BALTIMORE | UNITED STATES | MD | WOODSTOCK            |

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|             |        |               |    |                |
|-------------|--------|---------------|----|----------------|
| 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        |
| 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      |



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|        |        |               |    |               |
|--------|--------|---------------|----|---------------|
| 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        |
| 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        |

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|                    |           |               |    |               |
|--------------------|-----------|---------------|----|---------------|
| 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 | WOBURN        |
| BRISBANE           |           | UNITED STATES | CA | BRISBANE      |
| BRISBANE GROUP     |           | UNITED STATES | CA | BRISBANE      |
| 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       |

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|               |            |               |    |                |
|---------------|------------|---------------|----|----------------|
| 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      |
| 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    |

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|            |            |               |    |                   |
|------------|------------|---------------|----|-------------------|
| 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          |
| 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   |

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|         |  |               |    |                    |
|---------|--|---------------|----|--------------------|
| 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         |
| 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           |

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|         |  |               |    |                |
|---------|--|---------------|----|----------------|
| 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        |
| 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       |

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|         |  |               |    |                  |
|---------|--|---------------|----|------------------|
| 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 | RICHTON 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      |
| 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          |

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|                  |  |               |    |                    |
|------------------|--|---------------|----|--------------------|
| 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             |
| 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              |



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|                  |  |               |    |                       |
|------------------|--|---------------|----|-----------------------|
| 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         |
| 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 | WATERVLIT             |
| 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           |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                  |  |               |    |                  |
|------------------|--|---------------|----|------------------|
| 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         |
| 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            |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|          |  |               |    |                |
|----------|--|---------------|----|----------------|
| 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         |
| 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         |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|               |  |               |    |                     |
|---------------|--|---------------|----|---------------------|
| 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 GROSVENORDALE |
| DAYVILLE      |  | UNITED STATES | CT | POMFRET             |
| DAYVILLE      |  | UNITED STATES | CT | POMFRET CENTER      |
| DAYVILLE      |  | UNITED STATES | CT | PUTNAM              |
| 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        |

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|               |  |               |    |                   |
|---------------|--|---------------|----|-------------------|
| 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        |
| DETROIT GROUP |  | UNITED STATES | MI | ECORSE            |
| DETROIT GROUP |  | UNITED STATES | MI | FARMINGTON        |
| DETROIT GROUP |  | UNITED STATES | MI | FERNDALE          |
| 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         |

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|               |  |               |    |                    |
|---------------|--|---------------|----|--------------------|
| 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            |
| 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            |

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|                  |  |               |    |                |
|------------------|--|---------------|----|----------------|
| 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 | YALAH          |
| DISNEY GROUP     |  | UNITED STATES | FL | ZELLWOOD       |
| DOVER            |  | UNITED STATES | DE | CAMDEN WYOMING |
| DOVER            |  | UNITED STATES | DE | DOVER          |
| 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       |

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|               |  |               |    |               |
|---------------|--|---------------|----|---------------|
| 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   |
| 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            |
| 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            |

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|               |                        |               |    |               |
|---------------|------------------------|---------------|----|---------------|
| GABILAN GROUP |                        | UNITED STATES | CA | WATSONVILLE   |
| GAINESVILLE   |                        | UNITED STATES | FL | EARLETON      |
| GAINESVILLE   |                        | UNITED STATES | FL | GAINESVILLE   |
| 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 | CHANNEL VIEW  |
| 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 |

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|                    |                        |               |    |                 |
|--------------------|------------------------|---------------|----|-----------------|
| GALVESTON BAY      | GALVESTON BAY (ZONE 1) | UNITED STATES | TX | SPLENDORA       |
| 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 | ALLENDALE       |
| 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    |
| HANOVER            |                        | UNITED STATES | PA | NEW OXFORD      |

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|                  |  |               |    |                   |
|------------------|--|---------------|----|-------------------|
| 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           |
| HIGH POINT GROUP |  | UNITED STATES | NC | HIGH POINT        |
| HIGH POINT GROUP |  | UNITED STATES | NC | JAMESTOWN         |
| HIGH POINT GROUP |  | UNITED STATES | NC | LEXINGTON         |

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|                  |              |               |    |                    |
|------------------|--------------|---------------|----|--------------------|
| 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 | MACCLENNEY         |
| 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           |
| 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            |

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|              |              |               |    |                     |
|--------------|--------------|---------------|----|---------------------|
| 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            |
| 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           |

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|             |                       |               |    |                 |
|-------------|-----------------------|---------------|----|-----------------|
| 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         |
| 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        |

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|             |                       |               |    |                      |
|-------------|-----------------------|---------------|----|----------------------|
| 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          |
| 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         |



8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|             |                       |               |    |                        |
|-------------|-----------------------|---------------|----|------------------------|
| 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                |
| 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               |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                     |                      |               |    |                  |
|---------------------|----------------------|---------------|----|------------------|
| 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     |
| 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         |

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|                     |                |               |    |                  |
|---------------------|----------------|---------------|----|------------------|
| 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         |
| 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        |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|             |                |               |    |                  |
|-------------|----------------|---------------|----|------------------|
| 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         |
| 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           |

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|               |             |               |    |                |
|---------------|-------------|---------------|----|----------------|
| 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      |
| 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         |

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|             |                   |               |    |                    |
|-------------|-------------------|---------------|----|--------------------|
| 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 | ALLENDAL           |
| 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            |
| NEW YORK    | NEW YORK (ZONE 2) | UNITED STATES | NY | BAYVILLE           |
| 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           |

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|                 |                          |                      |           |                    |
|-----------------|--------------------------|----------------------|-----------|--------------------|
| 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           |
| <b>NEW YORK</b> | <b>NEW YORK (ZONE 2)</b> | <b>UNITED STATES</b> | <b>NY</b> | <b>CORONA</b>      |
| NEW YORK        | NEW YORK (ZONE 2)        | UNITED STATES        | NJ        | CRANFORD           |
| 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             |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|          |                   |               |    |                  |
|----------|-------------------|---------------|----|------------------|
| 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 FIELDS     |
| 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     |
| 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 | FREEPORT         |
| 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         |



8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|          |                   |               |    |                    |
|----------|-------------------|---------------|----|--------------------|
| 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            |
| 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           |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|          |                   |               |    |                   |
|----------|-------------------|---------------|----|-------------------|
| 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       |
| NEW YORK | NEW YORK (ZONE 2) | UNITED STATES | NY | LONG ISLAND CITY  |
| 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 |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|          |                   |               |    |                  |
|----------|-------------------|---------------|----|------------------|
| 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          |
| NEW YORK | NEW YORK (ZONE 2) | UNITED STATES | NJ | NESHANIC STATION |
| 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 | ORANGEBURG       |
| 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       |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|          |                   |               |    |                   |
|----------|-------------------|---------------|----|-------------------|
| 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          |
| 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      |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|          |                   |               |    |                   |
|----------|-------------------|---------------|----|-------------------|
| 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           |
| 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            |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|               |                   |               |    |                  |
|---------------|-------------------|---------------|----|------------------|
| 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    |
| 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      |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|              |              |               |    |                |
|--------------|--------------|---------------|----|----------------|
| OMAHA        |              | UNITED STATES | IA | COUNCIL BLUFFS |
| OMAHA        |              | UNITED STATES | IA | CRESCENT       |
| OMAHA        |              | UNITED STATES | NE | ELKHORN        |
| OMAHA        |              | UNITED STATES | NE | FORT CALHOUN   |
| 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     |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|              |              |               |    |                      |
|--------------|--------------|---------------|----|----------------------|
| PHILADELPHIA | PHILADELPHIA | UNITED STATES | NJ | BRIDGEPORT           |
| PHILADELPHIA | PHILADELPHIA | UNITED STATES | PA | BRIDGEPORT           |
| 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        |



8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|              |              |               |    |                   |
|--------------|--------------|---------------|----|-------------------|
| 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       |
| PHILADELPHIA | PHILADELPHIA | UNITED STATES | NJ | MARLTON           |
| PHILADELPHIA | PHILADELPHIA | UNITED STATES | NJ | MCGUIRE AFB       |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|              |              |               |    |                  |
|--------------|--------------|---------------|----|------------------|
| 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    |
| 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         |

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|                     |                     |                      |           |                     |
|---------------------|---------------------|----------------------|-----------|---------------------|
| 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    |
| <b>PHILADELPHIA</b> | <b>PHILADELPHIA</b> | <b>UNITED STATES</b> | <b>PA</b> | <b>WESTHAMPTON</b>  |
| PHILADELPHIA        | PHILADELPHIA        | UNITED STATES        | NJ        | 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        |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                |  |               |    |                       |
|----------------|--|---------------|----|-----------------------|
| 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 | CHINO                 |
| 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 | GLENDORA              |
| 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            |
| 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               |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|             |                      |               |    |                   |
|-------------|----------------------|---------------|----|-------------------|
| 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        |
| 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 | POULSBO           |
| PUGET SOUND | PUGET SOUND (ZONE 1) | UNITED STATES | WA | RAVENSDALE        |
| PUGET SOUND | PUGET SOUND (ZONE 1) | UNITED STATES | WA | REDMOND           |

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|                    |                             |                      |           |                  |
|--------------------|-----------------------------|----------------------|-----------|------------------|
| 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           |
| <b>PUGET SOUND</b> | <b>PUGET SOUND (ZONE 3)</b> | <b>UNITED STATES</b> | <b>WA</b> | <b>FIFE</b>      |
| 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          |
| 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      |

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|             |  |               |    |                  |
|-------------|--|---------------|----|------------------|
| 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 |
| 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         |

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|           |  |               |    |                      |
|-----------|--|---------------|----|----------------------|
| 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            |
| 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                 |



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|                |  |               |    |                 |
|----------------|--|---------------|----|-----------------|
| 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   |
| 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  |

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|                |  |               |    |                    |
|----------------|--|---------------|----|--------------------|
| 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      |
| 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           |

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|                   |                            |               |    |                     |
|-------------------|----------------------------|---------------|----|---------------------|
| 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             |
| 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               |

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|                 |          |               |    |                  |
|-----------------|----------|---------------|----|------------------|
| 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           |
| SHREVESPORT     |          | 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      |
| 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        |
| STUTTGART       |          | UNITED STATES | AR | STUTTGART        |
| 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              |
| 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                 |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                  |  |               |    |                  |
|------------------|--|---------------|----|------------------|
| 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      |
| 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           |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                  |  |               |    |                |
|------------------|--|---------------|----|----------------|
| 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   |
| 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 | WOODBIDGE      |
| 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         |

8 - Attch 4 - City Groupings (as of 1 Nov 11).xlsx

|                 |                  |               |    |                           |
|-----------------|------------------|---------------|----|---------------------------|
| 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               |
| KOKAND          |                  | UZBEKISTAN    |    | KOKAND                    |
| TASHKENT        |                  | UZBEKISTAN    |    | TASHKENT                  |
| NAVOI           |                  | UZBEKISTAN    |    | NAVOI                     |
| TERMEZ          |                  | UZBEKISTAN    |    | GALABA                    |
| TERMEZ          |                  | UZBEKISTAN    |    | TERMEZ                    |
| 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                     |
|                 | HODEIDAH         | YEMEN         |    | HODEIDAH                  |
| 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                                      |         | 40     |        |        |           |           |                        |   |          |           |        |         |               | 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                                    |         | 90     |        |        |           |           |                        | 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       |         | 75     |        |        |           |           |                        |   |          |           |        |         |               | 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            | 13                                    | 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 |       |
| 04    | Middle East, South Asia, Indian Ocean Interport                                     |       |
| 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  |       |

| Route | Description   | Notes |
|-------|---|-------|
| 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  |       |
| 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                                   |       |
| 27    | Hawaii - Continental Europe, United Kingdom, Ireland              |       |
| 28    | U.S. West Coast - Central America/Mexico                          |       |
| 30    | U.S. East Coast - Greenland                                       |       |
| 32    | U.S. East Coast - Scandinavia, Baltic Sea                         |       |
| 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                          |       |
| 40    | Africa Interport  |       |
| 42    | U.S. Gulf Coast - Caribbean                                       | c     |
| 43    | U.S. Gulf Coast - Central America/Mexico                          |       |
| 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                                       |       |
| 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             |       |
| 58    | Far East - South America  |       |
| 60    | U.S. East Coast - Africa  |       |
| 61    | Far East - Oceania  |       |
| 62    | Continental Europe, United Kingdom, Ireland - Iceland             |       |
| 63    | Iceland - Mediterranean   |       |

| Route | Description  | Notes |
|-------|--|-------|
| 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  |       |
| 90    | Far East - Africa  |       |
| 91    | Alaska - Middle East, South Asia, Indian Ocean                       |       |
| 92    | Caribbean - Middle East, South Asia, Indian Ocean                    |       |
| 93    | Far East – Central America/Mexico                                    |       |
| 96    | Black Sea Interport  |       |
| 98    | Baltic Interport   |       |

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. General Information**

A.1. Invoices shall be submitted only after services included on the invoice have been satisfactorily performed (Ref FAR 32.905). Invoices shall be submitted within the timeframe requested under the established billing procedures stated in sections B, C and D below.

A.2. Invoices shall be submitted to G8 Accounts Payable Branch at:

HQ, SDDC  
1 Soldier Way, Bldg 1900W  
Attn: AMSSD-RMM-AP  
3<sup>rd</sup> Floor  
Scott Air Force Base, IL 62225

A.3. In accordance with the Prompt Payment Act, payment terms are net 30 days from receipt of a proper invoice. Exception will be made for small businesses – the US Government 's goal is to pay within 15 days from receipt of a proper invoice for the entities properly identified in the Central Contractor Registration (CCR) database as small businesses. Proper invoices will be date stamped by the SDDC G8 Accounts Payable Branch upon receipt.

A.4. Failure to provide required information and appropriate documentation for a specific container/piece of cargo shall result in a rejection of that portion of the invoice. This only applies to invoices submitted in accordance with Sections C and D below. Discrepancies in Contractor-provided shipment information on submitted invoices will lead to certification delays as additional supporting documentation may be required from the Contractor.

A.5. The US Government and Contractor will resolve any differences between the invoice amount and the validated amount for reconciliation purposes. Upon completion of the reconciliation, US Government will make final payment on the invoice or the contractor will reimburse the US Government for any charges paid above the reconciled amount.

