

**UNITED STATES TRANSPORTATION COMMAND
(USTRANSCOM)**

Solicitation: HTC711-09-R-0014, 12 February 2010

**Regional Domestic Contract-5 Program – Intermodal Ocean
Liner Services to/from CONUS and Alaska, Hawaii, Puerto
Rico and Virgin Islands**

**Released Under USTRANSCOM FOIA 12-90
Full Release**

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, AND 30				1. REQUISITION NUMBER		PAGE 1 OF 114	
2. CONTRACT NO.		3. AWARD/EFFECTIVE DATE		4. ORDER NUMBER		5. SOLICITATION NUMBER HTC711-09-R-0014	
7. FOR SOLICITATION INFORMATION CALL:		a. NAME CARLA S. DIAMOND		b. TELEPHONE NUMBER (No Collect Calls) 618-256-6659		6. SOLICITATION ISSUE DATE 12-Feb-2010	
9. ISSUED BY USTRANSCOM-AQ - HTC711 508 SCOTT DR SCOTT AFB IL 62225-5357 TEL: CONTACT BUYER FAX: CONTACT BUYER		CODE HTC711		10. THIS ACQUISITION IS <input checked="" type="checkbox"/> UNRESTRICTED SET ASIDE: % FOR <input type="checkbox"/> SB <input type="checkbox"/> HUBZONE SB <input type="checkbox"/> 8(A) <input type="checkbox"/> SVC-DISABLED VET-OWNED SB <input type="checkbox"/> EMERGING SB SIZE STD: NAICS:		11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED <input type="checkbox"/> SEE SCHEDULE 13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700) 13b. RATING 14. METHOD OF SOLICITATION <input type="checkbox"/> RFQ <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP	
15. DELIVER TO SEE SCHEDULE SEE SCHEDULE SEE SCHEDULE SEE SCHEDULE IL SEE SCHEDULE TEL: SEE SCHEDULE FAX: SEE SCHEDULE		CODE SEE SCHEDULE		16. ADMINISTERED BY CODE			
17a. CONTRACTOR/OFFEROR TEL. FACILITY CODE		CODE		18a. PAYMENT WILL BE MADE BY CODE			
<input type="checkbox"/> 17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER		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
	SEE SCHEDULE						
25. ACCOUNTING AND APPROPRIATION DATA						26. TOTAL AWARD AMOUNT (For Govt. Use Only)	
<input type="checkbox"/> 27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3, 52.212-5 ARE ATTACHED. ADDENDA <input type="checkbox"/> ARE <input type="checkbox"/> ARE NOT ATTACHED <input type="checkbox"/> 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 1 COPIES <input checked="" type="checkbox"/> TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.				29. AWARD OF CONTRACT: REFERENCE <input type="checkbox"/> OFFER DATED . YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS:			
30a. SIGNATURE OF OFFEROR/CONTRACTOR				31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER)		31c. DATE SIGNED	
30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)		30c. DATE SIGNED		31b. NAME OF CONTRACTING OFFICER (TYPE OR PRINT) TEL: EMAIL:			

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS (CONTINUED)					PAGE 2 OF 114	
19. ITEM NO.	20. SCHEDULE OF SUPPLIES/ SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT	
	SEE SCHEDULE					
32a. QUANTITY IN COLUMN 21 HAS BEEN <input type="checkbox"/> RECEIVED <input type="checkbox"/> INSPECTED <input type="checkbox"/> ACCEPTED, AND CONFORMS TO THE CONTRACT, EXCEPT AS NOTED: _____						
32b. SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE		32c. DATE	32d. PRINTED NAME AND TITLE OF AUTHORIZED GOVERNMENT REPRESENTATIVE			
32e. MAILING ADDRESS OF AUTHORIZED GOVERNMENT REPRESENTATIVE		32f. TELEPHONE NUMBER OF AUTHORIZED GOVERNMENT REPRESENTATIVE				
		32g. E-MAIL OF AUTHORIZED GOVERNMENT REPRESENTATIVE				
33. SHIP NUMBER	34. VOUCHER NUMBER	35. AMOUNT VERIFIED CORRECT FOR	36. PAYMENT <input type="checkbox"/> COMPLETE <input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL		37. CHECK NUMBER	
<input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL						
38. S/R ACCOUNT NUMBER	39. S/R VOUCHER NUMBER	40. PAID BY				
41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT		42a. RECEIVED BY (Print)				
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER		41c. DATE	42b. RECEIVED AT (Location)			
			42c. DATE REC'D (YY/MM/DD)			
			42d. TOTAL CONTAINERS			

AUTHORIZED FOR LOCAL REPRODUCTION
PREVIOUS EDITION IS NOT USABLE

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

Section SF 1449 - CONTINUATION SHEET

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0001	One Year Base Period-CONUS/Alaska FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Alaska. Base Period is 1 June 2010, or from date of award through 31 May 2011, or one year from date of award. The minimum guarantee for this contract is \$2,500. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0002	One Year Base Period-Puerto Rico/US VI FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Puerto/ US Virgin Islands. Base Period is 1 June 2010, or from date of award through 31 May 2011, or one year from date of award. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0003	One Year Base Period-CONUS/Hawaii FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Hawaii. Base Period is 1 June 2010, or from date of award through 31 May 2011, or one year from date of award. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0004	One Year Base Period-CONUS/Guam FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Guam. Base Period is 1 June 2010, or from date of award through 31 May 2011, or one year from date of award. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0005	One Year Base Period-Alaska/Guam FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from Alaska and Guam. Base Period is 1 June 2010, or from date of award through 31 May 2011, or one year from date of award. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
1001	Option Year One-CONUS/Alaska FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Alaska. Option year 1 is 1 June 2011, or from end date of base year award through 31 May 2012, or one year from date of option year 1. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
1002	Option Year One-Puerto Rico/US VI FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Puerto Rico/US Virgin Islands. Option year 1 is 1 June 2011, or from end date of base year award through 31 May 2012, or one year from date of option year 1. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
1003	Option Year One-CONUS/Hawaii FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Hawaii. Option year 1 is 1 June 2011, or from end date of base year award through 31 May 2012, or one year from date of option year 1. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
1004	Option Year One-CONUS/Guam FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Guam. Option year 1 is 1 June 2011, or from end date of base year award through 31 May 2012, or one year from date of option year 1. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
1005	Option Year One-Alaska/Guam FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from Alaska and Guam. Option year 1 is 1 June 2011, or from end date of base year award through 31 May 2012, or one year from date of option year 1. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
2001	Option Year Two-CONUS/Alaska FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Alaska. Option year 2 is 1 June 2012, or from end date of option year 1 award through 31 May 2013, or one year from date of option year 2. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
2002	Option Year Two-Puerto Rico/US VI FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Puerto Rico/US Virgin Islands. Option year 2 is 1 June 2012, or from end date of option year 1 award through 31 May 2013, or one year from date of option year 2. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
2003	Option Year Two-CONUS/Hawaii FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Hawaii. Option year 2 is 1 June 2012, or from end date of option year 1 award through 31 May 2013, or one year from date of option year 2. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
2004	Option Year Two-CONUS/Guam FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from CONUS and Guam. Option year 2 is 1 June 2012, or from end date of option year 1 award through 31 May 2013, or one year from date of option year 2. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
2005	Option Year Two-Alaska/Guam FFP Regional Domestic Contract-5 for intermodal ocean liner services to/from Alaska and Guam. Option year 2 is 1 June 2012, or from end date of option year 1 award through 31 May 2013, or one year from date of option year 2. FOB: Destination SIGNAL CODE: A	1	Lot		

MAX
NET AMT

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
0005	Destination	Government	Destination	Government
1001	Destination	Government	Destination	Government
1002	Destination	Government	Destination	Government
1003	Destination	Government	Destination	Government
1004	Destination	Government	Destination	Government
1005	Destination	Government	Destination	Government
2001	Destination	Government	Destination	Government
2002	Destination	Government	Destination	Government
2003	Destination	Government	Destination	Government
2004	Destination	Government	Destination	Government
2005	Destination	Government	Destination	Government

DELIVERY INFORMATION

CLIN	DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
0001	POP 01-JUN-2010 TO 31-MAY-2011	N/A	SEE SCHEDULE SEE SCHEDULE SEE SCHEDULE SEE SCHEDULE IL SEE SCHEDUL SEE SCHEDULE FOB: Destination	SEE SCHEDU
0002	POP 01-JUN-2010 TO 31-MAY-2011	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
0003	POP 01-JUN-2010 TO 31-MAY-2011	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
0004	POP 01-JUN-2010 TO 31-MAY-2011	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
0005	POP 01-JUN-2010 TO 31-MAY-2011	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
1001	POP 01-JUN-2011 TO 31-MAY-2012	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
1002	POP 01-JUN-2011 TO 31-MAY-2012	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
1003	POP 01-JUN-2011 TO 31-MAY-2012	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
1004	POP 01-JUN-2011 TO 31-MAY-2012	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
1005	POP 01-JUN-2011 TO 31-MAY-2012	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
2001	POP 01-JUN-2012 TO 31-MAY-2013	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
2002	POP 01-JUN-2012 TO 31-MAY-2013	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
2003	POP 01-JUN-2012 TO 31-MAY-2013	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
2004	POP 01-JUN-2012 TO 31-MAY-2013	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU
2005	POP 01-JUN-2012 TO 31-MAY-2013	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	SEE SCHEDU

CLAUSES INCORPORATED BY REFERENCE

52.203-6	Restrictions On Subcontractor Sales To The Government	SEP 2006
52.203-6 Alt I	Restrictions On Subcontractor Sales To The Government (Sep 2006) -- Alternate I	OCT 1995
52.203-13	Contractor Code of Business Ethics and Conduct	DEC 2008
52.212-4	Contract Terms and Conditions--Commercial Items	MAR 2009
52.219-4	Notice of Price Evaluation Preference for HUBZone Small Business Concerns	JUL 2005
52.219-8	Utilization of Small Business Concerns	MAY 2004
52.219-9	Small Business Subcontracting Plan	APR 2008
52.219-9 Alt II	Small Business Subcontracting Plan (Apr 2008) Alternate II	OCT 2001
52.219-16	Liquidated Damages-Subcontracting Plan	JAN 1999
52.222-3	Convict Labor	JUN 2003
52.222-19	Child Labor -- Cooperation with Authorities and Remedies	AUG 2009
52.222-21	Prohibition Of Segregated Facilities	FEB 1999
52.222-26	Equal Opportunity	MAR 2007
52.222-35	Equal Opportunity For Special Disabled Veterans, Veterans of the Vietnam Era, and Other Eligible Veterans	SEP 2006
52.222-36	Affirmative Action For Workers With Disabilities	JUN 1998
52.222-37	Employment Reports On Special Disabled Veterans, Veterans Of The Vietnam Era, and Other Eligible Veterans	SEP 2006
52.222-41	Service Contract Act Of 1965	NOV 2007
52.222-42	Statement Of Equivalent Rates For Federal Hires	MAY 1989
52.222-43	Fair Labor Standards Act And Service Contract Act - Price 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
52.225-5	Trade Agreements	AUG 2009
52.225-13	Restrictions on Certain Foreign Purchases	JUN 2008
52.225-19	Contractor Personnel in a Designated Operational Area or Supporting a Diplomatic or Consular Mission Outside the United States	MAR 2008
52.232-33	Payment by Electronic Funds Transfer--Central Contractor Registration	OCT 2003
52.232-34	Payment By Electronic Funds Transfer--Other Than Central Contractor Registration	MAY 1999
52.232-36	Payment by Third Party	MAY 1999
52.233-3	Protest After Award	AUG 1996
52.233-4	Applicable Law for Breach of Contract Claim	OCT 2004
52.247-64	Preference for Privately Owned U.S. - Flag Commercial Vessels	FEB 2006
252.209-7001	Disclosure of Ownership or Control by the Government of a Terrorist Country	JAN 2009
252.219-7003	Small Business Subcontracting Plan (DOD Contracts)	APR 2007
252.219-7003 (Dev)	Small Business Subcontracting Plan (Dod Contracts) (Deviation)	APR 2007

252.219-7004 (Dev) Small Business Subcontracting Plan (Test Program) AUG 2008
 (Deviation)
 252.247-7003 Pass-Through of Motor Carrier Fuel Surcharge Adjustment to JUL 2009
 the Cost Bearer

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)

52.212-5 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS--COMMERCIAL ITEMS (DEC 2009) (DEVIATION)

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

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

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

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

(b)(1) Notwithstanding the requirements of any other clause in this contract, the Contractor is not required to flow down any FAR clause, other than those in 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 (DEC 2008) (Pub. L. 110-252, Title VI, Chapter 1 (41 U.S.C. 251 note).

(ii) 52.219-8, Utilization of Small Business Concerns (May 2004) (15 U.S.C. 637(d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds \$550,000 (\$1,000,000 for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(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 (June 1998) (29 U.S.C. 793).

(vii) Reserved.

(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)

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 by the Surface Deployment Distribution Command (SDDC) G9 office. Such orders may be issued from 1 June 2010, or date of contract award, through 31 May 2011. If Option Year 1 is exercised, 1 June 2011 through 31 May 2012. If Option Year 2 is exercised, 1 June 2012 through 31 May 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.

NOTE: For the purpose of this clause, delivery/task orders will be issued in accordance with Performance Work Statement section 3.

(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 Forty Foot Equivalent or 1 Measurement Ton (40 Cubic Feet); the Government is not obligated to purchase, nor is the Contractor obligated to furnish, those supplies or services under the contract.

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

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

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

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

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

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

(End of clause)

52.216-22 INDEFINITE QUANTITY. (OCT 1995)

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

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

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

(d) Any order issued during the effective period of this contract and not completed within that period shall be completed by the Contractor within the time specified in the order. The contract shall govern the Contractor's and Government's rights and obligations with respect to that order to the same extent as if the order were completed during the contract's effective period; provided, that the Contractor shall not be required to make any deliveries under this contract after 31 May 2013.

(End of clause)

52.217-8 OPTION TO EXTEND SERVICES (NOV 1999)

The Government may require continued performance of any services within the limits and at a monthly amount based on the price specified for the next option year, or if there is no subsequent option year, at a monthly amount based on the price specified for the option year currently in effect. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within 30 calendar days.

(End of clause)

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

(a) The Government may extend the term of this contract by written notice to the Contractor within 30 calendar days; provided that the Government gives the Contractor a preliminary written notice of its intent to extend at least 45 calendar 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 42 months.

(End of clause)

252.212-7001 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS APPLICABLE TO DEFENSE ACQUISITIONS OF COMMERCIAL ITEMS (JAN 2009)

(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.

 X 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) X 252.203-7000, Requirements Relating to Compensation of Former DoD Officials (JAN 2009) (Section 847 of Pub. L. 110-181).

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

(3) X 252.219-7003, Small Business Subcontracting Plan (DoD Contracts) (APR 2007) (15 U.S.C. 637).

(4) 252.219-7004, Small Business Subcontracting Plan (Test Program) (AUG 2008) (15 U.S.C. 637 note).

(5) 252.225-7001, Buy American Act and Balance of Payments Program (JAN 2009) (41 U.S.C. 10a-10d, E.O. 10582).

(6) X 252.225-7012, Preference for Certain Domestic Commodities (DEC 2008) (10 U.S.C. 2533a).

(7) 252.225-7014, Preference for Domestic Specialty Metals (JUN 2005) (10 U.S.C. 2533a).

(8) X 252.225-7015, Restriction on Acquisition of Hand or Measuring Tools (JUN 2005) (10 U.S.C. 2533a).

(9) 252.225-7016, Restriction on Acquisition of Ball and Roller Bearings (MAR 2006) (Section 8065 of Public Law 107-117 and the same restriction in subsequent DoD appropriations acts).

(10) X 252.225-7021, Trade Agreements (NOV 2008) (19 U.S.C. 2501-2518 and 19 U.S.C. 3301 note).

- (11) ___ 252.225-7027, Restriction on Contingent Fees for Foreign Military Sales (APR 2003) (22 U.S.C. 2779).
- (12) ___ 252.225-7028, Exclusionary Policies and Practices of Foreign Governments (APR 2003) (22 U.S.C. 2755).
- (13)(i) ___ 252.225-7036, Buy American Act--Free Trade Agreements--Balance of Payments Program (JAN 2009) (41 U.S.C. 10a-10d and 19 U.S.C. 3301 note).
- (ii) ___ Alternate I (OCT 2006) of 252.225-7036.
- (14) ___ 252.225-7038, Restriction on Acquisition of Air Circuit Breakers (JUN 2005) (10 U.S.C. 2534(a)(3)).
- (15) ___ 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).
- (16) ___ 252.227-7015, Technical Data--Commercial Items (NOV 1995) (10 U.S.C. 2320).
- (17) ___ 252.227-7037, Validation of Restrictive Markings on Technical Data (SEP 1999) (10 U.S.C. 2321).
- (18) ___ 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports(MAR 2008) (10 U.S.C. 2227).
- (19) ___ 252.237-7019, Training for Contractor Personnel Interacting with Detainees (SEP 2006) (Section 1092 of Public Law 108-375).
- (20) X ___ 252.243-7002, Requests for Equitable Adjustment (MAR 1998) (10 U.S.C. 2410).0
- (21)(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.
- (22) ___ 252.247-7024, Notification of Transportation of Supplies by Sea (MAR 2000) (10 U.S.C. 2631).
- (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) 252.225-7014, Preference for Domestic Specialty Metals, Alternate I (APR 2003) (10 U.S.C. 2533a).
- (2) 252.237-7019, Training for Contractor Personnel Interacting with Detainees (SEP 2006) (Section 1092 of Public Law 108-375).
- (3) 252.247-7023, Transportation of Supplies by Sea (MAY 2002) (10 U.S.C. 2631).
- (4) 252.247-7024, Notification of Transportation of Supplies by Sea (MAR 2000) (10 U.S.C. 2631).

**EXHIBIT 1 IS THE PERFORMANCE
WORK STATEMENT (PWS) WHICH
BEGINS ON PAGE 19**

(End of clause)

252.212-7001 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS APPLICABLE TO DEFENSE ACQUISITIONS OF COMMERCIAL ITEMS (JAN 2009) (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 (FEB 2008) (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:

252.225-7014	Preference for Domestic Specialty Metals, Alternate I (APR 2003) (10 U.S.C. 2533a).
252.237-7019	Training for Contractor Personnel Interacting with Detainees (SEP 2006) (Section 1092 of Pub. L. 108-375).
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)

552.216-9003 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:

Deputy Director, Acquisition Business Operations
Telephone Number: 618-256-4300 FAX: 618-256-4702

PERFORMANCE WORK STATEMENT**PERFORMANCE WORK STATEMENT****RDC-5 PERFORMANCE WORK STATEMENT**

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SECTION 1 – BACKGROUND

1.A History

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

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

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. 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. DTS cargo is shipped in substantial, recurring and consistent volumes on many trade routes.

1.C Period of Performance

1.C.1 Base Period

The one-year base period of performance for this contract is 1 June 2010 to 31 May 2011.

1.C.2 Option Periods

The periods of performance for the option years are 1 June 2011 through 31 May 2012 and 1 June 2012 through 31 May 2013.

1.D Contract Type

This contract is a Fixed Price, Indefinite Delivery/Indefinite Quantity contract as defined in FAR Part 16.5. It contains an economic price adjustment clause and adjustments for both vessel fuel under the Bunker Adjustment Fuel (BAF) and an adjustment for line haul fuel under the Fuel Adjustment Factor (FAF).

SECTION 2 – SCOPE

2.A Scope

This contract is to provide domestic ocean 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. Contractors shall be capable of providing ocean, intermodal, and related transportation and distribution services to support their offered services as required herein. Door-to-door overland transport is not authorized under this contract. All shipments are required to include a sea leg as part of the transport. 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. This contract is not subject to terms or conditions of Contractors' tariffs except as otherwise specified in this contract. The accepted booking, in conjunction with the terms contained in this contract, constitutes the contract of carriage. The terms on a carrier's bill of lading does not govern the shipment and is not applicable.

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

2.A.1 Military and Military Sponsored Cargo Commitment

During the period of this Contract and subject to provisions set forth below, the Government will ship all military and military sponsored cargo offered for commercial ocean transportation in the Defense Transportation System (DTS) to/from Continental U.S. (CONUS) points and ports to the port of San Juan, Puerto Rico; and points and ports in the U.S. Virgin Islands, Alaska, Hawaii, Guam; and intra-island service within Hawaii, to/from Hawaii and Guam, to/from Puerto Rico and the US Virgin Islands, to/from Alaska and Hawaii/Guam, and within the US Virgin Islands under contracts awarded pursuant to this solicitation.

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 2, except Past Performance Evaluation SubFactor for "History of Meeting RDD for the required route" shall not be used if no relevant past performance exists for the specified excepted route. The U.S. Government shall issue a modification to add rates for the movement of excepted type cargo and routes under the changes provision of FAR 52.212-4.

Excepted Cargoes Breakbulk/RORO -- Aircraft (unboxed), Helicopters, Boats over 40 ft., Oversized cargo, bulk cargo, heavy lift cargo, and explosives (excluding IMO Class 1.4).

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), ISO Liquid Tanks (i.e. Deicing Fluid/Anti Freeze), and all containers except dry, reefer, open tops and flatracks.

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

2.A.3 Additional Services

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

2.A.4 Geographic Scope

The Contractor, a vessel-operating ocean Carrier, shall provide all resources necessary to perform the Performance Work Statement (PWS). This performance shall be provided through ocean and intermodal transportation by Jones Act ships and/or barge/tug systems (with the exception of Guam routes which is governed by 46 USC 877). The Contractor shall maintain regularly scheduled liner term service to/from Continental U.S. (CONUS) points and ports to the port of San Juan, Puerto Rico; and points and ports in the U.S. Virgin Islands, Alaska, Hawaii, Guam; and intra-island service within Hawaii, to/from Hawaii and Guam, to/from Puerto Rico and the US Virgin Islands, to/from Alaska and Hawaii/Guam, and within the US Virgin Islands throughout the period of the contract. The Contractor agrees to offer space in each of its vessels engaged in Contractor's service on the routes under this contract, consistent with its obligations as a common or contract Carrier. The Contractor shall provide break bulk and/or container service, including receiving, terminal handling, loading /discharging and container pools if required.

2.A.4.1 Custom of the Trade

Wherever the standard of performance by either party is not provided under the provisions of this contract, the "Custom of the Trade" shall be used as a standard of performance. This phrase shall mean the established practice generally accepted by the trucking, rail and marine shipping industries for cargo transportation service in the geographic area where such services are performed.

2.A.5 Regulatory Compliance

The Contractor shall comply with regulations of Governmental agencies as may be applicable for service to the Government in the carriage of military cargo as set forth in this Agreement. The Contractor ensures that its rates have taken into account the provisions of Old Section 10721 of the Interstate Commerce Act (49 U.S.C. 10721) which are preserved under Sections 10721 (Rail) and 13712 of the Interstate Commerce Commission Termination Act of 1995, P.L. 104-88, 109 Stat. 803, Dec. 29, 1995 (Motor/Water) and that such rates do not exceed the lowest available rates to the general public for comparable service on the date of acceptance of its offer by the Government, and that such rates do not exceed the Contractor's charges for transporting like goods for the private sector. The Contractor is authorized to certify that the service performed under this contract is entirely for the benefit of the Government so as to permit the offer of service at free or reduced rates under the former 49 U.S.C. 10721, now preserved under Sections 10721 and 13712 as above. All Contractors will comply with provisions of the Jones Act (46 USC 883) with the exception of Guam routes which is governed by 46 USC 877.

2.A.6 Normal Government Business Hours/Hours of Operation/Business Day

Normal Government Business Hours are considered to be Monday through Friday, 0800 hours through 1700 hours, with U.S. Federal Holidays excepted. Such days are defined as Business Days. Where U.S. Government offices also observe local holidays, these holidays are also excluded from Normal Government Business Hours. All references in this contract to compliance or observance of Normal Business Hours will use this definition.

In addition, Contractors shall be aware of local office hours of operation for each U.S. Government facility with which they will transact business, and will schedule transactions accordingly. Hours of Operation for all Transportation Facilities may be found in the Transportation Facility Guide (TFG). Contractors shall monitor the most current copy of the TFG for possible changes, updates or short term notices.

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 Cargo

Cargo moving in containers may be mixed loads or straight loads. All cargo shall be stowed such that it is protected from damage due to exposure to the elements.

3.A.2.1 Carriage of cargo will be on a liner term basis. Cargo will be loaded and discharged at commercial terminals at the Contractor's ports of call. The Government will require the Contractor to furnish, stuff, and strip containers. Consistent with vessel safety, when on deck stowage is necessary, containers with mail and personal property will, to the maximum extent possible, be loaded below the third tier.

3.A.3 Hazardous Cargo**3.A.3.1 Limitations of Contractor's Obligation**

3.A.3.1.1 The U.S. Government shall provide accurate and timely hazardous cargo documentation in accordance with applicable laws and regulations.

3.A.3.1.2 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.3.1.3 The Contractor shall identify to the Contracting Officer any cargo precluded from carriage due to Contractor policy prior to contract award and further advise the Contracting Officer of any changes to such policy thereafter. The Contractor shall accept for ocean carriage all commodities listed in Attachment I not otherwise identified in this section when the commodity is packaged, labeled, and documented in compliance with applicable laws and regulations.

3.A.4 Quality Control, Reporting, and Records**3.A.4.1 Quality Control**

3.A.4.1.1 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.4.1.2 The Contractor shall immediately notify the appropriate Contracting Officer Representative (COR) of any problems or failures that may affect performance. The Contractor shall provide the COR with a written plan of corrective action, including a proposed timeline, within 10 business days after the COR is notified of the situation. This plan shall describe proposed Contractor actions to correct the problem or deficiency and bring performance back in compliance with identified performance standards.

3.A.4.1.3 The CORs shall monitor Contractor performance and compliance with the terms and the conditions of the contract using standard techniques such as inspections, U.S. Government-generated management reports, Contractor reports and customer feedback. The Contractor shall attend periodic meetings called by the COR or the Contracting Officer to discuss operations and problem areas.

3.A.4.1.4 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 SDDC Business Development.

3.A.4.1.5 Freight Cost Reporting

Contractors are required to submit monthly report based on all shipments made under the contract. Reports will be submitted electronically to the Contracting Officer (or designated representative) by the 20th of each month following the preceding calendar month period. The report shall contain the following data elements:

Freight Cost - submit freight cost into the following categories:

1. Breakbulk
2. Containers
3. Accessorials
4. Miscellaneous

3.A.4.1.6 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 six years after final payment IAW FAR 4.7 -- Contractor Records Retention.

3.A.5 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.5.1 Where the Electronic Invoice Presentment 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 calendar days advance notice of implementation of EIPP for shipments not covered by the program by the effective date of the contract. Payment will be made after cargo has been lifted. A satisfactory comparison of shipping instructions and Carrier lift reports will be the basis for approving payment to Contractors. U.S. Bank's PowerTrack is the system currently used for this contract. In the event another EEIP service provider is selected, the Contractor is required to establish an account with the new provider at no additional cost to the Government. Attachment 6 contains instructions and procedures on PowerTrack. EXCEPTION: Contractors will be paid for shipments of Privately Owned Vehicles (POVs) in accordance with payment procedures of the Global POV Contract.

3.A.6 Responsibility for Charges and Taxes

3.A.6.1 The Contractor shall pay all dues, charges and taxes customarily levied on the vessel, however the amount thereof may be levied. The Contractor shall pay all taxes levied on the freight charges. The U.S. Government shall pay all dues, charges, duties, and taxes customarily levied on the cargo, however the amount thereof may be assessed.

3.A.6.2 Contractor Liability for Government Costs

If the Government stuffs a container with cargo weighing in excess of the container's standard maximum weight carrying capacity or in excess of any lesser weight of which it has been given notice under Paragraph 3.A.22, it shall remove, or pay the expenses of the Contractor in removing or handling the excess weight of cargo. All consequences or liabilities that may result from excessive weight of containers stuffed by the Contractor, shall be the responsibility of the Contractor. All fees or other costs incident to weighing container(s) shall be the responsibility of the Contractor.

3.A.6.3 Storage Charges

When the Contractor fails to pick-up a container from the Government facility within five (5) business days, the Contractor shall be liable for payment of storage charges computed at the detention rates identified in para 3.F.4.3.1 for each twenty-four (24) hour period, or pro-rata for part thereof, from expiration of the time described.

3.A.7 Space Commitment

3.A.7.1 A "container" contractor must make available 10% of vessel capacity for the booking of Government cargo on each U.S. flag vessel sailing within the geographic scope of this contract as defined by paragraph 2.A.4.

3.A.7.2 A "breakbulk/RORO" contractor must make available 10% of vessel capacity for the booking of Government cargo on each U.S. flag vessel sailing within the geographic scope of this contract as defined by paragraph 2.A.4.

3.A.7.3 The maximum cargo to be shipped under this contract for trade routes identified herein in contribution with all other contracts for these services, must not exceed total dead weight capacity required by SDDC.

3.A.7.4 Space Available Cargo

The Government may book cargo over and above the guaranteed space requirements provided under this contract. The Contractor shall accept such bookings on a space available basis, and shall guarantee space and an assured ocean transit of service for such cargo on the specified vessel sailing to which the cargo is booked.

3.A.8 Schedule Maintenance

3.A.8.1 For service between ports for which there is more than one shipment forecast per month, the Contractor shall provide and maintain schedules in IBS at least 45 calendar days prior to the earliest sail date. For "Short Sails" of 3 calendar days or less, the Contractor shall provide schedules in IBS 15 calendar days in advance of vessel sailing.

3.A.8.2 The U.S. Government will request routing proposals for service between ports for which there is less than one shipment per month.

3.A.8.3 The Contractor shall accept, reject, or counter on the same business day to a request for routing proposals received prior to 1430 local time of requester. For a request received after 1430 local time, the Contractor shall respond by 1200 local time of the next business day.

3.A.8.4 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.9 Permanent Service Changes

3.A.9.1 Notification

3.A.9.1.1 The Contractor shall notify the Contracting Officer at least 45 calendar days prior to implementation of permanent changes in the Contractor's commercial service. All bookings accepted prior to notification of permanent service change shall be performed in accordance with the booking and all terms contained herein.

3.A.9.1.2 The Contractor shall notify the Contracting Officer of permanent changes in service and if the Contracting Officer deems the change meets the requirements for initial award of that service, initial contract rates shall apply to the changed service.

3.A.9.1.3 Dry-Dock Initiated Service Change

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

3.A.10 Customer Service Assistance

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

3.A.11 Submission of Tracing and Tracking data

The Contractor shall provide tracing and tracking information to the DoD, where the Contractor is responsible for providing the underlying service. Tracing is the review of the Contractor's records for the purpose of locating a missing container or shipment.

3.A.12 Electronic Commerce / Electronic Data Interchange (EDI)

The Contractor shall use Electronic Data Interchange (EDI) or Ocean Carrier Interface (OCI) (or successor system) as the primary means for interfacing with SDDC for all bookings within the scope of the RDC-5 contract.

The Contractor shall use the Defense Transportation Electronic Data Interchange (DTEDI) approved Implementation Convention for the ANSI X 12 300, 301, 303, 304 and 315 transaction sets in compliance with their approved concepts of operations. Versions 3060, 4010 or later are required. The Contractor shall implement changes to business processes contained in revisions to Transaction Set Implementation Conventions and their controlling concepts of operations as may be approved by the Ocean ACI Committee. These changes shall be implemented in accordance with schedules approved by the Ocean ACI Committee.

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

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

3.A.12.1 Shipment Status Reporting: The Contractor shall provide accurate shipment status reports using the 315 transaction sets. Transactions shall be submitted in ANSI X-12 EDI standard or OCI to SDDC. Table 3. A.12.1.1 identifies specific events that require reporting. The Contractor shall submit all reports within 24 hours of accomplishment or when the Contractor has received the booking details and/or lift information from the U.S. Government.

3.A.12.1.1 Table of Reportable Shipment Status Events

CODE	DEFINITION	NOTES
EE	Empty spotted	Empty container out gate in lieu of actual spot is acceptable for shippers having container pools. Required for other than pool locations (NOT REQUIRED FOR BREAKBULK)
W	Pickup of Loaded container/ Breakbulk	This transaction is required at the time customer turns over possession to Contractor

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

3.A.13 Manual Operational Reports

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

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

3.A.14 Daily Intransit Visibility (ITV) Reports

Vessel Position Reports: When specifically requested by the COR, the Contractor shall furnish SDDC with the daily noon position of any or all of the Contractor's ships operating in the routes covered by this contract.

3.A.15 Vessel Cutoffs, Late Gates, and Expedited Linehaul**3.A.15.1 Vessel Cutoffs**

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

3.A.15.2 Late Gates

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

3.A.15.3 Expedited Linehaul to POE

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

3.A.16 Required Delivery Date (RDD)

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

The RDD is monitored and assessed on a rolling month average and impacts the performance assessment and best value booking decision as stated in section 5- Measuring Performance.

3.A.17 Less-Than-Container-Load (LCL) Container Services

The Contractor is authorized to commingle Less-Than-Container-Load (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.13 above for preparation of shipping instructions. Commingling of U.S. Government (LCL) 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.

The Contractor shall provide stuffing, consolidating, stripping, sorting, and transloading services as specified in the booking or as ordered by the Ordering Officer and shall be paid at the Cargo Handling rates listed in accessorial table.

3.A.18 Equipment

3.A.18.1 The Contractor's basic service shall consist of furnishing to the Government containers on fully operable chassis or trailers, at a specific point designated by the Ordering Officer, such as a warehouse door or loading

platform, in a timely manner; moving the stuffed container/trailer between this point and the Contractor's commercial terminal; receiving and handling the stuffed container/trailer at its loading terminal; loading and transporting the container/trailer on the Contractor's vessel; discharging and handling the container/trailer at the Contractor's receiving terminal; and, delivering the container/trailer to a place designated by the Government customer by the RDD.

Contractor shall maintain an adequate number of chassis at domestic OCONUS locations to ensure the un-delayed delivery of cargo to destination.

3.A.18.2 Container Standards

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

3.A.18.3 Reefer Service

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. Temperatures will be communicated in Fahrenheit.

3.A.18.3.1 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.18.3.2 Temperature Recording

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 calendar days to provide consistent reporting and equipment supply. Contractor shall provide measurement data upon request from the Government.

3.A.18.4 Substitution of Equipment:

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

3.A.18.5 Spotting/Ordering Empty Containers/Trailers

The OO will give the Contractor at least two calendar days notice as to where to spot a Contractor furnished empty container/trailer for stuffing by the Government. The Contractor shall spot empty containers/trailers by the designated date and time. The notice will include the type and size of container/trailer required by the Government, the name and address of the shipper, the date and approximate time (AM or PM) for spotting the container/trailer. The Contractor shall not furnish a container/trailer of different dimensions than that ordered without the written consent of the COR. If the OO allows the Contractor to substitute a larger size container/trailer than booked, and the loaded shipment does not exceed the dimensions of the size container/trailer originally ordered, the Government will pay for the size ordered. If the loaded shipment exceeds the dimensions of the size of container/trailer originally ordered, the Government will pay for the size of container/trailer actually furnished.

3.A.18.6 Government Liability for Improper Documentation

If the Government does not provide the Contractor with the correct container documentation at the time and location of Contractor acceptance, the Contractor may refuse to pickup or accept the container. If the Contractor refuses to accept a container because the Government has not provided proper documentation, the Government shall reimburse the Contractor for actual costs incurred if the Contractor has made a futile trip in connection with such circumstance.

If the Contractor chooses to pick-up or accept the container, the Contractor shall provide the cognizant SDDC manifesting activity with all the missing receipt or lift data in order that the container can be completely identified for onward movement. This information must be provided within one (1) business day of receipt or lift, or earlier if necessary to meet the scheduled vessel sailing container/trailer actually furnished.

