

APPENDIX F

DIRECT OCEAN BOOKING PROCEDURES

1. Electronic exchange of booking information is required by this contract. Electronic Data Interchange (EDI) is the preferred method for exchange of this data. A Trading Partner Agreement (TPA) sets forth the terms and conditions governing the conduct of EDI transactions associated with the acquisition, movement, invoicing, and payment of transportation and related services from commercial providers. The contractor shall execute a TPA with MTMC no later than 14 calendar days after contract award.
2. The contractor shall utilize its own automated system for the direct booking of POV shipments with the government directed sources (GDS) for over-ocean carriage in accordance with the procedures cited herein. The contractor shall utilize upon its availability the government Integrated Booking System (IBS) for the purpose of direct booking of shipments with GDS for over-ocean carriage. The transition to IBS will be directed by the Contracting Officer and the contractor will be notified a minimum of 90 days prior to transitioning to IBS.
3. The contractor shall act as an authorized agent for the Government. The contractor shall be responsible for obtaining ocean transportation for POVs departing CONUS and OCONUS and will utilize the applicable GDS for these services as the guiding source of carrier selection, rates, and terms of carriage.
4. For the purposes of this contract the calculation of the low cost method will include the origin and destination inland linehaul costs plus the ocean transportation costs.
5. The contractor will use the priorities and policies for booking traffic that are outlined in the booking policies as specified by the GDS over-ocean shipping contracts. The contractor will tender the container/shipment to the ocean carrier as soon as possible after receipt of the POV to allow for movement to the destination within the required delivery dates (RDD) allotted.
6. Certain ocean transportation routes have maximum percentages for DOD cargo allocations. The Contracting Officer may direct the contractor to use specific ocean carriers.
7. The contractor shall obtain a U.S. flag non-availability determination (authorization to use foreign flag vessels because U.S. flag vessel or combination U.S. flag/foreign flag service is not available) from MTMC. See H-6 of the Universal Service Container Contract as an example.
8. The contractor will maintain a record of all bookings for a minimum of four months after the sailing date of the vessel, a specific section of this log will record refusals by GDS ocean carriers. If all carriers with rates filed in the applicable GDS refuse the

shipment, or no rates exist, the contractor shall notify MTMC to make arrangements for movement. MTMC will provide arrangements within two business days to the contractor or the contractor shall make its own arrangements with any other U.S. flag carrier. However, all privately owned vehicle (POV) shipments that are booked under these conditions will be reported on a monthly basis to the addresses in Appendix J. The record/log shall contain at a minimum the following data:

- Service member's name
- Social Security number
- Destination/Origin
- Carrier(s) contacted with times and dates
- Carrier(s) utilized

9. POVs shall be booked on a breakbulk basis via roll on /roll off breakbulk carriers or on a container yard to container yard basis in accordance with Contracting Officer direction or priority of use of carriers between the two geographic areas. POVs shipped in containers shall be containerized by the contractor and offered to the ocean carrier on a shipper's Load, Stow and Count basis. The contractor is responsible for appropriate container stuffing and/or stripping, linehaul, and all other services related to shipping the POV. The contractor may maintain and operate any intermediate consolidation/marshaling points at its own expense. The contractor shall only utilize those ports as outlined in the applicable GDS. The contractor is responsible for all customs clearances in connection with ocean transport unless otherwise specified in this contract.

10. If a POV shipment involves ocean carriage over two oceans (i.e. Germany to Korea) it may be necessary to consider each ocean voyage separately for purposes of commercial ocean carrier use or booking.

11. For purposes of this contract, the calculation of the proper designated carrier under the GDS may include overall costs or the Best Value carrier as designated by the applicable contract.

12. From time to time during the period of the contract, the Contracting Officer may designate changes to carrier priority based on the GDS in place at the time.