A.6 For direct booked cargo, the contractor shall submit invoices for container detention, port storage, reefer maintenance and any other costs for services not ordered in IBS yet associated with the movement of cargo directly to the shipper in accordance with the invoice procedures below. Questions regarding shipper addresses may be submitted to SDDC G9.

#### **B. Invoicing Procedures for Services Ordered in IBS**

Procedures applicable to invoicing and payment for services ordered or modified thereafter in IBS with the exception of Enhanced ITV. Enhanced ITV will be billed in accordance with section D.8 of this attachment.

B.1. Electronic Invoice Presentment and Payment (EIPP): Offerors awarded contracts will be required to participate in the US Government's EIPP program. US Bank Transportation Solutions, a service of US Bank is the EIPP service used by DOD. The invoiceless matching criteria methodology is not an acceptable mechanism supported by the bank.

B.2. Contractors must have a Trading Partner agreement with US Bank and be US Bank Transportation Solutions certified for the electronic payment of commercial transportation services. It is important that contractors begin the US Bank Transportation Solutions certification process immediately by calling US Bank at 1-800-417-1844. Additional information on US Bank Transportation Solutions is available at <http://www.usbank.com/powertrack>.

B.3. Fees charged by US Bank Transportation Solutions/US Bank are for the account of the contractor.

B.4. US Bank Transportation Solutions is currently limited to routes and types of cargo that are priced by IBS and originating from CONUS. Upon the expansion of the capability of IBS and upon 30 days notice to the contractor, the contractor will be required to participate in US Bank Transportation Solutions for additional routes and types of cargo.

B.5. US Bank Transportation Solutions 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.

B.6. Transportation Service Providers (TSP) are required to submit the shipments contract number via EDI. In the event TSP's need assistance configuring their EDI file to include the contract number, you can call the U.S Bank customer service help desk or email the customer service email box and a representative will open a Service Request to assign a U.S. Bank EDI analyst to assist you. TSPs who do not transmit EDI, must provide the contract number when entering invoices in the U.S. Bank Freight Payment web-based user interface.

B.7. Hardcopy Invoice Procedures: For services that are not paid via US Bank Transportation Solutions, an invoice shall be submitted to SDDC G8 Accounts Payable Branch. The contractor is entitled to payment for services ordered and performed (for services ordered at time of booking, EDI submission of a vessel sail transaction and the reconciled manifest function as evidence of performance). Invoices with proper documentation should be submitted no later than 30 days from the date charges occur. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

B.7.1. A proper invoice contains the following information:

- Contractor Name and Address
- Invoice Date and Invoice Number
- Contract Number
- Military Voyage Document Number (no more than 1 per invoice)
- *Defense Transportation Regulation (DTR)* POE/POD codes (no more than 1 per invoice)
- Port Call File Number (PCFN) (no more than 1 per invoice)
- 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 US Government.
  - For each container shipment:
    - Size and type of container
    - Sail Date
    - Van TCN
    - Container number with alpha prefix
  - For each break-bulk or multi modal (including air) shipment:
    - Type of cargo
    - Pieces, weight, and cubic feet
    - Sail Date
    - IBS TCNs (listed 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)
- **\*\*Certification Statement signed by authorized contractor representative: “I hereby certify that the above bill is correct and just, and services were performed”.**

B.7.2. Each invoice should include no more than one Military Voyage Document (VOYDOC), POE, and POD.

### C. General Invoicing Procedures for Non-IBS Ordered Services

General procedures applicable to invoicing and payment for priced services or pass through charges that cannot be ordered or modified in IBS.

C.1. Hardcopy Invoice Procedures: An invoice shall be submitted to SDDC G8 Accounts Payable Branch. The contractor is entitled to payment for services ordered and completed.

C.2. A proper invoice contains the following information:

- Contractor Name and Address
- Invoice Date and Invoice Number
- Contract Number
- Invoice Type (e.g. container detention, port storage)
- Taxpayer Identification Number
- Port Call File Number
- Contractor Booking Number
- Dollar amount of invoice
- Contract Iteration (e.g. USC-5/6/7)
- 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)
- Any additional information as requested under the billing procedure
- **\*\*Certification Statement signed by authorized contractor representative: “I hereby certify that the above bill is correct and just, and services were performed”.**

C.3. Container Detention: Container detention is covered in section 3.G.4 in non-Exigent Areas and section 6.C.2 for Exigency Areas. Container detention charges shall be billed upon the termination of detention, except when incurred in areas described in Section D, which shall be billed as directed in that section. A standard detention billing format shall be used when submitting an invoice for container detention. Invoices with proper documentation should be submitted no later than 30 days from the date detention ends. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

C.4. Pass-through charges: Contractor shall submit these charges (see Exhibit 2, Paragraph 8) 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 (e.g. applicable port tariff) and proof of payment to third party. 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. Invoices with proper documentation should be submitted no later than 30 days from the date charges occur or within 5 days of payment to the 3<sup>rd</sup> party. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

C.5. Defense Base Act: Invoices submitted for Defense Base Act Insurance will be submitted as a “Pass through Charge” and accompanied by a copy of the current insurance policy and proof of payment to the insurance underwriter. Invoices with proper documentation should be submitted no later than 30 days from the date charges occur or within 5 days of payment to the 3<sup>rd</sup> party. However, the US Government will

consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

For contractors with subcontractors who purchase DBA insurance under this requirement, a copy of the subcontractor's payment to the insurance underwriter, copy of the subcontractor's invoice to the prime contractor seeking reimbursement and payment documentation of the prime contractor's reimbursement to the subcontractor shall be provided.

**C.6. Reefer Maintenance:** The Contractor should submit invoices every 30 days in sequential order by billing month. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified. In addition to invoice information required in C.2, invoices for reefer maintenance will contain the following information for each container in excel format, using the below column headers only. Itemized invoices must be in the exact format, with below headers in row 1, and the first container to be invoiced in row 2, and the remaining containers to be invoiced in the rows which follow without skipping any rows. No company logos and other annotations should be made on the itemized invoice except as described in this paragraph.

Col A: Van TCN  
 Col B: PCFN  
 Col C: Container #  
 Col D: Carrier Booking #  
 Col E: Shipper DoDAAC  
 Col F: Consignee DoDAAC  
 Col G: Container type (i.e. R20, D40 etc)  
 Col H: POE (MILSTAMP Format)  
 Col I: POD (MILSTAMP Format)  
 Col J: In the clear final destination  
 Col K: Discharge Date (EDI 315 UV) (Format MMDDYYYY)  
 Col L: Out-gate Date from Port (OA)  
 Col M: Transit/Free time end date (Format MMDDYYYY)  
 Col N: Reefer Maintenance end date (i.e. CN, CP, RD, End of Month) (Format MMDDYYYY)  
 Col O: Reefer Maintenance rate (contract rates)  
 Col P: Total Reefer Maintenance fees invoiced (For the current month)  
 Col Q: Total Reefer Maintenance invoiced (To date including current month)

**C.7. Equipment Purchase:** Invoices should be submitted every 30 days in sequential order by billing month. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified. In addition to invoice information required in C.2, invoices submitted for equipment purchase will contain the following information:

- Equipment Number with Alpha Prefix /serial number
- Size and Type of equipment
- 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 US Government notification of intent to purchase equipment (see PWS Para 6.C.3)

**C.8. Port Storage:** Invoices will be submitted as a "Pass Through Charge". Invoices with supporting documentation should be submitted no later than 30 days from the date cargo departed the port (e.g. lift or dispatch) or within 5 days of payment to the 3<sup>rd</sup> party. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

**C.8.1.** In addition to invoice summary information required in C.2, the invoice shall include the following supporting documentation:

- 1) A copy of the applicable port tariff in effect at the time charges were incurred
- 2) A copy of the invoice for charges associated with port storage charges
- 3) A copy of the applicable fees assessed by subcontractor to store cargo at the port
- 4) An excel spreadsheet which contains the following information:

**CONTAINERIZED CARGO:** PCFN, Movement type (Import/Export), IBS TCN, Container number, Container Type/Size, POE, POD, Reason for Delay, Total Days at Port, Free Time (days), Chargeable Days (less free time), Total Port Storage Amount (local currency), Total Port Storage Amount (in US Dollars), Exchange Rate Used and Remarks.

**BREAKBULK CARGO:** PCFN, Movement type (Import/Export), IBS TCN, Cube/Measurement Ton (cubic meter), Metric Ton (in kg), POE, POD, Reason for Delay, Total Days at Port, Free Time (days), Chargeable Days (less free time), Total Port Storage Amount (local currency), Total Port Storage Amount (in US Dollars), Exchange Rate Used and Remarks.

**NOTE:**

For Export Cargo: Shipper DoDAAC, In-gate at POE and Lift Date must be provided

For Import Cargo: Consignee DoDAAC, Discharge Date and Out-gate/Dispatch Date from POD must be provided

- 5) Documentation verifying US Government direction to stage cargo at port
- 6) Any other documentation verifying costs incurred and proof of payment (including subcontractor services at Karachi, Pakistan)

C.9. Futile Trip: Invoices will be submitted as a "Pass-Through Charge". Invoices with supporting documentation should be submitted no later than 30 days from the date the futile trip occurred or within 5 days of payment to the 3<sup>rd</sup> party. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

C.9.1. In addition to the invoice summary information required in C.2, the invoice shall include the following supporting documentation:

- 1) Notification email to the cognizant COR outlining the details and the date when the futile trip was incurred.
- 2) Authorization email from COR for pass through invoice submission
- 3) Copy of third party invoice/basis for rate
- 4) Proof of payment of third party invoice
- 5) Any other documentation verifying proof of costs incurred and paid

**D. Special Invoicing and Payment Procedures for Exigency Areas and the CENTCOM AOR**

Procedures applicable to invoicing and payment for priced services in Exigency Areas and the CENTCOM AOR.

D.1. Hardcopy Invoice Procedures: An invoice shall be submitted to SDDC G8 Accounts Payable Branch. The contractor is entitled to payment for services ordered and completed.

D.2. A proper original signed invoice summary sheet will contain the following information:

- Contractor Name and Address
- Contract Number
- Invoice Date and Invoice Number
- Invoice Month
- Invoice Type (Detention/RM)



- Taxpayer Identification Number
- Dollar amount of invoice
- Contract Iteration (e.g. USC-5/6/7)
- 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)
- **\*\*Certification Statement signed by authorized contractor representative: “I hereby certify that the above bill is correct and just, and services were performed”.**

D.3. Container Detention: Charges should be consolidated monthly and submitted no later than 30 days from the date free time ends for a billable container. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified. For example, the container detention invoice for charges accrued in October 2010 should not be received later than 30 November 2010.

D.3.1. In addition to invoice summary information required in D.2, itemized invoices for container detention will contain the following information for each container in excel format, using the below column headers only. Itemized invoices must be in the exact format, with below headers in row 1, and the first container to be invoiced in row 2, and the remaining containers to be invoiced in the rows which follow without skipping any rows. No company logos and other annotations should be made on the itemized invoice except as described in this paragraph.

Col A: Van TCN  
 Col B: PCFN  
 Col C: Container #  
 Col D: Carrier Booking #  
 Col E: Shipper DoDAAC  
 Col F: Consignee DoDAAC  
 Col G: Container type (i.e R20, D40 etc)  
 Col H: POE (MILSTAMP Format)  
 Col I: POD (MILSTAMP Format)  
 Col J: In the clear final destination  
 Col K: Discharge Date (EDI 315 UV) (Format MMDDYYYY)  
 Col L: Transit/Free time end date (Format MMDDYYYY)  
 Col M: Detention end date (i.e. CN, CP, RD, End of Month) (Format MMDDYYYY)  
 Col N: Detention rate (Cost per day)  
 Col O: Total detention fees invoiced (For the current month)  
 Col P: Total detention fees invoiced (To date including current month)

D.4. Kuwait Landing Fees: Contractor will submit Kuwait Landing Fee invoices to SDDC G8 as a “Pass-Through Charge”. Kuwait Landing Fee invoices must be submitted per vessel and will not be consolidated per month. Invoices with proper documentation should be submitted no later than 30 days from the date charges occur or within 5 days of payment to the 3<sup>rd</sup> Party. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

D.4.1. In addition to invoice summary information required in D.2, the invoice shall include the following supporting documentation:

- 1) Copy of the port invoice issued by the Kuwait Port Authority (KPA) indicating proof and date of incurred costs
- 2) Copy of applicable port tariff citing the applicable rate for landing charges (aside from the invoice issued by the Kuwait Port).
- 3) An excel spreadsheet for each vessel detailing the Vessel Name, VoyDoc No. POE, POD, Arrival Date, Lift Date, Weight and Metric ton for all break-bulk cargo and the number of pieces for containerized cargo. This should include a breakdown of the different types of cargo

i.e. general cargo, light vehicle, heavy vehicle, etc. to cross check the information stated in the invoice issued by the KPA.

- 4) Proof of payment by contractor to third party

D.5. Exigent Area Driver Wait Time: Driver Wait Time is covered under section 6.F of the PWS. Exigent Driver Wait Time invoices submitted via USC-7 Attachment 6 apply only to charges incurred in accordance with section 6.F.

D.5.1. Charges should be consolidated and submitted on a monthly basis no later than 30 days from the date the cargo was delivered. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified. For example, the driver wait time invoice for October 2010 should not be received later than 30 November 2010.

D.5.2. In addition to the invoice summary information required in D.2, supporting documentation shall be submitted in an excel spreadsheet containing the following information:

- Truck number
- PCFN
- IBS TCN
- Container number (if applicable)
- Container Type/Size (if applicable)
- POD
- Consignee DoDAAC,
- Consignee City
- Arrival Date at Base Gate or date entered ingate line outside final destination
- Cargo Delivery Date or arrival in holding yard upon receipt of USG staging request
- Total Driver Wait Time/Days
- Amount in US Dollars
- Remarks

D.6. Staging at Carrier Holding Yard (CHY): Charges should be consolidated and submitted as an invoice on a monthly basis no later than 30 days from the date the cargo was dispatched/out-gated from the CHY. However, the US Government will consider and process invoices submitted after 30 days if they are properly supported and the claimed services can be verified. For example, the staging invoice for October 2010 should not be received later than 30 November 2010.