3.A.19 Chassis Requirements

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

3.A.20 Alternate Transportation

If the Government elects to employ alternate intermodal surface transportation to move the container to another port, the Contractor shall be liable for any expenses or costs incurred by the Government above the expenses that normally would have been incurred had the container been furnished by the designated time and date.

3.A.21 Pickup Containers/Trailers

The Contractor shall pick-up a stuffed container/trailer within one calendar day, and shall pick-up/remove an empty container/trailer within one business day; time commencing at 0800 hours on the day following receipt of notification that the container/trailer is ready to be transported.

3.A.22 Overweight Containers and Notification by Contractor

At the time of ordering, the Contractor shall notify the OO if the maximum cargo weight which can be loaded into a container that is to be stuffed by the Government is more than the standard legal maximum cargo weight capacity for the container, and the reason therefore. The Contractor will also advise the OO when the combined cargo weight of the loaded container and chassis exceeds the allowed highway axle weight.

3.A.23 Equipment Pools (container only)

The Contractor shall establish and maintain equipment pools identified in Attachment 2 and as subsequently requested by the Contracting Officer, at no additional cost to the contract. All expenses for establishing, changing an existing or future pool, sustaining, disbanding or relocating a pool for any equipment type shall be borne by the Contractor.

3.A.24 U.S. Government Furnished Containers (GFC)

3.A.24.1 The shipment of U.S. Government-Furnished Containers (GFC) shall be subject to mutual agreement between the Contractor and the Government, except that the Government shall have the right to ship up to 200 U.S. GFC against the space commitment required under Section 3.A.7 of the PWS as part of a Unit move, provided that such shipments were coordinated at least 45 calendar days in advance of the vessel sailing.

3.A.24.2 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 Contractor owned chassis when associated to GFC.

3.A.24.3 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.24.4 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.24.5 When the Contractor provides any Accessorial services in connection with service provided to U.S. Government owned/leased containers, the appropriate Contractor rates contained in the Schedule of Rates shall apply.

3.A.25 Transloading Of Containerized Cargo

The Contractor shall not transload cargo from one container to another without the authorization of the OO, except when such transload is required to safeguard the cargo during the continuation of the movement. When cargo is transloaded from the original container, the Contractor shall immediately so notify the SDDC activities having cognizance over the loading and discharge ports. Such notice shall contain the serial number and seal number of the original container, and of the container to which cargo was transloaded, the place where the transload occurred and the reason for the transload.

When the container to which the cargo was transloaded differs in internal cubic capacity from the original container, freight shall be based upon the cubic capacity of the original container. This section applies to Government stuffed full container loads. It does not apply to Contractor stuffed less than container loads

3.A.26 Flatrack Containers

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

3.A.27 Bulk Liquids

3.A.27.1 The U.S. Government may furnish 20' tank containers for shipment of bulk liquids by the Contractor.

3.A.27.2 The Contractor shall provide an acceptable, clean and empty tank container to the shipper and transport to destination. The consignee shall empty the container and return it to the Contractor, empty, but with residue. The Contractor shall be compensated for providing the tank container and for cleaning the empty container at the "Contractor Provided Tank Container" rate in Table 6B in CARE II, Accessorial Rates. The Contractor shall be compensated for ocean transportation of these tanks at rates for dry containers, and for linehaul or drayage, if ordered. The tank container surcharge for Contractor-provided containers does not apply.

3.B Shipment Planning and Booking

3.B.1 Shipment Booking and Scheduling

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

3.B.1.1 Shipment Booking

All cargo shall be booked to the Contractor at the discretion of Ordering Officers (Shipper Select) based on a contemporaneous best value analysis of technical capability, scheduled service, past performance, US Domestic Shipyard preference and price, subject to VISA priorities. Awarded contract minimums for the base period shall be satisfied by the expiration date of the base period. Specifics on ordering procedures are outlined in Exhibit 2.

3.B.1.2 Booking Acceptance

Issuance of a booking number by the Contractor through EDI, OCI, Direct Booking, email, or facsimile communication to the U.S. Government constitutes acceptance of booking. The parties may subsequently agree to amendments/changes prior to delivery, including rerouting of containers as specified at paragraph 3.F.6 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 three business days prior to a local cutoff. Empty U.S. Government-owned or empty leased containers or other empty special equipment shall be booked on a space-available basis. Empty containers shall be offered to the Contractor, who shall propose space for them on the first sailing for which space is available.

3.B.1.3 Response to Booking Requests

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

3.B.1.4 Automated Booking

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

3.B.1.5 Direct Booking Procedures:

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

3.B.1.5.1 Contractors with Direct Booking capabilities will ensure that the booking acceptance process evaluates "Required Delivery Dates" consistent with booking acceptance logic resident in IBS. When deemed necessary, the U.S. Government in cooperation with the contractor will review and update the acceptance logic and associated tables, and publish results through SDDC generated customer advisories.

3.C Origin Services (container only)

3.C.1 Providing Empty Containers to Shippers

3.C.1.1 Pool Locations.

The Contractor shall maintain empty container pools at locations and levels specified in Attachment 2. The Contractor shall provide documentation to the shipper to identify the equipment by Contractor SCAC, equipment owner code, and container number when empty containers are delivered to a shipper for inclusion in a pool. Once the shipper notifies the Contractor that a container is available for pickup, the container is considered loaded and no

longer part of the established pool and the Contractor shall replace the empty container, by the next business day. Detention at origin does not apply to locations with equipment pools.

3.C.1.2 Drop and Pick Service

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

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

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

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

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

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

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

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

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

3.C.1.3 Live load

For other locations in CONUS, the Contractor shall provide live load service at origin unless drop and pick service is ordered. The Contractor and the shipper shall set a live load appointment (date and time and specific location) for each container booked. The shipper shall have four (4) hours' free time, starting from the time of the appointment to load the container or upon actual start. After the expiration of free time, the Contractor shall be paid waiting time at the rate of \$60 per hour rounded to the next higher quarter hour. Waiting time shall only run during the shipper's normal hours of operation. In the event the Contractor does not meet the agreed appointment time by 15 minutes or more, the shipper may load the container immediately or reschedule the load for a later time. Free time start will be adjusted to actual start time. Shipper may also cancel the appointment and reschedule for a different day.

3.C.1.3.1 In the event the shipper is not able to complete loading by the end of the shipper's business day, the Contractor shall be paid a \$150 overnight charge. When loading operations resume, free time, if there is any not used or waiting time shall start at the time the shipper's workday starts unless the shipper and Contractor agree to a different time.

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

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

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

3.D Ocean Transportation

3.D.1 Cargo Lift and Advancement

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

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

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

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

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

3.E Destination Services

3.E.1 Delivery Notification and Receipt

3.E.1.1 Schedule all deliveries of containers with cognizant military terminal or appropriate government agent at least two business days prior to any actual delivery of containers.

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

3.E.1.3 Deliver all containers to each consignee during the consignee's Normal Business Hours.

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

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

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

3.E.2 Expedited or After-Hours Delivery

3.E.2.1 Expedited delivery service:

The Contractor shall provide expedited delivery when ordered by the Ordering Officer. The Contractor shall deliver the container to consignees within two business days and one business day at all other locations commencing at 0001 hours on the first business 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 calendar day for each 400 miles of distance. When the contractor schedules delivery by appointment for a mutually

agreed on time and date the consignee shall be required to "live unload" containers transported under expedited delivery service ordered by the U.S. Government.

EXCEPTION: Expedited delivery of shipments enroute, but prior to commencement of on-carriage at port of discharge shall be by mutual consent of the U.S. Government and the Contractor. Contractors shall be compensated according to the following schedule for expedited delivery services:

EXPEDITED DELIVERY SERVICE SCHEDULE

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

EXCEPTION: Contractors will not receive compensation for expedited delivery as indicated above if they failed to meet the RDD. If contractor was reimbursed and did not meet the agreed upon RDD, then the contractor will reimburse the government for the charges paid to them for expedited delivery service.

3.E.3 Specified Day Delivery

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

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

3.E.3.3 If the date the delivery is requested is later than the RDD, the shipment would be considered constructively staged.

3.F Exceptions to Normal Service

3.F.1 Alternate Service

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

3.F.2 Service Failure

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

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

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

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

3.F.2.5 Failure to Sail:

The Government is not obligated to utilize a Contractor that fails to have a sailing within thirty (30) calendar days after the effective date of this contract, or such later date acceptable to the CO, on any route for which it has offered rates for the effective period of this contract, or who fails thereafter to maintain a regular Contractor service on such route. If a later date than specified above is accepted, the Government is not obligated to utilize such a Contractor before such date, nor is the Government so obligated unless the Contractor has a sailing within thirty (30) calendar days of such a date and thereafter maintains a regular Contractor service on such route. However, nothing in this clause restricts the Government from utilizing such Contractor service when the capability of the current Contractors receiving (and otherwise meeting the requirements of this paragraph) are not available.

3.F.3 Canceled Shipments/No Shows

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

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

3.F.3.1.2 When the U.S. Government notifies the Contractor of cargo not available for a booked sailing, the Contractor shall then designate a new vessel based on the revised availability of cargo. Should the "roll over" cargo not show for the follow on designated vessel, the booking shall be cancelled and the cargo rebooked.

3.F.3.1.3 The Contractor shall in no event hold the U.S. Government liable for vessel demurrage or dead freight by failing to release a container in time to meet a specified vessel sailing.

3.F.3.1.4 Accommodation for Failure to Release

For containers that miss their booked sailing through no fault of the Contractor, the Contractor shall load containers on the next scheduled sailing after receipt of containers from the Government.

3.F.3.1.5 No Fault Failure to Meet Sailing

If a container stuffed with cargo misses the sailing for which it is scheduled due to no fault of the Government or the Contractor, the Government shall have the remedies set forth below:

3.F.3.1.5.1 Load on the Next Vessel

The Government may order the Contractor to load the container on the next vessel scheduled to the same port of debarkation. The Government shall pay only for freight and usual charges.

3.F.3.1.5.2 Move to Another Shipping Place

The Government may order the Contractor to move the container to another place, including another Contractor's terminal. The Government shall bear all costs for such movement, and shall return the container to the Contractor at the port of debarkation.

3.F.3.1.5.3 Return the Cargo

If the Government elects to order the return of the cargo, the Contractor shall move the container to a place designated by the OO for unstuffing. The Government shall bear all costs of such movement.

3.F.4 Free Time and Detention

3.F.4.1 Free Time

Free time is that period allowed for use of Contractor equipment without additional charge. Detention is the charge assessed against the Government for delaying the release of Contractor equipment beyond allowed free time.

3.F.4.1.1 Free Time Allowed

The contractor must provide fifteen (15) calendar days free time for dry cargo and eight (8) calendar days free time for refrigerated cargo.

3.F.4.1.2 Commencement of Free Time

With the exception of Puerto Rico, free time will commence at 0001 hours on the first calendar day after delivery.

In Puerto Rico time shall begin at 0800 hours local time after the container has been discharged from the vessel, cleared for linehaul/drayage by all applicable agencies of the local government, (including local tax office, customs, the U.S. Department of Agriculture, and the Puerto Rico Department of Agriculture), and the OO has been notified that the container is ready for linehaul/drayage. This notice is not required if previous instructions relative to commencement of linehaul or drayage have been received by the OO.

3.F.4.1.3 No Running of Time

Time shall not run when clearance by local government agencies is delayed because the Government is unable to provide documentation due to error or omission on the part of the Contractor to provide receipt, lift, or transshipment information. Time and detention shall not run during the period containers are held at the Contractor's terminal due to local labor disturbances.

Time shall cease to run at 2359 hours on the day the Contractor is notified that the container is ready to be released or when the container is returned to the Contractor, whichever is earlier.

3.F.4.1.4 Delivery at Contractor's Terminal

For outbound CONUS cargo, when the OO elects to take delivery of containers at the Contractor's terminal at the port of discharge, time shall cease to run when the container with trailer is hooked to the Government tractor

3.F.4.2 Detention

3.F.4.2.1 Detention after Free Time expires

When free time is exceeded, Contractors will be paid at detention rates and for refrigerated maintenance as stated below.

3.F.4.3 Calculation of Detention-Related Charges

3.F.4.3.1 Standard Container Detention

The following charges and provisions will apply to all equipment accruing detention.

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

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

- (1) The Government notifies the Contractor in writing that the container is available for pickup at the Contractor's point of delivery or other mutually agreed location and the container is available when the Contractor arrives for pickup;
- (2) The Government returns the container to the Contractor at the Contractor point of delivery or other mutually agreed location; or
- (3) The Contracting Officer notifies the Contractor in writing that it is purchasing the container under Section 3.F.9 or 3.F.10. Purchase under 3.F.9 or 3.F.10 is not intended to permit the Government to make wholesale purchases of containers. The Government will make a determination on a case-by-case basis that the container has been lost, destroyed, or impracticable to return.

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

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

3.F.4.4 Reefer Maintenance.

3.F.4.4.1 When onward movement has been delayed due to the fault of the Government and free time has expired, the Contractor will be reimbursed for additional expenses incurred in maintaining the operations of the refrigerated container. These maintenance charges will not apply while containers are in transit status in accordance with the booking terms of this contract. The parties recognize that while the refrigerated containers are in the possession of the Contractor, the Contractor normally incurs costs in maintaining their operation.

Accordingly, for maintenance costs incurred after the expiration of free time, while the refrigerated container is in the Contractor's possession the Contractor will be reimbursed for such costs pursuant to the per diem rates in Columns A and B below. When the container is in the possession of the Government, the Contractor will be reimbursed its actual expenses for maintenance services the Ordering Officer ordered and the Contractor performed. The Contractor must certify to the Contracting Officer that it in fact incurred these costs and submit an invoice in accordance with Attachment 6 of this contract.

- (1) Column A – per diem or part thereof charge when refrigerated containers are delayed at those facilities where power is available for direct connection to the Contractor'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 CONTRACTOR)		
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.F.4.5 Live unload

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

3.F.4.5.1.1 CONUS locations where drop and pick load service is not included in the linehaul rate (see 3.C.1.2)

3.F.4.5.1.2 Other CONUS and OCONUS locations when requested by the U.S. Government at time of booking.

3.F.4.5.1.3 When agreed to by the receiver when the Contractor schedules delivery.

3.F.4.5.2 The Contractor and the shipper shall set a live unload appointment (date and time and specific location) for each container. For locations described in Table 3.F.4.5.4.1, the receiver shall have four (4) hours free time starting from the time of the appointment to unload the container. The Contractor shall be paid waiting time at the rates in Table 3.F.4.5.4.1 below for periods in excess of free time. Waiting time shall only run during the receiver's Normal Business Hours of operation. In the event the Contractor does not meet the agreed appointment time by 15 minutes or more, the shipper may unload the container immediately or reschedule the unload for a later time the same day. In either case, free time starts upon actual start of unloading operations. Shipper may also cancel the appointment and reschedule for a different day.

3.F.4.5.3 When containers are not delivered on chassis and waived per Section 3.A.19, live unload free time shall start when the shipment is accepted at the base gate or an earlier date if the Contractor provides notice by providing an "AV" EDI transaction (see 3.A.12) that the container is locally available for immediate delivery but is delayed by the U.S. government, in which case the date/time the transaction is sent would start live unload free time. Driver wait time shall start when live unload free time ends. Driver wait time shall end when either the container is removed from the conveyance or the cargo removed from the container or conveyance and the receiver annotates the completion of delivery on the driver's copy of the delivery receipt. For locations listed at Table 3.F.4.5.4.1, Contractor shall be compensated as described at 3.F.4.5.3.

3.F.4.5.3.1 Shipments delivered with evidence of tampering or loss shall be investigated by base security and drivers may be detained for questioning by base security. If investigation determines no tampering occurred, applicable wait time rates will be paid. If the investigation determines that tampering/pilferage has occurred, wait time will not be payable.

3.F.4.5.4 Free time and waiting time

Table 3.F.4.5.4.1

<u>Location</u>	<u>Free Time</u>	<u>Driver Wait Time Rate</u>
All Locations	4 hours	\$15.00 per quarter-hour *

*Note: Actual time will be rounded to the next higher quarter hour. (Example: 1201-1214=1215)

3.F.5 Government Use of Contractor Equipment (Leasing)

3.F.5.1 General

Upon twenty-four (24) hour advance notice by the OO, the Contractor shall furnish containers, trailers, flatcars, and chassis, and in the case of non self-sustaining refrigerated containers, also a generator set, for use in connection with land and ocean transportation of Government cargo arranged under this agreement. The Contractor shall be paid at the equipment leasing rates set forth in the table below for equipment leased under this provision. Equipment so leased may be transported aboard any vessel designated by the Government and may be transported inland by any means available to the Government. Unless otherwise agreed, Contractor equipment leased by the Government shall be returned by the Government to the place where such equipment was originally received from the Contractor.

3.F.5.2. Shipping Order as Leasing Document

A Shipping Order shall be issued to reflect each lease of equipment. The Shipping Order shall set forth the number, size, and appropriate identification information of such Contractor equipment, the estimated duration of lease, and place of return. The Contractor shall be paid for each twenty-four (24) hour period or part thereof, Saturdays, Sundays, and holidays included, for the period between the time the equipment is received or ordered from the Contractor, whichever is later, until the time the equipment is returned to the Contractor. The Government shall not lease equipment for storage or other purposes unrelated to the furnishing of transportation pursuant to this contract, unless otherwise mutually agreed between the Government and the Contractor.

Leasing Rates

Equipment Type	Size	Per Day Rate
Dry Cargo	20 feet and over	\$10.00
40 feet and over		\$12.00
Refrigerated	20 feet and over	\$30.00
40 feet and over		\$35.00
Chassis	20 feet and over	\$10.00
40 feet and over		\$12.00
Flatrack/Flatcar/Flatbed Truck	20 feet and over	\$10.00
40 feet and over		\$12.00
Trailer	40 feet and over	\$24.00
Refrigerated Trailer	40 feet and over	\$47.00

3.F.6 Rerouting of Containers

3.F.6.1 En-Route Port Changes

3.F.6.1.1 Port change requested by the U.S. Government.

3.F.6.1.1.1 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.F.6.1.1.1.1 If the location of the cargo at the time of the diversion request is within a reasonably normal path for service to the new POD from the POE, and the diversion request is in advance of arrival at the POD, the Contractor shall execute the diversion and shall be paid for service to the new destination.

3.F.6.1.1.1.2 If the diversion is not within a reasonably normal path for service, the container shall be short stopped (3.F.6.2 below) and rebooked to the new destination.

3.F.6.1.1.2 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.F.6.1.1.3 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.F.6.2 Short Stop

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

The Contractor shall short stop containers at port of discharge or any relay port when the Ordering Officer elects to take delivery at that location instead of inland destination. The U.S. Government may order delivery at any intermediate port of call but would be subject to costs and limitations as specified in Paragraphs 3.F.6.1.1.2 and 3.F.6.1.1.3 above.

3.F.6.3 Change of Destination

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

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

3.F.7 Staging (container only)

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

3.F.8 Notice of Transfer of Cargo

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

3.F.8.1 Broken Seals

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

3.F.9 Damage to Contractor Equipment

3.F.9.1 The Contractor shall be entitled to reimbursement for damages to Contractor owned equipment when such damage or loss is by act, neglect or failure to maintain equipment by the U.S. Government, its agents, employees or Contractors (other than the prime Contractor) while such Contractor equipment is in the custody and care of the U.S. Government, its agents, employees or Contractors (other than the prime Contractor). The U.S. Government shall repair or reimburse the Contractor the least of the following:

- (1) The reasonable costs of repairs or
- (2) The purchase price as stated in table 3.F.9.1.2

The Government will have the unilateral right to purchase immediately any container that has been lost or destroyed.

3.F.9.1.2 Container Type Purchase Price:

20 ft Dry	\$3,200
20 ft Flat	\$5,000
20 ft Reefer	\$31,500
40 ft Dry	\$5,100
40 ft Flat	\$7,000
40 ft Open Top	\$6,500
40 ft Reefer	\$35,000
Genset	* \$11,000

*In order to purchase a genset the Government also must purchase the reefer that the genset services.

3.F.9.1.3 The U.S. Government shall notify the Contractor of damage to Contractor's equipment while in the U.S. Government's care and custody immediately upon identification of the occurrence of said damage. The Contractor shall assign to the U.S. Government any rights, causes of action, or other claims, which the Contractor may have against third parties with respect to such damage.

3.F.9.1.4 The U.S. Government shall not be liable for the repair of any damage under this Section unless written notice specifying such damage shall have been given to and acknowledged by the U.S. Government or its authorized representative:

- 3.F.9.1.4.1 At the time custody of the equipment is returned by the U.S. Government to the Contractor; or
- 3.F.9.1.4.2 Within 5 business days after the damage was discovered or should have been discovered after custody of the equipment is returned by the U.S. Government to the Contractor (for damage that is not readily apparent).

3.F.9.1.5 The Contractor shall be liable for loss of or damage to Government containers and chassis while in the Contractor's custody to the same extent that the Government is liable for loss or damage to the Contractor equipment while in the Government's custody. The Contractor will not procure insurance coverage on Government containers.

3.F.10 Theft or Disappearance

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

3.F.10.1 When purchase is made in accordance with this provision, the contractor will be paid as stated at table

3.F.9.1.2. Detention accrued will not be credited against the purchase price.

3.F.11 Port Storage

3.F.11.1 When onward movement has been delayed due to the fault of or at the specific request of the U. S. Government, the Contractor shall be reimbursed for actual expenses incurred in the storage of containers or cargo.

3.F.11.2 To receive reimbursement for Port Storage services while the container is in the possession of the Contractor, the contractor shall submit an invoice in accordance with Attachment 6 of this contract and shall include the following attachments to the invoice:

3.F.11.2.1 Certify to the Contracting Officer that the Contractor in fact, incurred these costs

3.F.11.2.2 Copy of the Port Invoice indicating proof of incurred costs

3.F.11.2.3 Copy of the applicable port tariff citing the applicable rate.

3.G Accessorials

3.G.1 Stopoff Service

3.G.1.1 Stop-Off Service is defined either when a container/trailer contains cargo that must be delivered to more than one en-route delivery location, or when a container/trailer is to be stuffed at more than one en-route location. Free Time of four (4) hours shall be allowed for each stop off. Free time shall commence when the container is available for unloading at the stop off location or the scheduled delivery appointment time, whichever is later. Free time shall end when the Contractor has been notified that the container is available or when the container is returned to the Contractor, whichever occurs first. However, if the free time has not expired at the end of the business day at the stop off location, it shall be suspended until 0800 hrs on the next business day. When unloading operations resume, free time, if there is any not used, or waiting time shall start at the time the shipper's workday starts unless the shipper and Contractor agree to a different time.

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

3.G.1.3 The Contractor shall provide up to a maximum of four (4) U.S. Government-ordered stopoffs per container when ordered at the time of the booking. The service shall consist of spotting the container on a chassis at a location designated by the U.S. Government for loading and unloading.

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

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

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

3.G.2 CONUS Linehaul for Containerized Ammunition Shipments

The Contractor shall use a DoD approved contractor for the movement of ammunition. A list of DoD approved contractors can be obtained from SDDC G9. Additionally dual-driver service and satellite monitoring that feeds into the Defense Transportation Tracking System (DTTS) is required. Ammunition linehaul surcharges shall apply to these movements. Contractor is to submit Ammunition linehaul surcharge rate in CARE II as part of proposal submission. Rate offered is to be CONUS rate.

3.G.2.1 Identification of High Value and/or Classified Items

Government Shippers will advise Contractors of cargo that is high valued or may contain high valued contents such as military vehicles, to enable Contractors to take necessary precautionary measures. Likewise, Shippers must inform Contractors of any cargo that is classified and request the proper protective in-transit security services in accordance with the Defense Transportation Regulation, Ref. Chapter 205 of the Defense Transportation Regulation.

3.G.3 Tarping Service

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

3.G.4 Supercargo

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

3.G.5 Flatrack tie-down equipment surcharge

Contractor shall provide this service at no extra cost.

3.G.6 Standby Time

Driver stand-by time commences after expiration of four (4) hours (driver free time), and ends when the conveyance is Available for Onward Movement (AOM). Charges based on time are computed by multiplying the hourly rate by the time involved. When fractions of an hour are used, the charges will be as follows: fifteen (15) minutes or less equals one quarter hour; sixteen (16) to thirty (30) minutes equals one-half hour; thirty-one (31) to forty-five (45) minutes equals three quarters hour; excess of forty-five (45) minutes equals one hour. After the expiration of free time, the Contractor shall be paid waiting time at the rate of \$60 per hour rounded to the next higher quarter hour.

3.G.7 Railcar Inspection Service

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

3.G.8 Redelivery of Keep from Freezing (KFF) Service

Redelivery of KFF Service is when the consignee is not able to accept all the cargo on the first delivery and the Contractor is directed to return the other portion to the Contractor's facility until the consignee is available to accept the remainder of cargo. When Redelivery of KFF is ordered by the OO, after the initial delivery of a container/trailer, the Contractor shall return the partial container load of cargo to its terminal and keep at the proper temperature until ordered to redeliver the remainder of the cargo. Charges for Redelivery of KFF services are set forth in the Accessorial Rate Tables.

3.G.9 Re-spot Service

When requested by the OO, the Contractor shall move a container from one point on a facility to another point on that facility. Charges are set forth in the Accessorial Rate Tables.

3.G.10 Cargo Handling

3.G.10.1 Cargo handling and transloading service (Container). Service provided by Contractor for cargo received at its facility that the contractor loads into a container, or for containerized cargo that is unstuffed at the contractors facility.

3.G.10.2 Cargo Handling Service includes tallying of cargo, and necessary blocking, bracing and dunnage. Chains and binders provided by the Contractor to secure cargo remain the property of the Contractor. Cargo Handling Service includes all services from receipt of the cargo to load in a container. Cargo Handling Service also applies to containerized cargo that is unstuffed and transferred to a different conveyance. Cargo handling includes services such as receiving, unloading, loading and securing of cargo removed from containers on conveyance, intra-terminal transfers, stuffing, unstuffing, transloading, consolidation, tallying of cargo, necessary blocking, bracing, or dunnage. Chains and binders provided by the Contractor to secure cargo remain the property of the Contractor.

3.G.10.3 Movement between ship and contractor designated facilities in a port area is included in the Cargo Handling and Transloading rates. Contractor will be paid linehaul to move containers from/to their designated facility when services are ordered at facilities outside the drayage area of the port of load/discharge.

3.G.11 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 IAW charges set forth in Accessorial Rate Tables

3.G.12 Terminal Handling Service

When directed by the OO, the Contractor shall receive and handle cargo not incidental to the ocean movement of cargo at origin or destination ports. Charges are set forth in Accessorial Rate Tables.

3.G.13 Delivery Outside of Normal Business Hours

When ordered by the OO, the Contractor shall deliver cargo at the ultimate destination not later than the start of Normal Business Hours, and not before the end of Normal Business Hours. Contractors will be compensated for this service at the rates set forth in the Accessorial Rate Tables.

3.G.14 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.

3.G.15 Flatrack Container Surcharge

Contractors will make flatracks available under the same terms and conditions as the Contractors container service. Cargo shipped in flatrack containers shall move at the general container ocean rate plus a flatrack surcharge set forth in the Accessorial Rate Tables.

3.G.16 Hazardous Cargo Surcharge

This charge applies to the movement of hazardous cargo requiring on deck stowage per Coast Guard regulations. These charges are set forth in the Accessorial Rate Tables.

3.G.17 Mileage Table

These tables are provided for those few instances where no forecast or known volume of cargo was available or existed. The rates are to be used in conjunction with bi-factor rates. Should a requirement for the same point continue to exist beyond sixty (60) calendar days, a point-to-point, ongoing rate shall be negotiated pursuant to the Changes Clause.

3.G.18 Refrigerated Table Differential**3.G.18.1. Dual Temperature Reefers**

In order to help prevent damage to the bulkheads of empty Dual Temperature Reefers, contractor must lower the bulkhead after removing all cargo. The bulkhead is held up to the roof track with two (2) short chains on both lower corners. The bulkhead must be in the lowered position when traveling, unless the Dual Temperature Reefer is loaded.

3.G.19 Controlled Atmosphere Service

The Contractor's controlled atmosphere service consists of furnishing a self-contained computerized system capable of monitoring and adjusting the atmosphere in a refrigerated container after the Contractor has introduced preservative gases in the container. The system is designed to reduce spoilage and extend shelf life of perishable commodities similar to modified service, but differs by its ability to adjust the air inside the container during transit. Charges are located in the Accessorial Rate Tables.

3.G.20 Modified Atmosphere Service

Modified atmosphere service shall consist of furnishing a system that is designed to reduce spoilage to perishable container contents by introducing preservative gases or otherwise reducing the level of activity of oxygen in the container for the period from the time the container is closed, sealed, and charged with gas after stuffing until the seal is broken at the time of delivery of the container to the first consignee, or at such time as is mutually agreed upon at the time of booking. The Contractor shall provide modified atmosphere service. Charges are set forth in the Accessorial Rate tables.

3.G.21. Percentage Differential Accessorial for Refrigerated Cargo

Rates for drayage or inland service in connection with the transportation of refrigerated cargo are applied at an additional percentage differential of the basic dry cargo drayage, inland or mileage rate unless rates for reefer linehaul are specifically provided herein. Charges are set forth in the Accessorial Rate tables.

3.G.22. Refrigerated Fruits/Vegetables for Guam Inspection Fee

An inspection fee applies to all fresh fruit, vegetables, eggs and other commodities shipped from U.S. to Guam requiring inspection by Guam Customs and/or Agriculture. Charges are set forth in the Accessorial Rate Tables.

3.G.23. Genset Rental

When the Government retains/orders a genset after the delivery of the reefer to the consignee, the Contractor will be entitled to a genset rental charge from the date of delivery to the date the Government returns the genset to the Contractor or purchases the genset in conjunction with purchasing a reefer. Charges are set forth in the Accessorial Rate Tables.

3.H Breakbulk and RORO Requirements

3.H.1 Cargo Lift and Advancement of Cargo

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

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

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

3.H.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.H.2.1 Shifting of Berths, Meeting Minimum Tonnage

The Contractor shall (for cargo to be loaded or discharged within a vessel's port of call, or other port located in the same port group as listed in paragraph 7.B.2.1.3.2 if such cargo is booked under Free-in or Free-out terms), at the request of the Ordering Officer, call at, or shift to, any particular dock, wharf, place or open roadstead at which the vessel can lie always safely afloat at any time of tide, or at which the judgment of the master of the vessel may lie safely aground, and to and from which the vessel may safely proceed, at no additional cost, when the aggregate of the Free-in/Free-out cargo to be loaded or discharged at such location shall meet the minimum tonnage of 1,000 MsTs for shifting.

3.H.2.2 Shifting of Berths, Not Meeting Minimum Tonnage

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

3.H.2.3 Demurrage if Shift is Requested

If the U.S. Government directs the Contractor to an encumbered berth or U.S. Government-provided stevedores are not available upon vessel's scheduled arrival and shall delay the vessel in her schedule, demurrage is payable on a pro rata basis (based on a per diem demurrage rate) until the berth or stevedores are available at the corresponding demurrage rate stated in the Accessorial Table 6.

3.H.3 Reimbursement for Damage

The U.S. Government shall reimburse the Contractor the cost of repairing any damage to a vessel caused by any unsafe condition of any berth or anchorage to which a vessel is ordered by the Ordering Officer under paragraphs 3.H.2.1 or 3.H.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.H.4 Free-in/Free-out Terms

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

3.H.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 where accessorial rates are awarded.

3.H.5.1 Stowing of Free-in, Free-out Cargo

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

3.H.5.2 Loading, Stowing, Trimming, Securing Supervision

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

3.H.5.3 Stowage Preplans/Plans

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

3.H.5.4 Acceptable Cargo Space:

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

3.H.5.4.1 If, at the time for loading the cargo, the specifications and/or description of the cargo vary from that of the booking or otherwise communicated data, the contractor shall not bear the burden of preparing, cleaning or making readily available sufficient space to load the cargo. The government shall bear all expense necessary to first discharge, move or otherwise handle cargo to create such sufficient space for loading.

3.H.5.5 Use of Cargo Handling Gear

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

3.H.5.6 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 U.S. Government's risk and responsibility and as stevedores to be deemed as their servants but shall always work under the supervision of the Master.

3.H.5.6.1 Reimbursement of Crew Costs

When such services are performed by the crew in accordance with 3.H.5.6, the U.S. Government shall reimburse the Contractor for (a) additional labor costs actually incurred in conformity with labor agreements and (b) any increased cost or premiums for insurance coverage, in addition to costs not covered by insurance, resulting from compliance with this paragraph.

3.H.5.7 Stevedore Damage

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

3.H.5.8 Breakbulk/RORO Liner Service and Linehaul Service

3.H.5.8.1 The Contractor shall, provide service on a liner-term basis when ordered and where accessorial rates are awarded.

3.H.5.8.2 The Contractor shall provide breakbulk linehaul service when ordered and when rates have been awarded from origin to POE and/or from POD to destination. When origin door service is ordered Contractor shall provide liner service at POE; when door service to destination is ordered Contractor shall provide liner service at POD. Breakbulk linehaul rates can be used for cargoes that are transloaded from/to containers.

3.H.5.9 Containerization for the Convenience of the Contractor

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

3.I Additional Services

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

3.I.1 Special Cargo Handling

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

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

3.I.1.3 Cargo handling at origin or destination. Load/unload cargo into/from container/conveyance at origin/destination block/brace/secure for safe transport; provide materials to block/brace/secure cargo; pack/mark.

3.I.2 Consolidation and Transfer Services

3.I.2.1 Stuffing, stripping, and transloading:

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

3.I.2.2 Dunnage and materials:

All materials used in the services for unitizing, palletizing, blocking or bracing of loose cargo.

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

3.I.2.4 Establishing and managing of marshalling yard:

Services include providing a paved, fenced and secure land area to receive and dispatch loose, breakbulk or containerized cargo. Locations shall be able to provide cargo handling and CFS related services as needed.

3.1.2.5 In-transit storage:

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

3.1.3 Services for Special Cargo

3.1.3.1 Hazardous cargo handling: Stuffing, stripping and transloading services for IMO hazardous cargo.

3.1.3.2 Ammo special handling Stuffing, stripping and transloading of ammunitions and explosives.

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

3.J Linehaul for Breakbulk and Out-of-Gauge (OOG) Cargo**3.J.1 Flatbed and double drop service**

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

3.J.1.1.1 Rates are provided.

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

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

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

3.J.1.2 Service Requirements

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

3.J.1.2.2 For cargo moving on flatracks:

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

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

3.J.1.2.2.3 EDI reporting requirements apply for events as specified in Section 3.A.12.1.1.

3.J.1.3 Pricing and Rate Rules.

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

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

Over 10'6" up to 11'8"	Over 8'6" up to 11'	Double drop OOG**
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* Not to exceed 44,000 lbs.

** Not to exceed 40,000 lbs."

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

3.J.1.3.1.1.1 Flatbed includes dropdeck.

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

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

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

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

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

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

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

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

3.J.2 Carload Service

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

8'6" or less wide
48' or less long
10' or less high
40,000 lbs or less weight

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

3.J.2.2 Service Requirements

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

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

3.J.2.2.3 EDI reporting requirements apply for events as specified in 3.A.12.

3.J.2.2.4 Delivery

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

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

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

3.J.2.3.1 Receiver/shipper shall be allowed a total amount ten (10) calendar days free time, starting on the first work day after receipt of equipment. Holidays and weekends do not count as free time. At end of free time, demurrage shall run until the Contractor is notified that equipment is available for pickup. Neither demurrage nor free time will run for any time that the shipper/receiver operations are interfered with by acts of God or the public enemy, acts of the Government in its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers.

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

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

3.J.2.4 Accessorial services

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

3.J.2.5 Pricing and Rate Rules

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

3.J.3 Where cargo exceeds the dimensions at 3.J.1.3.1 or 3.J.2.1. above or a shipment exceeds 35 carloads, Government may chose to negotiate a onetime price for the shipment.

