

AMG	Average Minimum Guarantee
BAF	Bunker Adjustment Factor
CO	Contracting Officer
CONUS	Continental United States
COR/ACOR	Contracting Officer's Representative and Alternate COR
CPA	Cargo Preference Act (1904)
DFARS	Defense Federal Acquisition Regulation Supplement
DoD	Department of Defense
DSC	Deployment Support Command
DTEDI	Defense Transportation Electronic Data Interchange
EDI	Electronic Data Interchange
FEU	Forty Foot Equivalent Unit
FAR	Federal Acquisition Regulation
FAK	Freight All Kinds
IMO	International Maritime Organization
ISO	International Organization for Standardization
IBS	Integrated Booking System
ITGBL	International Through Government Bill of Lading
MT	Measurement Ton (40 Cubic Feet)
SDDC	Military Traffic Management Command
OCBO	Ocean Cargo Booking Office
OCCA	Ocean Cargo Clearance Authority
OCI	Ocean Carrier Interface
OCONUS	Outside Continental United States
OO	Ordering Officer
PCO	Procuring Contracting Officer
POD	Port of Discharge
POE	Port of Embarkation
POV	Privately Owned Vehicle
PWS	Performance Work Statement
QCP	Quality Control Plan
RDD	Required Delivery Date
REEFER	Refrigerated Container
RFP	Request for Proposals
RO/RO	Roll
SRP	Sealift Readiness Program
TCMD	Transportation Control & Movement Document
TCN	Transportation Control Number
TEU	Twenty Foot Equivalent Unit
TSD	Treatment, Storage or Disposal Facility
VISA	Voluntary Intermodal Sealift Agreement
VOCC	Vessel Operating Common Carriers

As used throughout this Contract, the following terms shall have the meaning as set forth below:

Administrative Contracting Officer (ACO) – Is a warranted CO who is responsible for, but not limited to the following: appoint and train the Contracting Officer Representative (COR/ACOR), issue administrative modifications, analyze Contractor claims, evaluate the Contractor's performance, and provide reports on the Contractor's performance to the CO.

Alternate Contracting Officer's Representative Agreement (ACOR) – Appointed in writing by the CO. Responsible for, but not limited to, the following: monitors the Contractor's performance in accordance with the terms and conditions of the contract, ensures Contractor's compliance with reporting requirements, provides data for Government reports, verifies/certifies services and conducts initial review of Contractor's claims. Acts in the absence of the Contracting Officer's Representative

Agreement – See Contract.

Arrival – Tie-up at wharf or pier

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.

Baggage – Personal effects of a traveler that are needed in connection with official travel and immediately upon arrival at the point of assignment. Materials belonging to the Government may be included.

Bi-Factor Rates – The use of single factor (port to point or point to port) rate contained in the contract combined with a linehaul and/or mileage rate from the contract to create a through point to point rate.

Boats – Includes all craft in excess of thirty-five (35) feet in length assigned exclusively for use on or under water and may or may not include a cradle for stowage.

Booking – Offer by the 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 Containerizable.

Bulk Cargo – Dry or Liquid Cargo which is not subject to mark or count, shipped in fluid or loose state and not packaged for ocean carriage in any manner, such as grain, ore, coal, chemicals, oil, or liquid latex

Car Carrier – A trailer/container of open framework designed for carriage of automobiles or other unboxed vehicles.

Cargo Trailer – See "Van".

Cargo Handling – Services that consist of stuffing, unstuffing, transloading, and consolidation of containerized cargo at Contractor designated facilities. Lift-on/Lift-off services for cargo, mounting and grounding of containers, loading and unloading of high, wide, and heavy cargo

to/from inland conveyances at ports or inland origin/destination. This service shall include, without regard to type/size container, the tallying of cargo, and necessary blocking, bracing, and dunnage.

Carrier – Any Vessel Operating Common Carrier (VOCC) awarded a Contract pursuant to this solicitation, including its agents and subcontractors. The term “Carrier” is used interchangeably with the term “Contractor.”

Chassis – A platform equipped with running gear and front end support on which a container is placed for transport.

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

Consolidation – The combination of many small shipments into one container at a centralized point

Container – An International Standard Organization for Standardization (ISO) cargo conveyance which confines and protects the cargo from loss or damage, can be handled in transit as a unit and can be mounted and secured in or on marine, rail or highway equipment. Common types of containers are: weatherproof, (dry enclosed, refrigerated, van, tank, high cube), non-weatherproof, (open top, car carrier, or flat racks)

Container Detention – Charges assessed against the Government for delaying the release of Carrier equipment beyond allowed free time

Containerizable Cargo – All cargo which can be physically loaded in or on a container.