D.6.1. In addition to the invoice summary information required in D.2, the invoice shall include the following supporting documentation:

- 1) Copy of the Staging request message sent by COR to Contractor or documentation verifying a constructive staging request was submitted to cognizant COR and SDDC Battalion and no response was received in accordance with Section 6.E.1.6 of the PWS..
- 2) Copy of the call forward message sent by US Government to Contractor. Billing will cease upon receipt of the HR EDI code or 5 calendar days after receipt of the call forward message even if cargo has not dispatched from the CHY, whichever occurs first.
- 3) An excel spreadsheet which contains the following information: OCCA SWA Tracking number (if provided), PCFN, IBS TCN, container number (if applicable), type/description of cargo, Consignee City, CHY name, Date cargo arrived at CHY location, Cargo Lift-Off Date at CHY, Cargo Lift-On Date at CHY, Call Forward date, Date cargo departed CHY (whether it's moving to another CHY or final destination or port of embarkation), Total number of days cargo was staged, 1-30 Day Staging Amount (USD), 31 days or more Staging Amount (USD), Total Staging Amount, Number of Lift On/Lift Off, Amount of Lift On/Lift Off (in USD), Total Amount (Staging + Lift On/Lift Off) and Remarks.

D.7. Stopoff Wait Time Invoice Procedures. Stopoff Wait Time Invoice must be submitted for charges incurred when cargo was not offloaded before free time ends at the stopoff location. Charges should be consolidated and submitted as an invoice on a monthly basis no later than 30 days from the date the cargo was offloaded/delivered at stopoff location. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

D.7.1. In addition to the invoice summary information required in D.2, supporting documentation shall be submitted in an excel spreadsheet containing the following information:

- PCFN
- IBS TCN
- Container number
- Container Type/Size
- Consignee City
- Stopoff DoDAAC
- Stopoff City
- Route variation
- Arrival Date at Stopoff Location
- Arrival Time at Stopoff Location
- Departure Date
- Departure Time
- Breakdown of Stopoff charges incurred (broken down per 24 hour increment)
- Total Stopoff Wait Time
- Remarks

#### D.8. Enhanced ITV

Enhanced ITV Procedures: An invoice shall be submitted to SDDC G8 Accounts Payable Branch. The contractor is entitled to payment for services ordered and completed. Invoices with proper documentation should be submitted no later than 30 days from the date service was performed for the whole PCFN. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified. Only one invoice will be billed per PCFN. Commissioning shall not occur more than 30 miles from origin location. Decommissioning shall not occur more than 30 miles from delivery gate.

D.8.1. A proper original signed invoice summary sheet will contain the following information:

- Contractor Name and Address
- Contract Number
- Invoice Date and Invoice Number
- Invoice Month
- Invoice Type (e.g. Detention/RM)
- Taxpayer Identification Number
- Dollar amount of invoice
- Contract Iteration (e.g. USC-5/6/7)
- 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)
- **\*\*Certification Statement signed by authorized contractor representative: “I hereby certify that the above bill is correct and just, and services were performed”.**

D.8.2. In addition to the invoice summary information, supporting documentation shall be submitted in an excel spreadsheet containing the following information:

- Military VOYDOC number
- Sail Date

- POE
- POD
- PCFN
- IBS TCN
- Container number (if applicable)
- ITV Tag serial number
- Commissioning Location Latitude/Longitude
- Decommissioning Latitude/Longitude

(End of Attachment 6)

## Attachment 7

### Reports and Formats

#### **Sample Format for each report to be provided by the US Government prior to contract award**

##### Operational Reports:

#### 2. Cargo Lift – Containers

##### 2.1 Required by: 3.A.11

##### 2.2 Reports due: Within 24 hours of vessel sail date

##### 2.3 Medium: Excel attachment uploaded into Pipeline Asset Tool (PAT) per POE

##### 2.4 Distribution: Authorized users of ETA/PAT

##### 2.5 Required elements:

- ☐ Mandatory header fields (Populates these fields for all records)
  1. SCAC
  2. VOYDOC (Select from dropdown)
  3. Sail Date
  4. POE (Select from dropdown – based on vessel schedule and voydoc selection)
  5. Vessel Name (select from dropdown – based on vessel schedule and voydoc selection)
- ☐ Excel Columns heading (One row per shipment)
  1. Van Type – 35 characters
  2. TCN - 17 characters
  3. Container # - 11 characters with dash
  4. Consignor DODAAC – 6 characters
  5. Commercial VOYDOC – 10 characters
  6. POD – 3 characters
  7. Commercial Booking Number – 25 characters
  8. PCFN – 6 characters
  9. Vessel Status – 2 characters
  10. Consignee DODAAC – 6 characters
  11. Cargo Description
  12. Cube – Numeric
  13. Length – Numeric
  14. Width – Numeric
  15. Height - Numeric
  16. Weight – Numeric
  17. Measurement Tons - Numeric
  18. Is Booked (Y/N) – Based on if the contractor thinks the item has been booked
  19. Has SI (Y/N) – Based on whether contractor has VSI
  20. Comment One – free form text field for any contractor comment on the item (250 characters max)
  21. Comment Two – free form text field for any contractor comment on the item (250 characters max)

#### 3. Cargo Lift Information – Breakbulk

##### 2.1 Required by: 3.A.11

##### 2.2 Reports due: Within 24 hours of vessel sail date

##### 2.3 Medium: Excel attachment uploaded into Pipeline Asset Tool (PAT) per POE

##### 2.4 Distribution: Authorized users of ETA/PAT

##### 2.5 Required elements:

- ☐ Mandatory header fields (Populates these fields for all records)
  1. SCAC

2. VOYDOC (Select from dropdown)
  3. Sail Date
  4. POE (Select from dropdown – based on vessel schedule and voydoc selection)
  5. Vessel Name (select from dropdown – based on vessel schedule and voydoc selection)
- Excel Columns heading (One row per shipment)
1. Van Type (when applicable)– 35 characters
  2. TCN - 17 characters
  3. Container # - 11 characters with dash
  4. Consignor DODAAC – 6 characters
  5. Commercial VOYDOC – 10 characters
  6. POD – 3 characters
  7. Commercial Booking Number – 25 characters
  8. PCFN – 6 characters
  9. Vessel Status – 2 characters
  10. Consignee DODAAC – 6 characters
  11. Cargo Description
  12. Cube – Numeric
  13. Length – Numeric
  14. Width – Numeric
  15. Height - Numeric
  16. Weight – Numeric
  17. Measurement Tons - Numeric
  18. Is Booked (Y/N) – Based on if the contractor thinks the item has been booked
  19. Has SI (Y/N) – Based on whether contractor has VSI
  20. Comment One – free form text field for any contractor comment on the item (250 characters max)
  21. Comment Two – free form text field for any contractor comment on the item (250 characters max)
4. Pre-Arrival Notice
    - 4.1 Required by: 3. A.11
    - 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 (when applicable) 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 (when applicable on container shipments)
      - Date cargo is to arrive
      - POD
      - Name and voyage number of mother vessel if transshipped
- 7 Contractor Containerization:
    - 7.1 Required by: 3.A.11
    - 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.11

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.11

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:

- a) 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;
- b) USC Contractor claims against a Prime Vendor for loss/damage to USC Contractor equipment;
- c) USC Contractor claims against a Prime Vendor for detention of USC Contractor equipment;
- d) 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);
- e) 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);
- f) 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,
- g) 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 US 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-7 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.10.1, the Prime Vendor, not the Government, reimburses the Contractor for onward movement delays cause 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 I**. 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 LA/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 liability of the Government for the following: 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.

XXXXXXXXX XXXXXXXXXXXX, INC.

"The Prime Vendor

Date:

By:

Title:

The undersigned, an authorized representative of YYYYYYYYYYYYYYYY YYYYYYYYYY, INC., hereby accepts and agrees to the terms and provisions above of this Agreement.

YYYYYYYYYYYYYYYYYYY 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.)

**Required Delivery Date (RDD) Operational Guidance**

The RDD Operational Guidance provided may be used, as a minimum, to construct RDDs for shipments moving under USC-7. Number of days listed under the Port and Door Columns will be applied from the applicable POE scheduled Vessel Departure Date in accordance with the carrier's vessel schedule published in IBS at time of booking. Number of days listed under Port Column allows for ocean transit and customs clearance at POD. Number of days listed under Door allows for ocean transit, customs clearance at POD and linehaul from POD to final consignee. For unit cargo, RDDs will be constructed in accordance with JOPES timelines.

For areas not listed, apply the vessel ocean transit time plus 10 business days.

Table 1: CONUS Originating RDD Guide

| POE (CONUS originating) | Destination Country | Port | Door |
|-------------------------|---------------------|------|------|
| East Coast              | Kuwait              | 43   | 44   |
| Gulf Coast              | Kuwait              | 50   | 51   |
| West Coast              | Kuwait              | 47   | 48   |
|                         |                     |      |      |
| East Coast              | Bahrain             | 43   | 44   |
| Gulf Coast              | Bahrain             | 50   | 51   |
| West Coast              | Bahrain             | 49   | 50   |
|                         |                     |      |      |
| East Coast              | Saudi Arabia        | 57   | 58   |
| Gulf Coast              | Saudi Arabia        | 64   | 65   |
| West Coast              | Saudi Arabia        | 54   | 55   |
|                         |                     |      |      |
| East Coast              | Jordan              | 53   | 54   |
| Gulf Coast              | Jordan              | 60   | 61   |
| West Coast              | Jordan              | 76   | 77   |
|                         |                     |      |      |
| East Coast              | Qatar               | 45   | 46   |
| Gulf Coast              | Qatar               | 52   | 53   |
| West Coast              | Qatar               | 45   | 46   |
|                         |                     |      |      |
| East Coast              | UAE                 | 41   | 42   |
| Gulf Coast              | UAE                 | 48   | 49   |
| West Coast              | UAE                 | 43   | 44   |
|                         |                     |      |      |
| East Coast              | Oman                | 39   | 40   |
| Gulf Coast              | Oman                | 43   | 44   |
| West Coast              | Oman                | 44   | 45   |
|                         |                     |      |      |
|                         |                     |      |      |

|            |  |     |     |
|------------|--|-----|-----|
| Gulf Coast | Djibouti                               | 45  | 46  |
| West Coast | Djibouti                               | 54  | 55  |
|            |  |     |     |
| East Coast | Afghanistan via Pakistan               | N/A | 58  |
| Gulf Coast | Afghanistan via Pakistan               | N/A | 65  |
| West Coast | Afghanistan via Pakistan               | N/A | 63  |
|            |  |     |     |
| East Coast | Iraq via Aqaba                         | 53  | 56  |
| Gulf Coast | Iraq via Aqaba                         | 60  | 63  |
| West Coast | Iraq via Aqaba                         | 76  | 79  |
|            |  |     |     |
| East Coast | Iraq via Umm Qasr                      | 46  | 56  |
| Gulf Coast | Iraq via Umm Qasr                      | 53  | 63  |
| West Coast | Iraq via Umm Qasr                      | 69  | 79  |
|            |  |     |     |
| West Coast | Okinawa                                | 26  | 27  |
|            |  |     |     |
| West Coast | Fuji                                   | N/A | 35  |
| West Coast | Hiro                                   | N/A | 35  |
| West Coast | Kanzakgum                              | N/A | 35  |
| West Coast | Akizuki                                | N/A | 35  |
| West Coast | Misawa                                 | N/A | 35  |
| West Coast | Iwukini                                | N/A | 35  |
| West Coast | Sasebo                                 | N/A | 35  |
| West Coast | All other Destinations via<br>Yokahama | N/A | 22  |
|            |  |     |     |
| West Coast | Korea                                  | 24  | 25  |
|            |  |     |     |
| West Coast | Singapore                              | 33  | 38  |
|            |  |     |     |
| West Coast | Kwajalein                              | 35  | N/A |
|            |  |     |     |
| East Coast | Germany                                | 18  | 26  |
| Gulf Coast | Germany                                | 25  | 33  |
|            |  |     |     |
| East Coast | Netherlands                            | 20  | 28  |
| Gulf Coast | Netherlands                            | 27  | 35  |
|            |  |     |     |
|            |  |     |     |



|            |  |     |     |
|------------|--|-----|-----|
| East Coast | Belgium                                | 20  | 28  |
| Gulf Coast | Belgium                                | 27  | 35  |
|            |  |     |     |
| East Coast | United Kingdom                         | 23  | 31  |
| Gulf Coast | United Kingdom                         | 30  | 38  |
|            |  |     |     |
| East Coast | Scandinavia/Baltic                     | 27  | 39  |
| Gulf Coast | Scandinavia/Baltic                     | 34  | 46  |
|            |  |     |     |
| East Coast | Northern Italy                         | N/A | 28  |
| Gulf Coast | Northern Italy                         | N/A | 35  |
|            |  |     |     |
| East Coast | Southern Italy                         | N/A | 30  |
| Gulf Coast | Southern Italy                         | N/A | 37  |
|            |  |     |     |
| East Coast | Western Mediterranean other than Italy | 32  | 42  |
| Gulf Coast | Western Mediterranean other than Italy | 39  | 49  |
|            |  |     |     |
| East Coast | Eastern Mediterranean                  | 32  | 42  |
| Gulf Coast | Eastern Mediterranean                  | 39  | 49  |
|            |  |     |     |
| East Coast | Adriatic Sea                           | 32  | 42  |
| Gulf Coast | Adriatic Sea                           | 39  | 49  |
|            |  |     |     |
| East Coast | Black Sea                              | 49  | 51  |
| Gulf Coast | Black Sea                              | 56  | 58  |
|            |  |     |     |
| East Coast | West Africa                            | 45  | N/A |
| Gulf Coast | West Africa                            | 52  | N/A |
|            |  |     |     |
| East Coast | South Africa                           | 32  | N/A |
| Gulf Coast | South Africa                           | 39  | N/A |
|            |  |     |     |
| East Coast | East Africa                            | 39  | 48  |
| Gulf Coast | East Africa                            | 46  | 55  |
|            |  |     |     |
| East Coast | Panama                                 | 17  | 18  |
| Gulf Coast | Panama                                 | 17  | 18  |
|            |  |     |     |

|            |           |    |    |
|------------|-----------|----|----|
| East Coast | Haiti     | 16 | 17 |
|            |           |    |    |
| East Coast | Honduras  | 16 | 17 |
| Gulf Coast | Honduras  | 16 | 17 |
| West Coast | Honduras  | 18 | 19 |
|            |           |    |    |
| East Coast | Guatemala | 17 | 18 |
| Gulf Coast | Guatemala | 17 | 18 |
| West Coast | Guatemala | 20 | 21 |
|            |           |    |    |
| East Coast | Colombia  | 21 | 22 |
| Gulf Coast | Colombia  | 21 | 22 |
| West Coast | Colombia  | 28 | 29 |