SECTION 4 – SHIPMENTS OF SPECIAL PROGRAM CARGO

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

4.A.1 Scope

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

4.A.2 Booking of Cargo

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

4.A.2.2 The Contractor shall accept or decline cargo bookings made by Authorized Agents so long as said bookings are offered not less than five (5) business days prior to the vessel cutoff date, unless a later time is agreed upon by the Contractor.

4.A.2.3 The shipper will prepare a delivery order as mutually acceptable by the parties. The delivery order shall be evidence of ownership and will constitute the contract of carriage issued to the Contractor.

4.A.3 Submission of Status Reports

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

4.A.4 Payment

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

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

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

4.A.5.1 RDD for POV Transport

The booking of POVs with the Contractor is premised on the ability of the Contractor to achieve the RDD associated with each individual POV. The ability of the Contractor to achieve the POV RDD is determined by reference to the Ocean Transit, Inland Delivery and other time periods provided herein concerning the overall movement of cargo from the time it is tendered to the Contractor by the government at origin until it is delivered at the designated destination in the booking/shipping order. In accepting a POV booking/shipping order, the Contractor warrants that it can achieve delivery of the POV by the designated RDD under the terms and conditions of this contract.

4.A.5.2. Failure to Meet POV RDD

If the Contractor fails to deliver a POV on or before the booked RDD, the Contractor shall reimburse the Authorized Agent for rental car expenses or other transportation expenses paid to the owner of the POV as a consequence of such delay. This reimbursement shall not exceed expenses actually incurred by the owner of the POV or \$30.00 per day for each day past RDD, whichever is less. The Contractor may be exonerated from this liability only under circumstances constituting Force Majeure or an Excusable Delay (FAR 52.212-4(f)).

4.A.5.3. POV Delivery after Force Majeure or Excusable Delay

The Contractor is at all times required to deliver the POV as soon as possible following the conclusion of any Force Majeure or Excusable Delay circumstance. If the failure to achieve delivery by the RDD is partially excused, damages shall be assessed on a pro rata basis. The Contractor bears the burden of establishing exoneration on the basis of any Force Majeure or Excusable Delay circumstance.

SECTION 5 – MEASURING PERFORMANCE

5.A Performance Requirements

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

5.A.1 Performance Measures and Performance Standards

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

5.A.2 Performance Objectives

Performance Objective No. 1: On-Time Delivery

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

Performance Objective No. 2: In-Transit Visibility

The Contractor shall provide accurate and timely shipment status reports using the Electronic Data Interchange (EDI), or the Ocean Carrier Interface (OCI) as required by Section 3.A.12.

Performance Objective No. 3: Good Order & Condition

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

5.A.2.1 Performance Assessment

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

Performance Objective	Description	Performance Measure	Performance Average	Weight	Performance Assessment
1	On-Time Delivery	Cargo shall be delivered within 24 hours of Required Delivery Date as accepted in the booking.	a%	0.60	a x .60
2	In-transit Visibility	The Contractor shall provide to the U.S. Government an accurate 315 transaction set within 24 hours of triggering event.	b%	0.30	b x .30
3	Good Order & Condition	Cargo shall be delivered to consignee in same order and condition as delivered to Contractor	c%	0.10	c x .10
Contractor Performance Score				1.00	Total %

5.A.2.2 Performance Rating

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

Table 5.A.2.2

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

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

SECTION 6 – REGION-SPECIFIC REQUIREMENTS

6.A Puerto Rico/ U.S. Virgin Islands

6.A.1 Cargo to Puerto Rico

In addition to the Basic Service described in Section 3, the Contractor's basic service to Puerto Rico shall also include clearing cargo through all applicable agencies of the local government and making AOM, to include: containers on chassis or trailers, and then to release containers/trailers to a Motor Carrier designated by the OO or its authorized representative. Once the ocean Contractor has notified the OO that the container is AOM, the Government will notify the Contractor of the specific date and time the designated Motor Carrier will pick-up the container. If the Motor Carrier is delayed at the terminal due to fault of the ocean Contractor, beyond one hour waiting time for delivery or pickup of a container or designated cargo, then the ocean Contractor will be liable for charges of \$35.00 per hour for each hour of delay. The start time will be calculated based on the time the trucker checks in the terminal with the proper documentation from the OO.

6.A.2 Cargo from Puerto Rico

In addition to the Basic Service described in Section 3, the Contractor shall receive and handle stuffed containers/trailers at their terminal from a Motor Carrier designated by the OO or agent; load and transport containers/trailers in the Contractor's vessel.

6.A.3 Interchange Agreement with Puerto Rico Motor Carriers

The Contractor shall maintain standardized equipment interchange agreements containing the same terms and conditions as offered to its most preferred commercial customers with the Motor Carriers designated by the OO. If the terms and conditions of this contract are different than those contained in the Contractor's standardized equipment interchange agreement, the terms and conditions of this contract will apply.

6.A.4 Cargo to U.S. Virgin Islands

For cargo to USVI, the Contractor shall clear cargo through all applicable agencies of the local government and making AOM to the Contractor's terminal at St. Thomas/St. Croix; discharge and handle containers at the receiving terminal, and contact the consignee to establish a delivery time. Contractor shall deliver all cargo by the RDD, as required by section 3.A.16. When cargo is discharged from the vessel earlier than the RDD, contractor shall deliver as soon as possible and as requested by the Government. Cargo will be delivered as follows: M-Term Service Delivery – St. Thomas/St. Croix. Cargo booked under M-Term Service to St. Thomas/St. Croix shall be delivered to designated points.

6.A.5 Break-Bulk Service--From/To/Between CONUS/Puerto Rico/Virgin Islands

The Contractor's break-bulk service shall consist of receiving cargo at Contractor's commercial terminal; loading; transporting break-bulk cargo in its vessel, and discharging the cargo at its receiving terminal. Break-bulk service shall be provided in accordance with the terms and conditions for Containerizable service, as applicable.

6.A.6 Containerization for the Convenience of the Contractor

For break-bulk cargo booked by the Government on a liner term basis, the Contractor may, at its discretion, containerize such cargo for its own operational convenience without any additional cost or expense to the Government. However, this containerizable cargo is still considered break-bulk cargo for the purpose of computing the cargo guarantees and for computing loss and damage liability for this contract.

6.B Alaska

6.B.1 Northbound/Southbound Service

In addition to the Basic Service described at Section 3, the Contractor's basic service to Alaska shall also include delivering the loaded container/trailer to a place designated by the OO and spotting it at a specific point, such as a warehouse door or loading platform as designated locally by the receiving activity. Return service of cargo in containers/trailers shall include pick-up of stuffed and/or empty containers at a specific point designated by the OO; moving the container/trailer to be loaded and subsequently transported aboard the Contractor's vessel to the Contractor's terminal in the Puget Sound area; and delivered there or to a point to be designated by the OO.

Southbound Service – The Contractor's Southbound Service shall consist of furnishing a clean, empty, odor-free container on a chassis to the Government at a specific point in Alaska designated by the OO (such as a warehouse door or lading platform); moving the stuffed container between this point and the Contractors' commercial terminal, receiving and handling the stuffed container at its loading terminal; loading and transporting the container in the Contractor's vessel; discharging and handling the container at the Contractor's receiving terminal; in the Puget Sound Area; delivering the loaded container to the receiving terminal container freight station for stripping; or providing local drayage in the Puget Sound Area as required and paying all port charges in accordance with this contract.

6.B.2 Delivery

The Contractor shall contact the consignee to establish a delivery time. Contractor shall deliver all cargo by the RDD, as required by section 3.A.16. When cargo is discharged from the vessel earlier than the RDD, contractor shall deliver as soon as possible and as requested by the Government.

6.B.3 Keep-from-Freezing Cargo

Unless otherwise directed by consignee, the Contractor shall deliver refrigerated and KFF cargo to military activities no later than two (2) hours prior to the close of business on the day of delivery. Notwithstanding the above requirements, all cargo shall be scheduled and delivered in an expeditious manner.

When ordered by the OO, KFF Service shall consist of furnishing equipment to the specified stuffing activity that will insure protection of cargo from freezing. It is the responsibility of the Contractor to maintain its KFF equipment in proper business order from the initial stuffing until unstuffing at final destination. For the ocean portion of the movement, KFF Service will be charged at the applicable general cargo rate plus the KFF Service rate set forth in the Accessorial Rate Tables. For the linchaul portion of the movement, the KFF Service Differential, set forth in the Accessorial Rate Tables, will be added to the applicable Mileage Rate Table located in the accessorial rate section. The KFF Service window of operation is from 1 October through 30 April.

6.B.4 Carriage of Overweight Containers

The Contractor shall advise the OO when the combined cargo weight of the loaded container and chassis exceeds the allowed highway axle weight along any portion of the intended delivery route due to seasonal or local restrictions on carriage weight. The Contractor shall not refuse to carry a container Northbound to Alaska that weighs in excess of the local legal maximum weight allowed by U.S. Federal, state, or local governments if the container can be

discharged from the vessel and the excess weight of cargo can be removed without violation of the applicable law, regulation, or ruling that established the maximum weight.

6.B.5 Less Than Containerload/Trailerload Service

When ordered by the OO, the Contractor shall receive and handle at its Puget Sound Terminal, Northbound general cargo and refrigerated cargo suitable for containerization and/or loading aboard a trailer. The Contractor shall receive, consolidate, segregate, tally and stuff cargo into containers/ trailers; block and brace the cargo for safe ocean and intermodal movement; and, seal the containers/trailers as required. The Contractor shall maintain the integrity of the cargo units delivered to the Contractor for stuffing throughout the shipment, consistent with the stowage capability of the Contractor's containers/trailers. The Contractor shall not change the integrity of the cargo's configuration, i.e. break palletized loads, without prior approval of the OO.

The Contractor may, unless otherwise directed by the OO or restricted by applicable regulations, commingle Government cargo with commercial cargo. Unless otherwise directed by the OO, Northbound cargo delivered to the Contractor's terminal for consolidation will be stuffed and loaded aboard ship within ten (10) calendar days of receipt by the Contractor, if bound for Anchorage, Kodiak Island, Eielson AFB, or Fairbanks. For all remaining destinations, cargo will be stuffed and loaded aboard ship within fourteen (14) calendar days of receipt by the Contractor. The Contractor shall deliver cargo to consignees at specific points.

6.B.7. Privately Owned Vehicles (POVs)

6.B.7.1. POV Receive/Deliver

Ocean Contractors shall receive or deliver POVs from/to the Government from Monday through Friday from 0800 until 1700 hours, except on locally observed holidays. The ocean Contractor and the GPC Contractor will perform a joint inspection of the POVs, using form DD788 or the Contractor equivalent form at receipt and delivery at the ocean Contractor's terminal. The custom of the trade is to deliver the vehicle in the same condition and cleanliness as it was received at both the ocean Contractors' Puget Sound and Anchorage terminals and to the GPC Contractor.

6.B.7.2. POV Processing Service

POVs moving from the ocean Contractor's Puget Sound terminal to Kodiak Island terminal shall be handled in the same manner as described in Paragraph 6.B.7.1. At Kodiak Island the ocean Contractor will issue POVs to service members or their agents at the ocean terminal. This terminal will process POVs according to the following Hours of Operation: Mondays 0800-1200; Tuesdays 0800-1200; Thursdays 1300-1700 hours, except on locally observed holidays. An inspection of the POV will be accomplished with the service member or their representative upon receipt of the POV. POVs will be returned in the same condition of cleanliness as received, to include washing if required, to facilitate efficient joint vehicle inspection.

6.B.7.3. POV Storage and Detention

The Contractor shall provide storage for POVs in a secure (generally closed to the public), lighted, fenced, hardstand area pending pick up by the member for up to twenty-one (21) calendar days. Detention charges, as set forth in paragraph 3.F.4, will be assessed if storage is required beyond twenty-one (21) calendar days. POVs moving from the Contractor's Kodiak Island terminal will be received from service members or their agent at the terminal during the same hours as above and be inspected as above. The ocean Contractor will then load, transport, unload at their Puget Sound terminal, inspect and issue POVs to the VPC drayage Carrier as described in Paragraph 6.B.7.1. Charges are located in the Accessorial Rate Tables.

6.B.8 Railhead Handling/Drayage Service for Military Vehicles

The Contractor shall discharge military vehicles from railcars in the Port of Anchorage and transport the vehicles to its Puget Sound ocean terminal. Contractors will be compensated for this service at the rates set forth in the Accessorial Rate Tables.

6.B.9 Surcharge for Carriage of Poles

When ordered by the OO, the Contractor will transport both treated and non-treated poles that are greater than thirty-nine feet in length. The Contractor will be compensated for this service at the rate per foot set forth in the Accessorial Rate Tables, applied to the total length for each bundle of poles shipped.

6.B.10 Break-bulk Service-Alaska

6.B.10.1. Northbound Service to Alaska

The Contractor's northbound break-bulk service shall consist of loading and transporting breakbulk cargo in its vessel and discharging the cargo at its receiving terminal and transporting to inland delivery points in Alaska, as set forth in the schedule (pier-to-door). Break-bulk service shall be provided in accordance with the terms and conditions for Containerizable service, as applicable.

6.B.10.2. Southbound Service from Alaska

The Contractor's southbound break-bulk service shall, depending on the schedule of service, consist of either, loading and transporting break-bulk cargo from inland shipping points in Alaska through to its receiving terminal in Puget Sound (door to pier) or loading and transporting cargo in its vessel and discharging the cargo at its receiving terminal in the Puget Sound area (pier-to-pier). Break-bulk service shall be provided in accordance with the terms and conditions for Containerizable service, as applicable.

6.B.10.3. Alaska Tie-Down Services

Charges listed in the rate tables include requiring the Contractor to perform tie-down service for flatbeds, flatracks, railcars and lowboys loaded by the Government. Rates also include all materials necessary to perform tie-down service.

6.C Guam

6.C.1 Delivery

The Contractor shall contact the consignee to establish a delivery time. Contractor shall deliver all cargo by the RDD, as required by section 3.A.16. When cargo is discharged from the vessel earlier than the RDD, contractor shall deliver as soon as possible and as requested by the Government. Contractor shall make breakbulk cargo available for pick-up or delivery within 2 business days of discharge.

SECTION 7 – RATE RULES, PROVISIONS and additional clauses

7.A Single Factor Rates

7.A.1 These rates include all considerations except for Bunker Adjustment Factor (BAF), Fuel Adjustment Factor (FAF), and other accessorial ordered in the booking. *Single factor rates can apply to point-to-point, point-to-port, port-to-point movements. In-gauge cargoes on flatracks can move at the single factor rate subject to the flatrack surcharge for the route.*

7.A.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.

7.A.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.

7.B Application of Ocean Freight Rates--Containers

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

7.B.1 Equipment Charges

7.B.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.

This provision is not applicable to excepted commodities.

7.B.1.2 Movement of Empty, U.S. Government-Owned or Leased Containers

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

7.B.1.2.1 The Contractor's charges for drayage or inland linehaul of empty U.S. Government containers shall be the same as the Contractor rates contained in the Schedule of Rates (CARES II).

7.B.1.2.2 Accessorial services provided by the contractor, in connection with service provided to U.S. Government containers, shall be at the rates contained in the Schedule of Rates (CARES II).

7.B.1.3 Hazardous Cargo On-Deck Surcharge

The lump sum 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.

7.B.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.

7.B.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.

7.B.1.5.1 Twenty-Foot Linehaul/Drayage Formula

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

7.B.1.6 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.

7.B.1.7 Open-Top Containers

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

7.B.1.8 Commingling of U.S. Government LCL 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.

7.B.1.9 Bulk liquid commodities containerized in U.S. Government owned or leased 20-ft. tank containers.

7.B.1.9.1 The U.S. Government shall pay for bulk liquid containerized service at the rates for each overland linehaul segment; the ocean segment shall be paid at the Contractor's 20-foot general cargo dry container rate, plus a surcharge of \$500.00 for each loaded tank container or empty tank container that is not cleaned, sealed and certified. Clean and empty tank containers shall be paid at the Contractor's 20-foot general cargo dry container rate, without the surcharge for the ocean segment.

7.B.1.9.2 Contractor-provided tank container service is described in Section 3.A.27.1 of the PWS .

7.B.1.10 Ocean and single factor rates shall be in whole dollars. Any calculated rate shall be rounded to the nearest whole dollar.

7.B.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.

7.B.2.1 Inland Rate Application

7.B.2.1.1 Linehaul and drayage rates apply to points specifically named and to other points, places, ports, and cities as described in Attachment 4. Additional points can be added to Attachment 4 that are within the Commercial Zone of the named point as described by the 49 CFR Ch. III Part 372 for points in the U.S. Other points may be added upon mutual agreement by U.S. Government and Contractor.

7.B.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.

7.B.2.1.3 Grouping of Certain Ports, Cities, and Places

7.B.2.1.3.1 In order to avoid proliferation of rates, certain ports and inland points have been grouped together as described in Attachment 4, City Groupings.




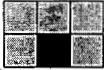
7.B.2.1.3.2 The ports listed below have been grouped. For routings via below listed ports, CARE II SM shall only accept routings that use the port group for drayage, linehaul, and single factor rates.

<u>Port Group</u>	<u>Port Members</u>
Galveston Bay	Galveston, Houston
Los Angeles	Los Angeles, Long Beach, San Pedro, Wilmington, Terminal Island
Miami	Miami, Port Everglades, Fort Lauderdale
New York	New York, Bayonne, Newark, Elizabeth, Howlan Hook- Kearney
Norfolk	Norfolk, Newport News, Portsmouth, Virginia Beach Chesapeake
Philadelphia	Philadelphia, Pennsauken
Puget Sound	Bremerton, Seattle, Tacoma
San Francisco Bay Area	San Francisco, Oakland, Richmond, Mare Island, Alameda

7.B.3 Over-Dimensional Cargo

7.B.3.1 Selection of the equipment used for ocean transportation shall not result in overlength dimensions when the cargo is loaded on the container unless the Contractor and the U.S. Government mutually agree to this at the time of cargo booking. For example, cargo 24 feet in length shall be loaded on a 40-foot flatrack, not a 20-foot flatrack.

7.B.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) <u>+FRS (Flat rack surcharge)</u> TP (Total price)	
Over height:	BOF+(BOFx65%) <u>+FRS</u> TP	
Over width:	BOF+((BOFx2)x65%) <u>+FRS</u> TP	
Over height and: Overwidth	BOF+((BOFx5)x65%) <u>+FRS</u> 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.

7.B.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.

7.B.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.

7.B.3.2.3 Cargo exceeding 90 inches in height shall be considered overheight for open tops.

7.B.3.2.4 A 35% discount off the basic ocean freight rate shall be applied for displaced slots in any configuration.

7.B.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.

7.B.3.4 Flatrack surcharges shall not apply to U.S. Government-owned flatracks in the rate computation for over dimensional cargo.

7.B.3.5 Displaced slots for which charges are assessed shall be counted toward the minimum cargo guarantee.

7.B.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.

7.B.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.

7.B.3.8 This formula can be applied to cargo exceeding either the weight and/or the dimensions defining over dimensional cargo when the U.S. Government and the Contractor mutually agree to do so at the time of cargo booking.

7.C Application of Ocean Freight Rates—Breakbulk/RORO

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

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

7.C.1 Rates shall be priced based on measurement ton. Rates shall be applied based on MsT, defined as either 40 cubic feet per ton or 2,240 lbs. (long ton), whichever shall generate the highest revenue. U.S. Government owned/leased dry containers should be rated per container size. Only General Cargo shall be rated on a weight or cube basis.

7.C.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.

7.C.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.

7.C.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.

7.C.5 In accordance with booking terms, when the U.S. Government requests the Contractor to provide loading and/or discharging service for self-propelled wheeled or tracked vehicles, and the vehicle(s) are delivered in an undriveable condition or become inoperable prior to loading or discharge, the U.S. Government shall be liable for the extra handling, such as towing, or pushing cargo incurred by the Contractor at a rate of \$75.00 per vehicle at origin, if applicable, and/or \$75.00 at destination, if applicable, maximum not to exceed \$150.00 per vehicle. The Contractor shall certify that the vehicle is inoperable, stating the TCN and/or vehicle serial number, vessel name and voyage number, sailing date and port of loading/destination. These charges are exclusive of cargo handling for loading/unloading to/from trailer/lowboy or other equipment for movement of normal breakbulk cargo or unit moves.

7.C.6 Vessel Demurrage: Contractor shall be compensated for berthing delays caused by the U.S. Government (See PWS paragraph 3.H.2.3) based on demurrage rates (per vessel day) in the Schedule of Rates Table 6C in CARE II. Charges are prorated for the actual period of delay.

7.C.7 Linehaul for Breakbulk and RORO cargo

7.C.7.1 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.

7.C.7.2 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 miles, the rates are per conveyance.

7.D Application of Ocean Rates—Container and Breakbulk

7.D.1 Mileage Source.

7.D.1.1 The Defense Table of Official Distances (DTOD) is the official source of distances for payment of rates based on mileage and for calculation of standards based on overland distance. Contractor shall be paid in accordance with the version of DTOD used by IBS at the time of the booking. The U.S. Government shall provide notification of changes in the version of DTOD used.

7.D.1.1.1 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.

7.E Bunker Adjustment Factor (BAF)**7.E.1 Allowance**

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

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

The Bunker Adjustment Factor is zero unless the one-month average fuel price is at least 20% higher or 20% lower (inclusive) than the baseline average fuel price. No bunker adjustment is payable on the routes not included in Table 7.E.8.1 below.

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

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

7.E.2 Baseline Fuel Price

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

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

7.E.3 Calculations

7.E.3.1 BAF shall be calculated using Norfolk (ex-wharf) prices for Puerto Rico and Virgin Islands and shall use Los Angeles (ex-wharf) prices for Alaska, Hawaii and Guam.

7.E.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.

7.E.3.3 The scheduled month the vessel departs the load port at the time of booking shall determine the month for calculation of BAF charges.

7.E.3.4 The source for bunker prices is Bunkerworld; <http://www.bunkerworld.com/>, which calculates bunker average monthly prices by port and fuel type. These prices are quoted in metric tons and shall be converted to barrels by dividing by 6.50. The IFO 380 and MDO average quotes shall then be averaged to calculate the monthly average fuel prices for Norfolk and Los Angeles.

Conversion Factors for fuel types identified above are fuel conversions

Fuel Type	BBLS per MT
IFO 380	6.467
MDO	7.162

7.E.3.5 SDDC shall monitor, calculate and post BAF to the SDDC website.

7.E.4 Payment procedures.

7.E.5 For shipments paid using PowerTrack/U.S. Bank (or current EEIP provider), the BAF shall be fixed at the time of booking and shall be based on the date the booked vessel is scheduled to sail. When BAF is payable, shippers shall include the applicable BAF amount (plus or minus) to all shipments paid to the Contractor via their own documentation and payment system at the time that the original transactions are sent to PowerTrack. Contractors using the PowerTrack invoice procedure shall include the applicable BAF amount (plus or minus) in their invoice.

7.E.6 For all shipments other than those paid using PowerTrack/U.S. Bank (or current EEIP provider), 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.

7.E.7 Application

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

7.E.8 Technical Factors and Freight Payable Units

The technical factors and their freight payable units are shown in Table 7.E.8.1.

TABLE 7.E.8.1

Route	Payable Unit	Factor
03 U.S. West Coast - Hawaii	20ft container	1.49
	40ft container	2.76
	Breakbulk	0.049
26 U.S. West Coast - Alaska	Under 40ft container	0.95
	40ft & Over container	1.78
	Breakbulk	0.036
37 U.S. East Coast - Caribbean	Under 40ft container	0.43
	40ft & Over container	0.80
	Breakbulk	0.038
42 U.S. Gulf Coast - Caribbean	Under 40ft container	0.67
	40ft & Over container	1.24
	Breakbulk	0.045
54 U.S. West Coast - Oceania (Guam)	20ft container	3.31
	40ft container	6.16
	Breakbulk	0.133

7.E.9 For the base year, BAF will be applicable only on those routes listed in the table above.

Fuel price formula:

$$\text{Average fuel price of MDO} \times 5\% + \text{Average fuel price of IFO 380} \times 95\%$$

BAF Trade Route Numbers ID

Routes	From	To
03	U.S. West Coast	Hawaii
26A	U.S. West Coast	Alaska
37J	U. S. East Coast	Puerto Rico
37K	U. S. East Coast	St Croix
37L	U. S. East Coast	St. Thomas
42J	U. S. Gulf Coast	Puerto Rico
42K	U. S. Gulf Coast	St. Croix
42L	U. S. Gulf Coast	St. Thomas
54D	U.S. West Coast	Guam

7.F Fuel Adjustment Factors (FAF)

Fuel adjustment factors (FAF) for linehaul and drayage. An allowance for fluctuations in diesel fuel prices shall be paid to the contractors or to the Government in accordance with the following:

7.F.1 Baseline. The SDDC TR-12 domestic freight fuel adjustment table will be used to establish average fuel price baselines. The baseline fuel price will be the average of the three monthly SDDC TR-12 Policy price reports filed immediately prior to the issuance of the solicitation (Personal Property fuel Related Rate Adjustment Table posted on the SDDC web site). For instance if the solicitation is issued on 4 August 09, the Baseline will reflect the average of the May, June, and July 09 reports.

7.F.2 Option year baseline. For each option year exercised, the average fuel cost for the three full calendar months that are closest to the start of the option period where the last day of that month is 59 or more days prior to the start of the option period. Calculate the average fuel cost by averaging all the diesel fuel costs published by SDDC during these calendar months posted under the TR-12 Policy.

7.F.3 Option year fuel adjustment calculation. The difference between option year baseline and the baseline is the fuel price change per gallon. Calculate the average per mile fuel adjustment by dividing the fuel price change by 5. (This assumes an average fuel consumption of 5 miles per gallon.)

7.F.4 For each single factor rate calculate the total inland miles via the ports specified in the single factor rate. Use 20 miles if the origin or destination is a drayage point. Calculate a fuel adjustment equal to the total mileage times the average per mile fuel adjustment. For instance, \$.60 divided by 5 equals \$.12, therefore the mileage rate increase is \$.12 and a 1000 mile linehaul would be increased by \$120.00.

7.F.5 For mileage table, the fuel adjustment is the annual average percentage change (i.e. 7%) multiplied by the rate in the mileage band.

7.F.6 The diesel fuel adjustments apply to option periods of the contract. Adjustments will be calculated prior to the start of any option period, applied to the rates awarded for the option period and will remain in effect for the duration of the option period.

7.F.7 SDDC will post to its website the initial baseline and subsequent average fuel costs, and calculations of per container and per measurement ton bunker adjustments and per mile diesel fuel adjustments.

7.F.8 The diesel fuel adjustment factors for an option period, if any, will be applied to the rates that were bid by the Contractors for the option period. Rates inclusive of the fuel adjustments will be posted to SDDC systems (CARE and IBS) and published in a Rate Guide annotated to show that the rates are inclusive of applicable fuel adjustments.

7.F.9 Diesel fuel adjustments (FAF) will apply to all rates that include an inland service component.

7.G Rounding

Round all Bunker fuel adjustment factors to nearest whole dollar, except for per measurement ton rates and mileage rates that are priced per mile, which are rounded to the nearest cent.

7.H Contractor Protection from Competition

7.H.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.

7.H.2 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.

7.H.3 Late Rates

7.H.3.1 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.

7.H.3.2 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.

7.I Maritime Clauses

7.I.1 Application of COGSA

The United States Carriage of Goods by Sea Act 46 U.S.C. 1300 et seq. (hereinafter "COGSA" or "the Act") is incorporated and shall apply to the ocean transportation of all goods (including goods in containers stowed on deck, which shall be considered as goods stowed under deck) under any Shipping Order with the same force and effect as if the Act applied to such carriage by express provision therein; except that as to deck cargo, the U.S. Government shall bear the risk of perils inherent in deck carriage; provided, however, in case of loss, damage or shrinkage in

transit, the rules and conditions governing commercial shipments shall not apply as to the period within which notice thereof shall be given the contractor or as to the period within which claim, therefore, shall be made or suit instituted. For the purpose of interpreting Section 4 of the Act, "Limitation of Liability", the act of loading cargo into, or upon, a container shall not transform such containerized cargo into a single COGSA "package" (as defined herein), unless such cargo satisfies the COGSA requirements of a single "package" irrespective of the fact that it has been containerized. (for example, the decision of a contractor to load a piece of equipment or other cargo on a flatrack does not necessarily convert that equipment/cargo into a single COGSA "package.") The limitation of liability set out in Section 4 of the Act shall apply to each package and to cargo not in packages to each measurement ton of cargo. Breakbulk cargo containerized for the carrier's convenience will not be treated as containerized, but will continue to be treated as breakbulk cargo ("not in packages") for the purposes of COGSA liability.

The carriage of cargo under any Shipping Order issued pursuant to this contract shall not be deemed or construed to be the carriage of cargo pursuant to special terms and conditions as provided for in Section 6 of the Act; and nothing in this solicitation is intended to relieve the contractor or the vessel from liability for loss or damage to or in connection with the goods arising from negligence, fault or failure in the duties and obligations provided by the Act or to lessen such liability otherwise than as provided therein. COGSA shall apply from the point of delivery to the Contractor to the point of delivery to the Consignee whether in connection with intermodal or ocean-only transportation under this Contract. Accordingly, COGSA shall apply in determining the limits of a Contractor's liability for loss or damage to cargo booked under this Contract arising at any time in the custody of the Contractor.

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

Cargo valuation is established by shipper's written or electronically transmitted declaration, or by standard government valuations.

7.1.1.1 Application of COGSA for Non-Government Owned Cargo

The United States Carriage of Goods by Sea Act 46 U.S.C. 30701 et seq. (hereinafter "COGSA" or "the Act") is incorporated and shall apply to the ocean transportation by the Contractor of all goods (including goods in containers stowed on deck, which shall be considered as goods stowed under deck) owned by a non-government cargo owner under any Shipping Order with the same force and effect as if the Act applied to such carriage by express provision therein; except that as to deck cargo, the non-government cargo owner shall bear the risk of perils inherent in deck carriage; provided, however, in case of loss, damage or shrinkage in transit, the rules and conditions governing commercial shipments may apply, depending on the terms of any agreement between contractor and a non-government cargo owner, as to the period within which notice thereof shall be given the contractor or as to the period within which claim, therefore, shall be made or suit instituted. For the purpose of interpreting Section 4 of the Act, "Limitation of Liability", the act of loading cargo into, or upon, a container shall not transform such containerized cargo into a single COGSA "package" (as defined herein) unless such cargo satisfies the COGSA requirements of a single "package" irrespective of the fact that it has been containerized. For example, the decision of a contractor to load a piece of equipment or other cargo on to a flatrack does not necessarily convert that equipment/cargo into a single COGSA "package". The limitation of liability set out in Section 4 of the Act shall apply to each package and to cargo not in packages to each measurement ton of cargo. Breakbulk cargo containerized for the carrier's convenience will not be treated as containerized, but will continue to be treated as breakbulk cargo ("not in packages") for the purposes of COGSA liability.

The carriage of cargo under any Shipping Order issued pursuant to this contract shall not be deemed or construed to be the carriage of cargo pursuant to special terms and conditions as provided for in Section 6 of the Act; and nothing in this solicitation is intended to relieve the contractor or the vessel from liability to the non-government cargo owner

for loss or damage to or in connection with the goods arising from negligence, fault or failure in the duties and obligations provided by the Act or to lessen such liability otherwise than as provided therein. COGSA shall apply from the point of delivery to the Contractor to the point of delivery to the Consignee whether in connection with intermodal or ocean-only transportation under this Contract. Accordingly, COGSA shall apply in determining the limits of a Contractor's liability for loss or damage to cargo booked under this Contract arising at any time in the custody of the Contractor.

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

7.1.1.2 Application of COGSA for Barge Service

If the Contractor provides service via a barge system, the following additional provisions apply. The Contractor will be liable for cargo claims in accordance with the Carriage of Goods by Sea Act, 46 USC 1300 et seq. from the time the cargo is loaded on a barge to the time the cargo is discharged from the barge. On any voyage, the Contractor will not invoke limitation of shipowner's liability under 46 USC 183 for aggregate losses or damages to cargo in barges to a value less than the limitation value of the tug(s) and barges at time completion of the voyage. A barge will not be deemed to be a package within the meaning of the five hundred (500) dollar package limitation in Section 1304 of Title 46 of the United States Code (See also Paragraph 7.1.1). All containerized cargo in or on barges will be considered to be stowed underdeck.

The Government will not be liable for any damage sustained by a barge or tug while alongside a loading or discharging facility, except to the extent that it would be liable for such damage to an oceangoing vessel alongside such facility under the law and other terms of this contract. All barges will be equipped with sufficient battery-operated mooring lights, when required.

7.1.1.3 Liability of Motor Carriers and Freight Forwarders for Overland Transportation

If overland cargo transport is undertaken incidental to, or in lieu of, shipments ordered under this contract, 49 U.S.C ss 14706 will apply to any loss or damage that occurs while cargo is in the custody of a motor carrier or applicable freight forwarder.

7.1.2 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.

7.1.2.1 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 7.1.2.1.1 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.

7.1.2.1.1 Notice of Diversion. The Notice described at Section 7.1.2.1 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.

7.1.2.1.2 Equitable Adjustment, Contractor 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 RDC-5 rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-RDC-5 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.

7.1.2.1.3 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.

7.1.2.1.4 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.

7.1.2.1.5 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-RDC-5 shipper under any Scope of Voyage (Liberties) or similar clause in any contract between the contractor and a non-RDC-5 shipper. In no case shall an equitable adjustment duplicate compensation provided in a RDC-5 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-RDC-5 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.

7.1.2.1.6 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.

7.1.2.2 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. 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.

7.1.2.3 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.

7.1.3 Strikes

7.1.3.1 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.

7.1.3.2 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.

7.1.4 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.

7.1.5 General Average

General average shall be adjusted, stated and settled, according to York-Antwerp Rules 2004 at such port or place in the United States as may be selected by the contractor, and as to matters not provided for by those Rules, according to the laws and usages at the Port of New York. In such adjustment, disbursements in foreign currencies shall be exchanged into United States money at the rate prevailing on the dates made and allowances for damage to cargo claimed in foreign currency shall be converted at the rate prevailing on the last day of discharge at the port or place of final discharge of such damaged cargo from the ship.

7.1.6 Liens

7.1.6.1 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.

7.1.6.2 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.

7.I.7 Force Majeure

The act of God, enemies, fire, restraint of princes, rulers of people, and all dangers and accidents of the seas, rivers, machinery, boilers and steam navigation, and errors of navigation throughout this Contract are mutually excepted. In other words, such situations excuse delay in performance (similar to paragraph (f) of FAR 52.212-4) by either party to this contract to the extent that the situation persists in preventing performance. This clause does not address liability for loss/damage to cargo (see, instead, the applicable "Application of COGSA clause"), liability for costs/damages resulting from delay in performance, or matters other than excusable delay.

7.J 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.

7.K Liability of Motor Carriers and Freight Forwarders for Overland Transportation

7.K.1. If overland cargo transport is undertaken incidental to, or in lieu of, shipments ordered under this contract, 49 USC §14706 will apply to any loss or damage that occurs while cargo is in the custody of a motor carrier or applicable freight forwarder.

7.K.2. Overland only surface transport is not authorized under this contract.

7.K.3. Under 49 USC §14706, the level of liability is set by the value established by written or electronic declaration of the shipper or by written agreement between carrier and the shipper.

7.L Compensable Delays

7.L.1 Other clauses in this contract (such as FAR 52.212-4 paragraph f; 7.I.7 Force Majeure; 7.I.2 Scope of Voyage (Liberties); etc.) cover delay in performance or frustration of performance in certain situations. Section 7.I.2 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.

7.L.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.

7.L.3 In no case shall an equitable adjustment duplicate compensation provided in a RDC-5 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-RDC-5 shipper.