Contract – The document which contains the contractual terms pursuant to which a Carrier agrees to accomplish transportation of such lawful cargo as may be tendered by the Government.

Contracting Officer (CO) – A CO within the scope of that definition in Federal Acquisition Regulation 52.202-1, who has been appointed or designated as such by the PARC, HQ SDDC. (See Procurement Contracting Officer)

Contracting Officer Representative (COR/ACOR) – Appointed in writing by the CO. Responsible for, but not limited to, the following: monitors the Contractor’s performance in accordance with the terms and conditions of the contract, ensures Contractor’s compliance with reporting requirements, provides data for Government reports, verifies/certifies services and conducts initial review of Contractor’s claims.

Contractor – See Carrier.

Continental United States (CONUS) – Forty-eight (48) contiguous states of the United States of America.

Controlled Atmosphere – Sophisticated, computer-controlled systems that manage the mixture of gases within a container throughout an intermodal journey.

Custom of the Trade – The established practice generally accepted by the trucking, rail and marine shipping industries in the geographic area where the service is provided.

Customs Entry – All countries required that the importer made a declaration on incoming foreign goods. The Importer then normally pays a duty on the imported merchandise. The Importer's statement is compared against the carrier's vessel manifest to ensure that all foreign goods are properly declared.

Cutoffs:

- > Local Cutoffs – The date and time publicly established by the Carrier when the cargo must be tendered to the Carrier at its terminal facility, or to the Carrier's agent to meet the requirement for lift from the inland origin of the cargo.
- > Vessel Cutoffs – The date and time publicly established by the Carrier when the cargo must be tendered to the Carrier at its terminal facility, or to the Carrier's agent to meet the requirement for lift to the booked vessel.

Dead Freight – Liability to pay for space booked but not used.

Deck Cargo – Includes all cargo stowed in open spaces on deck except Hazardous Cargo, which, in accordance with U.S. Coast Guard rules, must be stowed on deck.

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.

DTR – Defense Transportation Regulation 4600-R Part II

Detention – Charges assessed against the Government for delaying the release of Carrier equipment beyond allowed free time (See also Container Detention).

Discharging – The physical movement of cargo/container from the place of stowage on board a vessel to the pier.

Container/Cargo Diversion – To change the booked destination of a loaded container/trailer after transit has commenced, but before the container has commenced final drayage/linehaul from the port of discharge.

Drayage – The movement of cargo/container between the Carrier's terminal at the port where the cargo/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 (10) mile radius of that city's limits, by means other than the Carrier's principal vessels, such as by highway or railway. See Commercial Zone.

Driver Standby Time – The period of time that the inland participating cargo carrier (truck driver) waits with the container during a split pick-up/delivery service.

Dry Container – A completely enclosed weatherproof container.

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).

FEU – Forty (40) foot equivalent unit.

Flatrack (Platform) Container – A container without weatherproof sides and/or top. Includes platforms and flatracks with rigid or collapsible ends. They can be end loaded, top loaded or side loaded.

Free-In/Free-Out – Loading and discharging services are to be performed by the Government.

Futile Effort – The good faith effort of a Carrier to accept cargo which is futile due to fault of the Government. Does not include the instance in which the Carrier spots a container for a particular booking which does not materialize, but is able to utilize the spotted container for another booking without returning the container to its place of origin.

General Cargo – All dry cargo other than refrigerated cargo and vehicles. Dry cargo refers to shipments of straight or mixed loads of the commodities listed in the DTR Part II including hazardous cargo and Class I lethal chemicals (See “Explosives” in this attachment for the reference citing the classes of lethal chemicals).

Government – The United States Government, its agents and Contractors, party to this Contract, and the Consignees, their agents and Contractors unless used in a context to refer to another Government such as a foreign or local government. Does not include Contractors party to this Contract. Ordering activities authorized under this Contract are included.

Government Tractor – A tractor used by the Government to transport the Contractor's containers placed on chassis or over-the-road trailers.

GTMO, Cuba – Destinations within 10 miles from the wharf are deemed to be in Guantanamo.

Hazardous Cargo – A substance or material including a hazardous substance, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety and property when transported in commerce and which has been so designated.

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

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.

Hold Baggage – Unaccompanied baggage that is transported in the hold of a ship.

Household Goods – All items associated with the home and all personal effects belonging to a member and dependents on the effective date of the members' PCS/TDY order, that legally may be accepted and transported by an authorized commercial transporter.