Table 2: OCONUS Originating RDD Guide

| POE (OCONUS originating) | Destination Country      | Port | Door |
|--------------------------|--------------------------|------|------|
| Antwerp                  | Aqaba                    | 46   | 47   |
| Antwerp                  | Azores                   | 23   | N/A  |
| Antwerp                  | Bahrain                  | 46   | 47   |
| Antwerp                  | Afghanistan via Pakistan | N/A  | 45   |
| Antwerp                  | Kuwait                   | 32   | 33   |
| Antwerp                  | Iraq via Umm Qasr        | N/A  | 46   |
| Antwerp                  | Iraq via Aqaba           | N/A  | 57   |
| Antwerp                  | Oman                     | 32   | 33   |
| Antwerp                  | Qatar                    | 40   | 41   |
| Antwerp                  | U.S. East Coast          | 17   | 27   |
| Antwerp                  | U.S. Gulf Coast          | 24   | 34   |
|                          |                          |      |      |
| Rotterdam                | Aqaba                    | 42   | 43   |
| Rotterdam                | Bahrain                  | 32   | 33   |
| Rotterdam                | Afghanistan via Pakistan | N/A  | 45   |
| Rotterdam                | Egypt                    | 13   | N/A  |
| Rotterdam                | Kuwait                   | 29   | 30   |
| Rotterdam                | Iraq via Umm Qasr        | N/A  | 46   |
| Rotterdam                | Iraq via Aqaba           | N/A  | 57   |
| Rotterdam                | Oman                     | 26   | 27   |
| Rotterdam                | Qatar                    | 34   | 35   |
| Rotterdam                | Saudi Arabia             | 23   | 24   |
| Rotterdam                | Turkey                   | 24   | 25   |

|             |                          |     |     |
|-------------|--------------------------|-----|-----|
| Rotterdam   | U.S. East Coast          | 17  | 27  |
| Rotterdam   | U.S. Gulf Coast          | 24  | 34  |
|             |                          |     |     |
| Bremerhaven | Aqaba                    | 44  | 45  |
| Bremerhaven | Azores                   | 19  | N/A |
| Bremerhaven | Bahrain                  | 38  | 40  |
| Bremerhaven | Afghanistan via Pakistan | N/A | 45  |
| Bremerhaven | Kuwait                   | 32  | 33  |
| Bremerhaven | Iraq via Umm Qasr        | N/A | 46  |
| Bremerhaven | Iraq via Aqaba           | N/A | 57  |
| Bremerhaven | Oman                     | 36  | 37  |
| Bremerhaven | Qatar                    | 36  | 38  |
| Bremerhaven | U.S. East Coast          | 20  | 30  |
| Bremerhaven | U.S. Gulf Coast          | 27  | 37  |
|             |                          |     |     |
| Denmark     | Aqaba                    | 52  | 53  |
| Denmark     | Bahrain                  | 39  | 40  |
| Denmark     | Afghanistan via Pakistan | N/A | 48  |
| Denmark     | Iraq via Umm Qasr        | N/A | 49  |
| Denmark     | Iraq via Aqaba           | N/A | 60  |
| Denmark     | Kuwait                   | 29  | 30  |
| Denmark     | Oman                     | 29  | 30  |
| Denmark     | Qatar                    | 37  | 38  |
|             |                          |     |     |
| Felixstowe  | Aqaba                    | 41  | 42  |
| Felixstowe  | Bahrain                  | 30  | 31  |
| Felixstowe  | Afghanistan via Pakistan | N/A | 47  |
| Felixstowe  | Iraq via Umm Qasr        | N/A | 48  |
| Felixstowe  | Iraq via Aqaba           | N/A | 58  |
| Felixstowe  | Germany                  | 17  | 18  |
| Felixstowe  | Kuwait                   | 28  | 29  |
| Felixstowe  | Oman                     | 28  | 29  |
| Felixstowe  | Qatar                    | 36  | 37  |
| Felixstowe  | U.S. East Coast          | 17  | 27  |
| Felixstowe  | U.S. Gulf Coast          | 24  | 34  |
|             |                          |     |     |
| Thamesport  | Aqaba                    | 31  | 32  |
| Thamesport  | Bahrain                  | 33  | 34  |
| Thamesport  | Kuwait                   | 34  | 35  |
| Thamesport  | Oman                     | 31  | 32  |

|                          |                          |     |    |
|--------------------------|--------------------------|-----|----|
| Thamesport               | Qatar                    | 31  | 32 |
|                          |                          |     |    |
| Southampton              | U.S. East Coast          | 17  | 27 |
|                          |                          |     |    |
| Kuwait                   | Afghanistan via Pakistan | N/A | 32 |
|                          |                          |     |    |
| Kuwait                   | U.S. East Coast          | 42  | 52 |
| Kuwait                   | U.S. Gulf Coast          | 47  | 57 |
| Kuwait                   | U.S. West Coast          | 52  | 62 |
|                          |                          |     |    |
| Germany                  | Thamesport               | 13  | 14 |
|                          |                          |     |    |
| Japan                    | Korea                    | 7   | 8  |
|                          |                          |     |    |
| Japan                    | U.S. West Coast          | 25  | 35 |
|                          |                          |     |    |
| Korea                    | Japan                    | 16  | 17 |
|                          |                          |     |    |
| Korea                    | U.S. West Coast          | 29  | 39 |
|                          |                          |     |    |
| Afghanistan via Pakistan | U.S. East Coast          | 39  | 49 |
| Afghanistan via Pakistan | U.S. Gulf Coast          | 44  | 54 |
| Afghanistan via Pakistan | U.S. West Coast          | 49  | 59 |
|                          |                          |     |    |
| Afghanistan via Pakistan | Germany                  | 35  | 43 |
|                          |                          |     |    |
| Iraq via Aqaba           | U.S. East Coast          | 35  | 45 |
| Iraq via Aqaba           | U.S. Gulf Coast          | 35  | 45 |
| Iraq via Aqaba           | U.S. West Coast          | 52  | 62 |
|                          |                          |     |    |
| Iraq via Aqaba           | Afghanistan via Pakistan | N/A | 37 |
|                          |                          |     |    |
| Iraq via Umm Qasr        | U.S. East Coast          | 47  | 57 |
| Iraq via Umm Qasr        | U.S. Gulf Coast          | 52  | 62 |
| Iraq via Umm Qasr        | U.S. West Coast          | 57  | 67 |
|                          |                          |     |    |
| Iraq via Umm Qasr        | Afghanistan via Pakistan | 10  | 31 |
|                          |                          |     |    |
| Southern Italy           | U.S. East Coast          | 24  | 34 |
| Southern Italy           | U. S. Gulf Coast         | 31  | 41 |

Table 3: NDN RDD Guide

| POE                   | Route                               | Door Transit Time (days) |
|-----------------------|-------------------------------------|--------------------------|
| <b>Russian Route</b>  |                                     |                          |
| East Coast            | Afghanistan via Riga, Latvia        | 70                       |
| East Coast            | Afghanistan via Tallin, Estonia     | 70                       |
| East Coast            | Afghanistan via Klaipeda, Lithuania | 70                       |
| Gulf Coast            | Afghanistan via Riga, Latvia        | 70                       |
| Gulf Coast            | Afghanistan via Tallin, Estonia     | 70                       |
| Gulf Coast            | Afghanistan via Klaipeda, Lithuania | 70                       |
| Bremerhaven           | Afghanistan via Riga, Latvia        | 53                       |
| Bremerhaven           | Afghanistan via Tallin, Estonia     | 52                       |
| Bremerhaven           | Afghanistan via Klaipeda, Lithuania | 70                       |
| Rotterdam             | Afghanistan via Riga, Latvia        | 55                       |
| Rotterdam             | Afghanistan via Tallin, Estonia     | 55                       |
| Rotterdam             | Afghanistan via Klaipeda, Lithuania | 70                       |
| Antwerp               | Afghanistan via Riga, Latvia        | 58                       |
| Antwerp               | Afghanistan via Tallin, Estonia     | 65                       |
| Antwerp               | Afghanistan via Klaipeda, Lithuania | 70                       |
| Livorno               | Afghanistan via Riga, Latvia        | 70                       |
| Livorno               | Afghanistan via Tallin, Estonia     | 70                       |
| Livorno               | Afghanistan via Klaipeda, Lithuania | 70                       |
| Leghorn               | Afghanistan via Riga, Latvia        | 70                       |
| Leghorn               | Afghanistan via Tallin, Estonia     | 70                       |
| Leghorn               | Afghanistan via Klaipeda, Lithuania | 70                       |
| Genoa                 | Afghanistan via Riga, Latvia        | 70                       |
| Genoa                 | Afghanistan via Tallin, Estonia     | 70                       |
| Genoa                 | Afghanistan via Klaipeda, Lithuania | 70                       |
| La Spezia             | Afghanistan via Riga, Latvia        | 62                       |
| La Spezia             | Afghanistan via Klaipeda, Lithuania | 70                       |
| <b>Caucasus Route</b> |                                     |                          |
| East Coast            | Afghanistan via Poti, Georgia       | 80                       |
| East Coast            | Afghanistan via Mersin, Turkey      | 73                       |
| Gulf Coast            | Afghanistan via Poti, Georgia       | 80                       |
| Bremerhaven           | Afghanistan via Poti, Georgia       | 69                       |
| Rotterdam             | Afghanistan via Poti, Georgia       | 68                       |
| Antwerp               | Afghanistan via Poti, Georgia       | 75                       |
| Livorno               | Afghanistan via Poti, Georgia       | 64                       |
| Leghorn               | Afghanistan via Poti, Georgia       | 64                       |
| Genoa                 | Afghanistan via Poti, Georgia       | 68                       |

## **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 US 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, US Government-Owned or Leased Containers**

The basic rate for empty, US 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 US 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 US 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 only for locations where there is not a CLIN specifically for 20 foot containers.

#### **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 US 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 US Government owned or leased 20-ft. Tank Containers.

1.1.1.10.1 The US 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. (This includes transportation of Helium Tanks).

1.1.1.10.2 Contractor-provided tank container service is described in Section 3.A.21 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 US or points within 10 miles radius of the city limits of foreign cities. Other points may be added upon mutual agreement by US 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 US mileage rate table shall also apply from/to points in Canada and include ports in the US 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 and Iraq.

1.1.2.1.3.1 The Contractor shall be paid for service actually provided for multiple pieces where more than one breakbulk piece can be loaded to a conveyance.

1.1.2.1.3.2 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.

| <u>Port Group</u> | <u>Port Members</u>   |
|-------------------|---|
| CONUS             |   |
| Galveston Bay     | Galveston, Houston  |
| Los Angeles       | Los Angeles, Long Beach,<br>San Pedro, Wilmington,<br>Terminal Island |



| <u>Port Group</u>      | <u>Port Members</u>  |
|------------------------|--|
| 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   |





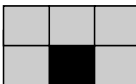
1.1.2.1.6 Rates for drayage or inland service in connection with the transportation of refrigerated cargo are applied at an additional 30% of the basic dry cargo drayage, inland, or mileage rate unless rates for reefer linehaul are specifically provided herein. Rate calculated to dollars and cents.

1.1.2.1.7 For linehaul rate calculation purposes, three Tricons or four Quadcons on the same conveyance shall be considered equivalent to one TEU. If booked as breakbulk, the applicable accessorial rates will be applied.

### 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 US 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:                 | BOF (Basic ocean freight)<br><u>+FRS (Flat rack surcharge)</u><br>TP (Total price) |   |
| Over height:              | BOF+(BOF x 65%)<br><u>+FRS</u><br>TP   | <br> |
| Over width:               | BOF+((BOFx2) x 65%)<br><u>+FRS</u><br>TP   |   |
| Over height and Overwidth | BOF+((BOFx5) x 65%)<br><u>+FRS</u><br>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 US 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 US 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 accessorials 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

When this service is ordered by the US 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 rates are for the place named in the rate and apply for both import and export services.

#### 1.1.6 Guam Inspection Fee for Fruits/Vegetables

Guam Fresh Fruits & Vegetables (FFV) Inspection Fee: Assessed by Guam Customs for inspection of all fresh fruit and vegetable shipments imported into Guam. This is a government set rate at \$65 per container.

#### 1.2 Application of Ocean Freight Rates—BreakbulkRORO

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  | US 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. US 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 US 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 US 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 US Government (See PWS paragraph 3.I.2.3) 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 US mileage rate table shall also apply from/to points in Canada and include ports in the US 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 US 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 D, 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 Arbitraries do not apply to:

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

Kuwait - Iraq,

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

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 US 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.

**1.4 Rate Refresh:** All USC rates will be refreshed (re-priced) annually in conjunction with Exercising the Option with the exception of linehaul and outer routing accessorial rates over the Northern Distribution Network (NDN) into Afghanistan which will be refreshed every 6 Months.

## **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 US 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 BAF Table 1 below.

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

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

## **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.

## **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.

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 Syncada/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 Syncada. Contractors using the Syncada 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 Syncada/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 US Government or foreign Governments.