7.L.4 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.

7.M Pass-through Charges

7.M.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 7.L. 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.

7.M.2 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.

7.M.3 Pass-through charges shall be invoiced in accordance with Attachment 6.

SECTION 8 – ABBREVIATIONS, DEFINITIONS, ROUTE INDICES

8.A Abbreviations/Acronyms

AAFES	Army Air Force Exchange Service
BAF	Bunker Adjustment Factor
CAF	Currency Adjustment Factor
CFS	Container Freight Station
CO	Contracting Officer
CONUS	Continental United States
COR	Contracting Officer's Representative

CPA	Cargo Preference Act (1904)
CSC	Convention of Safe Containers
DeCA	Defense Commissary Agency
DFARS	Defense Federal Acquisition Regulation Supplement
DLA	Defense Logistics Agency
DoD	Department of Defense
DSC	Deployment Support Command
DTEDI	Defense Transportation Electronic Data Interchange
DTR	Defense Transportation Regulation
EDI	Electronic Data Interchange
FEU	Forty Foot Equivalent Unit
FAR	Federal Acquisition Regulation
FAK	Freight All Kinds
FIO	Free In and Out
GLOC	Ground Line of Communication
GPC	Global POV Contract
GSA	General Services Administration
IMO	International Maritime Organization
ISO	International Organization for Standardization
IBS	Integrated Booking System
ITGBL	International Thru Government Bill of Lading
MPSA	Military Postal Service Agency
MSC	Military Sealift Command
Mst	Measurement Ton (40 Cubic Feet)
MVC	Minimum Volume Commitment
NEXCOM	Navy Exchange Command
OCBO	Ocean Cargo Booking Office
OCCA	Ocean Cargo Clearance Authority
OCI	Ocean Carrier Interface
OCONUS	Outside Continental United States
OO	Ordering Officer
POD	Port of Discharge
POE	Port of Embarkation
POV	Privately Owned Vehicle
PWS	Performance Work Statement
QCP	Quality Control Plan
RDD	Required Delivery Date
Reefer	Refrigerated Container
RFP	Request for Proposals
RORO	Roll-On/Roll-Off
SCAC	Standard Carrier Alpha Code
SDDC	Surface Deployment and Distribution Command
TCMD	Transportation Control & Movement Document
TCN	Transportation Control Number
TEU	Twenty Foot Equivalent Unit
VETCOM	U.S. Army Veterinary Command
VISA	Voluntary Intermodal Sealift Agreement

VPC

Vehicle Processing Center

8.B Definitions

The following terms have the meaning as set forth below:

Acceptable Space – Space with normal access thereto as would normally be used in liner service for the particular type of cargo declared at the time of booking, and shall be properly prepared, cleaned and ready to receive the cargo.

Agent of the US Government - An entity authorized to book shipments under the RDC-5 contract on behalf of the U.S. Government in accordance with terms and conditions listed in Section 4 of the Performance Work Statement.

Alternate Service/Arrangements – Service subcontracted to another provider that is different than the services described in the Contractors accepted proposal.

Ammunition Linehaul – Linehaul for ammunition (Class 1.4 and other classes of ammunition and explosives as may be accepted under this contract) that requires use of a Contractor approved by DoD for the transport of this commodity and includes, satellite tracking as part of the basic service.

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

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

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

Cargo Cleaning Service

Wash Service: Cleaning required for cargo that has been tendered to the Contractor dirty and requires thorough cleaning.

Rinse Service: Cargo cleaning to remove road dirt and other contaminants accumulated while in transit or at the port. Applies to cargo that had been tendered to the Contractor clean.

Cargo handling - Cargo handling (Container) Accessorial service provided by the contractor for cargoes that are containerized by the contractor. Cargo handling includes services such as receiving cargo, unloading from the , inbound conveyance, loading and securing of cargo into containers, intra-terminal transfers, tallying of cargo, necessary blocking, bracing, and dunnage and reports Service includes all services from in-gate and receipt of the cargo through load in a container at the load port and at the discharge port, from unstuffing of the container to out-gate.

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

Consignee – The person or entity named in the booking or shipping instructions to which goods have been shipped or turned over for care.

Constructive Staging – A delay in the final receipt of the cargo by the U.S. Government at the inland destination after release and commencement of on-carriage from the discharge port caused by the U.S. Government's refusal or inability to accept the containers at the inland destination.

Container Freight Station (CFS) – A facility usually operated by the Contractor where loose cargo is received for consolidation/containerization or full container for deconsolidation/unstuffing.

Contingencies – Military operations that 1) are designated by the Secretary of Defense as an operation in which members of the armed forces are or may become involved in military actions, operations, or hostilities against an enemy of the United States or against an opposing military force; or 2) results in the call or order to, or retention on, active duty of members of the uniformed services under section 688, 12301(a), 12302, 12304, 12305, or 12406 of 10 U.S.C., chapter 15 of 10 U.S.C. or any other provision of law during a war or during a national emergency declared by the President or Congress.

Contracting Officer (CO) – A person with the authority to enter into, administer, and/or terminate contracts and make related determinations and findings. The term includes certain authorized representatives of the Contracting Officer acting within the limits of their authority as delegated by the Contracting Officer.

Contracting Officer's Representative (COR) – Appointed in writing by the CO, responsible for, but not limited to, the following: monitoring the Contractor's performance in accordance with the terms of the contract; ensuring Contractor's compliance with reporting requirements; providing data for U.S. Government reports; verifying/certifying invoices; and reviewing Contractor claims.

Contractor - An entity in private industry, which enters into contracts with the U.S. Government to provide goods or services. For purposes of the RDC-5 contract, the definition is further limited to ocean common carriers within the meaning of the Shipping Act of 1984, as amended, or vessel operating contract carriers as determined under Federal Maritime Law.

Customary Shipping (or Freight) Unit - Term used for unpackaged cargo to determine liability limits under COGSA and/or as a unit of measure for freight pricing purposes. For example, a large truck loaded on a vessel is considered unpackaged and the freight is priced per "measurement ton." Therefore, the liability under COGSA is based on the customary shipping unit of that item. For purposes of implementing COGSA under this contract, the customary shipping unit for cargo not shipped in packages is "measurement ton."

Customs Entry – Documentation submitted by the Importer to obtain customs release of shipments after unloading from vessel by importing Contractor.

Cutoffs

Cutoff at Origin: The date and time established by the Contractor when the cargo shall be tendered to the Contractor to meet the vessel's sail date.

Vessel Cutoffs: The date and time established by the Contractor when the cargo shall be tendered to the Contractor at its terminal facility or to the Contractor's agent to meet the requirement for lift to the booked vessel.

Deadfreight – Liability to pay for space booked but not occupied.

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

Detention – The charge assessed by the Contractor for equipment delays exceeding applicable free time.

Domestic OCONUS – U.S. States, Territories and Possessions outside the geographic limits of the 48 contiguous states and the District of Columbia.

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

Drop and Pick - See Spotting of Containers

Dry Cargo Container – A completely enclosed weatherproof container.

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

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

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

Flatrack (Platform) Container – A container without weatherproof sides and/or top. Includes platforms, which have no sides or ends and flatracks with rigid or collapsible ends. They can be end loaded or top or side loaded.

Free-In Free-Out – When cargo is booked as Free-in or Free-out, the U.S Government shall bring the cargo into the holds, stow it and/or trim it, tally it, lash it and/or secure it (Free-in), and take it from the holds and discharge it (Free-out) with customary dispatch, free of any risk, liability, and expense whatsoever to the Contractor.

Free time - The time allowed for U.S. Government shippers and receivers to load or unload Contractor equipment (i.e. containers) before detention charges accrue.

General Cargo: Breakbulk/RORO – All static (non-wheeled cargo) except explosives (excluding IMO Class 1.4), helicopters, shipper owned 20 ft containers, excepted cargo, and hazardous cargo precluded from carriage by a Contractor under a Contractor's policy.

General Cargo: Container – All container cargo except refrigerated cargo, explosives (excluding IMO Class 1.4), over-dimensional cargo, excepted cargo, and hazardous cargo precluded from carriage by a Contractor under a Contractor's policy.

Hazardous Cargo – A hazardous substance or material including a hazardous substance, which has been determined by the Secretary of Transportation or International Maritime Organization (IMO) to be capable of posing an unreasonable risk to health, safety and property when transported in. For purposes of applying Hazardous surcharges or the use of Hazardous commodity rates, Hazardous cargo shall be required to be stowed on deck per U.S. Coast Guard Regulations.

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

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

Holiday – Ten Federal Holidays: New Years Day (January 1), Martin Luther King Day (3rd Monday in January), Presidents Day (3rd Monday in February), Memorial Day (last Monday in May), Independence Day (July 4), Labor Day (first Monday in September), Columbus Day (2nd Monday in October), Veterans Day (November 11), Thanksgiving (4th Thursday in November), Christmas (December 25). When the holidays of January 1, July 4, November 11, or December 25 fall on a Saturday, the preceding day (Friday) shall be the holiday, and if those days fall on a Sunday, the next day (Monday) shall be the holiday. In addition, holidays shall include local holidays when US Government offices are closed in a specific location.

Household Goods - Shipments of household goods and baggage.

Household Goods Code 3 – HHG carrier provides origin services, linehaul service from Origin residence to a commercial ocean terminal, ocean transportation using Military Surface Deployment and Distribution Command Operations contract rates for over the ocean portion of the shipment, linehaul to destination residence, and destination services.

Late Gate - Exception to vessel cutoff. Agreement by Contractor to lift cargo to a voyage if received at the terminal after the published cutoff for the voyage.

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

Linehaul – The movement of a container between the Contractor's terminal at the port where the container is loaded to, or discharged from, the vessel and another place outside of the Commercial Zone or modified zone of that United States port city or beyond a 10-mile radius of the city limits of that foreign port city by means other than the Contractor's principal vessels, such as by highway, railway, canal or river, or in specific instances by feeder vessels, ferry or bargeship system.

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

Liner Terms/Breakbulk – The Contractor provides all services from receipt of cargo at POE to load of cargo on the vessel (liner in) or from discharge of the vessel at POD to outgate (liner-out). Any costs for the loading and discharging of inland transport within the Contractor's terminal are for the account of the Contractor.

Liner Terms/Container – The Contractor assumes all responsibility and cost for the transportation of the cargo from the port or point where the cargo is receipted for by the Contractor to the destination port or point where the Contractor makes the cargo available to the consignee. In the case of BB/RO-RO, the cargo is accepted and/or made available within the Contractor's terminal. Any costs for the loading or discharging of inland transport within the Contractor's terminal are for the account of the Contractor.

Live Load – See Spotting of Containers

Measurement Ton (MsT) – 40 cubic feet per ton or 2240 lbs. per ton

Normal Access – Access to space that permits efficient and expeditious loading and discharging by means routinely employed in commercial practice loading and discharging like cargo in liner service in ships service of the same type as the Contractor's vessel.

Normal Business Hours – Monday through Friday, 0800 hours through 1700 hours except Holidays.

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

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

Ordering Activity – Includes the Commander, Surface Deployment and Distribution Command (SDDC), and his designees, including authorized agents of the U.S. Government.

Ordering Officer (OO) – Appointed in writing by Contracting Officer. The Ordering Officer is responsible for but not limited to the following: booking cargo and issuing shipping orders; sampling bookings for low cost; monitoring cargo allocation, if applicable; recommending addition/deletion of routes/ services; and authorizing substitution of equipment and staging.

Over Dimensional Cargo – Cargo booked to be shipped as container cargo with at least one dimension exceeding any external dimension of a container's width (8') or height (8'6") but not exceeding the following maximum weight and dimensions:

Weight: 44,000 lbs. Length: 40'00" Width: 11'00" Height: 11'8"

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

Oversized Breakbulk Cargo – Cargo that has any one dimension over 50 feet long, more than eleven (11) feet wide or over eleven (11) feet in height, or as determined by the Ordering Officer, requires special handling equipment for loading aboard or discharging from a vessel because of that cargo's atypical size. All wheeled or tracked vehicles regardless of size are excluded from this definition.

Package – a class of cargo, irrespective of size, shape or weight, to which some packaging preparation for transportation has been made which facilitates handling, but which does not necessarily conceal or completely enclose the goods. The act of loading cargo into, or upon, a container shall not transform such containerized cargo into a single COGSA package unless such cargo satisfies the COGSA requirements of a single "package" irrespective of the fact that it has been containerized.

Pools – See Spotting of Containers

Receiver – Individual or entity authorized by the consignee to receive and sign for delivered cargo.

Regularly Scheduled Sailings – Sailings at regular intervals between the same port ranges, consisting of regular arrivals, regular departures along established routes, which provide predictable Liner type service.

Required Delivery Date (RDD) – The date specified in the booking when cargo must be delivered .

Round Robin – See Spotting of Containers

SEAVAN Service Codes –DTR codes which indicate the extent of service for which the ocean Contractor is paid. Indicates where the ocean Contractor's responsibility for movement begins or ends:

K – At the Contractor's terminal (Pier Service).

L – In the commercial zone of the U.S. port city or, outside the U.S., within 10 miles of the port city limits. Certain port cities, which are divided into modified zones as listed in this Contract, are assigned codes 1-9 instead of L (Local Drayage).

1-9 – In a modified zone for certain port cities as defined in this Contract. The number codes used correspond with the zone number in the Contract.

M – At any point not covered by codes K, L, or 1-9.

P – Same as Code M, except that one or more scheduled stop-offs in route to final destination have been booked with the ocean Contractor. Does not apply to local deliveries performed at the expense of the U.S. Government.

S – Same as Code T, except that one or more stop-offs in route to final destinations have been booked with the Contractor. Does not apply to local deliveries performed at the expense of the U.S. Government.

T – Same as Code L, 1-9, or M except cargo is booked as a "Through Shipment" under Single Factor Rates.

Side-Load Chassis – Specialized equipment that allows a container to be "self loaded" onto a trailer without the need for separate handling equipment.

Single Factor Rates - Rates that include all charges except for Currency Adjustment Factor (CAF), Bunker Adjustment (BAF), War Risk Insurance, and accessorial ordered in the booking. Single factor rates can apply to point-to-point, point-to-port, or port-to-point movements.

Spotting containers – Positioning of empty containers at shippers facility for loading by the shipper. Includes:

Drop and Pick: Contractor delivers an empty container on chassis and later picks it up after it has been loaded.

Round Robin Drop and Pick: The Contractor would position one empty container at the shipper's facility. All other deliveries of empty containers would be scheduled with the pickup of loaded containers.

Live Load: Contractor delivers an empty container and the driver waits while the shipper loads the container.

Pools: Contractor maintains a pool of empty containers at the shipper's location to use for bookings with the contractor.

Vessel Status Code – The first position of the code describes the type of contract. The second indicates whether government or Contractor is responsible for vessel load and delivery of cargo to/from port. Codes 5-9 are only used for breakbulk cargoes. 2nd Position codes are as follows:

Code	POE	POD
1.	Free-in	Free-out
2.	Liner-in	Liner-out
3.	Free-in	Liner-out
4.	Liner-in	Free-out
5.	Door/Liner-in	Free-out

6.	Door/Liner-in	Liner-out
7.	Free-in	Liner-out/Door
8.	Liner-in	Liner-out/Door
9	Door/Liner-in	Liner-out/Door

Shipper Owned 20/40 ft Containers: Breakbulk/RORO – Government owned/leased container cargo carried by break bulk and/or RORO operators under the Breakbulk/RORO section.

Short Stop – To stop a stuffed container at the Contractor's terminal where the Contracting Officer (CO) has elected to take delivery, with final destination delivery to be performed by the U.S. Government.

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

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

Swing Cargo – Cargo, which may be containerized or shipped breakbulk/RORO.

Tarping Service – The covering and protecting of cargo using weather resistant, non-transparent, durable material.

Transloading service - Transload service is a direct crossdock transfer of cargo from one conveyance to another without grounding or storing the cargo

U.S. Flag Service/Full Service – Service where cargo is only loaded on US Flag ships between ports of embarkation and final port of discharge.

Combination Service – Service where the cargo is loaded on US Flag ships for at least one segment of the transoceanic carriage.

Wheeled or Tracked Vehicles – (Unboxed and Containerized) - Includes all types of unboxed, land or amphibious vehicles, set up on wheels or tracks, whether or not self propelled.

8.C Trade Areas and Zones

8.C.1 General Definition of Trade Areas

Caribbean: Includes ports in Puerto Rico and US Virgin Islands

Hawaii: Includes all Hawaiian ports: Kauai, Kure Island, Lanai, Mainland Hawaii, Maui, Niihau, Oahu and Tern Island.

U.S. East Coast: Includes ports between the boundary of Maine and Canada and the Southern tip of Key West Florida.

U.S. Gulf Coast: Includes ports between the boundary of Texas and Mexico on the Gulf of Mexico and Key West Florida on the Gulf of Mexico side.

U.S. West Coast: Includes ports between the boundary of California and Mexico and the States of Washington and Canada.

8.C.2 Descriptions of Zones

Many of the routes in this contract have been structured into zones so that 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. The rates are directional for service between different zones of the same area. More information on zones can be found in Attachment 4, City Groupings.

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.

SECTION 9 – LIST OF ATTACHMENTS

Attachment 1 – Hazardous Cargo

Attachment 2 – Container Pools

Attachment 3 – Reserved

Attachment 4 – City Groupings

Attachment 5 – Route Matrix

Attachment 6 – Invoicing and Payment

Attachment 7 – Reports and Formats

Attachment 8 – Special Provisions for DLA Prime Vendor Program Cargo

Attachment 9 – Prime Vendor/RDC Carrier Agreement

Attachment 10 – US Domestic Shipyard Preference Document

Attachment 11 – Monthly Carrier Spend Reports

Exhibit 2 – Ordering Procedures

CLAUSES INCORPORATED BY REFERENCE

52.212-1	Instructions to Offerors--Commercial Items	JUN 2008
52.212-2	Evaluation - Commercial Items	JAN 1999

CLAUSES INCORPORATED BY FULL TEXT

52.209-5 CERTIFICATION REGARDING RESPONSIBILITY MATTERS (DEC 2008)

(a)(1) The Offeror certifies, to the best of its knowledge and belief, that-

(i) The Offeror and/or any of its Principals-

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

(B) 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 public (Federal, state, or local) 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

(C) Are () are not () presently indicted for, or otherwise criminally or civilly charged by a governmental entity with, commission of any of the offenses enumerated in paragraph (a)(1)(i)(B) of this provision.; and

(D) Have [ballot], have not [ballot], 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.

(1) Federal taxes are considered delinquent if both of the following criteria apply:

(i) 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.

(ii) 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.

(2) Examples. (i) 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.

(ii) 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.

(iii) 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.

(iv) 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).

(ii) The Offeror has () has not (), within a three-year period preceding this offer, had one or more contracts terminated for default by any Federal agency.

(2) Principal, for the purposes of this certification, 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 subsidiary, division, or business segment; and similar positions).

(b) The Offeror shall provide immediate written notice to the Contracting Officer if, at any time prior to contract award, the Offeror learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

(c) A certification that any of the items in paragraph (a) of this provision exists will not necessarily result in withholding of an award under this solicitation. However, the certification will be considered in connection with a determination of the Offeror's responsibility. Failure of the Offeror to furnish a certification or provide such additional information as requested by the Contracting Officer may render the Offeror nonresponsive.

(d) Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by paragraph (a) of this provision. The knowledge and information of an Offeror is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

(e) The certification in paragraph (a) of this provision is a material representation of fact upon which reliance was placed when making award. If it is later determined that the Offeror knowingly rendered an erroneous certification, in addition to other remedies available to the Government, the Contracting Officer may terminate the contract resulting from this solicitation for default.

(End of provision)

ADDENDUM TO FAR 52.212-1

ADDENDUM TO FAR 52.212.-1, INSTRUCTIONS TO OFFERORS-COMMERCIAL ITEMS (SEP 2006)

Submission of Offers, Paragraph (b) is hereby amended as follows:

Special Notes to Offerors:

Paragraph (b) entitled "Submission of Offers" is deleted in its entirety and replaced with section II, "Proposal Preparation Instructions," below.

Added Paragraph (l) Wage Determinations is added to read as follows: RDC-5 is subject to FAR 52.222-41, Service Contract Act of 1965, as Amended. Contractors shall obtain and download the applicable wage determinations for all areas of performance on-line at the following Department of Labor website: www.wdol.gov. The wage determinations in effect at the time of proposal submission shall govern the base year period of performance. Should the Government elect to exercise a Contractor's option period, the wage determination in effect at the time of the exercise of the option shall govern that specific option period of performance.

Paragraph (c) entitled "Period for acceptance of offers," is tailored to read: Period for acceptance of offers. The offeror agrees to hold the prices in its offer firm for 180 calendar days from the date specified for receipt of offers. Depending upon the timeline from that point, additional time may be required."

Paragraph (e) entitled "Multiple Offers" is tailored to read: "The Government will not consider multiple offers presenting alternate terms and conditions for satisfying the requirements of this solicitation."

Written and electronic submissions are required in response to this solicitation.

Proposals submitted by offerors will not obligate the Government to determine a competitive range, conduct discussions, or solicit or entertain revised or Final Proposal Revisions (FPRs).

The Government reserves the right to incorporate all, part or none of the offeror's written proposal into the resultant contract.

I. FORMAL COMMUNICATIONS

Formal communications and requests for clarification and/or information concerning this solicitation shall be submitted in writing to either of the addresses below:

U.S. Mail

USTRANSCOM/TCAQ-R
ATTN: Carla Diamond
508 Scott Drive
Scott AFB, IL 62225-5357

E-mail :

Subject: Solicitation HTC711-09-R-00014
To: carla.diamond@ustranscom.mil
brita.dorsey@ustranscom.mil

Fax

Solicitation HTC711-08-R-0014
ATTN: Carla Diamond/Brita Dorsey
618-256-6419

Request for clarification and/or information concerning the solicitation should be submitted in the following format:

Reference: Section ____, Page ____, Paragraph ____, (or Figure ____).

Question: _____.

All requests must be made in writing or via e-mail and submitted to the above address. No requests for clarification will be provided in response to offeror-initiated telephone calls. Written inquiries will be answered in writing and provided to all offerors. However, time may not permit requests to be answered if received by the above addressee within 10 calendar days of the due date for offers as specified in this solicitation.

There will be no communications with offerors after the date and time specified in the Contracting Officer's request for final proposal revisions.

Debriefings

The Contracting Officer will promptly notify Offerors of any decision to exclude them from the competitive range, whereupon they may request and receive a debriefing in accordance with FAR 15.505. The Contracting Officer will notify unsuccessful Offerors in the competitive range of the source selection decision in accordance with FAR 15.506. Upon such notification, unsuccessful Offerors may request and receive a debriefing. Offerors desiring debriefing must make their request in accordance with the requirements of FAR 15.505 or 15.506, as applicable.

Discrepancies: If an Offeror believes the requirements in these instructions contain an error, omission, or are otherwise unsound, the Offeror shall immediately notify the Contracting Officer in writing with supporting rationale. The Offeror is reminded the Government reserves the right to award this effort based on the initial proposal, as received, without discussion.

II. Proposal Preparation Instructions

A. In response to this request for proposals (RFP), an offeror must mail or hand-deliver written Executed RFP Documents (Submit Original Documents and one (1) copy) in accordance with Part IV, Paragraph A of this addendum titled Written RFP Documents for all representations and certifications to the address listed in this section, Paragraph E.1.

B. The offeror must also electronically e-mail one copy of their Executed RFP Documents in accordance with Part IV, paragraph A of this addendum titled Written RFP Documents, for all representations and certifications to the address listed in this section, Paragraph E.2.

C. The offeror must also electronically submit proposed rate offers, pro-forma schedules vessel specifications 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 Section III, paragraph B. It is anticipated that the period of performance for this contract will be a 12 month base period with two one-year option periods.

D. Offerors intending to respond to this solicitation must provide a written request for a CARE II user account in accordance with Section III, Paragraph D. The data required to be submitted through the CARE II SM database in support of a technical capability determination consists of two (2) main sections:

1. Service Profile
2. Vessel Profile

E. The written proposal must be submitted to the address listed below and must arrive prior to the date and time listed in Block 8 of the SF 1449 for this proposal. The written portion of the offer must be enclosed in a sealed envelope marked "Request for Proposal No. HTC711-09-R-0014. 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.

1. The written proposal must be sent to the Contract Specialist at the following address:

Carla Diamond
 USTRANSCOM/TCAQ-R
 508 Scott Drive
 Scott AFB, IL 62226

2. The electronic proposal must be sent to the Contract Specialists at the following addresses:

carla.diamond@ustranscom.mil

brita.dorsey@ustranscom.mil

3. Any and all questions may be directed to:

Carla Diamond
 Telephone Number: (618) 256-6659
 Fax number: (618) 256-6419
 E-mail address: carla.diamond@ustranscom.mil

Brita Dorsey
 Telephone Number: (618) 256-6643
 Fax Number: (618) 256-6419
 E-mail address: brita.dorsey@ustranscom.mil

F. If negotiations are conducted and Final Proposal Revisions (FPRs) are requested each offeror will be notified by e-mail, or telephone of the date and time. Each offeror must submit written FPRs to the address listed above in Paragraph D Sub-paragraph 1. Each offeror must submit FPR for rates electronically through CARES II as specified in Section III below.

G. Company facsimile number and email/internet address must be provided with all offers.

H. Submission of Rates. All rates offered must be submitted in accordance with the instructions specified in Section III below.

I. All offerors are required to submit their standard carrier Abbreviation Code (SCAC) with their proposal.

III. ELECTRONIC OFFERS (RATES ONLY)

A. The CARE II Service Module will be open and available for submission of rate proposals in the near future. An Amendment will be posted on FedBizOps notifying interested offerors when CARES II Service Module is available for rate submissions.

B. The electronic proposal for rates must be submitted using the following Internet address:

<https://care2web.eta.sddc.gov/care/caremain.asp>

C. Care II Service Module Application Instructions

1. Carriers submitting an offer of service for any trade route are required to complete the forms contained in the CARE II SM. Instructions for this application can be obtained from the CARE II System Center Web Site.

2. Carriers must submit schedule, service and vessel information on ocean service in the CARE II SM associated with each trade route for which rates are offered.

3. Carriers should enter the service that provides the shortest transit the carrier is willing to offer between the origin and the destination.

4. Note that a rate offered with the value of "0.00" (zero) will be considered as "no charge" for service by the Contracting Officer.

5. All basic container rates, unless otherwise specified, are to be offered in dollars and cents per container (lump sum).

6. All basic breakbulk rates, unless otherwise specified, are to be offered in dollars and cents per measurement ton (MT) of 40 cubic feet manifest measure, and are based on liner terms

7. Changes to rate offers can be made to any contract Rate Submission (*) as identified in the CARE II SM: The offeror must enter changes to offers in dollars and cents per MT or per container or as otherwise specified, in the appropriate line item field. Offers may be changed/revised prior to the expiration of the time and date set for receipt of initial offers/proposals or the time and date specified for final proposal revisions.

8. All reports can be printed using any local or network printer. The reports are formatted to fit on 8 ½ " by 11" paper.

9. Carriers must immediately notify the Contracting Officer in the event difficulties in accessing the CARE II SM data are encountered. 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 rate proposals and hard copy rate proposals are received in a timely manner from the same Offeror, the electronic rate proposal will take precedence.

D. Request For CARE II Service Module User Account.

1. The CARE II Service Module user account will consist of a User ID and Password, each unique to the individual offeror. The offeror is required to add its Standard Carrier Alpha Code (SCAC) to the list of information required to obtain a CARE II SM account. The Carrier Analysis & Rate Evaluation Service Module (CARE II SM) application will be provided only upon written request. Requests for the application must be submitted to the Contracting Officer in the following format:

(Company Name) hereby requests a user account(s) be
established to allow access to the CARE II System Center to
facilitate the solicitation of proposed service offers under
Request for Proposal No. HTC711-09-R-0014
Individual Name
Individual Name
(Signed by Authorized Company Representative)
Name of Company Representative
Title of Company Representative
Telephone Number:
FAX Number:
Email Address:

2. Upon receipt by the Contracting Officer of the request, the CARE II Service Module user ID and password will be made available to the requesting party within two (2) working days. The CARE System Center can be accessed through the Internet at the Internet address identified in Section II, paragraph A.

E. Hardware and Software Requirements

1. The minimum hardware and software requirements for the operation of the CARE II SM application are:

Pentium or higher processor
Windows 98, Windows NT, or Windows 2000
64 MB RAM (128 MB recommended)
50 MB hard disk space
Super VGA monitor with 800 x 600 resolution
Microsoft Mouse or compatible pointing device

2. 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 4.5 (Internet Explorer 5.5 recommended).
Netscape Navigator 4.5 (Netscape Communicator 4.76 recommended).
Browser must support 128-bit encryption for secure transmission of data

IV. WRITTEN RFP DOCUMENTS

VOLUME I - Executed RFP Documents (Submit Original Documents, one (1) copy and one (1) electronic e-mail submission).

VOLUME II – Technical Capability (Submit Original Document, one (1) copy and one (1) electronic e-mail submission).

VOLUME II – Past Performance Information (Submit Original Document, one (1) copy and one (1) electronic e-mail submission)

NOTE: Pricing information is not to be included in offeror's written technical submissions. Pricing information is to be provided through CARE II SM as stated above in Section III, paragraph B.

VOLUME IV - Subcontracting Plan (Submit Original Document, one (1) copy and one (1) electronic e-mail submission)

Instructions for submitting Volumes I – IV are as follows:

A. VOLUME I (Executed RFP Documents) All 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.

- a. Standard Form 1449, including acknowledgment of amendments, if applicable.
- b. Clauses 52.212-3, Offeror Representations and Certifications – Commercial Items
- c. Applicable Wage Determinations
- d. Tariff website per Section IX

B. Volume II Narratives of Technical Capability

a. All offerors are required to submit written narratives for evaluation of technical capability. Narratives must be provided to explain how their proposal will meet all requirements established in the solicitation. For routes/zones for which rates are offered, offerors will provide a narrative for each of the designated route indices at TAB 1 of this volume and a single consolidated narrative for all non-designated route indices at TAB 2 with each narrative not to exceed 15 pages in no smaller than 10-point font, Times New Roman. Provide a listing of vessel ownership and/or vessels under offerors control at TAB 3. Submit a completed US Domestic Shipyard Report (attachment 11 of the solicitation) at TAB 4. Provide a copy of the latest VISA documentation for vessels identified for this proposal at TAB 5. The written technical proposal must demonstrate the offeror's understanding of the requirements identified in the Request for Proposals.

C. Volume III (Quality of Past Performance Information)

a. Offerors may submit past performance documentation, however, no documentation is requested or required as the government intends to obtain offeror past performance information via the DoDs Past Performance Information Retrieval System. Offerors who choose to submit past performance information are limited to one page, (single-spaced, 10- point font, Times New Roman, with one-inch margins on all sides), which contains no more than 3 references.

D. Subcontracting Plan (Volume IV)

a. The Offerors should note that the requirements of the Small, Small Disadvantaged Woman-Owned Small Business, and HUB Zone Subcontracting Plan Clause of FAR 52.219-9 (Oct 00) hereby invoked in this RFP requires the submission of a Subcontracting Plan.

b. Offerors should submit documentation reflecting their small business participation. Offerors that are not considered small businesses as defined by FAR 19.001, are required to submit a Subcontracting Plan with their proposals. The plan should be prepared in accordance with FAR 19.704 Offerors should address the following items in addition to the requirements of FAR 19.704:

- (1) Broadening Small Business Vendor Base -Describe efforts undertaken to broaden Small Business, Small Disadvantaged Business and Women-Owned Small Business active vendor base.
- (2) Description of Supplies/Services to be Subcontracted - Identify the types of supplies/services planned for subcontracting.
- (3) Development of Percentage Goals for Small Business- Please explain efforts you will take to meet the following subcontracting goals established for this solicitation:
 - ☐ Small Business.....28%
 - ☐ Small Disadvantaged Business.....2.5%
 - ☐ Small Woman-Owned Business.....2.5%
 - ☐ HUBZone Small Business..... 1.6%
 - ☐ Veteran-Owned and Service-Disabled.....3%
 - ☐ Veteran-Owned Small Businesses3%

c. Offerors will provide statement acknowledging the requirement for electronic Subcontracting Reporting System (e-SRS) in accordance with FAR 52.219-9.

V. Mileage Rates

- a. The Contractor receiving award of any CONUS mileage rates must provide proof of "PC*Miler" license.
- b. Utilization of the mileage rates in a one-way application is limited by the computer systems engaged in applying rates; therefore, the offeror is cautioned to bid their mileage rates consistent with their operational capabilities. Therefore, the carrier must provide one-way mileage rates that will allow them to perform the requirement. If a particular point becomes a recurring requirement, a single factor rate should be established. Normal rule of thumb is that if a requirement recurs at the rate of once every sixty (60) days or is estimate to occur six (6) times in a year, a single factor rate should be established.

VI. UNSOLICITED PROPOSALS

Offers of service not solicited by this RFP will not be considered. In the event it is deemed necessary to solicit additional offers of service at a later date, solicitation may be limited to those carriers

VII. DATA, CERTIFICATIONS AND SPECIAL CONTRACT REQUIREMENTS

- a. If any vessels or space offered for service is offered pursuant to a space or slot charter agreement, including those to be filed and approved under sections 4 and 5 of the Shipping Act of 1984, the vessel or space to be utilized will be identified with the applicable agreement.
- b. To ensure compliance with the Cargo Preference Act (CPA) of 1904:
The Contracting Officer will obtain all relevant Ocean Common Carrier Service Contract Information (OCCSCI) from the Federal Maritime Commission for the purpose of compliance with the CPA.

VIII. REJECTION OF OFFERS

The Government reserves the right to reject any or all offers in whole or in part.

IX. APPLICABLE TARIFFS

As specified herein, the offeror must submit with its offer information sufficient to allow proposal evaluators access internet web sites containing all effective commercial tariffs published by the offeror for all trade routes for which service was offered under this solicitation.

(End of Addendum)

ADDENDUM TO FAR 52.212-2

1. Mandatory Requirements

(a). Basis of Award: This acquisition is a competitive best value source selection. The Government intends to award multiple contracts to provide Government shippers flexibility of choice and service coverage. Awards will be made to offerors whose proposals are determined technically acceptable and offer fair and reasonable pricing. Past performance will be considered during responsibility determination. Contract awards will be made in accordance with the terms of FAR 52.212-2, "Evaluation – Commercial Items", FAR Part 15.101-2 (low-price, technically acceptable) source selection procedures and the provisions contained herein. In accordance with DFARS 247.572-2(c) the Government will give a preference to U.S.-flag vessels and to offerors participating in the Voluntary Intermodal Sealift Agreement (VISA). In accordance with 252.247-7026 the Government will give a preference to offerors for use of US Domestic Shipyards.

Options. The Government will evaluate offers for award purposes by adding the total price for all options to the total price for the basic requirement. The 52.217-8 extension of services option will be evaluated as part of the total evaluated price based on the pricing submitted for 6-months of option year 2. The Government may determine that an offer is unacceptable if the option prices are significantly unbalanced. Evaluation of options shall not obligate the Government to exercise the option(s).

Proposals submitted in response to this Request for Proposal must demonstrate the offeror's technical capability to provide the services on all route indices for which it offers rates.

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 carrier's service offered commercially.

The Government reserves the right to reject any offer in whole or in part, that does not comply with the material requirements of this solicitation. Failure to comply with any of the material requirements of this solicitation, including submission of all applicable representations and certifications may be determined to be grounds for the Government to reject offers as technically unacceptable.

The Government may accept some or all rates or services initially offered, without discussion of those rates or services. If negotiations are conducted, they may be limited to certain rates or service specifically identified in

writing by the contracting officer to the offerors. Thereafter, offers will be notified of the close of negotiations and the opportunity to submit a final proposal revision (FPR).