Inoperable – Not capable of being operated. This shall not include vehicles, which are required to be inoperative for containerization.

International through Government Bill of Lading (ITGBL) Carrier – a Carrier or forwarder of personal property that holds an appropriate certificate(s) or permit(s) issued by a Federal or State regulatory agency approved by DoD. ITGBL Carriers are DoD designated Government Carriers with ordering authority to book Code 3 MHHG under this document.

JaxPort – Destinations within 15 miles from the pier are deemed to be in JaxPort.

K-Term - A container booking wherein the ocean Carrier accepts or terminates responsibility at the terminal. The Government is responsible for having the cargo or container either moved to and/or removed from the Carrier's terminal i.e., pier-to-pier service.

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

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

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

Liner Terms – The Carrier assumes all responsibilities and cost for the cargo from the port or point where the cargo is receipted for by the Carrier to the destination port or point where the Carrier makes the cargo available to the consignee.

Loading – The physical movement of cargo/container from the pier to place of stowage on board a vessel.

M Term – The Carrier assumes all responsibilities and cost for the cargo from the point where the cargo is receipted for by the Carrier to the destination point where the Carrier makes the cargo available to the consignee i.e., door-to-door service.

Measurement Ton (MT) – Forty (40) cubic feet or 2,240 lbs., whichever will generate the highest tonnage units and revenue when applied to the dimensions and weight of cargo.

Military Surface Deployment and Distribution Command (SDDC) – Commander, Military Surface Deployment and Distribution Command, Contracting Center, Global Intermodal Distribution Division, SDAQ-G, is appointed and designated as the Contracting Office for this requirement.

Normal Access – Such access to the space as will permit efficient and expeditious loading and discharging by means routinely employed in commercial practice in loading and discharging like cargo in liner service in ships service of the same type as the Carrier's vessel.

No Show – Booked cargo that is not available for lift on board the scheduled vessel sailing through no fault of the Contractor and which was not timely cancelled.

Ocean Cargo Booking Office (OCBO) – The SDDC Activity which 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).

Open Top Containers – A Container without a permanently affixed metal top. Top is a removable tarpaulin, which is supported by roof bows.

Ordering Activity – Includes the Commander, Operations Center (or his/her designee, and the Military Surface Deployment and Distribution Command, or his/her designee, and other agencies as designated.

Ordering Officer (OO) – Appointed by the Director, Contracting Center, SDDC, with a copy provided to the Carrier. Responsible for, but not limited to, the following: books cargo and issue shipping orders, samples bookings for low cost, monitors cargo allocation, recommends addition/deletion of routes/services, authorizes substitution of equipment and authorizes staging.

Over-Dimensional Cargo – Cargo that when booked to be shipped as container cargo where any one dimension exceeds any external container dimension of eight (8) feet wide or eight (8) feet six (6) inches high but does not exceed the following maximum dimensions:

Maximum Dimensions

Weight	Length	Width	Height
48,000 lbs.	40 feet 8 inches	11 feet	11 feet

Oversized Container Cargo – Cargo which when stowed aboard a cellular container ship would require more space than the space needed to load a forty (40) feet long, eight (8) feet six (6) inches high, eight (8) feet 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 fifty (50) feet long, more than eleven (11) feet wide or over eleven (11) feet high, or as determined by the OO, 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. Extra length charges are not applicable to cargo defined as oversized cargo.

Personal Property – Personal effects and property used or to be used in a dwelling when a part of the equipment or supply of such dwelling.

Place Designated By the Interstate Commerce Commission (ICC) – Places within the commercial zone of United States ports or inland cities, and places within a ten (10) mile radius

of the city limits of any U.S. port or inland city or limits of other places designated in the Schedule of Rates.

Platform – A container/trailer with no sides or top, but only the floor.

Procurement Contracting Officer (PCO) – The PCO is responsible for managing all contract actions and substantive contract changes. The terms PCO and CO are used interchangeably

Protected Stow – The placement of cargo in a manner, which can be stowed either above or below deck that will protect the cargo from wind, water, and other damages associated with the weather and sea.

Quality Assurance Evaluator (QAE) – QAE Representative of the government who has been appointed as a Quality Assurance Evaluator to be responsible for providing technical assistance to the Contracting Officer in administration of the contract. The QAE must be responsible for inspection and acceptance of materials and services rendered by the contractor.

Rail Intermodal Equipment – A unit for transporting commodities in trailer or container on freight-car service from point-to-point, constructed in such a manner that it may be mounted and secured on a car, chassis or bogie for the purpose of such locomotives.