## 2.6 Technical Factors and Freight Payable Units

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

**BAF Table 1**

| Lane | Lane Description  | TEU  | FEU   | MT   |
|------|---|------|-------|------|
| 01   | U.S. West Coast - Far East  | 3.26 | 6.06  | 0.18 |
| 02   | Continental Europe, United Kingdom, Ireland - Middle East, South Asia, Indian Ocean | 4.18 | 7.78  | 0.19 |
| 03   | U.S. West Coast - Hawaii  | 1.78 | 3.31  | 0.06 |
| 04   | Middle East, South Asia, Indian Ocean Interport                                     | 0.81 | 1.50  | 0.04 |
| 05   | U.S. East Coast - Continental Europe, United Kingdom, Ireland                       | 2.24 | 4.16  | 0.12 |
| 06   | U.S. East Coast - Mediterranean   | 2.51 | 4.66  | 0.14 |
| 06A  | U.S. East Coast - Western Mediterranean   | 2.17 | 4.04  | 0.12 |
| 06B  | U.S. East Coast - Eastern Mediterranean   | 2.75 | 5.11  | 0.15 |
| 06C  | U.S. East Coast - Adriatic  | 2.69 | 5.00  | 0.15 |
| 07   | U.S. East Coast - Middle East, South Asia, Indian Ocean                             | 6.15 | 11.44 | 0.24 |
| 08   | U.S. East Coast - Far East  | 6.60 | 12.28 | 0.37 |
| 09   | U.S. East Coast - Hawaii  | 2.55 | 4.75  | 0.11 |
| 10   | U.S. Gulf Coast - Scandinavia, Baltic Sea   | 2.54 | 4.72  | 0.18 |
| 11   | U.S. Gulf Coast - Continental Europe, United Kingdom, Ireland                       | 2.74 | 5.10  | 0.14 |
| 12   | U.S. Gulf Coast - Mediterranean   | 3.70 | 6.89  | 0.19 |
| 12A  | U.S. Gulf Coast - Western Mediterranean   | 3.34 | 6.21  | 0.17 |
| 12B  | U.S. Gulf Coast - Eastern Mediterranean   | 4.11 | 7.64  | 0.21 |
| 12C  | U.S. Gulf Coast - Adriatic  | 4.02 | 7.48  | 0.21 |
| 13   | U.S. Gulf Coast - Middle East, South Asia, Indian Ocean                             | 5.89 | 10.96 | 0.29 |
| 14   | U.S. Gulf Coast - Far East  | 4.99 | 9.28  | 0.27 |
| 15   | U.S. Gulf Coast - Hawaii  | 2.03 | 3.77  | 0.12 |
| 16   | Hawaii - Far East   | 2.99 | 5.57  | 0.11 |
| 17   | U.S. Great Lakes - Continental Europe, United Kingdom, Ireland                      | 2.63 | 4.89  | 0.12 |
| 18   | Caribbean Interport   | 0.10 | 0.18  | 0.01 |
| 19   | Far East Interport  | 1.11 | 2.06  | 0.05 |
| 20   | Mediterranean Interport   | 0.65 | 1.21  | 0.04 |
| 21   | Canada East Coast - Mediterranean   | 3.42 | 6.36  | 0.15 |
| 22   | Canada East Coast - Continental Europe, United Kingdom, Ireland                     | 2.63 | 4.89  | 0.12 |
| 23   | U.S. West Coast - Continental Europe, United Kingdom, Ireland                       | 6.31 | 11.73 | 0.28 |
| 24   | Scandinavia, Baltic Sea - Continental Europe, United                                | 0.28 | 0.53  | 0.01 |

|      |   |      |       |      |
|------|---|------|-------|------|
|      | Kingdom, Ireland  |      |       |      |
| 25   | U.S. West Coast - Mediterranean                             | 6.86 | 12.76 | 0.29 |
| 26   | U.S. West Coast - Alaska                                    | 1.15 | 2.13  | 0.04 |
| 27   | Hawaii - Continental Europe, United Kingdom, Ireland        | 6.86 | 12.76 | 0.31 |
| 28   | U.S. West Coast - Central America/Mexico                    | 1.54 | 2.86  | 0.06 |
| 29   | Alaska Interport  | 1.09 | 2.02  | 0.04 |
| 30   | U.S. East Coast - Greenland                                 | 2.31 | 4.29  | 0.10 |
| 31   | U.S. East Coast - Iceland                                   | 2.05 | 3.82  | 0.09 |
| 32   | U.S. East Coast - Scandinavia, Baltic Sea                   | 2.90 | 5.39  | 0.12 |
| 33   | U.S. East Coast - Azores                                    | 1.64 | 3.05  | 0.08 |
| 34   | Continental Europe, United Kingdom, Ireland - Mediterranean | 1.90 | 3.54  | 0.10 |
| 35   | (Reserved)  | -    | -     | -    |
| 36   | Mediterranean - Hawaii                                      | 5.74 | 10.68 | 0.31 |
| 37   | U.S. East Coast - Caribbean                                 | 0.52 | 0.96  | 0.05 |
| 38   | (Reserved)  | -    | -     | -    |
| 39   | U.S. East Coast - Central America/Mexico                    | 0.97 | 1.81  | 0.09 |
| 40   | (Reserved)  | -    | -     | -    |
| 41   | (Reserved)  | -    | -     | -    |
| 42   | U.S. Gulf Coast - Caribbean                                 | 0.80 | 1.49  | 0.05 |
| 43   | U.S. Gulf Coast - Central America/Mexico                    | 1.23 | 2.30  | 0.08 |
| 44   | (Reserved)  | -    | -     | -    |
| 45   | U.S. Great Lakes - Far East                                 | 7.17 | 13.33 | 0.32 |
| 46   | U.S. Great Lakes - Mediterranean                            | 3.42 | 6.36  | 0.15 |
| 47   | U.S. West Coast - Middle East, South Asia, Indian Ocean     | 7.14 | 13.29 | 0.31 |
| 48   | Continental Europe - United Kingdom, Ireland Interport      | 0.05 | 0.10  | 0.00 |
| 49   | Far East - Continental Europe, United Kingdom, Ireland      | 8.08 | 15.03 | 0.39 |
| 50   | Far East - Mediterranean                                    | 6.52 | 12.13 | 0.27 |
| 51   | Far East - Middle East, South Asia, Indian Ocean            | 3.81 | 7.08  | 0.17 |
| 52   | U.S. East Coast - Black Sea                                 | 2.48 | 4.62  | 0.19 |
| 53   | U.S. West Coast - South America                             | 2.19 | 4.07  | 0.10 |
| 54   | U.S. West Coast - Oceania                                   | 3.84 | 7.15  | 0.15 |
| 54D  | U.S. West Coast - Guam                                      | 3.97 | 7.39  | 0.16 |
| 54F  | U.S. West Coast - Kwajalein                                 | 3.49 | 6.48  | 0.14 |
| 55   | U.S. East Coast - South America                             | 1.63 | 3.04  | 0.08 |
| 56   | U.S. Gulf Coast - South America                             | 1.69 | 3.15  | 0.08 |
| 57   | Mediterranean - Middle East, South Asia, Indian Ocean       | 2.54 | 4.72  | 0.15 |
| 58   | Far East - South America                                    | 0.46 | 0.86  | 0.02 |
| 59   | (Reserved)  | -    | -     | -    |
| 60   | U.S. East Coast - Africa                                    | 2.35 | 4.38  | 0.20 |
| 61   | Far East - Oceania  | 1.30 | 2.42  | 0.05 |
| 61MG | Guam - Okinawa  | 0.91 | 1.70  | 0.04 |
| 61MJ | Guam - Singapore  | 1.92 | 3.57  | 0.08 |
| 61ND | Guam - Japan  | 1.01 | 1.88  | 0.04 |
| 61WL | Guam - Thailand   | 2.12 | 3.95  | 0.09 |
| 61ZJ | Guam - Korea (South)  | 1.19 | 2.21  | 0.05 |
| 62   | Continental Europe, United Kingdom, Ireland - Iceland       | 0.73 | 1.35  | 0.03 |

|      |  |      |       |      |
|------|--|------|-------|------|
| 63   | Iceland - Mediterranean  | 1.79 | 3.33  | 0.08 |
| 64   | Continental Europe - Azores  | 0.81 | 1.51  | 0.05 |
| 65   | Central America/Mexico - Continental Europe, United Kingdom, Ireland | 3.28 | 6.10  | 0.15 |
| 66   | Central America/Mexico - Mediterranean                               | 2.72 | 5.06  | 0.15 |
| 67   | U.S. West Coast - Africa   | 5.68 | 10.57 | 0.31 |
| 68   | Central America/Mexico - South America                               | 1.91 | 3.54  | 0.08 |
| 69   | Central America/Mexico - Oceania                                     | 3.34 | 6.21  | 0.15 |
| 70   | Azores - Mediterranean   | 0.89 | 1.65  | 0.06 |
| 71   | Continental Europe, United Kingdom, Ireland - Africa                 | 4.79 | 8.91  | 0.23 |
| 72   | Continental Europe, United Kingdom, Ireland - Oceania                | 6.29 | 11.70 | 0.34 |
| 73   | U.S. Gulf Coast - Africa   | 3.84 | 7.15  | 0.22 |
| 74   | Mediterranean - Africa   | 2.14 | 3.97  | 0.11 |
| 75   | Africa - Middle East/Persian Gulf/Gulf of Oman                       | 2.83 | 5.27  | 0.15 |
| 76   | Central America/Mexico Interport                                     | 0.59 | 1.09  | 0.03 |
| 77   | U.S. East Coast - Oceania  | 5.63 | 10.47 | 0.33 |
| 78   | U.S. Gulf Coast - Oceania  | 4.92 | 9.16  | 0.33 |
| 79   | Hawaii - Oceania   | 1.82 | 3.39  | 0.08 |
| 79AG | Hawaii - Kwajalein   | 1.55 | 2.88  | 0.06 |
| 80   | Oceania - Middle East, South Asia, Indian Ocean                      | 4.52 | 8.40  | 0.18 |
| 81   | Oceania Interport  | 1.34 | 2.49  | 0.05 |
| 82   | Alaska - Far East  | 2.38 | 4.44  | 0.11 |
| 83   | Alaska - Oceania   | 3.50 | 6.51  | 0.15 |
| 84   | Caribbean - Central America, Mexico                                  | 0.65 | 1.20  | 0.03 |
| 85   | Hawaii - Middle East, South Asia, Indian Ocean                       | 7.94 | 14.77 | 0.25 |
| 86   | Mediterranean - Scandinavia, Baltic                                  | 1.42 | 2.65  | 0.07 |
| 87   | Far East - Scandinavia   | 7.34 | 13.66 | 0.33 |
| 88   | Continental Europe, United Kingdom, Ireland - Caribbean              | 2.11 | 3.92  | 0.13 |
| 89   | Mediterranean - Oceania  | 4.75 | 8.83  | 0.28 |
| 90   | Far East - Africa  | 2.53 | 4.70  | 0.16 |
| 91   | Alaska - Middle East, South Asia, Indian Ocean                       | 6.33 | 11.77 | 0.21 |
| 92   | Caribbean - Middle East  | 4.14 | 7.69  | 0.29 |
| 93   | Far East - Central America/Mexico                                    | 3.60 | 6.70  | 0.16 |
| 99   | Caribbean - Africa   | 2.65 | 4.92  | 0.12 |

### 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 the Government for routes designated to a superlane as shown in the CAF Table 1 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 Overview



3.2.1 The compensation per freight payable unit shall be derived by implementing the calculation process in paragraph 3.3 below. 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 9% higher or 9% lower (inclusive) than the baseline average currency exchange rate. No CAF is payable on routes/countries not included in CAF Table 1 below.

3.2.3 Base rates and differentials in currency exchange rates shall be computed for the currencies shown in CAF 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 currencies shown in CAF Table 2. 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.

### 3.3 Calculation Process

3.3.1 Calculation of the CAF is a three-step process. First, the currency is compared to the list of 17 currencies for which a CAF is calculated and then grouped into a superlane. If so, in step 2, the decision of whether or not to apply a CAF is made. If so, in step 3, the value of the surcharge is calculated.

#### Step 1: Superlane Assignment

Compare the currency to currencies in table 2 below.

If the currency is on the list, note the superlane and go to step 2.

If the currency is not on the list, then no CAF (i.e. CAF = \$0)

#### Step 2: The applicability of the CAF

Step 2a: Find the average exchange rate over the previous month (all exchange rates shall be in terms of foreign currency per U.S. dollar).

The formula for this value is:

$$\text{Average Exchange Rate Over Previous Month} = \frac{\text{Rate on 1st of month} + \text{Rate on 2nd of Month} + \dots + \text{Rate on Last of Month}}{\text{Number of Days in Month}}$$

Step 2b: Determine the Price Change Ratio

The ration is:

$$\text{Price Change Ration} = \frac{\text{Average Exchange Rate Over Previous Month}}{\text{Baseline Exchange Rate}} - 1$$

Step 2c: Compare to Buffer

The Buffer is set to 9% for all superlanes.

If [Price Change Ratio] > Buffer, then Apply a CAF (go to step 3)

If [Price Change Ratio] < Buffer, then No CAF (i.e. CAF = \$0)

The [ ] indicate taking the absolute value.

### Step 3: Calculate the CAF

The technical factor represents the costs incurred in foreign currency. The technical factor is 7%. The risk sharing factor represents the degree of risk borne by USTRANSCOM on currency fluctuations outside of the buffer zone. The risk sharing factor is 0.9. The base rate is the carrier's ocean rate.

$$CAF = \text{Exchange Rate Ratio} \times \text{Base Rate} \times 0.9 \times 0.07$$

Note: CAF can be either positive or negative in this situation.

If CAF > 0, then the foreign currency has depreciated, the CAF is a payment to the Government.

If CAF < 0, then the foreign currency has appreciated, the CAF is a payment to the carrier.

## 3.4 Payment

3.4.1 For shipments paid using Syncada/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 Syncada. Contractors using the Syncada invoice procedure shall include the applicable CAF amount (plus or minus) in their invoice.