U.S. Flag Service offers will be evaluated for compliance with the Cargo Preference Act of 1904 (10 U.S.C. 2631, as amended.).

Evaluation of Voluntary Intermodal Sealift Agreement (VISA) priorities.

VISA PREFERENCE: Submitted offers that are responsive to this solicitation and that are determined to have the required technical capability will be grouped into the Voluntary Intermodal Sealift Agreement (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:

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.

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.

U.S. flag vessel capacity operated by a non-Participant.

Combination U.S./foreign flag vessel capacity operated by the kind of "Participant" described in paragraph 8.2.1.1 above and/or the combination U.S./foreign flag VSA capacity of such a Participant.

Combination U.S./foreign flag vessel capacity operated by the kind of "Participant" described in 8.2.1.2 above and/or the combination U.S./foreign flag VSA capacity of such a Participant.

Combination U.S./foreign flag vessel capacity operated by a non-participant.

U.S. owned or operated foreign flag vessel capacity and/or VSA capacity of the kind of "Participant" described in 8.2.1.1 above.

U.S. owned or operated foreign flag vessel capacity and/or VSA capacity of the kind of "Participant" described in 8.2.1.2 above.

U.S. owned or operated foreign flag vessel capacity and/or VSA capacity of a non-Participant.

Foreign-owned or operated foreign flag vessel capacity of a non-participant.

Proposals will be ranked by VISA priority. Low price, technically acceptable awards by trade lane will first be made to contractors having the highest VISA priority and proceed to contractors with a lower VISA priority only after the higher priority has been exhausted. The process will continue in this manner until sufficient awards by lane are made to ensure the Government's anticipated transportation requirements can be met.

Preference for Use of Domestic Shipyards: Submitted offers that are responsive to this solicitation and that are determined to have the required technical capability will be evaluated based on the extent of overhaul, repair and maintenance work requiring a shipyard period greater than or equal to 5 calendar days. Domestic shipyard

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 as identified below:

The offeror shall provide the following information with its offer, addressing all covered vessels for which overhaul, repair and maintenance work has been performed during the period covering the current calendar year, up to the date of proposal submission, and the preceding four calendar years:

- (i). Name of Vessel.
- (ii). Description and cost of qualifying shipyard work performed in U.S. shipyards.
- (iii). description and cost of qualifying work performed in foreign shipyards and whether~
 - (a). Such work was performed as emergency repairs in foreign shipyards due to accident, emergency, Act of God, or an infirmity to the vessel, and safety considerations warranted taking the vessel to a foreign shipyard; or
 - (b). Such work was paid for or reimbursed by the U.S. Government
- (iv). Names of shipyards that performed the work.
- (v). Inclusive dates of work performed

Offerors will be rated a preference of "1" (highest) or a preference of "2" (lowest) based on the formula below:

Repair Money Spent in US/Total Repair Money Spent = Preference "1" or Preference "2".

- A) All calculations are based on total number of ships owned by carrier – whether used on this contract or not
- B) Calculation will NOT include any money falling under the exceptions listed at 247.573(2)(c)(3(i) & (ii) – this means excluding the amount from the "total" as well as from the "in US" numbers
- C) The calculation will be rounded to the nearest tenth (i.e. – 38.7%)

Base Year: Offerors with calculations amounting to 15% or higher will receive a Preference of "1". Offerors with calculations amounting to 14.9% and below will receive a Preference of "2".

Offerors awarded a contract will be required to submit their US Domestic Shipyard Use information prior to each option year (if exercised) and offerors will be evaluated using the same formula as above as follows:

Option Year 1 (if exercised): Offerors with calculations amounting to 20% or higher will receive a Preference of "1". Offerors with calculations amounting to 19.9% and below will receive a Preference of "2".

Option Year 2 (if exercised): Offerors with calculations amounting to 25% or higher will receive a Preference of "1". Offerors with calculations amounting to 24.9% and below will receive a Preference of "2".

Low price, technically acceptable awards by trade lane (VISA preference highest to lowest) will then be assigned a US Domestic Shipyard preference of "1" or "2." US Domestic Shipyard preference instructions will be provided to Ordering Officers so they can make a best value decision at the time of shipping. Carrier US Domestic Shipyard preference will be accomplished using SDDC Customer Advisories to Ordering Officers as well as MFR's to high volume customers (DLA, DeCA, AAFES, etc...)

Low Price Technically Acceptable Evaluation

(1) Factor 1, Technical Capability, will be evaluated on a pass/fail basis. Factor 2, Price, will be evaluated for fairness and reasonableness. The basis for award will be Low Priced, Technically Acceptable Offers after giving preference to US Flag, VISA participants and US Domestic Shipyard preference as described above.

(2) For each non-cost evaluation factor, further information on specific matters to be considered can be obtained by reference to corresponding paragraphs in the Instructions to Offerors.

(3) Determination of technical capability will be based on the evaluation of data submitted by each offeror with their proposal that demonstrates the offeror's ability to successfully accomplish all contract requirements applicable to the routes for which service is offered.

NON-COST FACTORS:

Factor 1 – Service Capability: Service Capability is divided into three sub-factors: On-time Service, Equipment, and Management (Systems Approach). The Government will evaluate the Offeror's service capability to determine the degree to which the information provided by the offeror in its proposal demonstrates the offeror's ability to provide the equipment and resources needed to accomplish the contract requirements, as well as manage, supervise, and perform the required services in accordance with the contract requirements and the sub factors listed below.

(1) Sub-Factor A: On-time Service. The offeror must describe in detail how they will maintain on time delivery and pickup of container/cargo to ensure the cargo meets the booked vessel. The offeror will describe the frequency (consistency) of sailing and the transit time for each route(s) offered in the contract. The offeror shall describe how they will meet the required delivery date of cargo as booked.

(2) Sub-Factor B: Equipment. The offeror must describe in detail, the age, size, quantity and type of intermodal and vessel equipment the offeror proposes for use under this solicitation to meet all projected movement requirements. Descriptions should be sufficient enough to allow the government to analyze compliance with service requirements listed in the Performance Work Statement (PWS). Offeror shall describe how they will adequately safeguard and protect cargo from loss and/or damage.

(3) Sub-Factor C: Management (Systems/Approach)/Quality Control Plan (QCP). The contractor must describe how the Contractor intends to meet the performance objectives identified in the PWS. The offeror shall describe the management systems/processes in place to detail business management/risk management to include the equipment fleet management. The offeror must describe business communication with the client/customer, to include current EDI capability. The offeror's capability to provide all the required EDI transactions/event reports as described in the solicitation to include optional events for EDI 315 status reports meet the requirements of the PWS. The offeror should identify those areas the offeror sees as critical to the customers for this contract, how it will monitor quality performance in those areas, and how it will maintain or exceed customer expectations, including identification and correction of problems in their QASP.

Factor 2 – Price: Price evaluation for all proposed rates will be performed in accordance with FAR 15.404-1, utilizing the Carrier Analysis Rate Evaluation Service Module (CARE II SM). 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). The Contracting Officer will not consider an offer to be fair and reasonable, if an offeror's best offer 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.

Subcontracting Plan: Subcontracting Plans will be submitted IAW FAR 19.407 and will be evaluated "pass/fail".

Best value decisions will be accomplished by government shippers/ordering officers when individual shipments are booked. The evaluation factors for bookings will be:

- 1) Ability to meet Required Delivery Date (booked to next arriving vessel)
- 2) Accessorials/Equipment/Service required
- 3) US Flag / VISA participation
- 4) Past Performance
- 5) US Domestic Shipyard Preference (Guam routes exempt)
- 6) Price.

(End of Addendum)

CLAUSES INCORPORATED BY FULL TEXT

52.212-3 OFFEROR REPRESENTATIONS AND CERTIFICATIONS--COMMERCIAL ITEMS (AUG 2009)

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 (c) through (m) 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 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).

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.

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.

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 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.

"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.

(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: Complete paragraphs (c)(6) and (c)(7) only if this solicitation is expected to exceed the simplified acquisition threshold.

(6) 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.

(7) 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:

(8) 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

(9) (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 database maintained by the Small Business Administration (PRO-Net), 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: _____.)

(10) HUBZone 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--

(i) It () is, () is not a HUBZone small business concern listed, on the date of this representation, on the List of Qualified HUBZone Small Business Concerns maintained by the Small Business Administration, and no material change in ownership and control, principal office, or HUBZone employee percentage has occurred since it was certified by the Small Business Administration in accordance with 13 CFR part 126; and

(ii) It () is, () is not a joint venture that complies with the requirements of 13 CFR part 126, and the representation in paragraph (c)(10)(i) of this provision is accurate for the HUBZone small business concern or concerns that are participating in the joint venture. (The offeror shall enter the name or names of the HUBZone small business concern or concerns that are participating in the joint venture: _____.) Each HUBZone small business concern participating in the joint venture shall submit a separate signed copy of the HUBZone representation.

(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 Certificate. (Applies only if the clause at Federal Acquisition Regulation (FAR) 52.225-1, Buy American Act --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.)

(i) 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.

[List as necessary]

(iii) The offeror shall list those supplies that are foreign end products (other than those listed in paragraph (g)(1)(ii) of 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). The offeror certifies, to the best of its knowledge and belief, that --

(1) The offeror and/or any of its principals () are, () are not presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts by any Federal agency,

(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) () Have, () 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. A foreign entity that is treated as an inverted domestic corporation for purposes of the Internal Revenue Code at 26 U.S.C. 7874 (or would be except that the inversion transactions were completed on or before March 4, 2003), is also an inverted domestic corporation for purposes of 6 U.S.C. 395 and for this solicitation provision (see FAR 9.108).

(2) Representation. By submission of its offer, the offeror represents that it is not an inverted domestic corporation and is not a subsidiary of one.

(End of provision)

52.216-1 TYPE OF CONTRACT (APR 1984)

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

(End of provision)

52.219-1 SMALL BUSINESS PROGRAM REPRESENTATIONS (MAY 2004)

(a)(1) The North American Industry Classification System (NAICS) code for this acquisition is 483111.

(2) The small business size standard is 500 employees.

(3) The small business size standard for a concern which submits an offer in its own name, other than on a construction or service contract, but which proposes to furnish a product which it did not itself manufacture, is 500 employees.

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

(2) (Complete only if the offeror represented itself as a small business concern in paragraph (b)(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.

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

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

(5) (Complete only if the offeror represented itself as a veteran-owned small business concern in paragraph (b)(4) of this provision.) The offeror represents as part of its offer that it () is, () is not a service-disabled veteran-owned small business concern.

(6) (Complete only if the offeror represented itself as a small business concern in paragraph (b)(1) of this provision.) The offeror represents, as part of its offer, that--

(i) It () is, () is not a HUBZone small business concern listed, on the date of this representation, on the List of Qualified HUBZone Small Business Concerns maintained by the Small Business Administration, and no material change in ownership and control, principal office, or HUBZone employee percentage has occurred since it was certified by the Small Business Administration in accordance with 13 CFR part 126; and

(ii) It () is, () is not a joint venture that complies with the requirements of 13 CFR part 126, and the representation in paragraph (b)(6)(i) of this provision is accurate for the HUBZone small business concern or concerns that are participating in the joint venture. (The offeror shall enter the name or names of the HUBZone small business concern or concerns that are participating in the joint venture: _____.) Each HUBZone small business concern participating in the joint venture shall submit a separate signed copy of the HUBZone representation.

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

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 the size standard in paragraph (a) of this provision.

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; 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

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

(d) Notice.

(1) If this solicitation is for supplies and has been set aside, in whole or in part, for small business concerns, then the clause in this solicitation providing notice of the set-aside contains restrictions on the source of the end items to be furnished.

(2) Under 15 U.S.C. 645(d), any person who misrepresents a firm's status as a small, HUBZone small, small disadvantaged, or women-owned small business concern in order to obtain a contract to be awarded under the preference programs established pursuant to section 8(a), 8(d), 9, or 15 of the Small Business Act or any other provision of Federal law that specifically references section 8(d) for a definition of program eligibility, shall--

(i) Be punished by imposition of fine, imprisonment, or both;

(ii) Be subject to administrative remedies, including suspension and debarment; and

(iii) Be ineligible for participation in programs conducted under the authority of the Act.

(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)

252.247-7026 EVALUATION PREFERENCE FOR USE OF DOMESTIC SHIPYARDS--APPLICABLE TO ACQUISITION OF CARRIAGE BY VESSEL FOR DOD CARGO IN THE COASTWISE OR NONCONTIGUOUS TRADE. (NOV 2008)

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

Covered vessel means a vessel--

(1) Owned, operated, or controlled by the offeror; and

(2) Qualified to engage in the carriage of cargo in the coastwise or noncontiguous trade under Section 27 of the Merchant Marine Act, 1920 (46 U.S.C. 12101, 12132, and 55102), commonly referred to as "Jones Act"; 46 U.S.C. 12102, 12112, and 12119; and Section 2 of the Shipping Act, 1916 (46 U.S.C. 50501).

Foreign shipyard means a shipyard that is not a U.S. shipyard.

Overhaul, repair, and maintenance work means work requiring a shipyard period greater than or equal to 5 calendar days.

Shipyard means a facility capable of performing overhaul, repair, and maintenance work on covered vessels.

U.S. shipyard means a shipyard that is located in any State of the United States or in Guam.

(b) This solicitation includes an evaluation criterion that considers the extent to which the offeror has had overhaul, repair, and maintenance work for covered vessels performed in U.S. shipyards.

(c) The offeror shall provide the following information with its offer, addressing all covered vessels for which overhaul, repair, and maintenance work has been performed during the period covering the current calendar year, up to the date of proposal submission, and the preceding four calendar years:

(1) Name of vessel.

(2) Description and cost of qualifying shipyard work performed in U.S. shipyards.

(3) Description and cost of qualifying shipyard work performed in foreign shipyards and whether--

(i) Such work was performed as emergency repairs in foreign shipyards due to accident, emergency, Act of God, or an infirmity to the vessel, and safety considerations warranted taking the vessel to a foreign shipyard; or

(ii) Such work was paid for or reimbursed by the U.S. Government.

(4) Names of shipyards that performed the work.

(5) Inclusive dates of work performed.

(d) Offerors are responsible for submitting accurate information. The Contracting Officer--

(1) Will use the information to evaluate offers in accordance with the criteria specified in the solicitation; and

(2) Reserves the right to request supporting documentation if determined necessary in the proposal evaluation process.

(e) The Department of Defense will provide the information submitted in response to this provision to the congressional defense committees, as required by Section 1017 of Public Law 109-364.

(End of provision)

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Cartridges for weapons, inert projectile [or] Cartridges, small arms	0012	1.4S	II
Cartridges for weapons, blank [or] Cartridges, small arms, blank	0014	1.4S	II
Primers, cap type	0044	1.4S	II
Cases, cartridge, empty with primer	0055	1.4S	II
Cutters, cable, explosive	0070	1.4S	II
Fuse, igniter [tubular metal clad]	0103	1.4G	II
Cord, detonating, mild effect [or] Fuse, detonating, mild effect [metal clad]	0104	1.4D	II
Fuse, safety	0105	1.4S	II
Grenades, practice, [hand or rifle]	0110	1.4S	II
Lighters, fuse	0131	1.4S	II
Release devices, explosive	0173	1.4S	II
Rivets, explosive	0174	1.4S	II
Signal devices, hand	0191	1.4G	II
Signals, railway track, explosive	0193	1.4S	II
Signals, smoke	0197	1.4G	II
Charges, shaped, flexible, linear	0237	1.4D	II
Detonators, electric, [for blasting]	0255	1.4B	II
Fuzes, detonating	0257	1.4B	II
Detonators, non-electric, [for blasting]	0267	1.4B	II
Cartridges, power device	0276	1.4C	II
Cartridges, power device	0276	1.4C	II
Model rocket motor	0276	1.4C	II
Model rocket motor	0276	1.4C	II
Cartridges, oil well	0278	1.4C	II
Ammunition, illuminating [with or without burster, expelling charge or propelling charge]	0297	1.4G	II
Ammunition, incendiary [with or without burster, expelling charge or propelling charge]	0300	1.4G	II
Ammunition, tear-producing [with burster, expelling charge or propelling charge]	0301	1.4G	II
Ammunition, smoke [with or without burster, expelling charge or propelling charge]	0303	1.4G	II
Tracers for ammunition	0306	1.4G	II
Cartridges, signal	0312	1.4G	II
Fuzes, igniting	0317	1.4G	II
Primers, tubular	0320	1.4G	II
Cartridges, power device	0323	1.4S	II
Model rocket motor	0323	1.4S	II
Igniters	0325	1.4G	II
Fireworks	0336	1.4G	II
Fireworks	0337	1.4S	II
Toy Caps	0337	1.4S	II
Cartridges for weapons, blank [or] Cartridges, small arms, blank	0338	1.4C	II
Cartridges for weapons, inert projectile [or] Cartridges, small arms	0339	1.4C	II
Projectiles, [with bursting charge]	0344	1.4D	II
Projectiles, [inert with tracer]	0345	1.4S	II
Projectiles, [with burster or expelling charge]	0347	1.4D	II
Cartridges for weapons, [with bursting charge]	0348	1.4F	II
Cartridges for weapons, [with bursting charge]	0348	1.4F	II
Articles, explosive, n.o.s.	0349	1.4S	II
Articles, explosive, n.o.s.	0349	1.4S	II
Articles, explosive, n.o.s.	0350	1.4B	II
Articles, explosive, n.o.s.	0351	1.4C	II
Articles, explosive, n.o.s.	0352	1.4D	II
Articles, explosive, n.o.s.	0353	1.4G	II
Detonator assemblies, non-electric, [for blasting]	0361	1.4B	II
Ammunition, practice	0362	1.4G	II

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Ammunition, proof	0363	1.4G	II
Detonators for ammunition	0365	1.4B	II
Detonators for ammunition	0366	1.4S	II
Fuzes, detonating	0367	1.4S	II
Fuzes, igniting	0368	1.4S	II
Warheads, rocket [with burster or expelling charge]	0370	1.4D	II
Warheads, rocket [with burster or expelling charge]	0371	1.4F	II
Signal devices, hand	0373	1.4S	II
Primers, tubular	0376	1.4S	II
Primers, cap type	0378	1.4B	II
Cases, cartridges, empty with primer	0379	1.4C	II
Flares, aerial	0403	1.4G	II
Flares, aerial	0404	1.4S	II
Cartridges, signal	0405	1.4S	II
Tetrazol-1-acetic acid	0407	1.4C	II
Fuzes, detonating, [with protective features]	0410	1.4D	II
Cartridges for weapons, [with bursting charge]	0412	1.4E	II
Projectiles, [inert, with tracer]	0425	1.4G	II
Projectiles, [with burster or expelling charge]	0427	1.4F	II
Articles, pyrotechnic [for technical purposes]	0431	1.4G	II
Articles, pyrotechnic [for technical purposes]	0432	1.4S	II
Projectiles, [with burster or expelling charge]	0435	1.4G	II
Rockets, [with expelling charge]	0438	1.4C	II
Charges, shaped, [without detonator]	0440	1.4D	II
Charges, shaped, [without detonator]	0441	1.4S	II
Charges, explosive, commercial [without detonator]	0444	1.4D	II
Charges, explosive, commercial [without detonator]	0445	1.4S	II
Cases, combustible, empty, without primer	0446	1.4C	II
5-Mercaptotetrazol-1-acetic acid	0448	1.4C	II
Grenades practice [Hand or rifle]	0452	1.4G	II
Rockets, line-throwing	0453	1.4G	II
Igniters	0454	1.4S	II
Detonators, non-electric,[for blasting]	0455	1.4S	II
Detonators, electric [for blasting]	0456	1.4S	II
Charges, bursting, plastics bonded	0459	1.4D	II
Charges, bursting, plastics bonded	0460	1.4S	II
Articles, explosive, n.o.s.	0471	1.4E	II
Articles, explosive, n.o.s.	0472	1.4F	II
Substances, explosive, n.o.s.	0479	1.4C	II
Substances, explosive, n.o.s.	0480	1.4D	II
Substances, explosive, n.o.s.	0481	1.4S	II
Substances, explosive, n.o.s.	0485	1.4G	II
Charges, propelling	0491	1.4C	II
Signals, railway track, explosive	0493	1.4G	
Jet perforating guns, charged oil well, with detonator	0494	1.4D	II
Jet perforating guns, charged, [oil well, without detonator]	0494	1.4D	II
Detonator, assemblies, non-electric [for blasting]	0500	1.4S	II
Propellant, solid	0501	1.4C	
Air bag inflators, [or] Air bag modules, [or] Seat-belt pretensioners.	0503	1.4G	II
Acetylene, dissolved	1001	2.1	
Air, compressed	1002	2.2	
Ammonia, anhydrous	1005	2.2	
Ammonia, anhydrous	1005	2.3	

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Argon, compressed	1006	2.2	
Bromotrifluoromethane [or] Refrigerant gas, R 13B1.	1009	2.2	
Butane [see also] Petroleum gases, liquefied	1011	2.1	
Carbon dioxide	1013	2.2	
Carbon dioxide and oxygen mixtures, compressed	1014	2.2	
Carbon monoxide, compressed	1016	2.3	
Chlorine	1017	2.3	
Chlorodifluoromethane [or] Refrigerant gas R 22	1018	2.2	
Chlorotrifluoromethane [or] Refrigerant gas R 13	1022	2.2	
Dichlorodifluoromethane [or] Refrigerant gas R 12	1028	2.2	
Dichlorofluoromethane [or] Refrigerant gas R21	1029	2.2	
1,1-Difluoroethane [or] Refrigerant gas R 152a	1030	2.1	
Ethyl chloride	1037	2.1	
Ethylene oxide [or] Ethylene oxide with nitrogen [up to a total pressure of 1MPa (10 bar) at 50 degrees C]	1040	2.3	
Fire extinguishers [containing compressed or liquefied gas]	1044	2.2	
Helium, compressed	1046	2.2	
Hydrogen, compressed	1049	2.1	
Hydrogen chloride, anhydrous	1050	2.3	
Lighters [or] Lighter refills [containing flammable gas]	1057	2.1	
Methyl acetylene and propadiene mixtures, stabilized	1060	2.1	
Nitrogen, compressed	1066	2.2	
Nitrous oxide	1070	2.2	
Oxygen, compressed	1072	2.2	
Oxygen, refrigerated liquid [(cryogenic liquid)]	1073	2.2	
Petroleum gases, liquefied [or] Liquefied petroleum gas	1075	2.1	
Propylene [see also] Petroleum gases, liquefied	1077	2.1	
Refrigerant gases, n.o.s.	1078	2.2	
Sulfur dioxide	1079	2.3	
Sulfur hexafluoride	1080	2.2	
Acetaldehyde	1089	3	I
Acetone	1090	3	II
Allyl bromide	1099	3	I
Amyl acetates	1104	3	III
Amyl mercaptans	1111	3	II
Amyl nitrites	1113	3	II
Benzene	1114	3	II
Butanols	1120	3	II
Butanols	1120	3	III
Butyl acetates	1123	3	II
Butyl acetates	1123	3	III
Adhesives, [containing a flammable liquid]	1133	3	I
Adhesives, [containing a flammable liquid]	1133	3	II
Adhesives, [containing a flammable liquid]	1133	3	III
Chlorobenzene	1134	3	III
Coating solution [(includes surface treatments or coatings used for industrial or other purposes such as vehicle undercoating, drum or barrel lining)]	1139	3	I
Coating solution [(includes surface treatments or coatings used for industrial or other purposes such as vehicle undercoating, drum or barrel lining)]	1139	3	II
Coating solution [(includes surface treatments or coatings used for industrial or other purposes such as vehicle undercoating, drum or barrel lining)]	1139	3	III
Cyclohexane	1145	3	II
1,2-Dichloroethylene	1150	3	II

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Ethylene glycol diethyl ether	1153 3		II
Ethylene glycol diethyl ether	1153 3		III
Dimethylamine solution	1160 3		II
Extracts, aromatic, liquid	1169 3		II
Extracts, aromatic, liquid	1169 3		III
Ethanol [or] Ethyl alcohol [or] Ethanol solutions [or] Ethyl alcohol solutions	1170 3		II
Ethanol [or] Ethyl alcohol [or] Ethanol solutions [or] Ethyl alcohol solutions	1170 3		III
Ethylene glycol monoethyl ether	1171 3		III
Ethylene glycol monoethyl ether acetate	1172 3		III
Ethyl acetate	1173 3		II
Ethyl butyl ether	1179 3		II
Ethylene dichloride	1184 3		II
Ethylene glycol monomethyl ether	1188 3		III
Ethyl formate	1190 3		II
Ethyl methyl ketone [or] Methyl ethyl ketone	1193 3		II
Formaldehyde, solutions, flammable	1198 3		III
Diesel fuel	1202 3		III
Gas oil	1202 3		III
Heating oil, light	1202 3		III
Gasohol [gasoline mixed with ethyl alcohol, with not more than 20 percent alcohol]	1203 3		II
Gasoline	1203 3		II
Nitroglycerin solution in alcohol [with not more than 1 percent nitroglycerin]	1204 3		II
Heptanes	1206 3		II
Hexaldehyde	1207 3		III
Hexanes	1208 3		II
Printing ink, [flammable or] Printing ink related material [(including printing ink thinning or reducing compound), flammable]	1210 3		I
Printing ink, [flammable or] Printing ink related material [(including printing ink thinning or reducing compound), flammable]	1210 3		II
Printing ink, [flammable or] Printing ink related material [(including printing ink thinning or reducing compound), flammable]	1210 3		III
Isobutyl acetate	1213 3		II
Isopropanol [or] Isopropyl alcohol	1219 3		II
Kerosene	1223 3		III
Methanol	1230 3		II
Methylamyl acetate	1233 3		III
Methyl butyrate	1237 3		II
Methyl isobutyl ketone	1245 3		II
Methyl methacrylate monomer, stabilized	1247 3		II
Methyl propionate	1248 3		II
Methyl propyl ketone	1249 3		II
Methyltrichlorosilane	1250 3		I
Nitromethane	1261 3		II
Octanes	1262 3		II
Paint [including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler, and liquid lacquer base]	1263 3		I
Paint [including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler, and liquid lacquer base]	1263 3		II
Paint [including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler, and liquid lacquer base]	1263 3		III
Paint related material [including paint thinning, drying, removing, or reducing compound]	1263 3		I
Paint related material [including paint thinning, drying, removing, or reducing compound]	1263 3		II
Paint related material [including paint thinning, drying, removing, or reducing compound]	1263 3		III

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Perfumery products [with flammable solvents]	1266	3	II
Perfumery products [with flammable solvents]	1266	3	III
Petroleum crude oil	1267	3	I
Petroleum crude oil	1267	3	II
Petroleum crude oil	1267	3	III
Petroleum distillates, n.o.s. [or] Petroleum products, n.o.s.	1268	3	I
Petroleum distillates, n.o.s. [or] Petroleum products, n.o.s.	1268	3	II
Petroleum distillates, n.o.s. [or] Petroleum products, n.o.s.	1268	3	III
Petroleum oil	1270	3	I
Petroleum oil	1270	3	II
Petroleum oil	1270	3	III
Pine oil	1272	3	III
n-Propanol [or] Propyl alcohol, normal	1274	3	II
n-Propanol [or] Propyl alcohol, normal	1274	3	III
Rubber solution	1287	3	II
Rubber solution	1287	3	III
Tinctures, medicinal	1293	3	II
Tinctures, medicinal	1293	3	III
Toluene	1294	3	II
Turpentine	1299	3	III
Turpentine substitute	1300	3	I
Turpentine substitute	1300	3	I
Turpentine substitute	1300	3	II
Turpentine substitute	1300	3	II
Turpentine substitute	1300	3	III
Turpentine substitute	1300	3	III
Vinyl acetate, stabilized	1301	3	II
Wood preservatives, liquid	1306	3	II
Wood preservatives, liquid	1306	3	III
Xylenes	1307	3	II
Xylenes	1307	3	III
Flammable solids, organic, n.o.s.	1325	4.1	II
Flammable solids, organic, n.o.s.	1325	4.1	III
Fusee ([railway or highway])	1325	4.1	II
Matches, strike anywhere	1331	4.1	III
Naphthalene, crude [or] Naphthalene, refined	1334	4.1	III
Trinitrophenol, wetted [with not less than 30 percent water, by mass]	1344	4.1	I
Sulfur	1350	4.1	III
Sulfur	1350	9	III
Carbon, [animal or vegetable origin]	1361	4.2	II
Carbon, [animal or vegetable origin]	1361	4.2	III
Charcoal [briquettes, shell, screenings, wood, etc.]	1361	4.2	III
Copra	1363	4.2	III
Diethylzinc	1366	4.2	I
Pyrophoric metals, n.o.s., [or] Pyrophoric alloys, n.o.s.	1383	4.2	I
Alkaline earth metal alloys, n.o.s.	1393	4.3	II
Aluminum powder, uncoated	1396	4.3	II
Aluminum powder, uncoated	1396	4.3	III
Calcium carbide	1402	4.3	I
Calcium carbide	1402	4.3	II
Cesium [or] Caesium	1407	4.3	I
Sodium	1428	4.3	I
Sodium phosphide	1432	4.3	I

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Zinc powder [or] Zinc dust	1436	4.3	I
Zinc powder [or] Zinc dust	1436	4.3	II
Zinc powder [or] Zinc dust	1436	4.3	III
Barium chlorate, solid	1445	5.1	II
Calcium chlorite	1453	5.1	II
Calcium nitrate	1454	5.1	III
Chlorites, inorganic, n.o.s.	1462	5.1	II
Chromium trioxide, anhydrous	1463	5.1	II
Ferric nitrate	1466	5.1	III
Oxidizing solid, n.o.s.	1479	5.1	I
Oxidizing solid, n.o.s.	1479	5.1	II
Oxidizing solid, n.o.s.	1479	5.1	III
Perchlorates, inorganic, n.o.s.	1481	5.1	II
Perchlorates, inorganic, n.o.s.	1481	5.1	III
Potassium chlorate	1485	5.1	II
Potassium nitrate	1486	5.1	III
Potassium permanganate	1490	5.1	II
Potassium persulfate	1492	5.1	III
Silver nitrate	1493	5.1	II
Sodium chlorate	1495	5.1	II
Sodium nitrate	1498	5.1	III
Barium compounds, n.o.s.	1564	6.1	II
Barium compounds, n.o.s.	1564	6.1	III
Dichloromethane	1593	6.1	III
Lead acetate	1616	6.1	III
Mercuric nitrate	1625	6.1	II
Mercury bromides	1634	6.1	II
Mercury iodide	1638	6.1	II
Mercury oxide	1641	6.1	II
Mercury sulfates	1645	6.1	II
Motor fuel anti-knock mixtures	1649	6.1	I
Phenol, solid	1671	6.1	II
Potassium cyanide, solid	1680	6.1	I
Sodium arsenite, aqueous solutions	1686	6.1	II
Sodium arsenite, aqueous solutions	1686	6.1	III
Sodium fluoride, solid	1690	6.1	III
Tear gas candles	1700	6.1	II
Thallium compounds, n.o.s.	1707	6.1	II
Trichloroethylene	1710	6.1	III
Xylidines, liquid	1711	6.1	II
Caustic alkali liquids, n.o.s.	1719	8	II
Caustic alkali liquids, n.o.s.	1719	8	III
Bromine [or] Bromine solutions	1744	8	I
Calcium hypochlorite, dry [or] Calcium hypochlorite mixtures dry [with more than 39 percent available chlorine (8.8 percent available oxygen)]	1748	5.1	II
Calcium hypochlorite, dry [or] Calcium hypochlorite mixtures dry [with more than 39 percent available chlorine (8.8 percent available oxygen)]	1748	5.1	III
Chromic acid solution	1755	8	II
Chromic acid solution	1755	8	III
Corrosive solids, n.o.s.	1759	8	I
Corrosive solids, n.o.s.	1759	8	II
Corrosive solids, n.o.s.	1759	8	III
Ferrous chloride, solid	1759	8	II

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Chemical kit	1760 8		II
Compounds, cleaning liquid	1760 8		I
Compounds, cleaning liquid	1760 8		II
Compounds, cleaning liquid	1760 8		III
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1760 8		I
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1760 8		II
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1760 8		III
Corrosive liquids, n.o.s.	1760 8		I
Corrosive liquids, n.o.s.	1760 8		II
Corrosive liquids, n.o.s.	1760 8		III
Ferrous chloride, solution	1760 8		II
Fire extinguisher charges, [corrosive liquid]	1774 8		II
Fluorosilicic acid	1778 8		II
Formic acid	1779 8		II
Hydriodic acid	1787 8		II
Hydriodic acid	1787 8		III
Hydrobromic acid, [with more than 49 percent hydrobromic acid]	1788 8		II
Hydrobromic acid, [with more than 49 percent hydrobromic acid]	1788 8		III
Hydrobromic acid, [with not more than 49 percent hydrobromic acid]	1788 8		II
Hydrobromic acid, [with not more than 49 percent hydrobromic acid]	1788 8		III
Hydrochloric acid	1789 8		II
Hydrochloric acid	1789 8		III
Hydrofluoric acid, [with more than 60 percent strength]	1790 8		I
Hydrofluoric acid, [with not more than 60 percent strength]	1790 8		II
Hypochlorite solutions	1791 8		II
Hypochlorite solutions	1791 8		III
Phosphoric acid solution	1805 8		III
Potassium hydroxide, solid	1813 8		II
Potassium hydroxide, solution	1814 8		II
Potassium hydroxide, solution	1814 8		III
Silicon tetrachloride	1818 8		II
Sodium hydroxide, solid	1823 8		II
Sodium hydroxide solution	1824 8		II
Sodium hydroxide solution	1824 8		III
Stannic chloride, anhydrous	1827 8		II
Sulfuric acid [with more than 51 percent acid]	1830 8		II
Sulfuric acid, fuming [with 30 percent or more free sulfur trioxide]	1831 8		I
Sulfuric acid, fuming [with less than 30 percent free sulfur trioxide]	1831 8		I
Sulfuric acid, spent	1832 8		II
Trichloroacetic acid	1839 8		II
Zinc chloride, solution	1840 8		III
Silicon tetrafluoride	1859 2.3		
Ethyl crotonate	1862 3		II
Fuel, aviation, turbine engine	1863 3		I
Fuel, aviation, turbine engine	1863 3		II
Fuel, aviation, turbine engine	1863 3		III
Resin solution, [flammable]	1866 3		I
Resin solution, [flammable]	1866 3		II
Resin solution, [flammable]	1866 3		III
Chloroform	1888 6.1		III
Tetrachloroethylene	1897 6.1		III
Disinfectant, liquid, corrosive, n.o.s.	1903 8		I
Disinfectants, liquid, corrosive n.o.s.	1903 8		II