Receiving Activity – Place, other than the Carrier's terminal, designated by the OO for receipt of cargo/containers from the Carrier for stuffing or unstuffing.

Refrigerated Container – A weatherproof container used for the carriage of controlled temperature cargo which is properly insulated against the effects of temperature outside the container and is equipped with mechanical, thermostatically temperature controlled air circulation or air exchange cooling equipment with venting capability capable of providing temperature protection to cargo, between seventy five (75) degrees and minus ten (-10) degrees Fahrenheit. Further definition is as follows:

> Non-Self-Sustaining. A refrigerated container, which requires a power or fuel source, not mounted on the refrigerator or its chassis, to operate the refrigeration unit.

> Self-Sustaining. A refrigerated container which does not need an external power or fuel source, and upon which a self-contained power unit is mounted, either on the container or its accompanying chassis. The container is self-sustained only while the power unit and its fuel source are mounted.

Regularly Scheduled Sailings – Sailing at regular intervals maintained between the same port ranges and consisting of regular arrivals and departures along an established route.

Relay Service – Service by which an ocean Carrier serving the port of origin by direct vessel call with one of its vessels and the port of destination by direct vessel call with another of its vessels provides transportation between such ports via an intermediate port served by both vessels at which cargo is transferred from one vessel to the other.

Required Delivery Date (RDD) – A date established by the application of the standards in the contract when cargo must be delivered by the Contractor. RDDs will not require delivery in less

time than the standard, unless mutually acceptable between the OO and the Contractor in the booking.

Re-routing – To change the booked destination of a loaded container after final drayage/linehaul has commenced from the port of discharge. Short stop, stop-off, and re-spot shall not be considered rerouting regardless of when they occur.

Re-spot – To move a container from the initial point of delivery within a facility to another point within that facility.

Schedule – Where used, this term refers to the items listed in the CARES II SM tables as noted in the CLIN description. These tables contain the rates approved for use with this contract.

SEAVAN Service Codes – DTR codes which indicate the extent of service for which the ocean Carrier is paid.

When the ocean Carrier's responsibility for movement begins or ends:

K	At the Carrier'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 per ICC).
1-9	In a modified zone for certain port cities as defined in this Contract. The number codes used COR/ACOR respond 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 Carrier. 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 ocean carrier. 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 for Specialized Customer Requirements (SCR) Section cargo shipments.

Short Stop – To stop a stuffed container at the Carrier's terminal where the Government elects to take delivery.

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

Single Factor Rate – A single rate that includes all segments of the international transportation move from origin to destination.

Sorting – Segregating, tallying and stacking of cargo into a warehouse or distribution center.

Split Pick-Up/Delivery – The subsequent movement of a conveyance from one load/off-load station within a facility to another load/off-load station within that same facility for additional stuffing and/or stripping.

Spot – The placement of a container for stuffing or stripping.

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

Stop-Off – An authorized stop to load or off-load partial shipments.

Stripping – The process of unloading a container.

Stuffing – The placement of cargo into a container including any necessary blocking, bracing, or dunnaging.

Surface Transportation Board (STB) – Successor Agency to the Interstate Commerce Commission and Commission Termination Successor Agency to ICC, the agent of Congress designated to implement the Interstate Commerce Act which regulates rates, rules, and practices of rail transportation lines engaged in interstate traffic, motor Carriers, common and contract water Carriers operating in domestic trade, and freight forwarding companies.

Swing Cargo – Cargo, which may be Containerizable or shipped breakbulk/RO/RO.

TEU – Twenty (20) foot equivalent unit.

Tractor – A motor vehicle designed primarily for hauling containers/trailers over the road.

Trailer – A vehicle designed without motive power, to be drawn by another vehicle and so constructed that no part of its weight rests upon the towing vehicle.

Transloading – A direct cross-dock transfer of cargo from one conveyance to another without grounding or storing the cargo.

Transshipment – To transfer goods from one transportation line to another, or from one ship to another.

Underdeck Stow – The placement of cargo in a manner which is stowed below the vessel's deck in its holds and protects the cargo from wind, water, and other damages associated with the weather and sea.

Van – A containerized vehicle permanently mounted on undercarriage and wheels.

Wheeled Or Tracked Vehicles (Unboxed and Containerizable) – Includes all types of unboxed, land or amphibious equipment or conveyances, set up on wheels or tracks, whether or not self-propelled, but excluding railroad locomotives and set up railroad rolling stock. Vehicles shall be freighted on the basis of extreme dimensions as offered for shipment.

Working Day – Monday through Friday and excludes weekends and locally observed holidays.