3.4.2 For all shipments other than those paid using Syncada/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.

CAF TABLE 1

| Route | Name  | Superlane                                     |
|-------|---|---|
| 1     | US West Coast - Eastern Asia                | Eastern Asia                                  |
| 2     | Western Indian Ocean - Europe/UK/Ireland    | OCONUS  |
| 3     | US West Coast - US Hawaii                   | not USC                                       |
| 4     | Western Indian Ocean - Western Indian Ocean | OCONUS  |
| 5     | US East Coast - Europe/UK/Ireland           | Europe (including UK/Ireland) & Mediterranean |
| 6     | US East Coast - Mediterranean               | Europe (including UK/Ireland) & Mediterranean |
| 7     | US East Coast - Western Indian Ocean        | Western Indian Ocean                          |
| 8     | US East Coast - Eastern Asia                | Eastern Asia                                  |
| 9     | US East Coast - US Hawaii                   | not USC                                       |
| 10    | US Gulf Coast - Northern Europe             | Europe (including UK/Ireland) & Mediterranean |

|       |  |   |
|-------|--|---|
| 11    | US Gulf Coast - Europe/UK/Ireland                      | Europe (including UK/Ireland) & Mediterranean |
| 12    | US Gulf Coast - Mediterranean                          | Europe (including UK/Ireland) & Mediterranean |
| 13    | US Gulf Coast - Western Indian Ocean                   | Western Indian Ocean                          |
| 14    | US Gulf Coast - Eastern Asia                           | Eastern Asia                                  |
| 16    | US Hawaii - Eastern Asia                               | Eastern Asia                                  |
| 17    | Great Lakes - Europe/UK/Ireland                        | Europe (including UK/Ireland) & Mediterranean |
| 18    | US Puerto Rico - Caribbean (also St Croix - St Thomas) | Caribbean (except Guantanamo)                 |
| 18A D | St. Thomas - St. Croix                                 | OCONUS  |
| 18D A | St. Croix - St. Thomas                                 | OCONUS  |
| 19    | Eastern Asia - Eastern Asia                            | OCONUS  |
| 20    | Mediterranean - Mediterranean                          | OCONUS  |
| 21    | Canada East Coast - Mediterranean                      | OCONUS  |
| 22    | Canada East Coast - Europe/UK/Ireland                  | OCONUS  |
| 23    | US West Coast - Europe/UK/Ireland                      | Europe (including UK/Ireland) & Mediterranean |
| 24    | Europe/UK/Ireland - Northern Europe                    | OCONUS  |
| 25    | US West Coast - Mediterranean                          | Europe (including UK/Ireland) & Mediterranean |
| 49    | Europe/UK/Ireland - Eastern Asia                       | OCONUS  |
| 50    | Mediterranean (inc Adriatic Sea) - Eastern Asia        | OCONUS  |
| 51    | Eastern Asia - Western Indian Ocean                    | OCONUS  |
| 52    | US East/Gulf Coasts - Black Sea                        | Black Sea                                     |
| 53    | US West Coast - South America                          | South America                                 |
| 54    | US West Coast - Oceania                                | Oceania (Except U.S. Holdings)                |
| 55    | US East Coast - South America                          | South America                                 |
| 56    | US Gulf Coast - South America                          | South America                                 |
| 57    | Mediterranean - Western Indian Ocean                   | OCONUS  |
| 58    | US East Coast - Haiti                                  | Caribbean (except Guantanamo)                 |
| 59    | US Gulf Coast - Haiti                                  | Caribbean (except Guantanamo)                 |
| 60    | US East Coast - Africa                                 | Africa (except North Coast)                   |
| 61    | Eastern Asia - Oceania                                 | OCONUS  |
| 62    | Europe/UK/Ireland - Iceland                            | OCONUS  |
| 63    | Iceland - Mediterranean/Azores/Persian Gulf/Kuwait     | OCONUS  |
| 64    | Europe/UK/Ireland - Azores                             | OCONUS  |
| 65    | Europe/UK/Ireland - Central America                    | OCONUS  |
| 66    | Mediterranean - Central America                        | OCONUS  |
| 67    | US West Coast - Africa                                 | Africa (except North Coast)                   |
| 68    | Central America - South America                        | OCONUS  |
| 69    | Central America - Oceania                              | OCONUS  |
| 70    | Mediterranean - Azores                                 | OCONUS  |
| 71    | Europe/UK/Ireland - Africa                             | OCONUS  |
| 72    | Europe/UK/Ireland - Oceania                            | OCONUS  |
| 73    | US Gulf Coast - Africa                                 | Africa (except North Coast)                   |
| 74    | Mediterranean - Africa                                 | OCONUS  |
| 75    | Western Indian Ocean - Africa                          | OCONUS  |

|       |  |   |
|-------|--|---|
| 76    | Central America - Central America                            | OCONUS  |
| 77    | US East Coast - Oceania                                      | Oceania (Except U.S. Holdings)                |
| 78    | US Gulf Coast - Oceania                                      | Oceania (Except U.S. Holdings)                |
| 79    | US Hawaii - Oceania  | Oceania (Except U.S. Holdings)                |
| 80    | Oceania - Western Indian Ocean                               | OCONUS  |
| 81    | Oceania - Oceania  | OCONUS  |
| 82    | US Alaska - Eastern Asia                                     | Eastern Asia                                  |
| 83    | US Alaska - Oceania  | Oceania (Except U.S. Holdings)                |
| 83A G | US Alaska - Guam   | not USC                                       |
| 84    | US Puerto Rico - Central America                             | Central America                               |
| 85    | US Hawaii - Western Indian Ocean                             | Western Indian Ocean                          |
| 86    | Mediterranean - Norway                                       | OCONUS  |
| 87    | Japan - Norway   | OCONUS  |
| 88    | US Puerto Rico (plus rest of Caribbean) - Europe/UK/Ire-land | Europe (including UK/Ireland) & Mediterranean |
| 89    | Mediterranean - Oceania                                      | OCONUS  |
| 90    | Eastern Asia - Africa  | OCONUS  |
| 91    | US Alaska - Western Indian Ocean                             | Western Indian Ocean                          |
| 92    | US Puerto Rico/Virgin Islands - Western Indian Ocean         | Western Indian Ocean                          |
| 93    | Eastern Asia - Central America                               | OCONUS  |
| 99    | Antigua - Ascension Island                                   | OCONUS  |

CAF TABLE 2

| Superlane Name Currency Currency Name |     |                             |
|---------------------------------------|-----|-----------------------------|
| <b>Eastern Asia</b>                   | JPY | Japanese yen                |
|                                       | KRW | Korean won                  |
|                                       | SGD | Singapore dollar            |
| <b>Western Indian Ocean</b>           | AED | United Arab Emirates dirham |
|                                       | BHD | Bahraini dinar              |
|                                       | DJF | Djibouti franc              |
|                                       | JOD | Jordanian dinar             |
|                                       | KWD | Kuwaiti dinar               |
|                                       | PKR | Pakistani rupee             |
|                                       | QAR | Qatari rial                 |
| <b>Europe/North Africa</b>            | EGP | Egyptian pound              |
|                                       | EUR | euro                        |
|                                       | GBP | pound sterling              |
|                                       | ILS | Israeli new shekel          |
|                                       | NOK | Norwegian krone             |
|                                       | PLN | Polish zloty                |
|                                       | TRY | Turkish lira                |

## **4 Fuel Adjustment Factor (FAF)**

### **4.1 Fuel Adjustment Surcharge**

A Fuel Adjustment for inland transportation will be calculated and updated monthly and based on the national monthly average diesel fuel price as determined by the Department of Energy, Energy Information Administration (EIA). The diesel fuel prices published by the EIA may be found via the following source:

EIA Website: <http://eia.doe.gov>

### **4.2 Baseline**

4.2.1 The base period for determining the baseline diesel fuel price will be the month prior to the month the solicitation was issued. For option years the baseline will be the month prior to the month the Carrier Analysis & Rate Evaluation (CARE) systems is opened for carriers to submit rates for that option year. In both cases the baseline used will be the national monthly average diesel fuel price from the EIA.

4.2.2 A monthly national average diesel fuel price shall be posted by SDDC using the price published by the EIA. This average price shall be posted 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 national average diesel 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 FUEL ADJUSTMENT SURCHARGE charges for March shall be based on diesel prices for the month of January.

### **4.3 Fuel Adjustment Application**

4.3.1 The fuel adjustment surcharge on the inland CONUS portion of shipments will be based on the shipment's origin state and POE (port of embarkation) or the POD (port of debarkation) and the shipment's destination state.

4.3.2 For the purpose of determining the surcharge East Coast ports will include those within the states of Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North/South Carolina, Georgia, and Florida; Gulf Coast ports will include those within the states of Texas, Louisiana, Mississippi and Alabama; and West Coast ports will include those within the states of California, Oregon and Washington.

4.3.3 A different fuel adjustment surcharge will apply, depending on the type of shipment. A shipment may be a container shipment, a breakbulk shipment with a weight/shipment unit less than or equal to 50,000 lbs., or breakbulk shipment where the weight/shipment unit exceeds 50,000 lbs. Carriers will select the appropriate table for determining the FAF applicable to a given shipment.

4.3.4 The Fuel Adjustment Surcharge will be calculated on six zones. The zones encompass movements from West Coast ports to West Coast states, a movements from West Coast ports to rest of US, movements from East Coast ports to East Coast states, movements from East Coast ports to rest of US, movements from Gulf Coast ports to Gulf Coast states, movements from Gulf Coast ports to rest of US. Additionally, the Fuel Adjustment Surcharge will be broken out by:

- Container Shipments
- Refrigerated Container Shipments
- Breakbulk Shipments
- Breakbulk Shipments Exceeding 50,000 lbs.

4.3.5 The equations for calculating the Fuel Adjustment Surcharge are:

#### 4.3.5.1 Container Shipments

EC to EC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)\*Truck gallons/  
container mile\*Average haul EC ports to EC points

GC to GC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)\*Truck  
gallons/container mile\*Average haul GC ports to GC points

WC to WC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)\*Truck  
gallons/container mile\*Average haul WC ports to WC points

EC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\* Intermodal  
rail gallons/container mile \*Average haul EC ports to Rest of US + (Monthly Average  
Fuel Price - Baseline Fuel Price)\* Truck gallons/container mile \*Average Truck  
component EC ports to Rest of US

GC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\*Intermodal  
rail gallons/container mile \*Average haul GC ports to Rest of US + (Monthly Average  
Fuel Price - Baseline Fuel Price)\* Truck gallons/container mile \*Average Truck  
component GC ports to Rest of US

WC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\*Intermodal  
rail gallons/container mile \*Average haul WC ports to Rest of US + (Monthly Average  
Fuel Price - Baseline Fuel Price)\* Truck gallons/container mile \*Average Truck  
component WC ports to Rest of US

Container Shipment Fixed Input Values for the Equations:

|  |        |
|--|--------|
| Average haul EC ports to EC points                 | 147    |
| Average haul GC ports to GC points                 | 265    |
| Average haul WC ports to WC points                 | 148    |
| Average haul EC ports to rest of US                | 1056   |
| Truck Component EC ports to rest of US             | 67     |
| Average haul GC ports to rest of US                | 1418   |
| Truck Component GC ports to rest of US             | 42     |
| Average haul WC ports to rest of US                | 1570   |
| Truck Component WC ports to rest of US             | 63     |
| Truck fuel factor gallons/container mile           | 0.1667 |
| Intermodal rail fuel factor gallons/container mile | 0.033  |

#### 4.3.5.2 Refrigerated Container Shipments

EC to EC Surcharge= (Monthly Average Fuel Price - Baseline Fuel Price)\*(Truck gallons/container mile\*Average haul EC ports to EC points + Average haul EC ports to EC points/Average speed\*Reefer unit gallons/hour)

GC to GC Surcharge= (Monthly Average Fuel Price - Baseline Fuel Price)\*(Truck gallons/container mile\*Average haul GC ports to GC points +Average haul GC ports to GC points/Average speed\*Reefer unit gallons/hour)

WC to WC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)\*(Truck gallons/container mile\*Average haul WC ports to WC points +Average haul WC ports to WC points/Average speed\*Reefer unit gallons/hour)

EC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\* (Truck gallons/container mile \*Average haul EC ports to Rest of US + Average haul EC ports to Rest of US/Average speed\*Reefer unit gallons/hour+Off duty time\*Reefer unit gallons/hour)

GC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\*(Truck gallons/container mile \*Average haul GC ports to Rest of US + Average haul GC ports to Rest of US/Average speed\*Reefer unit gallons/hour+Off duty time\*Reefer unit gallons/hour)

WC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\*(Truck gallons/container mile \*Average haul WC ports to Rest of US + Average haul WC ports to Rest of US/Average speed\*Reefer unit gallons/hour+Off duty time\*Reefer unit gallons/hour)

Refrigerated Container Shipment Fixed Input Values for the Equations:

|  |        |
|--|--------|
| Average haul EC ports to EC points       | 151    |
| Average haul GC ports to GC points       | 231    |
| Average haul WC ports to WC points       | 72     |
| Average haul EC ports to Rest of US      | 771    |
| Average haul GC ports to Rest of US      | 1343   |
| Average haul WC ports to Rest of US      | 899    |
| Truck fuel factor gallons/container mile | 0.1667 |
| Reefer unit fuel factor gallons/hour     | 0.7    |
| Average speed miles/hour                 | 50     |

#### 4.3.5.3 Breakbulk Shipments Less than 50,000 lbs.

EC to EC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)\*Truck gallons/

trailer mile\*Average haul EC ports to EC points

GC to GC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)\*Truck  
gallons/trailer mile\*Average haul GC ports to GC points

WC to WC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)\*Truck  
gallons/trailer mile\*Average haul WC ports to WC points

EC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\* Intermodal  
rail gallons/trailer mile \*Average haul EC ports to Rest of US

GC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\*Intermodal  
rail gallons/trailer mile \*Average haul GC ports to Rest of US

WC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\*Intermodal  
rail gallons/trailer mile \*Average haul WC ports to Rest of US

Breakbulk Shipments Less than 50,000 lbs Fixed Input Values for the Equations:

|  |        |
|--|--------|
| Average haul EC ports to EC points     | 207    |
| Average haul GC ports to GC points     | 125    |
| Average haul WC ports to WC points     | 132    |
| Average haul EC ports to Rest of US    | 774    |
| Average haul GC ports to Rest of US    | 1488   |
| Average haul WC ports to Rest of US    | 1924   |
| Truck fuel factor gallons/trailer mile | 0.1667 |

#### 4.3.5.4 Breakbulk Shipments Exceeding 50,000 lbs.

EC to EC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)\*Truck gallons/  
mile\*Average haul EC ports to EC points

GC to GC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)\*Truck  
gallons/ mile\*Average haul GC ports to GC points

WC to WC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)\*Truck  
gallons/ mile\*Average haul WC ports to WC points

EC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\* Conventional  
rail gallons/car mile \*Average haul EC ports to Rest of US

GC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\* Conventional  
rail gallons/car mile \*Average haul GC ports to Rest of US

WC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)\* Conventional  
rail gallons/car mile \*Average haul WC ports to Rest of US



Breakbulk Shipments Exceeding 50,000 lbs Fixed Input Values for the Equations:

|  |        |
|--|--------|
| Average haul EC ports to EC points     | 33     |
| Average haul GC ports to GC points     | 216    |
| Average haul WC ports to WC points     | 55     |
| Average haul EC ports to Rest of US    | 1154   |
| Average haul GC ports to Rest of US    | 1011   |
| Average haul WC ports to Rest of US    | 1859   |
| Truck fuel factor gallons/trailer mile | 0.2192 |

#### **4.3.6 Payment procedures.**

4.3.6.1 For shipments paid using Syncada/U.S. Bank, the Fuel Adjustment Surcharge shall be fixed at the time of booking and shall be based on the date the booked vessel is scheduled to sail. When Fuel Adjustment Surcharge is payable, shippers shall include the applicable Fuel Adjustment Surcharge 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 Syncada. Contractors using the Syncada invoice procedure shall include the applicable Fuel Adjustment Surcharge amount (plus or minus) in their invoice.