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Disinfectants, liquid, corrosive n.o.s.	1903	8	III
Cyclohexanone	1915	3	III
Nonanes	1920	3	III
Cyanide solutions, n.o.s.	1935	6.1	I
Cyanide solutions, n.o.s.	1935	6.1	II
Cyanide solutions, n.o.s.	1935	6.1	III
Ammonium nitrate, [with not more than 0.2% total combustible material, including any organic substance, calculated as carbon to the exclusion of any other added substance]	1942	5.1	III
Matches, safety [(book, card or strike on box)]	1944	4.1	III
Aerosols, [corrosive, Packing Group II or III, (each not exceeding 1 L capacity)]	1950	2.2	
Aerosols, [flammable, (each not exceeding 1 L capacity)]	1950	2.1	
Aerosols, [non-flammable, (each not exceeding 1 L capacity)]	1950	2.2	
Aerosols, [poison, each not exceeding 1 L capacity]	1950	2.2	
Aerosols, flammable, n.o.s. [(engine starting fluid) (each not exceeding 1 L capacity)]	1950	2.1	
Ethylene oxide and carbon dioxide mixtures [with not more than 9 percent ethylene oxide]	1952	2.2	
Compressed gas, flammable, n.o.s.	1954	2.1	
Refrigerant gases, n.o.s. [or] Dispersant gases, n.o.s.	1954	2.1	
Compressed gas, toxic, n.o.s. [Inhalation Hazard Zone A]	1955	2.3	
Compressed gas, toxic, n.o.s. [Inhalation Hazard Zone B]	1955	2.3	
Compressed gas, toxic, n.o.s. [Inhalation Hazard Zone C]	1955	2.3	
Compressed gas, toxic, n.o.s. [Inhalation Hazard Zone D]	1955	2.3	
Organic phosphate, mixed with compressed gas [or] Organic phosphate compound, mixed with compressed gas [or] Organic phosphorus compound, mixed with compressed gas	1955	2.3	
Compressed gas, n.o.s.	1956	2.2	
Deuterium, compressed	1957	2.1	
1,2-Dichloro-1,1,2,2- tetrafluoroethane [or] Refrigerant gas R 114	1958	2.2	
Helium, refrigerated liquid [(cryogenic liquid)]	1963	2.2	
Hydrogen, refrigerated liquid [(cryogenic liquid)]	1966	2.1	
Insecticide gases, toxic, n.o.s.	1967	2.3	
Parathion and compressed gas mixture	1967	2.3	
Insecticide gases, n.o.s.	1968	2.2	
Isobutane [see also] Petroleum gases, liquefied	1969	2.1	
Methane, compressed [or] Natural gas, compressed [(with high methane content)]	1971	2.1	
Methane, refrigerated liquid [(cryogenic liquid)] [or] Natural gas, refrigerated liquid [(cryogenic liquid), with high methane content]	1972	2.1	
Chlorodifluoromethane and chloropentafluoroethane mixture [or] Refrigerant gas R 502 [with fixed boiling point, with approximately 49 percent chlorodifluoromethane]	1973	2.2	
Chlorodifluorobromomethane [or] Refrigerant gas R 12B1	1974	2.2	
Nitrogen, refrigerated liquid [cryogenic liquid]	1977	2.2	
Propane [see also] Petroleum gases, liquefied	1978	2.1	
Rare gases and nitrogen mixtures, compressed	1981	2.2	
Tetrafluoromethane [or] Refrigerant gas R 14	1982	2.2	
1-Chloro-2,2,2-trifluoroethane [or] Refrigerant gas R 133a	1983	2.2	
Trifluoromethane [or] Refrigerant gas R 23	1984	2.2	
Alcohols, flammable, toxic, n.o.s.	1986	3	I
Alcohols, flammable, toxic, n.o.s.	1986	3	II
Alcohols, flammable, toxic, n.o.s.	1986	3	III
Alcohols, n.o.s.	1987	3	I
Alcohols, n.o.s.	1987	3	II
Alcohols, n.o.s.	1987	3	III
Flammable liquids, toxic, n.o.s.	1992	3	I

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Flammable liquids, toxic, n.o.s.	1992	3	II
Flammable liquids, toxic, n.o.s.	1992	3	III
Combustible liquid, n.o.s.	1993	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

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Isocyanates, toxic, n.o.s. [or] Isocyanate solutions, toxic, n.o.s., [flash point more than 61 degrees C and boiling point less than 300 degrees C]	2206	6.1	III
Calcium hypochlorite mixtures, dry, [with more than 10 percent but not more than 39 percent available chlorine]	2208	5.1	III
Formaldehyde, solutions, [with not less than 25 percent formaldehyde]	2209	8	III
Asbestos	2212	9	III
Blue asbestos [(Crocidolite)] [or] Brown asbestos [(amosite, mysorite)]	2212	9	II
Chlorotoluenes	2238	3	III
Matches, fusee	2254	4.1	III
Triethylenetetramine	2259	8	II
Hexamethylenediamine, solid	2280	8	III
Isobutyl methacrylate, stabilized	2283	3	III
Isophoronediamine	2289	8	III
Polychlorinated biphenyls, liquid	2315	9	II
Trimethylhexamethylenediamines	2327	8	III
Zinc chloride, anhydrous	2331	8	III
Butyl acrylates, stabilized	2348	3	III
Cyclohexylamine	2357	8	II
Diethyl sulfide	2375	3	II
Dimethyldiethoxysilane	2380	3	II
Bromotrifluoroethylene	2419	2.1	
Potassium chlorate, aqueous solution	2427	5.1	II
Potassium chlorate, aqueous solution	2427	5.1	III
Nitrogen trifluoride	2451	2.2	
Beryllium nitrate	2464	5.1	II
Dichloroisocyanuric acid, dry [or] Dichloroisocyanuric acid salts	2465	5.1	II
Potassium superoxide	2466	5.1	I
Trichloroisocyanuric acid, dry	2468	5.1	II
Ethanolamine [or] Ethanolamine solutions	2491	8	III
Bromobenzene	2514	3	III
Tricresyl phosphate [with more than 3 percent ortho isomer]	2574	6.1	II
Aluminum chloride, solution	2581	8	III
Ferric chloride, solution	2582	8	III
Alkyl sulfonic acids, liquid [or] Aryl sulfonic acids, liquid [with more than 5 percent free sulfuric acid]	2584	8	II
Alkyl sulfonic acids, liquid [or] Aryl sulfonic acids, liquid [with not more than 5 percent free sulfuric acid]	2586	8	III
Pesticides, solid, toxic, n.o.s.	2588	6.1	I
Pesticides, solid, toxic, n.o.s.	2588	6.1	II
Pesticides, solid, toxic, n.o.s.	2588	6.1	III
White asbestos [(chrysotile, actinolite, anthophyllite, tremolite)]	2590	9	III
Dichlorodifluoromethane and difluoroethane azeotropic mixture [or] Refrigerant gas R 500 [with approximately 74 percent dichlorodifluoromethane]	2602	2.2	
Methyl 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

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Amines, flammable, corrosive, n.o.s. [or] Polyamines, flammable, corrosive, n.o.s.	2733	3	III
Amines, liquid, corrosive, n.o.s., [or] Polyamines, liquid, corrosive, n.o.s.	2735	8	I
Amines, liquid, corrosive, n.o.s., [or] Polyamines, liquid, corrosive, n.o.s.	2735	8	II
Amines, liquid, corrosive, n.o.s., [or] Polyamines, liquid, corrosive, n.o.s.	2735	8	III
Carbamate pesticides, solid, toxic	2757	6.1	I
Carbamate pesticides, solid, toxic	2757	6.1	II
Carbamate pesticides, solid, toxic	2757	6.1	III
Organochlorine pesticides, solid, toxic	2761	6.1	I
Organochlorine pesticides, solid, toxic	2761	6.1	II
Organochlorine pesticides, solid, toxic	2761	6.1	III
Organophosphorus pesticides, solid, toxic	2783	6.1	I
Organophosphorus pesticides, solid, toxic	2783	6.1	II
Organophosphorus pesticides, solid, toxic	2783	6.1	III
Organophosphorus pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	2784	3	I
Organophosphorus pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	2784	3	II
Acetic acid, glacial [or] Acetic acid solution, [with more than 80 percent acid, by mass]	2789	8	II
Acetic acid solution, [not less than 50 percent but not more than 80 percent acid, by mass]	2790	8	II
Acetic acid solution, [with more than 10 percent and less than 50 percent acid, by mass]	2790	8	III
Batteries, wet, filled with acid, [electric storage]	2794	8	III
Batteries, wet, filled with alkali, [electric storage]	2795	8	III
Battery fluid, acid	2796	8	II
Sulfuric acid [with not more than 51% acid]	2796	8	II
Battery fluid, alkali	2797	8	II
Batteries, wet, non-spillable, [electric storage]	2800	8	III
Copper chloride	2802	8	III
Mercury	2809	8	III
Mercury [contained in manufactured articles]	2809	8	III
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	2810	6.1	I
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	2810	6.1	II
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	2810	6.1	III
Toxic, liquids, organic, n.o.s.	2810	6.1	I
Toxic, liquids, organic, n.o.s.	2810	6.1	II
Toxic, liquids, organic, n.o.s.	2810	6.1	III
Toxic solids, organic, n.o.s.	2811	6.1	I
Toxic solids, organic, n.o.s.	2811	6.1	II
Toxic solids, organic, n.o.s.	2811	6.1	III
Water-reactive solid, n.o.s.	2813	4.3	I
Water-reactive solid, n.o.s.	2813	4.3	II
Water-reactive solid, n.o.s.	2813	4.3	III
Phenol solutions	2821	6.1	II
Phenol solutions	2821	6.1	III
1,1,1-Trichloroethane	2831	6.1	III
Phosphorous acid	2834	8	III
Nitroethane	2842	3	III
Fluorosilicates, n.o.s.	2856	6.1	III
Refrigerating machines, [containing non-flammable, non-toxic, or ammonia solution (UN2672)]	2857	2.2	
Resorcinol	2876	6.1	III
Calcium hypochlorite, hydrated [or] Calcium hypochlorite, hydrated mixtures, [with not less than 5.5 percent but not more than 16 percent water]	2880	5.1	II

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Calcium hypochlorite, hydrated [or] Calcium hypochlorite, hydrated mixtures, [with not less than 5.5 percent but not more than 16 percent water]	2880	5.1	III
Pesticides, liquid, toxic, n.o.s.	2902	6.1	I
Pesticides, liquid, toxic, n.o.s.	2902	6.1	II
Pesticides, liquid, toxic, n.o.s.	2902	6.1	III
Pesticides, liquid, toxic, flammable, n.o.s. [flash point not less than 23 degrees C]	2903	6.1	I
Pesticides, liquid, toxic, flammable, n.o.s. [flash point not less than 23 degrees C]	2903	6.1	II
Pesticides, liquid, toxic, flammable, n.o.s. [flash point not less than 23 degrees C]	2903	6.1	III
Radioactive material, excepted package-articles manufactured from natural uranium [or] depleted uranium [or] natural thorium	2909	7	
Radioactive material, excepted package-limited quantity of material	2910	7	
Radioactive material, excepted package-instruments [or] articles	2911	7	
Radioactive material, low specific activity (LSA-I) [non fissile or fissile-excepted]	2912	7	
Corrosive liquids, flammable, n.o.s.	2920	8	I
Corrosive liquids, flammable, n.o.s.	2920	8	II
Corrosive liquids, toxic, n.o.s.	2922	8	I
Corrosive liquids, toxic, n.o.s.	2922	8	II
Corrosive liquids, toxic, n.o.s.	2922	8	III
Corrosive solids, toxic, n.o.s.	2923	8	I
Corrosive solids, toxic, n.o.s.	2923	8	II
Corrosive solids, toxic, n.o.s.	2923	8	III
Flammable liquids, corrosive, n.o.s.	2924	3	I
Flammable liquids, corrosive, n.o.s.	2924	3	II
Flammable liquids, corrosive, n.o.s.	2924	3	III
Flammable solids, toxic, organic, n.o.s.	2926	4.1	II
Flammable solids, toxic, organic, n.o.s.	2926	4.1	III
Ethyl phosphonothioic dichloride, anhydrous	2927	6.1	I
Ethyl phosphorodichloridate	2927	6.1	I
Toxic liquids, corrosive, organic, n.o.s.	2927	6.1	I
Toxic liquids, corrosive, organic, n.o.s.	2927	6.1	II
Methyl 2-chloropropionate	2933	3	III
Sulfamic acid	2967	8	III
Hydrogen peroxide, aqueous solutions [with not less than 8 percent but less than 20 percent hydrogen peroxide (stabilized as necessary)]	2984	5.1	III
Life-saving appliances, self inflating	2990	9	
Carbamate pesticides, liquid, toxic	2992	6.1	I
Carbamate pesticides, liquid, toxic	2992	6.1	II
Carbamate pesticides, liquid, toxic	2992	6.1	III
Arsenical pesticides, liquid, toxic	2994	6.1	I
Arsenical pesticides, liquid, toxic	2994	6.1	II
Arsenical pesticides, liquid, toxic	2994	6.1	III
Copper based pesticides, liquid, toxic	3010	6.1	I
Copper based pesticides, liquid, toxic	3010	6.1	II
Copper based pesticides, liquid, toxic	3010	6.1	III
Substituted nitrophenol pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3013	6.1	I
Substituted nitrophenol pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3013	6.1	II
Substituted nitrophenol pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3013	6.1	III
Organophosphorus pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3017	6.1	I

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Organophosphorus pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3017	6.1	II
Organophosphorus pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3017	6.1	III
Organophosphorus pesticides, liquid, toxic	3018	6.1	I
Organophosphorus pesticides, liquid, toxic	3018	6.1	II
Organophosphorus pesticides, liquid, toxic	3018	6.1	III
Organotin pesticides, liquid, toxic	3020	6.1	I
Organotin pesticides, liquid, toxic	3020	6.1	II
Organotin pesticides, liquid, toxic	3020	6.1	III
Pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	3021	3	I
Pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	3021	3	II
Batteries, dry, containing potassium hydroxide solid, [electric, storage]	3028	8	III
Aluminum alkyls	3051	4.2	I
Alcoholic beverages	3065	3	II
Alcoholic beverages	3065	3	III
Paint [or] Paint related material	3066	8	II
Paint [or] Paint related material	3066	8	III
Life-saving appliances, not self inflating [containing dangerous goods as equipment]	3072	9	
Environmentally hazardous substances, solid, n.o.s.	3077	9	III
Hazardous waste, solid, n.o.s.	3077	9	III
Other regulated substances, solid, n.o.s.	3077	9	III
Isocyanates, toxic, flammable, n.o.s. [or] Isocyanate solutions, toxic, flammable, n.o.s., [flash point not less than 23 degrees C but not more than 61 degrees C and boiling point less than 300 degrees C]	3080	6.1	II
Environmentally hazardous substances, liquid, n.o.s.	3082	9	III
Hazardous waste, liquid, n.o.s.	3082	9	III
Other regulated substances, liquid, n.o.s.	3082	9	III
Corrosive solids, oxidizing, n.o.s.	3084	8	I
Corrosive solids, oxidizing, n.o.s.	3084	8	II
Oxidizing solid, corrosive, n.o.s.	3085	5.1	I
Oxidizing solid, corrosive, n.o.s.	3085	5.1	II
Oxidizing solid, corrosive, n.o.s.	3085	5.1	III
Lithium battery	3090	9	II
Lithium batteries packed with equipment	3091	9	II
Lithium batteries, contained in equipment	3091	9	II
Corrosive liquids, oxidizing, n.o.s.	3093	8	I
Corrosive liquids, oxidizing, n.o.s.	3093	8	II
Corrosive liquids, water-reactive, n.o.s.	3094	8	I
Corrosive liquids, water-reactive, n.o.s.	3094	8	II
Oxidizing liquid, corrosive, n.o.s.	3098	5.1	I
Oxidizing liquid, corrosive, n.o.s.	3098	5.1	II
Oxidizing liquid, corrosive, n.o.s.	3098	5.1	III
Oxidizing liquid, toxic, n.o.s.	3099	5.1	I
Oxidizing liquid, toxic, n.o.s.	3099	5.1	II
Oxidizing liquid, toxic, n.o.s.	3099	5.1	III
Organic peroxide type D, liquid	3105	5.2	II
Organic peroxide type E, liquid	3107	5.2	II
Organic peroxide type F, liquid	3109	5.2	II
Organic peroxide type D, solid, temperature controlled	3116	5.2	II
Organic peroxide type F, solid, temperature controlled	3120	5.2	II
Trifluoromethane, refrigerated liquid	3136	2.2	
Oxidizing liquid, n.o.s.	3139	5.1	I

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Oxidizing liquid, n.o.s.	3139	5.1	I
Oxidizing liquid, n.o.s.	3139	5.1	II
Oxidizing liquid, n.o.s.	3139	5.1	II
Oxidizing liquid, n.o.s.	3139	5.1	III
Oxidizing liquid, n.o.s.	3139	5.1	III
Dyes, solid, toxic, n.o.s. [or] Dye intermediates, solid, toxic, n.o.s.	3143	6.1	I
Dyes, solid, toxic, n.o.s. [or] Dye intermediates, solid, toxic, n.o.s.	3143	6.1	II
Dyes, solid, toxic, n.o.s. [or] Dye intermediates, solid, toxic, n.o.s.	3143	6.1	III
Dyes, solid, corrosive, n.o.s. [or] Dye intermediates, solid, corrosive, n.o.s.	3147	8	I
Dyes, solid, corrosive, n.o.s. [or] Dye intermediates, solid, corrosive, n.o.s.	3147	8	II
Dyes, solid, corrosive, n.o.s. [or] Dye intermediates, solid, corrosive, n.o.s.	3147	8	III
Compressed gas, oxidizing, n.o.s.	3156	2.2	
1,1,1,2-Tetrafluoroethane [or] Refrigerant gas R 134a	3159	2.2	
Liquefied gas, flammable, n.o.s.	3161	2.1	
Liquefied gas, n.o.s.	3163	2.2	
Articles, pressurized pneumatic [or] hydraulic [containing non-flammable gas]	3164	2.2	
Engines, internal combustion, [flammable gas powered]	3166	9	
Engines, internal combustion, [flammable liquid powered]	3166	9	
Vehicle, flammable gas powered	3166	9	
Vehicle, flammable liquid powered	3166	9	
Battery-powered vehicle [or] Battery-powered equipment	3171	9	
Solids containing flammable liquid, n.o.s.	3175	4.1	II
Flammable solid, inorganic, n.o.s.	3178	4.1	II
Flammable solid, inorganic, n.o.s.	3178	4.1	III
Smokeless powder for small arms ([100 pounds or less])	3178	4.1	I
Self-heating liquid, corrosive, inorganic, n.o.s.	3188	4.2	II
Self-heating liquid, corrosive, inorganic, n.o.s.	3188	4.2	III
Self-reactive liquid type B	3221	4.1	II
Self-reactive liquid type D	3225	4.1	II
Medicine, solid, toxic, n.o.s.	3249	6.1	II
Medicine, solid, toxic, n.o.s.	3249	6.1	III
Disodium trioxosilicate	3253	8	III
Amines, solid, corrosive, n.o.s., [or] Polyamines, solid, corrosive n.o.s.	3259	8	I
Amines, solid, corrosive, n.o.s., [or] Polyamines, solid, corrosive n.o.s.	3259	8	II
Amines, solid, corrosive, n.o.s., [or] Polyamines, solid, corrosive n.o.s.	3259	8	III
Corrosive solid, acidic, inorganic, n.o.s.	3260	8	I
Corrosive solid, acidic, inorganic, n.o.s.	3260	8	II
Corrosive solid, acidic, inorganic, n.o.s.	3260	8	III
Corrosive solid, acidic, organic, n.o.s.	3261	8	I
Corrosive solid, acidic, organic, n.o.s.	3261	8	II
Corrosive solid, acidic, organic, n.o.s.	3261	8	III
Corrosive solid, basic, inorganic, n.o.s.	3262	8	I
Corrosive solid, basic, inorganic, n.o.s.	3262	8	II
Corrosive solid, basic, inorganic, n.o.s.	3262	8	III
Corrosive solid, basic, organic, n.o.s.	3263	8	I
Corrosive solid, basic, organic, n.o.s.	3263	8	II
Corrosive solid, basic, organic, n.o.s.	3263	8	III
Corrosive liquid, acidic, inorganic, n.o.s.	3264	8	I
Corrosive liquid, acidic, inorganic, n.o.s.	3264	8	II
Corrosive liquid, acidic, inorganic, n.o.s.	3264	8	III
Corrosive liquid, acidic, organic, n.o.s.	3265	8	I
Corrosive liquid, acidic, organic, n.o.s.	3265	8	II
Corrosive liquid, acidic, organic, n.o.s.	3265	8	III

PWS, Attachment 1
HAZARDOUS CARGO LIST

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Corrosive liquid, basic, inorganic, n.o.s.	3266	8	I
Corrosive liquid, basic, inorganic, n.o.s.	3266	8	II
Corrosive liquid, basic, inorganic, n.o.s.	3266	8	III
Corrosive liquid, basic, organic, n.o.s.	3267	8	I
Corrosive liquid, basic, organic, n.o.s.	3267	8	II
Corrosive liquid, basic, organic, n.o.s.	3267	8	III
Air bag inflators, [or] Air bag modules, [or] Seat-belt pretensioners.	3268	9	III
Polyester resin kit	3269	3	
Nitrocellulose membrane filters, [with not more than 12.6% nitrogen, by dry mass]	3270	4.1	II
Organophosphorus compound, toxic, liquid, n.o.s.	3278	6.1	I
Organophosphorus compound, toxic, liquid, n.o.s.	3278	6.1	II
Organophosphorus compound, toxic, liquid, n.o.s.	3278	6.1	III
Vanadium compound, n.o.s.	3285	6.1	I
Vanadium compound, n.o.s.	3285	6.1	II
Vanadium compound, n.o.s.	3285	6.1	III
Flammable liquid, toxic, corrosive, n.o.s.	3286	3	I
Flammable liquid, toxic, corrosive, n.o.s.	3286	3	II
Toxic liquid, inorganic, n.o.s.	3287	6.1	I
Toxic liquid, inorganic, n.o.s.	3287	6.1	II
Toxic liquid, inorganic, n.o.s.	3287	6.1	III
Toxic solid, inorganic, n.o.s.	3288	6.1	I
Toxic solid, inorganic, n.o.s.	3288	6.1	II
Toxic solid, inorganic, n.o.s.	3288	6.1	III
Hydrazine, aqueous solution [with not more than 37 percent hydrazine, by mass]	3293	6.1	III
Hydrocarbons, liquid, n.o.s.	3295	3	I
Hydrocarbons, liquid, n.o.s.	3295	3	II
Hydrocarbons, liquid, n.o.s.	3295	3	III
Heptafluoropropane [or] Refrigerant gas R 227	3296	2.2	
Chemical kits	3316	9	
First aid kits	3316	9	
Refrigerant gas R 404A	3337	2.2	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone A]	3355	2.3	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone B]	3355	2.3	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone C]	3355	2.3	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone D]	3355	2.3	
Oxygen generator, chemical [(including when contained in associated equipment, e.g., passenger service units (PSUs), portable breathing equipment (PBE), etc.)]	3356	5.1	II
Oxygen generator, chemical, spent	3356	9	III
Dangerous Goods in Machinery [or] Dangerous Goods in Apparatus	3363	9	

CONTAINER POOLS

Shipper Origin	Destinations					
	Alaska	Hawaii	Guam	Puerto Rico	US Virgin Islands	CONUS
AAFES West Coast DC	5x40'R; 15x45'I; 5x48'I; 5x53'I	3x20'D; 10x40'D; 3x24'R; 2x40'R; 10x40'HC	4x20'D; 17x40'D; 4x40'H; 2x40'R; 3x20'R			
AAFES Atlanta DC	2x45'I*	1x40'D; 1x20'D	1x40'D; 1x20'D	2x40'D		
AAFES Waco DC	5x40'D	1x20'D; 4x40'D	4x40'D	4x40'D		
Miller Coors Plant, Albany, GA				20x40'D		
Coors Plant, Elkton, VA				25x40'D		
AAFES Dan Daniels DC Virginia				2x20'D; 15x40'D; 1x40'R	4x20'D	
DLA DDJC San Joaquin, CA	18x40'D	4x20'D; 13x40'D; 5x40'HC; 2x40'FR	3x20'D; 12x40'D; 3x40'HC			
DLA DDSP New Cumberland, PA	1x40'D			1x20'D; 4x40'D		
DLA DDSP Mechanicsburg, PA				1x40'D		
DLA DDNV Norfolk, VA				4x40'D		
FISC Pearl Harbor, HI						10x40'D
DeCA West Stockton, CA			10x40'D; 10x40'R			
TYSON Fresh Meats Madison, NE			3x40'R			

* During summer months of June through September, requirement will be for Dry container

R: Reefer
I: Insulated
D: Dry
HC: High Cube Dry
FR: Flat Racks

ATTACHMENT 3 - RESERVED

Location Group:	Port Zone:	Country:	State:	City:
ALBANY		UNITED STATES	GA	ALBANY
ALBANY		UNITED STATES	GA	BACONTON
ALBANY		UNITED STATES	GA	CAMILLA
ALBANY		UNITED STATES	GA	DAWSON
ALBANY		UNITED STATES	GA	DOERUN
ALBANY		UNITED STATES	GA	HARTSFIELD
ALBANY		UNITED STATES	GA	LEARY
ALBANY		UNITED STATES	GA	MOULTRIE
ALBANY		UNITED STATES	GA	NEWTON
ALBANY		UNITED STATES	GA	POULAN
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

Location Group:	Port Zone:	Country:	State:	City:
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
ANCHORAGE	ANCHORAGE	ALASKA		ANCHORAGE
ANCHORAGE	ANCHORAGE	ALASKA		ELMENDORF AFB
ANCHORAGE	ANCHORAGE	ALASKA		FORT RICHARDSON
ANNISTON		UNITED STATES	AL	ALEXANDRIA
ANNISTON		UNITED STATES	AL	ANNISTON
ANNISTON		UNITED STATES	AL	BYNUM
ANNISTON		UNITED STATES	AL	CHOCOLOCOCO
ANNISTON		UNITED STATES	AL	DE ARMANVILLE
ANNISTON		UNITED STATES	AL	EASTABOGA
ANNISTON		UNITED STATES	AL	WEAVER
APPOMATTOX		UNITED STATES	VA	APPOMATTOX
APPOMATTOX		UNITED STATES	VA	CONCORD
APPOMATTOX		UNITED STATES	VA	EVERGREEN
APPOMATTOX		UNITED STATES	VA	SPOUT SPRING
ARCADIA		UNITED STATES	WI	ARCADIA
ARCADIA		UNITED STATES	WI	INDEPENDENCE
ASHEBORO		UNITED STATES	NC	ASHEBORO
ASHEBORO		UNITED STATES	NC	CEDAR FALLS
ASHEBORO		UNITED STATES	NC	FRANKLINVILLE
ASHEBORO		UNITED STATES	NC	RANDLEMAN
ATLANTA (RDC)		UNITED STATES	GA	ALPHARETTA
ATLANTA (RDC)		UNITED STATES	GA	ATLANTA
ATLANTA (RDC)		UNITED STATES	GA	AUSTELL
ATLANTA (RDC)		UNITED STATES	GA	AVONDALE ESTATES

Location Group:	Port Zone:	Country:	State:	City:
ATLANTA (RDC)		UNITED STATES	GA	CLARKSTON
ATLANTA (RDC)		UNITED STATES	GA	CONLEY
ATLANTA (RDC)		UNITED STATES	GA	DECATUR
ATLANTA (RDC)		UNITED STATES	GA	DOUGLASVILLE
ATLANTA (RDC)		UNITED STATES	GA	DULUTH
ATLANTA (RDC)		UNITED STATES	GA	ELLENWOOD
ATLANTA (RDC)		UNITED STATES	GA	FAIRBURN
ATLANTA (RDC)		UNITED STATES	GA	FOREST PARK
ATLANTA (RDC)		UNITED STATES	GA	LAWRENCEVILLE
ATLANTA (RDC)		UNITED STATES	GA	LILBURN
ATLANTA (RDC)		UNITED STATES	GA	LITHIA SPRINGS
ATLANTA (RDC)		UNITED STATES	GA	MABLETON
ATLANTA (RDC)		UNITED STATES	GA	MARIETTA
ATLANTA (RDC)		UNITED STATES	GA	MORROW
ATLANTA (RDC)		UNITED STATES	GA	NORCROSS
ATLANTA (RDC)		UNITED STATES	GA	PALMETTO
ATLANTA (RDC)		UNITED STATES	GA	REX
ATLANTA (RDC)		UNITED STATES	GA	RIVERDALE
ATLANTA (RDC)		UNITED STATES	GA	ROSWELL
ATLANTA (RDC)		UNITED STATES	GA	SCOTTDAL
ATLANTA (RDC)		UNITED STATES	GA	SMYRNA
ATLANTA (RDC)		UNITED STATES	GA	STONE MOUNTAIN
ATLANTA (RDC)		UNITED STATES	GA	SUWANEE
ATLANTA (RDC)		UNITED STATES	GA	TUCKER
ATLANTA (RDC)		UNITED STATES	GA	UNION CITY
ATLANTA GROUP		UNITED STATES	GA	ALPHARETTA
ATLANTA GROUP		UNITED STATES	GA	ATLANTA
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

Location Group:	Port Zone:	Country:	State:	City:
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	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	SCOTSDALE
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
AUSTIN		UNITED STATES	TX	AUSTIN
AUSTIN		UNITED STATES	TX	TAYLOR
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
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

Location Group:	Port Zone:	Country:	State:	City:
BALTIMORE	BALTIMORE	UNITED STATES	MD	COLUMBIA
BALTIMORE	BALTIMORE	UNITED STATES	MD	CROWNSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	EDGEWOOD
BALTIMORE	BALTIMORE	UNITED STATES	MD	ELLCOTT CITY
BALTIMORE	BALTIMORE	UNITED STATES	MD	FALLSTON
BALTIMORE	BALTIMORE	UNITED STATES	MD	FORK
BALTIMORE	BALTIMORE	UNITED STATES	MD	FORT GEORGE G MEADE
BALTIMORE	BALTIMORE	UNITED STATES	MD	GIBSON ISLAND
BALTIMORE	BALTIMORE	UNITED STATES	MD	GLEN ARM
BALTIMORE	BALTIMORE	UNITED STATES	MD	GLEN BURNIE
BALTIMORE	BALTIMORE	UNITED STATES	MD	GLYNDON
BALTIMORE	BALTIMORE	UNITED STATES	MD	HALETHORPE
BALTIMORE	BALTIMORE	UNITED STATES	MD	HANOVER
BALTIMORE	BALTIMORE	UNITED STATES	MD	HUNT VALLEY
BALTIMORE	BALTIMORE	UNITED STATES	MD	HYDES
BALTIMORE	BALTIMORE	UNITED STATES	MD	JESSUP
BALTIMORE	BALTIMORE	UNITED STATES	MD	JOPPA
BALTIMORE	BALTIMORE	UNITED STATES	MD	KINGSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	LINTHICUM HEIGHTS
BALTIMORE	BALTIMORE	UNITED STATES	MD	LUTHERVILLE TIMONIU
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

Location Group:	Port Zone:	Country:	State:	City:
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
BARSTOW		UNITED STATES	CA	BARSTOW
BARSTOW		UNITED STATES	CA	FORT IRWIN
BAY MINETTE		UNITED STATES	AL	BAY MINETTE
BAY MINETTE		UNITED STATES	AL	STAPLETON
BLUE RIDGE		UNITED STATES	GA	BLUE RIDGE
BOX SPRINGS GROUP		UNITED STATES	CA	ALTA LOMA
BOX SPRINGS GROUP		UNITED STATES	CA	ANAHEIM
BOX SPRINGS GROUP		UNITED STATES	CA	BEAUMONT
BOX SPRINGS GROUP		UNITED STATES	CA	BLOOMINGTON
BOX SPRINGS GROUP		UNITED STATES	CA	BREA
BOX SPRINGS GROUP		UNITED STATES	CA	CALIMESA
BOX SPRINGS GROUP		UNITED STATES	CA	CHINO
BOX SPRINGS GROUP		UNITED STATES	CA	CHINO HILLS
BOX SPRINGS GROUP		UNITED STATES	CA	CLAREMONT
BOX SPRINGS GROUP		UNITED STATES	CA	COLTON
BOX SPRINGS GROUP		UNITED STATES	CA	CORONA
BOX SPRINGS GROUP		UNITED STATES	CA	DIAMOND BAR
BOX SPRINGS GROUP		UNITED STATES	CA	FONTANA
BOX SPRINGS GROUP		UNITED STATES	CA	HIGHLAND
BOX SPRINGS GROUP		UNITED STATES	CA	HOMELAND
BOX SPRINGS GROUP		UNITED STATES	CA	LA VERNE
BOX SPRINGS GROUP		UNITED STATES	CA	LOMA LINDA
BOX SPRINGS GROUP		UNITED STATES	CA	MENTONE
BOX SPRINGS GROUP		UNITED STATES	CA	MIRA LOMA
BOX SPRINGS GROUP		UNITED STATES	CA	MONTCLAIR
BOX SPRINGS GROUP		UNITED STATES	CA	MORENO VALLEY
BOX SPRINGS GROUP		UNITED STATES	CA	NORCO

Location Group:	Port Zone:	Country:	State:	City:
BOX SPRINGS GROUP		UNITED STATES	CA	NUEVO
BOX SPRINGS GROUP		UNITED STATES	CA	ONTARIO
BOX SPRINGS GROUP		UNITED STATES	CA	PERRIS
BOX SPRINGS GROUP		UNITED STATES	CA	POMONA
BOX SPRINGS GROUP		UNITED STATES	CA	RANCHO CUCAMONGA
BOX SPRINGS GROUP		UNITED STATES	CA	REDLANDS
BOX SPRINGS GROUP		UNITED STATES	CA	RIALTO
BOX SPRINGS GROUP		UNITED STATES	CA	RIVERSIDE
BOX SPRINGS GROUP		UNITED STATES	CA	SAN BERNARDINO
BOX SPRINGS GROUP		UNITED STATES	CA	SAN DIMAS
BOX SPRINGS GROUP		UNITED STATES	CA	SAN JACINTO
BOX SPRINGS GROUP		UNITED STATES	CA	SUN CITY
BOX SPRINGS GROUP		UNITED STATES	CA	UPLAND
BOX SPRINGS GROUP		UNITED STATES	CA	YORBA LINDA
BOX SPRINGS GROUP		UNITED STATES	CA	YUCAIPA
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
CANANDAIGUA		UNITED STATES	NY	CANANDAIGUA
CANANDAIGUA		UNITED STATES	NY	FARMINGTON
CAPE CANAVERAL	CAPE CANAVERAL	UNITED STATES	FL	CAPE CANAVERAL
CHATTANOOGA		UNITED STATES	TN	CHATTANOOGA
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

Location Group:	Port Zone:	Country:	State:	City:
CHICAGO		UNITED STATES	IL	BENSENVILLE
CHICAGO		UNITED STATES	IL	BERKELEY
CHICAGO		UNITED STATES	IL	BERWYN
CHICAGO		UNITED STATES	IL	BLOOMINGDALE
CHICAGO		UNITED STATES	IL	BLUE ISLAND
CHICAGO		UNITED STATES	IL	BOLINGBROOK
CHICAGO		UNITED STATES	IL	BRIDGEVIEW
CHICAGO		UNITED STATES	IL	BROOKFIELD
CHICAGO		UNITED STATES	IL	BUFFALO GROVE
CHICAGO		UNITED STATES	IL	BURBANK
CHICAGO		UNITED STATES	IL	CALUMET CITY
CHICAGO		UNITED STATES	IL	CAROL STREAM
CHICAGO		UNITED STATES	IL	CARPENTERSVILLE
CHICAGO		UNITED STATES	IN	CEDAR LAKE
CHICAGO		UNITED STATES	IL	CHICAGO
CHICAGO		UNITED STATES	IL	CHICAGO HEIGHTS
CHICAGO		UNITED STATES	IL	CHICAGO RIDGE
CHICAGO		UNITED STATES	IL	CICERO
CHICAGO		UNITED STATES	IL	CLARENDON HILLS
CHICAGO		UNITED STATES	IL	COUNTRY CLUB HILLS
CHICAGO		UNITED STATES	IL	CRETE
CHICAGO		UNITED STATES	IN	CROWN POINT
CHICAGO		UNITED STATES	IL	DEERFIELD
CHICAGO		UNITED STATES	IL	DES PLAINES
CHICAGO		UNITED STATES	IL	DOLTON
CHICAGO		UNITED STATES	IL	DOWNERS GROVE
CHICAGO		UNITED STATES	IN	DYER
CHICAGO		UNITED STATES	IN	EAST CHICAGO
CHICAGO		UNITED STATES	IL	ELGIN
CHICAGO		UNITED STATES	IL	ELK GROVE VILLAGE
CHICAGO		UNITED STATES	IL	ELMHURST
CHICAGO		UNITED STATES	IL	EVANSTON

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

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

Location Group:	Port Zone:	Country:	State:	City:
CHICAGO		UNITED STATES	IL	NORTH CHICAGO
CHICAGO		UNITED STATES	IL	NORTHBROOK
CHICAGO		UNITED STATES	IL	OAK FOREST
CHICAGO		UNITED STATES	IL	OAK LAWN
CHICAGO		UNITED STATES	IL	OAK PARK
CHICAGO		UNITED STATES	IL	OLYMPIA FIELDS
CHICAGO		UNITED STATES	IL	ORLAND PARK
CHICAGO		UNITED STATES	IL	PALATINE
CHICAGO		UNITED STATES	IL	PALOS HEIGHTS
CHICAGO		UNITED STATES	IL	PALOS HILLS
CHICAGO		UNITED STATES	IL	PALOS PARK
CHICAGO		UNITED STATES	IL	PARK FOREST
CHICAGO		UNITED STATES	IL	PARK RIDGE
CHICAGO		UNITED STATES	IL	POSEN
CHICAGO		UNITED STATES	IL	PROSPECT HEIGHTS
CHICAGO		UNITED STATES	IL	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	STEEGER

Location Group:	Port Zone:	Country:	State:	City:
CHICAGO		UNITED STATES	IL	STONE PARK
CHICAGO		UNITED STATES	IL	STREAMWOOD
CHICAGO		UNITED STATES	IL	SUMMIT ARGO
CHICAGO		UNITED STATES	IL	TECHNY
CHICAGO		UNITED STATES	IL	THORNTON
CHICAGO		UNITED STATES	IL	TINLEY PARK
CHICAGO		UNITED STATES	IL	VERNON HILLS
CHICAGO		UNITED STATES	IL	VILLA PARK
CHICAGO		UNITED STATES	IL	WADSWORTH
CHICAGO		UNITED STATES	IL	WARRENVILLE
CHICAGO		UNITED STATES	IL	WAUCONDA
CHICAGO		UNITED STATES	IL	WAUKEGAN
CHICAGO		UNITED STATES	IL	WEST CHICAGO
CHICAGO		UNITED STATES	IL	WESTCHESTER
CHICAGO		UNITED STATES	IL	WESTERN SPRINGS
CHICAGO		UNITED STATES	IL	WESTMONT
CHICAGO		UNITED STATES	IL	WHEATON
CHICAGO		UNITED STATES	IL	WHEELING
CHICAGO		UNITED STATES	IN	WHITING
CHICAGO		UNITED STATES	IL	WILLOW SPRINGS
CHICAGO		UNITED STATES	IL	WILMETTE
CHICAGO		UNITED STATES	IL	WINFIELD
CHICAGO		UNITED STATES	IL	WINNETKA
CHICAGO		UNITED STATES	IL	WINTHROP HARBOR
CHICAGO		UNITED STATES	IL	WOOD DALE
CHICAGO		UNITED STATES	IL	WORTH
CHICAGO		UNITED STATES	IL	ZION
CLEAR AFB		ALASKA		CLEAR
CLERMONT		UNITED STATES	KY	CLERMONT
CLEVELAND		UNITED STATES	OH	AVON
CLEVELAND		UNITED STATES	OH	AVON LAKE
CLEVELAND		UNITED STATES	OH	BAY VILLAGE

Location Group:	Port Zone:	Country:	State:	City:
CLEVELAND		UNITED STATES	OH	BEACHWOOD
CLEVELAND		UNITED STATES	OH	BEDFORD
CLEVELAND		UNITED STATES	OH	BEREA
CLEVELAND		UNITED STATES	OH	BRECKSVILLE
CLEVELAND		UNITED STATES	OH	BROADVIEW HEIGHTS
CLEVELAND		UNITED STATES	OH	BROOKPARK
CLEVELAND		UNITED STATES	OH	BRUNSWICK
CLEVELAND		UNITED STATES	OH	CHAGRIN FALLS
CLEVELAND		UNITED STATES	OH	CHESTERLAND
CLEVELAND		UNITED STATES	OH	CLEVELAND
CLEVELAND		UNITED STATES	OH	COLUMBIA STATION
CLEVELAND		UNITED STATES	OH	EASTLAKE
CLEVELAND		UNITED STATES	OH	EUCLID
CLEVELAND		UNITED STATES	OH	GATES MILLS
CLEVELAND		UNITED STATES	OH	HINCKLEY
CLEVELAND		UNITED STATES	OH	INDEPENDENCE
CLEVELAND		UNITED STATES	OH	MACEDONIA
CLEVELAND		UNITED STATES	OH	MAPLE HEIGHTS
CLEVELAND		UNITED STATES	OH	NORTH OLMSTED
CLEVELAND		UNITED STATES	OH	NORTH RIDGEVILLE
CLEVELAND		UNITED STATES	OH	NORTH ROYALTON
CLEVELAND		UNITED STATES	OH	NORTHFIELD
CLEVELAND		UNITED STATES	OH	NOVELTY
CLEVELAND		UNITED STATES	OH	OLMSTED FALLS
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

Location Group:	Port Zone:	Country:	State:	City:
CLEVELAND		UNITED STATES	OH	WILLOUGHBY
CORDOVA		ALASKA		CORDOVA
CORYDON		UNITED STATES	IN	CENTRAL
CORYDON		UNITED STATES	IN	CORYDON
CORYDON		UNITED STATES	IN	CRANDALL
CORYDON		UNITED STATES	IN	DEPAUW
CORYDON		UNITED STATES	IN	NEW MIDDLETOWN
CORYDON		UNITED STATES	IN	NEW SALISBURY
CORYDON		UNITED STATES	IN	RAMSEY
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

Location Group:	Port Zone:	Country:	State:	City:
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
DALTON		UNITED STATES	GA	CHATSWORTH
DALTON		UNITED STATES	GA	DALTON
DALTON		UNITED STATES	GA	RINGGOLD
DALTON		UNITED STATES	GA	ROCKY FACE
DALTON		UNITED STATES	GA	TUNNEL HILL
DALTON		UNITED STATES	GA	VARNELL
DAYVILLE		UNITED STATES	CT	ABINGTON
DAYVILLE		UNITED STATES	CT	BALLOUVILLE
DAYVILLE		UNITED STATES	CT	BROOKLYN
DAYVILLE		UNITED STATES	CT	CENTRAL VILLAGE
DAYVILLE		UNITED STATES	RI	CHEPACHET
DAYVILLE		UNITED STATES	CT	DANIELSON
DAYVILLE		UNITED STATES	CT	DAYVILLE
DAYVILLE		UNITED STATES	CT	EAST KILLINGLY
DAYVILLE		UNITED STATES	RI	FOSTER
DAYVILLE		UNITED STATES	CT	GROSVENOR DALE
DAYVILLE		UNITED STATES	CT	MOOSUP
DAYVILLE		UNITED STATES	CT	NORTH GROSVENOR DALE
DAYVILLE		UNITED STATES	CT	POMFRET
DAYVILLE		UNITED STATES	CT	POMFRET CENTER
DAYVILLE		UNITED STATES	CT	PUTNAM
DAYVILLE		UNITED STATES	CT	ROGERS
DAYVILLE		UNITED STATES	CT	SOUTH WOODSTOCK

Location Group:	Port Zone:	Country:	State:	City:
DAYVILLE		UNITED STATES	CT	STERLING
DAYVILLE		UNITED STATES	CT	THOMPSON
DAYVILLE		UNITED STATES	CT	WAUREGAN
DAYVILLE		UNITED STATES	CT	WOODSTOCK
DE KALB		UNITED STATES	IL	AURORA
DE KALB		UNITED STATES	IL	DE KALB
DE KALB		UNITED STATES	IL	MONTGOMERY
DE KALB		UNITED STATES	IL	OSWEGO
DE KALB		UNITED STATES	IL	SYCAMORE
DETROIT GROUP		UNITED STATES	MI	ALLEN PARK
DETROIT GROUP		UNITED STATES	MI	AUBURN HILLS
DETROIT GROUP		UNITED STATES	MI	BELLEVILLE
DETROIT GROUP		UNITED STATES	MI	BERKLEY
DETROIT GROUP		UNITED STATES	MI	BIRMINGHAM
DETROIT GROUP		UNITED STATES	MI	BLOOMFIELD HILLS
DETROIT GROUP		UNITED STATES	MI	CANTON
DETROIT GROUP		UNITED STATES	MI	CARLETON
DETROIT GROUP		UNITED STATES	MI	CENTER LINE
DETROIT GROUP		UNITED STATES	MI	CLAWSON
DETROIT GROUP		UNITED STATES	MI	CLINTON
DETROIT GROUP		UNITED STATES	MI	DEARBORN
DETROIT GROUP		UNITED STATES	MI	DEARBORN HEIGHTS
DETROIT GROUP		UNITED STATES	MI	DETROIT
DETROIT GROUP		UNITED STATES	MI	EASTPOINTE
DETROIT GROUP		UNITED STATES	MI	ECORSE
DETROIT GROUP		UNITED STATES	MI	FARMINGTON
DETROIT GROUP		UNITED STATES	MI	FERNDAL
DETROIT GROUP		UNITED STATES	MI	FLAT ROCK
DETROIT GROUP		UNITED STATES	MI	FRANKLIN
DETROIT GROUP		UNITED STATES	MI	FRASER
DETROIT GROUP		UNITED STATES	MI	GARDEN CITY
DETROIT GROUP		UNITED STATES	MI	GROSSE ILE

Location Group:	Port Zone:	Country:	State:	City:
DETROIT GROUP		UNITED STATES	MI	GROSSE POINTE
DETROIT GROUP		UNITED STATES	MI	HARPER WOODS
DETROIT GROUP		UNITED STATES	MI	HARRISON TOWNSHIP
DETROIT GROUP		UNITED STATES	MI	HAZEL PARK
DETROIT GROUP		UNITED STATES	MI	HUNTINGTON WOODS
DETROIT GROUP		UNITED STATES	MI	INKSTER
DETROIT GROUP		UNITED STATES	MI	KEEGO HARBOR
DETROIT GROUP		UNITED STATES	MI	LINCOLN PARK
DETROIT GROUP		UNITED STATES	MI	LIVONIA
DETROIT GROUP		UNITED STATES	MI	MACOMB
DETROIT GROUP		UNITED STATES	MI	MADISON HEIGHTS
DETROIT GROUP		UNITED STATES	MI	MELVINDALE
DETROIT GROUP		UNITED STATES	MI	MOUNT CLEMENS
DETROIT GROUP		UNITED STATES	MI	NEW BOSTON
DETROIT GROUP		UNITED STATES	MI	NORTHVILLE
DETROIT GROUP		UNITED STATES	MI	NOVI
DETROIT GROUP		UNITED STATES	MI	OAK PARK
DETROIT GROUP		UNITED STATES	MI	PLEASANT RIDGE
DETROIT GROUP		UNITED STATES	MI	PLYMOUTH
DETROIT GROUP		UNITED STATES	MI	PONTIAC
DETROIT GROUP		UNITED STATES	MI	REDFORD
DETROIT GROUP		UNITED STATES	MI	RIVER ROUGE
DETROIT GROUP		UNITED STATES	MI	ROCHESTER
DETROIT GROUP		UNITED STATES	MI	ROCKWOOD
DETROIT GROUP		UNITED STATES	MI	ROMULUS
DETROIT GROUP		UNITED STATES	MI	ROSEVILLE
DETROIT GROUP		UNITED STATES	MI	ROYAL OAK
DETROIT GROUP		UNITED STATES	MI	SAINT CLAIR SHORES
DETROIT GROUP		UNITED STATES	MI	SOUTH ROCKWOOD
DETROIT GROUP		UNITED STATES	MI	SOUTHFIELD
DETROIT GROUP		UNITED STATES	MI	SOUTHGATE
DETROIT GROUP		UNITED STATES	MI	STERLING HEIGHTS

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

Location Group:	Port Zone:	Country:	State:	City:
DISNEY GROUP		UNITED STATES	FL	OVIEDO
DISNEY GROUP		UNITED STATES	FL	PLYMOUTH
DISNEY GROUP		UNITED STATES	FL	SANFORD
DISNEY GROUP		UNITED STATES	FL	TAVARES
DISNEY GROUP		UNITED STATES	FL	WINDERMERE
DISNEY GROUP		UNITED STATES	FL	WINTER GARDEN
DISNEY GROUP		UNITED STATES	FL	WINTER PARK
DISNEY GROUP		UNITED STATES	FL	WINTER SPRINGS
DISNEY GROUP		UNITED STATES	FL	YALAHA
DISNEY GROUP		UNITED STATES	FL	ZELLWOOD
DUBLIN		UNITED STATES	GA	DUBLIN
EDEN		UNITED STATES	NC	EDEN
EIELSON AFB		ALASKA		EIELSON AFB
ELKTON		UNITED STATES	VA	ELKTON
FAIRBANKS		ALASKA		EIELSON AFB
FAIRBANKS		ALASKA		FAIRBANKS
FAIRBANKS		ALASKA		FORT WAINWRIGHT
FERDINAND		UNITED STATES	IN	FERDINAND
FOGELSVILLE		UNITED STATES	PA	FOGELSVILLE
FORT GREELY		ALASKA		DELTA JUNCTION
FORT GREELY		ALASKA		FORT GREELY
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 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

Location Group:	Port Zone:	Country:	State:	City:
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
FREMONT		UNITED STATES	CA	FREMONT
FREMONT		UNITED STATES	CA	NEWARK
FREMONT		UNITED STATES	CA	SUNOL
FT. KENT		UNITED STATES	ME	FORT KENT
GULFPORT		UNITED STATES	MS	BAY SAINT LOUIS
GULFPORT		UNITED STATES	MS	BILOXI
GULFPORT		UNITED STATES	MS	GULFPORT
GULFPORT		UNITED STATES	MS	LONG BEACH
HADLOCK		UNITED STATES	WA	PORT HADLOCK
HATTIESBURG		UNITED STATES	MS	BEAUMONT
HATTIESBURG		UNITED STATES	MS	BROOKLYN
HATTIESBURG		UNITED STATES	MS	HATTIESBURG
HATTIESBURG		UNITED STATES	MS	WIGGINS
HERLONG		UNITED STATES	CA	HERLONG
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

Location Group:	Port Zone:	Country:	State:	City:
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
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
HOMER		ALASKA		HOMER
HOUSTON	GALVESTON BAY (ZONE 1	UNITED STATES	TX	HOUSTON
HUDSON		UNITED STATES	OH	HUDSON
HYDE		UNITED STATES	PA	HYDE

Location Group:	Port Zone:	Country:	State:	City:
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
KANSAS CITY		UNITED STATES	KS	BASEHOR
KANSAS CITY		UNITED STATES	MO	BELTON
KANSAS CITY		UNITED STATES	MO	BLUE SPRINGS
KANSAS CITY		UNITED STATES	KS	BONNER SPRINGS
KANSAS CITY		UNITED STATES	MO	BUCKNER
KANSAS CITY		UNITED STATES	MO	CAMDEN POINT
KANSAS CITY		UNITED STATES	MO	DEARBORN
KANSAS CITY		UNITED STATES	MO	EDGERTON
KANSAS CITY		UNITED STATES	MO	EXCELSIOR SPRINGS
KANSAS CITY		UNITED STATES	KS	FORT LEAVENWORTH
KANSAS CITY		UNITED STATES	MO	GRAIN VALLEY
KANSAS CITY		UNITED STATES	MO	GRANDVIEW
KANSAS CITY		UNITED STATES	MO	GREENWOOD
KANSAS CITY		UNITED STATES	MO	HOLT
KANSAS CITY		UNITED STATES	MO	INDEPENDENCE
KANSAS CITY		UNITED STATES	MO	KANSAS CITY
KANSAS CITY		UNITED STATES	KS	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

Location Group:	Port Zone:	Country:	State:	City:
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
KODIAK	KODIAK ISLAND	ALASKA		KODIAK
LA PORTE	GALVESTON BAY (ZONE 1	UNITED STATES	TX	LA PORTE
LAKE WALES		UNITED STATES	FL	LAKE WALES
LONGVIEW		UNITED STATES	TX	DIANA
LONGVIEW		UNITED STATES	TX	GLADEWATER
LONGVIEW		UNITED STATES	TX	HALLSVILLE
LONGVIEW		UNITED STATES	TX	KILGORE
LONGVIEW		UNITED STATES	TX	LONGVIEW
LONGVIEW		UNITED STATES	TX	TATUM
LONGVIEW		UNITED STATES	TX	WHITE OAK
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

Location Group:	Port Zone:	Country:	State:	City:
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
MACON		UNITED STATES	GA	FORT VALLEY
MACON		UNITED STATES	GA	MACON
MACON		UNITED STATES	GA	UNADILLA
MACON		UNITED STATES	GA	WARNER ROBINS
MANTON		UNITED STATES	MI	MANTON
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
MCALESTER		UNITED STATES	OK	MC ALESTER
MCALESTER		UNITED STATES	OK	MCALESTER
MECHANICSBURG GROUP		UNITED STATES	PA	BOILING SPRINGS
MECHANICSBURG GROUP		UNITED STATES	PA	CAMP HILL
MECHANICSBURG GROUP		UNITED STATES	PA	DAUPHINE
MECHANICSBURG GROUP		UNITED STATES	PA	DILLSBURG
MECHANICSBURG GROUP		UNITED STATES	PA	ENOLA
MECHANICSBURG GROUP		UNITED STATES	PA	ETTERS
MECHANICSBURG GROUP		UNITED STATES	PA	GRANTVILLE
MECHANICSBURG GROUP		UNITED STATES	PA	HARRISBURG
MECHANICSBURG GROUP		UNITED STATES	PA	HIGHSPIRE
MECHANICSBURG GROUP		UNITED STATES	PA	HUMMELSTOWN
MECHANICSBURG GROUP		UNITED STATES	PA	LEMOYNE

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

Location Group:	Port Zone:	Country:	State:	City:
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	DANIA
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	DEERFIELD BEACH
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	FORT LAUDERDALE
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	HALLANDALE
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	HOLLYWOOD
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	POMPANO BEACH
MIAMI GROUP		UNITED STATES	FL	HIALEAH
MIAMI GROUP		UNITED STATES	FL	HOMESTEAD
MIAMI GROUP		UNITED STATES	FL	MIAMI
MODESTO		UNITED STATES	CA	BALICO
MODESTO		UNITED STATES	CA	CERES
MODESTO		UNITED STATES	CA	CROWS LANDING
MODESTO		UNITED STATES	CA	DENAIR
MODESTO		UNITED STATES	CA	ESCALON
MODESTO		UNITED STATES	CA	HICKMAN
MODESTO		UNITED STATES	CA	HUGHSON
MODESTO		UNITED STATES	CA	MODESTO
MODESTO		UNITED STATES	CA	OAKDALE
MODESTO		UNITED STATES	CA	RIPON
MODESTO		UNITED STATES	CA	RIVERBANK
MODESTO		UNITED STATES	CA	SALIDA
MODESTO		UNITED STATES	CA	TURLOCK
MODESTO		UNITED STATES	CA	WATERFORD
MOLALLA		UNITED STATES	OR	MOLALLA
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
NEW ALBANY		UNITED STATES	MS	BLUE MOUNTAIN
NEW ALBANY		UNITED STATES	MS	MYRTLE
NEW ALBANY		UNITED STATES	MS	NEW ALBANY

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ALBERTSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ALLENDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ALLENHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ALPINE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	AMITYVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ARDSLEY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ASBURY PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ATLANTIC BEACH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ATLANTIC HIGHLANDS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	AVENEL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BABYLON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BALDWIN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BASKING RIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BAYONNE
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

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BRONXVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BROOKLYN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BUDD LAKE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BUTLER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CALDWELL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	CARLE PLACE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CARLSTADT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CARTERET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CEDAR GROVE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CEDAR KNOLLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	CEDARHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	CENTERPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CHATHAM
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CHESTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLIFFSIDE PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLIFFWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLIFTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLOSTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	COLD SPRING HARBOR
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	COLONIA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	COLTS NECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	COPIAGUE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CRANFORD
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

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DUMONT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DUNELLEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST BRUNSWICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST HANOVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST MEADOW
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST NORTHPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST NORWICH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST ORANGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST ROCKAWAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST RUTHERFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EASTCHESTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EATONTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EDGEWATER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EDISON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ELIZABETH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ELMONT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ELMSFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ELMWOOD PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EMERSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ENGLEWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ENGLEWOOD CLIFFS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ENGLISHTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ESSEX FELS
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

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

Location Group:	Port Zone:	Country:	State:	City:
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	NY	IRVINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	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	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

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LAKE HIAWATHA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LAKE HOPATCONG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LANDING
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LARCHMONT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LAWRENCE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LEDGEWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LEONARDO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LEONIA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LEVITTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LINCOLN PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LINCROFT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LINDEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LINDENHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LITTLE FALLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LITTLE FERRY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LITTLE SILVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LIVINGSTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LOCUST VALLEY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LODI
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LONG BEACH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LONG BRANCH
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

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MARTINSVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MASSAPEQUA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MASSAPEQUA PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MATAWAN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MAYWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MELVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MENDHAM
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MERRICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	METUCHEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MIDDLESEX
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MIDDLETOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MIDLAND PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MILL NECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MILLBURN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MILLINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MILLTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MINEOLA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONMOUTH BEACH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONMOUTH JUNCTION
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONTCLAIR
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONTVALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONTVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOONACHIE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MORGANVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MORRIS PLAINS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MORRISTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOUNT ARLINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MOUNT VERNON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOUNTAIN LAKES
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOUNTAINSIDE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEPTUNE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NESHANIC STATION

Location Group:	Port Zone:	Country:	State:	City:
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
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PARLIN

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

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROCKY HILL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ROOSEVELT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROSELAND
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROSELLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROSELLE PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ROSLYN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ROSLYN HEIGHTS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RUMSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RUTHERFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	RYE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SADDLE BROOK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SADDLE RIVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SAYREVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SCARSDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SCOTCH PLAINS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SEA CLIFF
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SEAFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SECAUCUS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SEWAREN
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

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	STANHOPE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	STATEN ISLAND
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	STIRLING
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SUCCASUNNA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SUMMIT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SYOSSET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	TAPPAN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TEANECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TENAFLY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TETERBORO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TOTOWA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TOWACO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	TUCKAHOE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	UNION
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	UNION CITY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	UNIONDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	VALLEY STREAM
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	VAUXHALL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	VERONA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WALDWICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WALLINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WANTAGH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WARREN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WAYNE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WEST BABYLON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WEST HEMPSTEAD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WEST ISLIP
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WEST LONG BRANCH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WEST NEW YORK
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

Location Group:	Port Zone:	Country:	State:	City:
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
OAK HARBOR		UNITED STATES	WA	OAK HARBOR
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
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ABINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	AMBLER

Location Group:	Port Zone:	Country:	State:	City:
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ARDMORE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ASTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	ATCO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	AUDUBON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BALA CYNWYD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BARRINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BELLMAWR
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BENSALEM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BERLIN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BERWYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BEVERLY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BLACKWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BLUE BELL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BORDENTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BRIDGEPORT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BRIDGEPORT
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

Location Group:	Port Zone:	Country:	State:	City:
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 TREVOS
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
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

Location Group:	Port Zone:	Country:	State:	City:
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	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	LANSLOWNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	LAWNSIDE
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

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

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

Location Group:	Port Zone:	Country:	State:	City:
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
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WOODLYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WOODSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WYNCOTE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WYNNEWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ZIEGLERVILLE
PHILADELPHIA		UNITED STATES	NJ	MCGUIRE AFB
PHOENIX		UNITED STATES	AZ	GOODYEAR
PHOENIX		UNITED STATES	AZ	LUKE AFB
PHOENIX		UNITED STATES	AZ	PHOENIX
PHOENIX		UNITED STATES	AZ	SCOTTSDALE

Location Group:	Port Zone:	Country:	State:	City:
PHOENIX		UNITED STATES	AZ	TEMPE
PHOENIX		UNITED STATES	AZ	TOLLESON
PLAINFIELD		UNITED STATES	IL	PLAINFIELD
POMONA GROUP		UNITED STATES	CA	AGOURA HILLS
POMONA GROUP		UNITED STATES	CA	ATWOOD
POMONA GROUP		UNITED STATES	CA	AZUSA
POMONA GROUP		UNITED STATES	CA	BALDWIN PARK
POMONA GROUP		UNITED STATES	CA	CITY OF INDUSTRY
POMONA GROUP		UNITED STATES	CA	CLAREMONT
POMONA GROUP		UNITED STATES	CA	COVINA
POMONA GROUP		UNITED STATES	CA	DIAMOND BAR
POMONA GROUP		UNITED STATES	CA	GLEN DORA
POMONA GROUP		UNITED STATES	CA	GUASTI
POMONA GROUP		UNITED STATES	CA	LA VERNE
POMONA GROUP		UNITED STATES	CA	MONTCLAIR
POMONA GROUP		UNITED STATES	CA	ONTARIO
POMONA GROUP		UNITED STATES	CA	ORANGE
POMONA GROUP		UNITED STATES	CA	POMONA
POMONA GROUP		UNITED STATES	CA	RANCHO CUCAMONGA
POMONA GROUP		UNITED STATES	CA	SAN DIMAS
POMONA GROUP		UNITED STATES	CA	THORNTON
POMONA GROUP		UNITED STATES	CA	UPLAND
POMONA GROUP		UNITED STATES	CA	VILLA PARK
PONTOTOC		UNITED STATES	MS	PONTOTOC
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 BA
PORT HUENEME		UNITED STATES	CA	VENTURA
PORTLAND	PORTLAND	UNITED STATES	WA	BATTLE GROUND
PORTLAND	PORTLAND	UNITED STATES	OR	BEAVERTON
PORTLAND	PORTLAND	UNITED STATES	WA	BRUSH PRAIRIE

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

Location Group:	Port Zone:	Country:	State:	City:
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
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 3)	UNITED STATES	WA	CAMP MURRAY
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	CARBONADO
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	FEDERAL WAY
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	FORT LEWIS
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	GIG HARBOR
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	GRAHAM
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	MILTON
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	ORTING
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	PUYALLUP
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	SPANAWAY
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	STEILACOOM
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	SUMNER
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	TACOMA
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	UNIVERSITY PLACE
PUGET SOUND		UNITED STATES	WA	AUBURN
PUGET SOUND		UNITED STATES	WA	LACEY
SACRAMENTO		UNITED STATES	CA	BRODERICK
SACRAMENTO		UNITED STATES	CA	CARMICHAEL
SACRAMENTO		UNITED STATES	CA	CITRUS HEIGHTS
SACRAMENTO		UNITED STATES	CA	EL MACERO

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

Location Group:	Port Zone:	Country:	State:	City:
SALT LAKE CITY		UNITED STATES	UT	PLEASANT GROVE
SALT LAKE CITY		UNITED STATES	UT	RIVERTON
SALT LAKE CITY		UNITED STATES	UT	SALT LAKE CITY
SALT LAKE CITY		UNITED STATES	UT	SANDY
SALT LAKE CITY		UNITED STATES	UT	TOOELE
SALT LAKE CITY		UNITED STATES	UT	WEST JORDAN
SALT LAKE CITY		UNITED STATES	UT	WOODS CROSS
SAN ANTONIO		UNITED STATES	TX	ADKINS
SAN ANTONIO		UNITED STATES	TX	ATASCOSA
SAN ANTONIO		UNITED STATES	TX	BERGHEIM
SAN ANTONIO		UNITED STATES	TX	BIGFOOT
SAN ANTONIO		UNITED STATES	TX	BOERNE
SAN ANTONIO		UNITED STATES	TX	BULVERDE
SAN ANTONIO		UNITED STATES	TX	CASTROVILLE
SAN ANTONIO		UNITED STATES	TX	CIBOLO
SAN ANTONIO		UNITED STATES	TX	CONVERSE
SAN ANTONIO		UNITED STATES	TX	ELMENDORF
SAN ANTONIO		UNITED STATES	TX	FLORESVILLE
SAN ANTONIO		UNITED STATES	TX	HELOTES
SAN ANTONIO		UNITED STATES	TX	KENDALIA
SAN ANTONIO		UNITED STATES	TX	LA COSTE
SAN ANTONIO		UNITED STATES	TX	LA VERNIA
SAN ANTONIO		UNITED STATES	TX	LYTLE
SAN ANTONIO		UNITED STATES	TX	MARION
SAN ANTONIO		UNITED STATES	TX	MC QUEENEY
SAN ANTONIO		UNITED STATES	TX	MICO
SAN ANTONIO		UNITED STATES	TX	NATALIA
SAN ANTONIO		UNITED STATES	TX	NEW BRAUNFELS
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

Location Group:	Port Zone:	Country:	State:	City:
SAN ANTONIO		UNITED STATES	TX	SAN ANTONIO
SAN ANTONIO		UNITED STATES	TX	SCHERTZ
SAN ANTONIO		UNITED STATES	TX	SOMERSET
SAN ANTONIO		UNITED STATES	TX	SPRING BRANCH
SAN ANTONIO		UNITED STATES	TX	SUTHERLAND SPRINGS
SAN ANTONIO		UNITED STATES	TX	UNIVERSAL CITY
SAN ANTONIO		UNITED STATES	TX	VON ORMY
SAN DIEGO		UNITED STATES	CA	BONITA
SAN DIEGO		UNITED STATES	CA	BONSALL
SAN DIEGO		UNITED STATES	CA	CARDIFF BY THE SEA
SAN DIEGO		UNITED STATES	CA	CARLSBAD
SAN DIEGO		UNITED STATES	CA	CHULA VISTA
SAN DIEGO		UNITED STATES	CA	CORONADO
SAN DIEGO		UNITED STATES	CA	DEL MAR
SAN DIEGO		UNITED STATES	CA	EL CAJON
SAN DIEGO		UNITED STATES	CA	ENCINITAS
SAN DIEGO		UNITED STATES	CA	ESCONDIDO
SAN DIEGO		UNITED STATES	CA	IMPERIAL BEACH
SAN DIEGO		UNITED STATES	CA	JAMUL
SAN DIEGO		UNITED STATES	CA	LA JOLLA
SAN DIEGO		UNITED STATES	CA	LA MESA
SAN DIEGO		UNITED STATES	CA	LAKESIDE
SAN DIEGO		UNITED STATES	CA	LEMON GROVE
SAN DIEGO		UNITED STATES	CA	NATIONAL CITY
SAN DIEGO		UNITED STATES	CA	OCEANSIDE
SAN DIEGO		UNITED STATES	CA	PAUMA VALLEY
SAN DIEGO		UNITED STATES	CA	POWAY
SAN DIEGO		UNITED STATES	CA	RAMONA
SAN DIEGO		UNITED STATES	CA	SAN DIEGO
SAN DIEGO		UNITED STATES	CA	SAN LUIS REY
SAN DIEGO		UNITED STATES	CA	SAN MARCOS
SAN DIEGO		UNITED STATES	CA	SAN YSIDRO

Location Group:	Port Zone:	Country:	State:	City:
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 (ZO	UNITED STATES	CA	DALY CITY
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZO	UNITED STATES	CA	SAN BRUNO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZO	UNITED STATES	CA	SAN FRANCISCO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (ZO	UNITED STATES	CA	SOUTH SAN FRANCISCO
SAN FRANCISCO BAY		UNITED STATES	CA	ALAMEDA
SAN FRANCISCO BAY		UNITED STATES	CA	ALBANY
SAN FRANCISCO BAY		UNITED STATES	CA	BERKELEY
SAN FRANCISCO BAY		UNITED STATES	CA	EL CERRITO
SAN FRANCISCO BAY		UNITED STATES	CA	EMERYVILLE
SAN FRANCISCO BAY		UNITED STATES	CA	HAYWARD
SAN FRANCISCO BAY		UNITED STATES	CA	OAKLAND
SAN FRANCISCO BAY		UNITED STATES	CA	OAKLAND ARMY BASE
SAN FRANCISCO BAY		UNITED STATES	CA	SAN LEANDRO
SAN FRANCISCO BAY		UNITED STATES	CA	SAN LORENZO
SAN FRANCISCO BAY		UNITED STATES	CA	SAN PABLO
SAN FRANCISCO BAY		UNITED STATES	CA	UNION CITY
SAN JOAQUIN		UNITED STATES	CA	FRENCH CAMP
SAN JOAQUIN		UNITED STATES	CA	LATHROP
SAN JOAQUIN		UNITED STATES	CA	TRACY
SAN JOSE		UNITED STATES	CA	ALVISO
SAN JOSE		UNITED STATES	CA	ATHERTON
SAN JOSE		UNITED STATES	CA	CAMPBELL
SAN JOSE		UNITED STATES	CA	COYOTE
SAN JOSE		UNITED STATES	CA	CUPERTINO
SAN JOSE		UNITED STATES	CA	LOS ALTOS
SAN JOSE		UNITED STATES	CA	LOS GATOS
SAN JOSE		UNITED STATES	CA	MENLO PARK

Location Group:	Port Zone:	Country:	State:	City:
SAN JOSE		UNITED STATES	CA	MILPITAS
SAN JOSE		UNITED STATES	CA	MOUNT HAMILTON
SAN JOSE		UNITED STATES	CA	MOUNTAIN VIEW
SAN JOSE		UNITED STATES	CA	PALO ALTO
SAN JOSE		UNITED STATES	CA	PORTOLA VALLEY
SAN JOSE		UNITED STATES	CA	SAN JOSE
SAN JOSE		UNITED STATES	CA	SANTA CLARA
SAN JOSE		UNITED STATES	CA	SARATOGA
SAN JOSE		UNITED STATES	CA	SUNNYVALE
SEWARD		ALASKA		SEWARD
SPOKANE		UNITED STATES	WA	CHENEY
SPOKANE		UNITED STATES	WA	SPOKANE
STOCKTON		UNITED STATES	CA	HOLT
STOCKTON		UNITED STATES	CA	LINDEN
STOCKTON		UNITED STATES	CA	MANTECA
STOCKTON		UNITED STATES	CA	STOCKTON
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

Location Group:	Port Zone:	Country:	State:	City:
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
VALDEZ		ALASKA		VALDEZ
VALDOSTA		UNITED STATES	GA	VALDOSTA
VERONA		UNITED STATES	MS	VERONA
WASHINGTON		UNITED STATES	VA	ALDIE
WASHINGTON		UNITED STATES	VA	ALEXANDRIA
WASHINGTON		UNITED STATES	MD	ANDREWS AIR FORCE B
WASHINGTON		UNITED STATES	VA	ANNANDALE
WASHINGTON		UNITED STATES	VA	ARCOLA
WASHINGTON		UNITED STATES	VA	ARLINGTON
WASHINGTON		UNITED STATES	VA	ASHBURN
WASHINGTON		UNITED STATES	MD	ASHTON
WASHINGTON		UNITED STATES	MD	BELTSVILLE
WASHINGTON		UNITED STATES	MD	BETHESDA
WASHINGTON		UNITED STATES	MD	BLADENSBURG
WASHINGTON		UNITED STATES	MD	BOWIE