4.3.6.2 For all shipments other than those paid using Syncada/U.S. Bank, Contractors are responsible for indicating on their shipment invoice whether a Fuel Adjustment Surcharge payment is due them, whether no Fuel Adjustment Surcharge payment is to be made or whether a Fuel Adjustment Surcharge payment is due SDDC. If a Fuel Adjustment Surcharge 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 Adjustment Surcharge payment, the Contractor shall indicate on the invoice "No Fuel Adjustment Surcharge". Fuel Adjustment Surcharge for authorized agent shipments shall be paid using this process.

#### **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 US Governmental organizations, including local regulations at origin, destination and in-transit as may be applicable for service to the US Government in carriage of cargo as set forth in this contract.

(End - Rate Rules)

## **Vendor Assessment Guidelines for Twenty Critical Security Controls for Effective Cyber Defense: Consensus Audit Guidelines (CAG)**

**General.** Organizations should compare all 20 control areas against their current status.

The 20 Critical Controls are:

1. Inventory of Authorized and Unauthorized Devices
2. Inventory of Authorized and Unauthorized Software
3. Secure Configurations for Hardware and Software on Laptops, Workstations, and Servers
4. Secure Configurations for Network Devices such as Firewalls, Routers, and Switches
5. Boundary Defense
6. Maintenance, Monitoring, and Analysis of Security Audit Logs
7. Application Software Security
8. Controlled Use of Administrative Privileges
9. Controlled Access Based on the Need to Know
10. Continuous Vulnerability Assessment and Remediation
11. Account Monitoring and Control
12. Malware Defenses
13. Limitation and Control of Network Ports, Protocols, and Services
14. Wireless Device Control
15. Data Loss Prevention
16. Secure Network Engineering
17. Penetration Tests and Red Team Exercises
18. Incident Response Capability
19. Data Recovery Capability
20. Security Skills Assessment and Appropriate Training to Fill Gaps

The entire text of the 20 Critical Security Controls is available for reference at:

<http://www.sans.org/critical-security-controls/>

### **Procedures:**

1. Review each control.
2. Determine what procedures and tools exist within your organization to meet this control.
3. Document the result of 1-2 using the suggested template provided.
4. Provide any additional information about your company's cyber security posture.

**Company (Name): Information Assurance Report**

**Executive Summary: (descriptive self-assessment of the company's overall information security posture)**

**A. Assessment of Twenty Critical Security Controls for Effective Cyber Defense: Consensus Audit Guidelines (CAG)**

1. Control 1. Inventory of Authorized and Unauthorized Devices
  - a. Procedures and Tools supporting this control:  
(List the procedures and tools used in your organization for this control)
  - b. Method to achieve control metric:
2. (Continue for remaining 19 controls).

If a particular control does not exist or is not used within your organization, please state this.

**B. Assessment of Additional Security Measures for Effective Cyber Defense**

1. Measure. (Title of additional measure/control)
  - a. Procedures and Tools supporting this measure/control:  
(List the procedures and tools used in your organization)
  - b. Method to achieve measure/control metric:
2. (Continue for remaining measures/controls)

**ORDERING PROCEDURE  
CONTRACTOR SELECTION  
“FAIR OPPORTUNITY PROCESS”**

**1. Fair Opportunity to Compete.**

1.1. Fair Opportunity to Compete for Task Order (booking) Awards: Under the USC-7 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: 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)-7 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 contractors on a pass/fail basis to determine which contractors 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 contractors meeting the technical requirements is identified, a review of the technically compliant contractors is conducted to determine which contractors have the highest VISA priority based upon the criteria below. The contractors/contractor 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—contractors 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) Contractors' Rating from the Performance Objective Assessment at Section 5.A.2.2 of the PWS.

(ii) History of meeting RDD for the required route

(iii) Contractors' measured performance on the APIs from Section 5.B of the PWS

(2) Cost

(i) Total prices of all the services (line haul, ocean freight and accessorial) applicable to the booking.

REGISTER OF WAGE DETERMINATIONS UNDER  
THE SERVICE CONTRACT ACT

By direction of the Secretary of Labor

Diane C. Koplewski  
DirectorDivision of Wage  
DeterminationsU.S. DEPARTMENT OF LABOR  
EMPLOYMENT STANDARDS ADMINISTRATION  
WAGE AND HOUR DIVISION  
WASHINGTON, D.C. 20210

Wage Determination No.: 2011-0217

Revision No.: 3

Date of Last Revision: 04/17/2012

States: Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming

Area: Alaska Statewide  
Alabama Statewide  
Arkansas Statewide  
Arizona Statewide  
California Statewide  
Colorado Statewide  
Connecticut Statewide  
District of Columbia Statewide  
Delaware Statewide  
Florida Statewide  
Georgia Statewide  
Hawaii Statewide  
Iowa Statewide  
Idaho Statewide  
Illinois Statewide  
Indiana Statewide  
Kansas Statewide  
Kentucky Statewide  
Louisiana Statewide  
Massachusetts Statewide  
Maryland Statewide  
Maine Statewide  
Michigan Statewide  
Minnesota Statewide  
Missouri Statewide  
Mississippi Statewide  
Montana Statewide  
North Carolina Statewide  
North Dakota Statewide  
Nebraska Statewide  
New Hampshire Statewide  
New Jersey Statewide  
New Mexico Statewide  
Nevada Statewide  
New York Statewide  
Ohio Statewide  
Oklahoma Statewide  
Oregon Statewide  
Pennsylvania Statewide  
Rhode Island Statewide  
South Carolina Statewide  
South Dakota Statewide  
Tennessee Statewide

Texas Statewide  
Utah Statewide  
Virginia Statewide  
Vermont Statewide  
Washington Statewide  
Wisconsin Statewide  
West Virginia Statewide  
Wyoming Statewide

EAST NORTH CENTRAL: Illinois, Indiana, Michigan, Ohio and Wisconsin

EAST SOUTH CENTRAL: Alabama, Kentucky, Mississippi and Tennessee

MIDDLE ATLANTIC: Pennsylvania, New Jersey and New York

MOUNTAIN: Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah and Wyoming

NEW ENGLAND: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont

PACIFIC: Alaska, California, Hawaii, Oregon and Washington

SOUTH ATLANTIC: Delaware; District of Columbia, Florida, Georgia, Maryland, North Carolina, South Carolina, Virginia and West Virginia

WEST NORTH CENTRAL: Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota and South Dakota

WEST SOUTH CENTRAL: Arkansas, Louisiana, Oklahoma and Texas

**\*\*Fringe Benefits Required Follow the Occupational Listing\*\***

Employed on DOD contract for Trucking/Hauling and applicable port operations originating in the designated regions within the named locality .

| <b>OCCUPATION CODE - TITLE</b>   | <b>FOOTNOTE</b> | <b>RATE</b> |
|----------------------------------|-----------------|-------------|
| 21020 - Forklift Operator        |                 |             |
| East North Central               |                 | 14 .63      |
| East South Central               |                 | 13 .35      |
| Middle Atlantic                  |                 | 15 .37      |
| Mountain                         |                 | 14 .55      |
| New England                      |                 | 15 .22      |
| Pacific                          |                 | 16 .53      |
| South Atlantic                   |                 | 14 .81      |
| West North Central               |                 | 14 .71      |
| West South Central               |                 | 13 .14      |
| 23440 - Heavy Equipment Operator |                 |             |
| East North Central               |                 | 24 .33      |
| East South Central               |                 | 15 .95      |

|                            |        |
|----------------------------|--------|
| Middle Atlantic            | 24 .93 |
| Mountain                   | 20 .55 |
| New England                | 22 .03 |
| Pacific                    | 28 .53 |
| South Atlantic             | 17 .97 |
| West North Central         | 19 .59 |
| West South Central         | 15 .78 |
| 29010 - Blocker And Bracer |        |
| East North Central         | 22 .89 |
| East South Central         | 16 .91 |
| Middle Atlantic            | 23 .48 |
| Mountain                   | 23 .39 |
| New England                | 22 .28 |
| Pacific                    | 31 .42 |
| South Atlantic             | 21 .02 |
| West North Central         | 20 .60 |
| West South Central         | 18 .48 |
| 29020 - Hatch Tender       |        |
| East South Central         | 16 .91 |
| East North Central         | 22 .89 |
| Middle Atlantic            | 23 .48 |
| Mountain                   | 23 .39 |
| New England                | 22 .28 |
| Pacific                    | 31 .42 |
| South Atlantic             | 21 .02 |
| West North Central         | 20 .60 |
| West South Central         | 18 .48 |
| 29030 - Line Handler       |        |
| East North Central         | 22 .89 |
| East South Central         | 16 .91 |
| Middle Atlantic            | 23 .48 |
| Mountain                   | 23 .39 |
| New England                | 22 .28 |
| Pacific                    | 31 .42 |
| South Atlantic             | 21 .02 |
| West North Central         | 20 .60 |
| West South Central         | 18 .48 |
| 29041 - Stevedore I        |        |



|                             |        |
|-----------------------------|--------|
| East North Central          | 21 .68 |
| East South Central          | 17 .28 |
| Middle Atlantic             | 22 .26 |
| Mountain                    | 21 .85 |
| New England                 | 21 .63 |
| Pacific                     | 29 .42 |
| South Atlantic              | 19 .70 |
| West North Central          | 19 .41 |
| West South Central          | 17 .30 |
| 29042 - Stevedore II        |        |
| East North Central          | 23 .99 |
| East South Central          | 18 .25 |
| Middle Atlantic             | 24 .82 |
| Mountain                    | 25 .01 |
| New England                 | 23 .42 |
| Pacific                     | 33 .44 |
| South Atlantic              | 22 .31 |
| West North Central          | 21 .71 |
| West South Central          | 19 .70 |
| 31361 - Truckdriver, Light  |        |
| East North Central          | 15 .63 |
| East South Central          | 14 .38 |
| Middle Atlantic             | 16 .30 |
| Mountain                    | 15 .81 |
| New England                 | 16 .13 |
| Pacific                     | 17 .82 |
| South Atlantic              | 16 .04 |
| West North Central          | 15 .79 |
| West South Central          | 14 .26 |
| 31362 - Truckdriver, Medium |        |
| East North Central          | 16 .54 |
| East South Central          | 15 .34 |
| Middle Atlantic             | 17 .14 |
| Mountain                    | 17 .04 |
| New England                 | 16 .95 |
| Pacific                     | 19 .12 |
| South Atlantic              | 17 .27 |
| West North Central          | 16 .88 |

|                                      |        |
|--------------------------------------|--------|
| West South Central                   | 15 .37 |
| 31363 - Truckdriver, Heavy           |        |
| East North Central                   | 18 .43 |
| East South Central                   | 16 .91 |
| Middle Atlantic                      | 19 .71 |
| Mountain                             | 18 .91 |
| New England                          | 18 .93 |
| Pacific                              | 20 .43 |
| South Atlantic                       | 18 .76 |
| West North Central                   | 18 .25 |
| West South Central                   | 17 .44 |
| 31364 - Truckdriver, Tractor-Trailer |        |
| East North Central                   | 18 .43 |
| East South Central                   | 16 .91 |
| Middle Atlantic                      | 19 .71 |
| Mountain                             | 18 .91 |
| New England                          | 18 .93 |
| Pacific                              | 20 .43 |
| South Atlantic                       | 18 .76 |
| West North Central                   | 18 .25 |
| West South Central                   | 17 .44 |

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ALL OCCUPATIONS LISTED ABOVE RECEIVE THE FOLLOWING BENEFITS:

HEALTH & WELFARE: \$3.59 per hour or \$143.60 per week or \$622.27 per month

VACATION: 2 weeks paid vacation after 1 year of service with a contractor or successor; 3 weeks after 5 years, and 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present contractor or successor, wherever employed, and with the predecessor contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)

HOLIDAYS: A minimum of ten paid holidays per year: New Year's Day, Martin Luther King Jr.'s Birthday, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans' Day, Thanksgiving Day, and Christmas Day. (A contractor may substitute for any of the named holidays another day off with pay in accordance with a plan communicated to the employees involved.) (See 29 CFR 4.174)

REQUEST FOR AUTHORIZATION OF ADDITIONAL CLASSIFICATION AND WAGE RATE {Standard Form 1444 (SF 1444)}

Conformance Process:

The contracting officer shall require that any class of service employee which is not listed herein and which is to be employed under the contract (i.e., the work to be performed is not performed by any classification listed in the wage determination), be classified by the contractor so as to provide a reasonable relationship (i.e., appropriate level of skill comparison) between such unlisted classifications and the classifications listed in the wage determination. Such conformed classes of employees shall be paid the monetary wages and furnished the fringe benefits as are determined. Such conforming

process shall be initiated by the contractor prior to the performance of contract work by such unlisted class(es) of employees. The conformed classification, wage rate, and/or fringe benefits shall be retroactive to the commencement date of the contract. {See Section 4.6 (C)(vi)} When multiple wage determinations are included in a contract, a separate SF 1444 should be prepared for each wage determination to which a class(es) is to be conformed.

The process for preparing a conformance request is as follows:

- 1) When preparing the bid, the contractor identifies the need for a conformed occupation(s) and computes a proposed rate(s).
- 2) After contract award, the contractor prepares a written report listing in order proposed classification title(s), a Federal grade equivalency (FGE) for each proposed classification(s), job description(s), and rationale for proposed wage rate(s), including information regarding the agreement or disagreement of the authorized representative of the employees involved, or where there is no authorized representative, the employees themselves. This report should be submitted to the contracting officer no later than 30 days after such unlisted class(es) of employees performs any contract work.
- 3) The contracting officer reviews the proposed action and promptly submits a report of the action, together with the agency's recommendations and pertinent information including the position of the contractor and the employees, to the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, for review. (See section 4.6(b)(2) of Regulations 29 CFR Part 4).
- 4) Within 30 days of receipt, the Wage and Hour Division approves, modifies, or disapproves the action via transmittal to the agency contracting officer, or notifies the contracting officer that additional time will be required to process the request.
- 5) The contracting officer transmits the Wage and Hour decision to the contractor.
- 6) The contractor informs the affected employees.

Information required by the Regulations must be submitted on SF 1444 or bond paper.