Location Group:	Port Zone:	Country:	State:	City:
WASHINGTON		UNITED STATES	MD	BRENTWOOD
WASHINGTON		UNITED STATES	VA	BRISTOW
WASHINGTON		UNITED STATES	VA	BROAD RUN
WASHINGTON		UNITED STATES	VA	BURKE
WASHINGTON		UNITED STATES	MD	BURTONSVILLE
WASHINGTON		UNITED STATES	MD	CABIN JOHN
WASHINGTON		UNITED STATES	MD	CAPITOL HEIGHTS
WASHINGTON		UNITED STATES	VA	CATHARPIN
WASHINGTON		UNITED STATES	VA	CENTREVILLE
WASHINGTON		UNITED STATES	VA	CHANTILLY
WASHINGTON		UNITED STATES	MD	CHELTENHAM
WASHINGTON		UNITED STATES	MD	CHEVY CHASE
WASHINGTON		UNITED STATES	VA	CLIFTON
WASHINGTON		UNITED STATES	MD	CLINTON
WASHINGTON		UNITED STATES	MD	COLLEGE PARK
WASHINGTON		UNITED STATES	MD	CROFTON
WASHINGTON		UNITED STATES	MD	DAVIDSONVILLE
WASHINGTON		UNITED STATES	MD	DISTRICT HEIGHTS
WASHINGTON		UNITED STATES	VA	DUMFRIES
WASHINGTON		UNITED STATES	VA	DUNN LORING
WASHINGTON		UNITED STATES	VA	FAIRFAX
WASHINGTON		UNITED STATES	VA	FAIRFAX STATION
WASHINGTON		UNITED STATES	VA	FALLS CHURCH
WASHINGTON		UNITED STATES	VA	FORT BELVOIR
WASHINGTON		UNITED STATES	MD	FORT WASHINGTON
WASHINGTON		UNITED STATES	MD	FULTON
WASHINGTON		UNITED STATES	VA	GAINESVILLE
WASHINGTON		UNITED STATES	MD	GAMBRILLS
WASHINGTON		UNITED STATES	MD	GLEN ECHO
WASHINGTON		UNITED STATES	MD	GLENN DALE
WASHINGTON		UNITED STATES	VA	GREAT FALLS
WASHINGTON		UNITED STATES	MD	GREENBELT

Location Group:	Port Zone:	Country:	State:	City:
WASHINGTON		UNITED STATES	VA	HAYMARKET
WASHINGTON		UNITED STATES	VA	HERNDON
WASHINGTON		UNITED STATES	MD	HYATTSVILLE
WASHINGTON		UNITED STATES	MD	KENSINGTON
WASHINGTON		UNITED STATES	MD	LANHAM
WASHINGTON		UNITED STATES	MD	LAUREL
WASHINGTON		UNITED STATES	VA	LORTON
WASHINGTON		UNITED STATES	VA	MANASSAS
WASHINGTON		UNITED STATES	VA	MC LEAN
WASHINGTON		UNITED STATES	MD	MOUNT RAINIER
WASHINGTON		UNITED STATES	VA	NOKESVILLE
WASHINGTON		UNITED STATES	VA	OAKTON
WASHINGTON		UNITED STATES	MD	ODENTON
WASHINGTON		UNITED STATES	MD	OXON HILL
WASHINGTON		UNITED STATES	MD	POTOMAC
WASHINGTON		UNITED STATES	VA	QUANTICO
WASHINGTON		UNITED STATES	VA	RESTON
WASHINGTON		UNITED STATES	MD	RIVERDALE
WASHINGTON		UNITED STATES	MD	ROCKVILLE
WASHINGTON		UNITED STATES	MD	SANDY SPRING
WASHINGTON		UNITED STATES	MD	SILVER SPRING
WASHINGTON		UNITED STATES	MD	SPENCERVILLE
WASHINGTON		UNITED STATES	VA	SPRINGFIELD
WASHINGTON		UNITED STATES	VA	STERLING
WASHINGTON		UNITED STATES	MD	SUITLAND
WASHINGTON		UNITED STATES	MD	TAKOMA PARK
WASHINGTON		UNITED STATES	MD	TEMPLE HILLS
WASHINGTON		UNITED STATES	VA	TRIANGLE
WASHINGTON		UNITED STATES	MD	UPPER MARLBORO
WASHINGTON		UNITED STATES	VA	VIENNA
WASHINGTON		UNITED STATES	DC	WASHINGTON
WASHINGTON		UNITED STATES	VA	WOODBIDGE

Location Group:	Port Zone:	Country:	State:	City:
WEATHERFORD		UNITED STATES	TX	WEATHERFORD
WINSTON SALEM		UNITED STATES	NC	ADVANCE
WINSTON SALEM		UNITED STATES	NC	BELEWS CREEK
WINSTON SALEM		UNITED STATES	NC	CLEMMONS
WINSTON SALEM		UNITED STATES	NC	COLFAX
WINSTON SALEM		UNITED STATES	NC	KERNERSVILLE
WINSTON SALEM		UNITED STATES	NC	LEWISVILLE
WINSTON SALEM		UNITED STATES	NC	OAK RIDGE
WINSTON SALEM		UNITED STATES	NC	PFAFFTOWN
WINSTON SALEM		UNITED STATES	NC	RURAL HALL
WINSTON SALEM		UNITED STATES	NC	TOBACCOVILLE
WINSTON SALEM		UNITED STATES	NC	WALKERTOWN
WINSTON SALEM		UNITED STATES	NC	WINSTON SALEM
ZEELAND		UNITED STATES	MI	ZEELAND
	BALTIMORE	UNITED STATES	MD	ELK RIDGE
	CHARLESTON	UNITED STATES	SC	ADAMS RUN
	CHARLESTON	UNITED STATES	SC	AWENDAW
	CHARLESTON	UNITED STATES	SC	BONNEAU
	CHARLESTON	UNITED STATES	SC	CHARLESTON
	CHARLESTON	UNITED STATES	SC	CHARLESTON AFB
	CHARLESTON	UNITED STATES	SC	CORDESVILLE
	CHARLESTON	UNITED STATES	SC	CROSS
	CHARLESTON	UNITED STATES	SC	DORCHESTER
	CHARLESTON	UNITED STATES	SC	GOOSE CREEK
	CHARLESTON	UNITED STATES	SC	HANAHAN
	CHARLESTON	UNITED STATES	SC	HARLEYVILLE
	CHARLESTON	UNITED STATES	SC	HOLLYWOOD
	CHARLESTON	UNITED STATES	SC	HUGER
	CHARLESTON	UNITED STATES	SC	ISLE OF PALMS
	CHARLESTON	UNITED STATES	SC	JOHNS ISLAND
	CHARLESTON	UNITED STATES	SC	LADSON
	CHARLESTON	UNITED STATES	SC	MONCK'S CORNER

Location Group:	Port Zone:	Country:	State:	City:
	CHARLESTON	UNITED STATES	SC	MOUNT PLEASANT
	CHARLESTON	UNITED STATES	SC	PINOPOLIS
	CHARLESTON	UNITED STATES	SC	RAVENEL
	CHARLESTON	UNITED STATES	SC	REEVESVILLE
	CHARLESTON	UNITED STATES	SC	RIDGEVILLE
	CHARLESTON	UNITED STATES	SC	ROUND O
	CHARLESTON	UNITED STATES	SC	SAINT GEORGE
	CHARLESTON	UNITED STATES	SC	SULLIVANS ISLAND
	CHARLESTON	UNITED STATES	SC	SUMMERVILLE
	CHARLESTON	UNITED STATES	SC	WADMALAW ISLAND
	CHARLOTTE AMALIE	VIRGIN ISLANDS		CHARLOTTE AMALIE
	CHARLOTTE AMALIE	VIRGIN ISLANDS		SAINT THOMAS
	CHRISTIANSTED	VIRGIN ISLANDS		CHRISTIANSTED
	CHRISTIANSTED	VIRGIN ISLANDS		FREDERIKSTED
	CHRISTIANSTED	VIRGIN ISLANDS		KINGSHILL
	DUTCH HARBOR,ALASKA	ALASKA		DUTCH HARBOR
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	ALVIN
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	BACLIFF
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	BAYTOWN
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	BELLAIRE
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	CHANNELVIEW
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	CONROE
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	CROSBY
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	CYPRESS
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	DAYTON
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	DEER PARK
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	DICKINSON
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	FRESNO
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	FRIENDSWOOD
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	FULSHEAR
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	GALENA PARK
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	HIGHLANDS

Location Group:	Port Zone:	Country:	State:	City:
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	HOCKLEY
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	HUFFMAN
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	HUMBLE
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	KATY
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	KEMAH
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	LEAGUE CITY
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	MAGNOLIA
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	MANVEL
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	MISSOURI CITY
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	NEW CANEY
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	PASADENA
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	PEARLAND
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	PINEHURST
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	PORTER
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	RICHMOND
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	ROSENBERG
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	ROSHARON
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	SANTA FE
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	SEABROOK
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	SOUTH HOUSTON
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	SPLENDORA
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	SPRING
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	STAFFORD
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	SUGAR LAND
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	TOMBALL
	GALVESTON BAY (ZONE 1	UNITED STATES	TX	WEBSTER
	JACKSONVILLE	UNITED STATES	FL	ATLANTIC BEACH
	JACKSONVILLE	UNITED STATES	FL	BRYCEVILLE
	JACKSONVILLE	UNITED STATES	FL	CALLAHAN
	JACKSONVILLE	UNITED STATES	FL	FERNANDINA BEACH
	JACKSONVILLE	UNITED STATES	FL	GLEN SAINT MARY
	JACKSONVILLE	UNITED STATES	FL	GREEN COVE SPRINGS

Location Group:	Port Zone:	Country:	State:	City:
	JACKSONVILLE	UNITED STATES	FL	HILLIARD
	JACKSONVILLE	UNITED STATES	FL	JACKSONVILLE
	JACKSONVILLE	UNITED STATES	FL	JACKSONVILLE BEACH
	JACKSONVILLE	UNITED STATES	FL	LAWTEY
	JACKSONVILLE	UNITED STATES	FL	MACCLENNY
	JACKSONVILLE	UNITED STATES	FL	MIDDLEBURG
	JACKSONVILLE	UNITED STATES	FL	NEPTUNE BEACH
	JACKSONVILLE	UNITED STATES	FL	ORANGE PARK
	JACKSONVILLE	UNITED STATES	FL	PONTE VEDRA BEACH
	JACKSONVILLE	UNITED STATES	FL	RAIFORD
	JACKSONVILLE	UNITED STATES	FL	SAINT AUGUSTINE
	JACKSONVILLE	UNITED STATES	GA	SAINT GEORGE
	JACKSONVILLE	UNITED STATES	FL	STARKE
	JACKSONVILLE	UNITED STATES	FL	YULEE
	KETCHIKAN	ALASKA		KETCHIKAN
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	ARTESIA
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	BELLFLOWER
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	CARSON
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	CERRITOS
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	COMPTON
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	GARDENA
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	HARBOR CITY
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	HAWAIIAN GARDENS
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	HERMOSA BEACH
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	LAKEWOOD
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	LAWNDALE
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	LOMITA
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	LONG BEACH
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	MANHATTAN BEACH
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	PALOS VERDES PENINS
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	PARAMOUNT
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	REDONDO BEACH

Location Group:	Port Zone:	Country:	State:	City:
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	SAN PEDRO
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	TORRANCE
	LOS ANGELES (ZONE 1)	UNITED STATES	CA	WILMINGTON
	NEW ORLEANS	UNITED STATES	LA	AMA
	NEW ORLEANS	UNITED STATES	LA	ARABI
	NEW ORLEANS	UNITED STATES	LA	CHALMETTE
	NEW ORLEANS	UNITED STATES	LA	DESTREHAN
	NEW ORLEANS	UNITED STATES	LA	GRETNA
	NEW ORLEANS	UNITED STATES	LA	HARVEY
	NEW ORLEANS	UNITED STATES	LA	KENNER
	NEW ORLEANS	UNITED STATES	LA	LULING
	NEW ORLEANS	UNITED STATES	LA	MARRERO
	NEW ORLEANS	UNITED STATES	LA	MERAUX
	NEW ORLEANS	UNITED STATES	LA	METAIRIE
	NEW ORLEANS	UNITED STATES	LA	NEW ORLEANS
	NEW ORLEANS	UNITED STATES	LA	SAINT ROSE
	NEW ORLEANS	UNITED STATES	LA	VIOLET
	NEW ORLEANS	UNITED STATES	LA	WESTWEGO
	NEW YORK (ZONE 2)	UNITED STATES	NJ	JERSEY CITY
	SAN FRANCISCO BAY (ZO	UNITED STATES	CA	BURLINGAME
	WHITTIER	ALASKA		WHITTIER

Route Information

	From/To	Alaska	Caribbean	Hawaii	Oceania
Alaska					83
Caribbean			18		
Hawaii					79
Oceania					81
U.S. East Coast			37	9	77
U.S. Gulf Coast			42	15	78
U.S. West Coast		26		3	54

Route and zones not included above may be added to the RDC by modifications

Route	Description	Notes
03	U.S. West Coast - Hawaii	
09	U.S. East Coast - Hawaii	
15	U.S. Gulf Coast - Hawaii	
18	Caribbean Interport	a
26	U.S. West Coast - Alaska	
37	U.S. East Coast - Caribbean	a
42	U.S. Gulf Coast - Caribbean	a
54	U.S. West Coast - Oceania	a
77	U.S. East Coast - Oceania	a
78	U.S. Gulf Coast - Oceania	a
79	Hawaii - Oceania	a
83	Alaska - Oceania	a

a: Includes zones that are covered by other USTRANSCOM contracts

Invoicing and Payment

A. Invoicing Procedures

A.1. Electronic Invoice Presentment and Payment (EIPP): Offerors awarded contracts will be required to participate in the Government's EIPP program. PowerTrack, a service of U.S. Bank is the EIPP service used by DOD but may be subject to change.

A.1.1. Contractors must have a Trading Partner agreement with U.S. Bank and be PowerTrack certified for the electronic payment of commercial transportation services. It is important that contractors begin the PowerTrack certification process immediately by calling U.S. Bank at 1-800-417-1844. Additional information on PowerTrack is available at <http://www.usbank.com/powertrack>. EIPP service provider may be subject to change. If a change is anticipated, contractors will be notified and instructed to prepare for the transition. Transition fees are for the account of the contractor.

A.1.2. Fees charged by PowerTrack/U.S. Bank/other EIPP service provider are for the account of the contractor.

A.1.3. PowerTrack is currently limited to routes and types of cargo that are priced by IBS. Upon the expansion of the capability of IBS and upon 30 days notice to the contractor, the contractor will be required to participate in PowerTrack for additional routes and types of cargo.

A.1.4. PowerTrack is authorized to release payment to contractors in accordance with business rules that require:

- 1) Shipping Instructions with pricing as evidence of the order
- 2) EDI submission of a vessel sail transaction as evidence of performance
- 3) Discrepancies in pricing are handled as prescribed in business rules
- 4) These procedures apply to shipments ordered by shippers using Direct Booking procedures and shipments booked using IBS.

A.2. Hardcopy Invoice Procedures: For services that are not paid via PowerTrack or other EIPP service provider, an invoice should be submitted.

A.2.1. A proper invoice contains the following information:

- ✓ Contractor Name and Address
- ✓ Invoice Date and Invoice Number
- ✓ Contract Number
- ✓ Military Voyage Document Number
- ✓ *Defense Transportation Regulation (DTR)* POE/POD codes
- ✓ Military Booking Number Port Call File Number (PCFN)
- ✓ Contractor Booking Number
- ✓ Contractor Bill of Lading Number
- ✓ Description, quantity, unit of measure, unit price and extended price of services performed. The invoice must provide sufficient detail so as to enable verification and certification by the Government.
 - For each container shipment:
 - Size and type of container
 - Sail Date
 - Van TCN
 - Container number with alpha prefix
 - For each breakbulk shipment:
 - Type of cargo

- Pieces, weight, and cubic feet
- Sail Date
- TCNs (list in alphanumeric order)
- Services should be broken down by Contract Line Item (CLIN), i.e., drayage, linehaul, ocean transportation, etc., and the specific service. Example: Drayage, Norfolk, Zone 2: Drayage, Norfolk to Newport News
- For One Time Only (OTO) shipments, a reference to the relevant modification number
- ✓ Name and address of contractor official to whom payment is to be sent (must be the same as that in the contract or in a proper notice of assignment)

A.2.2. Invoices may be submitted only after services included on the invoice have been provided.
(Ref FAR 32.905)

A.2.3. Each invoice should include no more than one Voyage Document (VOYDOC), POE, and POD.

A.2.4. Each invoice should include the following certification statement signed by an authorized contractor representative:

I hereby certify that the above bill is correct and just, and services were performed.

A.2.5. Invoices should be submitted to:

HQ, SDDC
709 Ward Drive, Bldg. 1990
Attn: SDDC-RMM-IT
Rm. 1W130-88
Scott Air Force Base, IL 62225

A.2.6. In accordance with the Prompt Payment Act, payment terms are net 30 days from receipt of a proper invoice.

A.3. Detention: Detention is covered in section 3.G of the Performance Work Statement. Detention charges shall be billed upon the termination of detention. Detention Billing shall be forwarded to the Point of Contact identified by the Contracting Office for payment. The attached Standard Detention Billing Form should be used when submitting an invoice for detention. Detention invoices with proper documentation should be submitted to the paying office no later than 6 months from the date the empty container is returned to the carrier. Invoices will be date stamped by the payment certification office upon receipt.

A.4. Pass-through charges (other than accessorial or charges as stated in the PWS): If the related ocean freight was submitted via PowerTrack or other EEIP service provider, these charges (see PWS paragraph 7.N) should first be submitted to the cognizant COR (AOR where the additional costs were incurred) with supporting documentation. Supporting documentation must include: notification email to the applicable COR when the additional cost/service was incurred, copy of third party invoice and basis for rate being charged (applicable port tariff). For reworking of containers due to rejection by port or rail authority, a copy of the inspection report identifying reasons for rejection must be provided. The COR will review and notify the contractor and ordering agency of the verification results. Once verified, the charges can then be submitted to PowerTrack for payment.

A.4.1 If the related ocean freight was not submitted via PowerTrack, these charges shall be invoiced separately and be submitted to the cognizant COR (AOR where the additional costs were incurred) with supporting documentation.

A.4.2 COR Locations: SDDC G9 Carrier Services and the 599th Quality Assurance Branch. COR identified in the COR appointment letter issued by TCAQ, copy furnished each ocean carrier.

Reports and Formats**Sample Format for each report to be provided by the Government prior to contract award****Operational Reports:****1. Cargo receipt**

- 1.1 Required by: 3.A.14
- 1.2 Reports due: Next business day following receipt of cargo
- 1.3 Medium: Excel attachment to email
- 1.4 Distribution: Cognizant SDDC terminal as advised by COR
- 1.5 Required elements:

- Contractor Name
- Port of loading
- Date cargo received at port
- Transportation Control Number (TCN)
- Container number with alpha prefix,
- Seal and/or keyless lock number

2. Cargo Lift – Containers

- 2.1 Required by: 3.A.14
- 2.2 Reports due: Next business day after vessel departure
- 2.3 Medium: Excel attachment to email
- 2.4 Distribution: Cognizant SDDC terminal as advised by COR
- 2.5 Required elements:

- Contractor Name
- Cargo Lift Information (CONUS/OCONUS ports of loading):
- PCFN/Contractor booking number
- Name of vessel and voyage document number
- Transportation Control Number (TCN)
- Container number
- Port of Embarkation
- Port of discharge
- Final destination

3. Cargo Lift Information – Breakbulk

- 3.1 Required by: 3.A.14.
- 3.2 Reports due:
 - 3.2.1. For breakbulk cargo moving under free-in terms the contractor shall submit cargo lift reports withing two working days after receipt of booking and/or lift details from the Government.
 - 3.2.2. For breakbulk cargo moving under liner-in terms the contractor shall submit cargo lift reports the next business day after vessel departure
- 3.3 Medium: Excel attachment to email
- 3.4 Distribution: Cognizant SDDC terminal as advised by COR
- 3.5 Required elements:

- Contractor Name and SCAC code
- Cargos lift information (CONUS/OCONUS ports of loading)
- PCFN/Contractor booking number
- Name of vessel and voyage document number
- Transportation Control Number (TCN)
- Piece, Weight and cube
- Commodity Code
- Port of Embarkation
- Port of discharge
- Final destination
- General description of cargo contents; i.e., mail/mail equipment, privately-owned vehicles (POVs), other unboxed wheeled or tracked vehicles, refrigerated cargo seal and/or keyless lock number

4. Pre-Arrival Notice

4.1 Required by: 3. A.21

4.2 Reports due: Three days prior to the scheduled arrival of the delivering vessel or day after sail if less than three days sail time to POD

4.3 Medium: Excel attachment to email

4.4 Distribution: Cognizant SDDC terminal as advised by COR

4.5 Required elements:

- TCN
- Consignee DODAAC
- Container number with alpha prefix, estimated date and time of vessel arrival, and any variation from information previously furnished
- Contractor Name
- PCFN/Contractor booking number
- Vessel name and voyage
- Voydoc
- Seal number
- Date cargo is to arrive
- POD
- Name and voyage number of mother vessel if transshipped

5. Cargo Discharge:

5.1 Required by: 3.A.14

5.2 Reports due: Next business day following discharge

5.3 Medium: Excel attachment to email

5.4 Distribution: Cognizant SDDC terminal as advised by COR

5.5 Required elements:

- TCN
- Container number with prefix
- POD
- Name and voyage number of vessel making delivery
- Name and voyage number of original vessel(s) if transshipped
- PCFN/ Contractor booking number
- Seal number
- Date and time the cargo was discharged from the vessel, Date and time cargo is scheduled to be available for commencement of drayage or line-haul from port
- Seal and/or keyless lock number

6. Cargo Disposition:

6.1 Required by: 3.A.14

6.2 Reports due: Next business day following discharge

6.3 Medium: Excel attachment to email

6.4 Distribution: Cognizant SDDC terminal as advised by COR

6.5 Required elements:

- Contractor name
- Port
- Date, time, and mode of commencement of drayage or line-haul from discharge port
- TCN
- Container number and prefix, provided by next business day following discharge

7 Contractor Containerization:

7.1 Required by: 3.A.14

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.14

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.14

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 RDC 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). RDC 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 RDC contractor for loss/damage to cargo is the same in both situations. Also, compensation due the RDC 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 RDC contractor (the real parties in interest) where non-Government cargo is involved. These matters include:

- Claims procedures and claims dispute resolution procedures related to Prime Vendor cargo and Prime Vendor claims against a RDC Contractor for loss/damage to Prime Vendor cargo;
- RDC Contractor claims against a Prime Vendor for loss/damage to RDC Contractor equipment;
- RDC Contractor claims against a Prime Vendor for detention of RDC Contractor equipment;
- RDC 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);
- RDC 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);
- RDC 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 RDC 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 RDC contractor have specific, factual knowledge and evidence related to such matters and the delivery location. The contractual intent is for the Prime Vendor and the RDC 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 RDC contractor are not established and problems are not resolved directly between the Prime Vendor and the RDC 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 RDC contractor for resolution, not to DLA or USTRANSCOM. The RDC 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 RDC Contractor claims against a Prime Vendor for loss/damage to RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for detention of RDC Contractor equipment; RDC 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); RDC 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); RDC 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 RDC Contractor for services not ordered by the Government). The RDC contractor shall submit directly to the Prime Vendor, with copy to the RDC Contracting Officer, any claim for damage, detention, port storage, reefer maintenance, or services not ordered by the U.S. Government. If the RDC contractor is unable to communicate directly with the Prime Vendor for any reason, the RDC Contractor shall so advise the RDC Contracting Officer. In those instances, or instances where the resolution of Prime Vendor / RDC Carrier claims is at an impasse, the RDC 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 RDC contractor may pursue any rights it may have under this contract and may file a claim with the RDC 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 RDC 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 RDC contractor may, at any time after the RDC contractor has initiated arbitration, a lawsuit, or demand for binding ADR against a Prime Vendor for amounts due to the RDC 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 RDC contractor in the amount of the arbitral demand made by the RDC 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 RDC contractor provides to the Government a copy of the arbitral award, judgment or binding ADR decision in the RDC 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 RDC 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 RDC 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 RDC 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/RDC Carrier Agreement is provided in Attachment 9.

1.3.2. Prime Vendor and RDC Contractor Agreements.

The RDC contractor is not required to negotiate a Prime Vendor/RDC Carrier Agreement (such as Attachment 9) in order to be considered for the award of cargo, however the RDC contractor is encouraged to enter into a written agreement with the Prime Vendor which should, as a guide, use the Prime Vendor/RDC Carrier Agreement (See Attachment 9) to define procedures to submit and process claims and resolve disputes arising in connection with U.S. Government ordered transportation services for non-Government owned cargo. A copy of the agreement and any changes thereto, shall be furnished to the RDC Contracting Officer. The RDC 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 RDC 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 RDC Contracting Officer. In negotiating any agreement, the RDC 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 RDC contractor. Similarly, the RDC 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 RDC Contractor for loss/damage to Prime Vendor cargo; RDC Contractor claims against a Prime Vendor for loss/damage to RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for detention of RDC Contractor equipment; RDC 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); RDC 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); RDC 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 RDC 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 RDC contract apply equally to the transportation of both Government owned and non-Government owned cargo. The Prime Vendor/RDC Carrier Agreement (Attachment 9) incorporates the RDC-05 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 RDC 05 contract when it describes the rights and obligations between the Prime Vendor and RDC 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/RDC 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 RDC 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 RDC Contractor, including descriptions in this contract incorporated by reference into the DLA contract. The RDC 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 RDC 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 RDC 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 RDC 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 RDC 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 RDC 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 RDC 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 RDC Contractor, not the U.S. Government. The Prime Vendor and RDC 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 RDC 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 caused by the Prime Vendor.
- i. Under PWS paragraph 6.C.2, the Prime Vendor, not the Government, pays the RDC Contractor for detention caused by the Prime Vendor. The Prime Vendor and RDC 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 RDC 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 RDC Contractor may develop their own reports and formats.

1.7 The DLA Contracting Officer will deliver a signed Prime Vendor/RDC Carrier Agreement executed by the Prime Vendor to the RDC 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 RDC Contracting Officer will forward the agreement to the RDC contractors who

have accepted rates for the Prime Vendor location(s). Once the RDC contractor has signed the agreement(s), the signed agreement(s) is forwarded to the Prime Vendor with a copy forwarded to the RDC Contracting Officer.

PRIME VENDOR/RDC 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 Regional Domestic Contract (RDC);

WHEREAS, RDC 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 RDC Contractor for loss/damage to Prime Vendor cargo; RDC Contractor claims against a Prime Vendor for loss/damage to RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for detention of RDC Contractor equipment; RDC 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); RDC 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); RDC 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 RDC 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 RDC 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 RDC carriers, The Prime Vendor and any RDC carrier accepting the terms of this Agreement (hereinafter referred to as Accepting RDC Carrier) agree as follows:

1. The Prime Vendor will submit directly to the Accepting RDC 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 RDC 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 RDC contract.
2. The Accepting RDC 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 RDC 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 RDC contract.

4. The Prime Vendor and the Accepting RDC 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 RDC 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 RDC Contractor for loss/damage to Prime Vendor cargo; RDC Contractor claims against a Prime Vendor for loss/damage to RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for detention of RDC Contractor equipment; RDC 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); RDC 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); RDC 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 RDC Contractor for services not ordered by the Government.
6. The parties acknowledge that the terms of the RDC contract are applicable to this Agreement and incorporate by reference into this Agreement the RDC contract in force at the time PV cargo is booked. For example, the standard of liability of an Accepting RDC Carrier for loss/damage to PV cargo is the same as the standard of liability of a RDC carrier for loss/damage to government-owned cargo under RDC. Similarly, the compensation due an Accepting RDC 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 RDC Carrier for such matters under RDC. Section 1.6 of Attachment 8 to the RDC contract describes specific provisions of the RDC contract that are modified to acknowledge that the transportation described herein involves PV cargo, not government-owned cargo; that RDC 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 RDC carrier, not the Government.

XXXXXXXXX XXXXXXXXXXXX, INC.

"The Prime Vendor

Date:

By:

Title:

The undersigned, an authorized representative of YYYYYYYYYYYYYY YYYYYYYYYY, INC., hereby accepts and agrees to the terms and provisions above of this Agreement.

YYYYYYYYYYYYYYYYYYYY YYYYYYYYYY, INC.

"Accepting RDC 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 RDC contract, the parties may record their supplemental agreement below OR may record it elsewhere.)

VESSEL	DESCRIPTION OF U.S. SHIPYARD WORK PERFORMED	COST OF WORK PERFORMED	SHIPYARD NAME AND ADDRESS	INCLUSIVE DATES OF WORK PERFORMED
	TOTAL COST OF QUALIFYING US SHIPYARD WORK:		TOTAL DAYS OF QUALIFYING US SHIPYARD WORK:	
VESSEL	DESCRIPTION OF U.S. SHIPYARD WORK PERFORMED (government reimbursed)	COST OF WORK PERFORMED (government reimbursed)	SHIPYARD NAME AND ADDRESS	INCLUSIVE DATES OF WORK PERFORMED
	TOTAL COST OF US SHIPYARD WORK (government reimbursed):		TOTAL DAYS OF US SHIPYARD WORK:	

COMPANY NAME
CONTRACT/SOLICITATION NUMBER

Attachment 10

VESSEL	DESCRIPTION OF QUALIFYING FOREIGN SHIPYARD WORK PERFORMED	COST OF WORK PERFORMED	SHIPYARD NAME AND ADDRESS	INCLUSIVE DATES OF WORK PERFORMED
	TOTAL COST OF QUALIFYING FOREIGN SHIPYARD WORK:		TOTAL DAYS OF QUALIFYING FOREIGN SHIPYARD WORK:	
VESSEL	DESCRIPTION OF FOREIGN SHIPYARD WORK PERFORMED (government reimbursed)	COST OF WORK PERFORMED (government reimbursed)	SHIPYARD NAME AND ADDRESS	INCLUSIVE DATES OF WORK PERFORMED
	TOTAL COST OF FOREIGN SHIPYARD WORK (government reimbursed):		TOTAL DAYS OF FOREIGN SHIPYARD WORK:	

MONTH and YEAR	
FREIGHT TYPE	COST SPEND*
Break-bulk	
Containers	
Accessorials	
Miscellaneous	
TOTAL*	

* rounded to the nearest whole dollar

We certify the above is true and correct.

CARRIER REPRESENTATIVE

MONTH and YEAR	
FREIGHT TYPE	COST SPEND*
Break-bulk	
Containers	
Accessorials	
Miscellaneous	
TOTAL*	

* rounded to the nearest whole dollar

We certify the above is true and correct.

CARRIER REPRESENTATIVE

MONTH and YEAR	
FREIGHT TYPE	COST SPEND*
Break-bulk	
Containers	
Accessorials	
Miscellaneous	
TOTAL*	

* rounded to the nearest whole dollar

We certify the above is true and correct.

CARRIER REPRESENTATIVE

MONTH and YEAR	
FREIGHT TYPE	COST SPEND*
Break-bulk	
Containers	
Accessorials	
Miscellaneous	
TOTAL*	

* rounded to the nearest whole dollar

We certify the above is true and correct.

CARRIER REPRESENTATIVE

**ORDERING PROCEDURE
CARRIER SELECTION
"FAIR OPPORTUNITY PROCESS"**

1. Fair Opportunity to Compete.

1.1. Fair Opportunity to Compete for Task Order (booking) Awards: Under the Regional Domestic Contract (RDC)-5S multiple award contracts, fair opportunity for booking awards is provided through a "best value" booking process detailed below. Only appointed cargo bookers (ordering officers) are authorized to book orders. The cargo bookers are responsible for evaluating shipment requirements and for making independent best value booking decisions.

1.2. Ordering Clause: IAW FAR 16.505, Ordering, all multiple award contractors shall be provided a fair opportunity to be considered for each order in excess of \$3,000 pursuant to the procedures established in this section, unless the contracting officer (or ordering officer / booker) determines that:

a. The agency's need for the services or supplies is of such urgency that providing such opportunity to all such contractors would result in unacceptable delays.

b. Only one such contractor is capable of providing the services or supplies at the level of quality required because the services or supplies ordered are unique or highly specialized.

c. The task/delivery order should be issued on a sole source basis in the interest of economy or efficiency because it is a logical follow-on to an order already issued under the contract, provided that all awardees were given a fair opportunity pursuant to the procedures in this clause to be considered for the original order.

d. It is necessary to place an order to satisfy a minimum guarantee.

1.3. All bookings will be awarded in accordance with the Cargo Preference Act of 1904, with a priority given to VISA participants. Application of the "VISA Priorities" listed below for booking cargo ensures these requirements are met. SDDC will provide an updated list of VISA participants to designated Ordering Officers as changes to the list occur. Notwithstanding anything contained in this contract, nothing should be construed as effecting, changing or weakening the Cargo Preference Act of 1904 (10 U.S.C. 2631). Any waiver or change to this policy must be consistent with that provided under existing law."

2. Ordering Process for Bookings:

2.1. RDC-5S allows for cargo bookings based on a "best value" concept.

2.2. The best value analysis will consider the following factors and sub-factors:

a. Technical—the ordering officer first evaluates potential carriers on a pass/fail basis to determine which carriers can meet the following technical requirements for the shipment or group of shipments that the ordering officer requires to move together:

- (1) Can meet or exceed RDD
- (2) Can provide all required services and accessories and has awarded rates for same.
- (3) Has required equipment

b. VISA Priorities—once the field of potential carriers meeting the technical requirements is identified, a review of the technically compliant carriers is conducted to determine which carriers have the highest VISA priority based upon the criteria below. The carriers/carrier identified as meeting the highest VISA priority under the following scheme are then evaluated as to the US Domestic Shipyard Preference as described in paragraph "d" 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 US Domestic Shipyard capacity (capacity exclusively engaged in the domestic trades) to Stage

III of VISA and a current, minimum commitment of the remainder of its U.S. flag vessel capacity to Stages I, II and III or, VISA or with regard to an offer for a long-term charter to DoD that has made a current, minimum commitment of its U.S. flag vessel capacity to Stage III of VISA. The U.S. Flag Vessel Sharing Agreement (VSA) capacity of such a participant also is grouped in this category of priority.

(2) U.S. flag vessel capacity operated by a VISA "Participant" that has made a current, minimum commitment of its U.S. Flag vessel capacity to Stage III of VISA and the U.S. flag Vessel Sharing Agreement (VSA) capacity of such a Participant.

(3) U.S. flag vessel capacity operated by a non-Participant.

(4) Combination U.S./foreign flag vessel capacity operated by the kind of "Participant" described in paragraph a above and/or the combination U.S./foreign flag VSA capacity of such a Participant.

(5) Combination U.S./foreign flag vessel capacity operated by the kind of "Participant" described in paragraph b above and/or the combination U.S./foreign flag VSA capacity of such a Participant.

(6) Combination U.S./foreign flag vessel capacity operated by a non-participant.

(7) U.S. owned or operated foreign flag vessel capacity and/or VSA capacity of the kind of "Participant" described in paragraph a above.

(8) U.S. owned or operated foreign flag vessel capacity and/or VSA capacity of the kind of "Participant" described in paragraph b above.

(9) U.S. owned or operated foreign flag vessel capacity and/or VSA capacity of a non-Participant.

(10) Foreign-owned or operated foreign flag vessel capacity of a non-participant.

c. Best Value Determination—carriers meeting the technical requirements above, who are identified as falling within the highest identified VISA priority group will be evaluated based upon the factors below. Evaluation factors are listed in descending order of importance. Subfactors within the Past Performance factor are of equal importance.

d. Evaluation Factors:

(1) Past Performance

(i) Carriers' Performance Score from the Assessment at Section 5 of the PWS. (All contractors will automatically receive a contractor rating of "Alpha" for the first 90 days after contract award.)

(ii) History of meeting RDD for the required route

(2) US Domestic Shipyard Preference

(i) Carriers will be evaluated based upon the highest US Domestic Shipyard Preference as determined by the evaluation of US shipyard repairs per the evaluation criteria stated in the solicitation (DFARS 247.573-2).

(3) Cost

(i) Total prices of all the services (line haul, ocean freight and accessorial) applicable to the booking.

*Note: pursuant to the provision of Section 5 of the PWS, the Government will assign each contractor a "Performance Score" that will be considered in the Past Performance evaluation factor. Assignment of certain "performance scores" may result in a decision by the Government to consider certain carriers before others, or to exclude a carrier from certain types of cargo movements (i.e. unit moves, etc.) regardless of their technical or cost scores in the best value process. Certain best value booking evaluations may result in no bookings awarded under this contract and the Government utilizing a charter service instead.