When preparing a conformance request, the "Service Contract Act Directory of Occupations" (the Directory) should be used to compare job definitions to insure that duties requested are not performed by a classification already listed in the wage determination. Remember, it is not the job title, but the required tasks that determine whether a class is included in an established wage determination. Conformances may not be used to artificially split, combine, or subdivide classifications listed in the wage determination.

**HAZARDOUS PAY DIFFERENTIAL:** An 8 percent differential is applicable to employees employed in a position that represents a high degree of hazard when working with or in close proximity to ordnance, explosives, and incendiary materials. This includes work such as screening, blending, dying, mixing, and pressing of sensitive ordnance, explosives, and pyrotechnic compositions such as lead azide, black powder and photoflash powder. All dry-house activities involving propellants or explosives. Demilitarization, modification, renovation, demolition, and maintenance operations on sensitive ordnance, explosives and incendiary materials. All operations involving regrading and cleaning of artillery ranges.

A 4 percent differential is applicable to employees employed in a position that represents a low degree of hazard when working with, or in close proximity to ordnance, (or employees possibly adjacent to) explosives and incendiary materials which involves potential injury such as laceration of hands, face, or arms of the employee engaged in the operation, irritation of the skin, minor burns and the like; minimal damage to immediate or adjacent work area or equipment being used. All operations involving, unloading, storage, and hauling of ordnance, explosive, and incendiary ordnance material other than small arms ammunition. These differentials are only applicable to work that has been specifically designated by the agency for ordnance, explosives, and incendiary material differential pay.

|  |  |  |  |  |  |
|--|--|--|--|--|--|
| <b>DEPARTMENT OF DEFENSE</b><br><b>CONTRACT SECURITY CLASSIFICATION SPECIFICATION</b><br><i>(The requirements of the DoD Industrial Security Manual apply to all security aspects of this effort.)</i>   |  |  |  | <b>1. CLEARANCE AND SAFEGUARDING</b><br>a. FACILITY CLEARANCE REQUIRED<br><div style="text-align: center; font-weight: bold;">SECRET</div> b. LEVEL OF SAFEGUARDING REQUIRED<br><div style="text-align: center; font-weight: bold;">NONE</div> |  |
| <b>2. THIS SPECIFICATION IS FOR:</b> <i>(X and complete as applicable)</i>   |  |  |  | <b>3. THIS SPECIFICATION IS:</b> <i>(X and complete as applicable)</i>   |  |
| a. PRIME CONTRACT NUMBER   |  | <input checked="" type="checkbox"/>            |  | a. ORIGINAL <i>(Complete date in all cases)</i>  |  |
| b. SUBCONTRACT NUMBER  |  |  |  | DATE (YYYYMMDD)<br>20120229  |  |
| c. SOLICITATION OR OTHER NUMBER<br>USTRANSCOM-FP-00005-12  |  | DUE DATE (YYYYMMDD)                            |  | b. REVISED<br><i>(Supersedes all previous specs)</i>   |  |
|  |  |  |  | REVISION NO.   |  |
|  |  |  |  | DATE (YYYYMMDD)  |  |
| <input checked="" type="checkbox"/>  |  | c. FINAL <i>(Complete Item 5 in all cases)</i> |  | DATE (YYYYMMDD)  |  |
| <b>4. IS THIS A FOLLOW-ON CONTRACT?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO. If Yes, complete the following:<br>Classified material received or generated under _____ <i>(Preceding Contract Number)</i> is transferred to this follow-on contract.  |  |  |  |  |  |
| <b>5. IS THIS A FINAL DD FORM 254?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO. If Yes, complete the following:<br>In response to the contractor's request dated _____, retention of the classified material is authorized for the period of _____.  |  |  |  |  |  |
| <b>6. CONTRACTOR</b> <i>(Include Commercial and Government Entity (CAGE) Code)</i>   |  |  |  |  |  |
| a. NAME, ADDRESS, AND ZIP CODE   |  | b. CAGE CODE                                   |  | c. COGNIZANT SECURITY OFFICE <i>(Name, Address, and Zip Code)</i>  |  |
|  |  |  |  |  |  |
| <b>7. SUBCONTRACTOR</b>  |  |  |  |  |  |
| a. NAME, ADDRESS, AND ZIP CODE   |  | b. CAGE CODE                                   |  | c. COGNIZANT SECURITY OFFICE <i>(Name, Address, and Zip Code)</i>  |  |
|  |  |  |  |  |  |
| <b>8. ACTUAL PERFORMANCE</b>   |  |  |  |  |  |
| a. LOCATION<br>Worldwide locations and at forward operating bases as identified by the COR/KO and Functional Manager within USTRANSCOM and HQ SDDC<br>8c is the location for USTRANSCOM DSS Office for this action   |  | b. CAGE CODE                                   |  | c. COGNIZANT SECURITY OFFICE <i>(Name, Address, and Zip Code)</i><br>St. Louis Field Office, IOFSL<br>303 Fountains Parkway, Suite 303<br>Fairview Heights, IL 62208<br>Main: 618-206-7220<br>Fax: 618-622-9146                                |  |
| <b>9. GENERAL IDENTIFICATION OF THIS PROCUREMENT</b><br>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. Contractors provide ocean, intermodal, and related transportation and distribution services to meet the needs of the DoD and other organizations as designated by the Contracting Officer. |  |  |  |  |  |
| <b>10. CONTRACTOR WILL REQUIRE ACCESS TO:</b>  |  | YES  |  | NO   |  |
| a. COMMUNICATIONS SECURITY (COMSEC) INFORMATION  |  | <input checked="" type="checkbox"/>            |  | <input type="checkbox"/>   |  |
| b. RESTRICTED DATA   |  | <input type="checkbox"/>                       |  | <input checked="" type="checkbox"/>  |  |
| c. CRITICAL NUCLEAR WEAPON DESIGN INFORMATION  |  | <input type="checkbox"/>                       |  | <input checked="" type="checkbox"/>  |  |
| d. FORMERLY RESTRICTED DATA  |  | <input type="checkbox"/>                       |  | <input checked="" type="checkbox"/>  |  |
| e. INTELLIGENCE INFORMATION  |  | <input type="checkbox"/>                       |  | <input checked="" type="checkbox"/>  |  |
| (1) Sensitive Compartmented Information (SCI)  |  | <input type="checkbox"/>                       |  | <input checked="" type="checkbox"/>  |  |
| (2) Non-SCI  |  | <input checked="" type="checkbox"/>            |  | <input type="checkbox"/>   |  |
| f. SPECIAL ACCESS INFORMATION  |  | <input type="checkbox"/>                       |  | <input checked="" type="checkbox"/>  |  |
| g. NATO INFORMATION  |  | <input checked="" type="checkbox"/>            |  | <input type="checkbox"/>   |  |
| h. FOREIGN GOVERNMENT INFORMATION  |  | <input type="checkbox"/>                       |  | <input checked="" type="checkbox"/>  |  |
| i. LIMITED DISSEMINATION INFORMATION   |  | <input type="checkbox"/>                       |  | <input checked="" type="checkbox"/>  |  |
| j. FOR OFFICIAL USE ONLY INFORMATION   |  | <input checked="" type="checkbox"/>            |  | <input type="checkbox"/>   |  |
| k. OTHER <i>(Specify)</i><br>Access to classified areas at USTRANSCOM during carrier meetings  |  | <input checked="" type="checkbox"/>            |  | <input type="checkbox"/>   |  |
|  |  |  |  |  |  |
| <b>11. IN PERFORMING THIS CONTRACT, THE CONTRACTOR WILL:</b>   |  |  |  | YES  |  |
| a. HAVE ACCESS TO CLASSIFIED INFORMATION ONLY AT ANOTHER CONTRACTOR'S FACILITY OR A GOVERNMENT ACTIVITY  |  |  |  | <input checked="" type="checkbox"/>  |  |
| b. RECEIVE CLASSIFIED DOCUMENTS ONLY   |  |  |  | <input type="checkbox"/>   |  |
| c. RECEIVE AND GENERATE CLASSIFIED MATERIAL  |  |  |  | <input checked="" type="checkbox"/>  |  |
| d. FABRICATE, MODIFY, OR STORE CLASSIFIED HARDWARE   |  |  |  | <input checked="" type="checkbox"/>  |  |
| e. PERFORM SERVICES ONLY   |  |  |  | <input checked="" type="checkbox"/>  |  |
| f. HAVE ACCESS TO U.S. CLASSIFIED INFORMATION OUTSIDE THE U.S., PUERTO RICO, U.S. POSSESSIONS AND TRUST TERRITORIES  |  |  |  | <input type="checkbox"/>   |  |
| g. BE AUTHORIZED TO USE THE SERVICES OF DEFENSE TECHNICAL INFORMATION CENTER (DTIC) OR OTHER SECONDARY DISTRIBUTION CENTER   |  |  |  | <input checked="" type="checkbox"/>  |  |
| h. REQUIRE A COMSEC ACCOUNT  |  |  |  | <input type="checkbox"/>   |  |
| i. HAVE TEMPEST REQUIREMENTS   |  |  |  | <input checked="" type="checkbox"/>  |  |
| j. HAVE OPERATIONS SECURITY (OPSEC) REQUIREMENTS   |  |  |  | <input checked="" type="checkbox"/>  |  |
| k. BE AUTHORIZED TO USE THE DEFENSE COURIER SERVICE  |  |  |  | <input checked="" type="checkbox"/>  |  |
| l. OTHER <i>(Specify)</i><br>Have control of classified shipments in a commercial setting worldwide  |  |  |  | <input checked="" type="checkbox"/>  |  |



**12. PUBLIC RELEASE.** Any information (classified or unclassified) pertaining to this contract shall not be released for public dissemination except as provided by the Industrial Security Manual or unless it has been approved for public release by appropriate U.S. Government authority. Proposed public releases shall be submitted for approval prior to release ☐ Direct ☒ Through (Specify)

USTRANSCOM Public Affairs Office, ATTN: TCPA, 508 Scott Drive, Scott AFB, IL 62225-5357 (618-229-4828) and  
USTRANSCOM Information / OPSEC Security Officer: TCJ3-F, 508 Scott Drive, Scott AFB, IL 62225, (618-229-8287)

to the Directorate for Freedom of Information and Security Review, Office of the Assistant Secretary of Defense (Public Affairs)\* for review.  
\*In the case of non-DoD User Agencies, requests for disclosure shall be submitted to that agency.

**13. SECURITY GUIDANCE.** The security classification guidance needed for this classified effort is identified below. If any difficulty is encountered in applying this guidance or if any other contributing factor indicates a need for changes in this guidance, the contractor is authorized and encouraged to provide recommended changes; to challenge the guidance or the classification assigned to any information or material furnished or generated under this contract; and to submit any questions for interpretation of this guidance to the official identified below. Pending final decision, the information involved shall be handled and protected at the highest level of classification assigned or recommended. (Fill in as appropriate for the classified effort. Attach, or forward under separate correspondence, any documents/guides/extracts referenced herein. Add additional pages as needed to provide complete guidance.)

**Security Requirements:**

10(a): Contractor will have control of COMSEC material while in transit. Contractor is required to have final security clearance (no interim) when this is mandated by the COR/KO. (See NSA CSSM 3-16 and DoD 5220.22-M (9-402c) for details regarding COMSEC material possession clearance requirements).

10(e): Contractor personnel may receive briefings while visiting USTRANSCOM and HQ SDDC regarding carrier shipments in classified operations areas at Scott AFB, IL.

10(g): Contractor personnel may receive briefings containing NATO classified while visiting USTRANSCOM and HQ SDDC regarding carrier shipments in classified operations areas at Scott AFB, IL.

10(j): Contractor will receive For Official Use Only Information for contract shipments in forward locations and while in CONUS by the government. For Official User Only (FOUO) applies for all unclassified material. Reference DoD 5200.1-R, Volume 4 and the Under Secretary of Defense for Intelligence memorandum, "Interim Information Security Guidance," dated April 16, 2004.

10(k.): Visit(s) by contract company personnel not permanently assigned to this contract (company presidents, company security managers, etc.) will require and electronic visit request in the Joint Personnel Adjudication System (JPAS). (SMO: USTC-SDDC)

11(a): Contractors will have access to classified material at USTRANSCOM, Scott AFB, IL. Contract carriers may at times will be in possession of classified material while in transit supporting this contract.

11(e): Contractors will perform services in transportation of DoD cargo material in CONUS and overseas in operation theaters USTRANSCOM supports.

11(j): Contractors will be required to protect OPSEC information that is covered under USTRANSCOM Policy Directive 10-4

11(l): Contractors will perform services in transportation of DoD cargo material in CONUS and overseas in operation theaters USTRANSCOM supports.

**14. ADDITIONAL SECURITY REQUIREMENTS.** Requirements, in addition to ISM requirements, are established for this contract. ☐ Yes ☒ No  
(If Yes, identify the pertinent contractual clauses in the contract document itself, or provide an appropriate statement which identifies the additional requirements. Provide a copy of the requirements to the cognizant security office. Use Item 13 if additional space is needed.)

**15. INSPECTIONS.** Elements of this contract are outside the inspection responsibility of the cognizant security office. ☐ Yes ☒ No  
(If Yes, explain and identify specific areas or elements carved out and the activity responsible for inspections. Use Item 13 if additional space is needed.)

**16. CERTIFICATION AND SIGNATURE.** Security requirements stated herein are complete and adequate for safeguarding the classified information to be released or generated under this classified effort. All questions shall be referred to the official named below.

a. TYPED NAME OF CERTIFYING OFFICIAL

Patrick M. Collins

b. TITLE

Chief, Security Services Center (Industrial Sec)

c. TELEPHONE (Include Area Code)

(618) 220-6550

d. ADDRESS (Include Zip Code)

USTRANSCOM, Force Protection (TCJ3-FP)  
508 Scott Drive  
Scott Air Force Base, IL 62225-5004

e. SIGNATURE

**17. REQUIRED DISTRIBUTION**

- ☒ a. CONTRACTOR
- ☒ b. SUBCONTRACTOR
- ☒ c. COGNIZANT SECURITY OFFICE FOR PRIME AND SUBCONTRACTOR
- ☒ d. U.S. ACTIVITY RESPONSIBLE FOR OVERSEAS SECURITY ADMINISTRATION
- ☒ e. ADMINISTRATIVE CONTRACTING OFFICER
- ☒ f. OTHERS AS NECESSARY