

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, AND 30				1. REQUISITION NUMBER		PAGE 1	
2. CONTRACT NO. [REDACTED]		3. AWARD/EFFECTIVE DATE 09-Jul-2019		4. ORDER NUMBER		5. SOLICITATION NUMBER HTC71119RW001	
7. FOR SOLICITATION INFORMATION CALL:		a. NAME JESIKA A. DEARMOND				b. TELEPHONE NUMBER (No Collect Calls) 618-2207047	
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 OR <input type="checkbox"/> SET ASIDE: _____ % FOR: <input type="checkbox"/> SMALL BUSINESS <input type="checkbox"/> WOMEN-OWNED SMALL BUSINESS (WOSB) <input type="checkbox"/> HUBZONE SMALL BUSINESS <input type="checkbox"/> ELIGIBLE UNDER THE WOMEN-OWNED SMALL BUSINESS PROGRAM <input type="checkbox"/> SERVICE-DISABLED VETERAN-OWNED SMALL BUSINESS <input type="checkbox"/> EDWOSB <input type="checkbox"/> 8(A) NAICS: 483111 SIZE STANDARD: 500			
11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED <input type="checkbox"/> SEE SCHEDULE		12. DISCOUNT TERMS Net 30 Days		13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700) <input type="checkbox"/>		13b. RATING	
15. DELIVER TO SDDC-IM (DCS FOR INFORMATION MANAGEMENT) MEGAN MANN NG SDDC-IMA 1 SOLDIER WAY SCOTT AFB IL 62225		CODE W81GYE		16. ADMINISTERED BY SEE ITEM 9			
17a. CONTRACTOR/OFFEROR [REDACTED] TELEPHONE NO. <input type="checkbox"/>		CODE [REDACTED]		FACILITY CODE		18a. PAYMENT WILL BE MADE BY HQ SDDC G8 1 SOLDIER WAY BLDG 1900W SCOTT AFB IL 62225-5006 CODE W80YCG	
17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER <input type="checkbox"/>				18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a. UNLESS BLOCK BELOW IS CHECKED <input checked="" type="checkbox"/> SEE ADDENDUM			
19. ITEM NO.		20. SCHEDULE OF SUPPLIES/ SERVICES		21. QUANTITY		22. UNIT	
		SEE SCHEDULE				23. UNIT PRICE	
						24. AMOUNT	
25. ACCOUNTING AND APPROPRIATION DATA						26. TOTAL AWARD AMOUNT (For Govt. Use Only) \$ [REDACTED]	
<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							
<input type="checkbox"/> 28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN <u>0</u> COPIES TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED.				<input type="checkbox"/> 29. AWARD OF CONTRACT: REF. 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)			
30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)		30c. DATE SIGNED		31b. NAME OF CONTRACTING OFFICER (TYPE OR PRINT) WILLIAM R. HENDERSON / CONTRACTING OFFICER TEL: 618-220-7079 EMAIL: william.r.henderson12.civ@mail.mil		31c. DATE SIGNED 09-Jul-2019	

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS (CONTINUED)				PAGE 2	
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	37. CHECK NUMBER
<input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL				<input type="checkbox"/> COMPLETE <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 (<i>Print</i>)		
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER		41c. DATE	42b. RECEIVED AT (<i>Location</i>)		
			42c. DATE REC'D (<i>YY/MM/DD</i>)	42d. TOTAL CONTAINERS	

CLAUSES INCORPORATED BY FULL TEXT

252.225-7975 ADDITIONAL ACCESS TO CONTRACTOR AND SUBCONTRACTOR RECORDS
(DEVIATION 2020-00022) (AUG 2020)

(a) In addition to any other existing examination-of-records authority, the Government is authorized to examine any records of the Contractor and its subcontractors to the extent necessary to ensure that funds, including supplies and services, available under this contract are not provided, directly or indirectly, to a person or entity that is actively opposing United States or coalition forces involved in a contingency operation in which members of the Armed Forces are actively engaged in hostilities.

(b) The substance of this clause, including this paragraph (b), is required to be included in subcontracts, including subcontracts for commercial items, under this contract that have an estimated value over \$50,000 and will be performed outside the United States and its outlying areas.

(End of clause)

252.225-7993 PROHIBITION ON PROVIDING FUNDS TO THE ENEMY (DEVIATION 2020-00022) (AUG 2020)

(a) The Contractor shall—

(1) Exercise due diligence to ensure that none of the funds, including supplies and services, received under this contract are provided directly or indirectly (including through subcontracts) to a person or entity who is actively opposing United States or Coalition forces involved in a contingency operation in which members of the Armed Forces are actively engaged in hostilities;

(2) Check the list of prohibited/restricted sources in the System for Award Management (SAM) at www.sam.gov -

(i) Prior to subcontract award; and

(ii) At least on a monthly basis; and

(3) Terminate or void in whole or in part any subcontract with a person or entity listed in SAM as a prohibited or restricted source pursuant to section 841 of the National Defense Authorization Act for Fiscal Year 2015 (Pub. L. 113-291), as amended, unless the Contracting Officer provides to the Contractor written approval of the head of the contracting activity to continue the subcontract.

(b) The Head of the Contracting Activity has the authority to—

(1) Terminate this contract for default, in whole or in part, if the Head of the Contracting Activity determines in writing that the contractor failed to exercise due diligence, as required by paragraph (a) of this clause; or

(2)(i) Void this contract, in whole or in part, if the Head of the Contracting Activity determines in writing that any funds received under this contract have been provided directly or indirectly to a person or entity who is actively opposing United States or Coalition forces involved in a contingency operation in which members of the Armed Forces are actively engaged in hostilities.

(ii) When voided in whole or in part, a contract is unenforceable as contrary to public policy, either in its entirety or with regard to a segregable task or effort under the contract, respectively.

(c) The Contractor shall include the substance of this clause, including this paragraph (c), in subcontracts, including subcontracts for commercial items, under this contract that have an estimated value over \$50,000 and will be performed outside the United States and its outlying areas.

(End of clause)

52.204-25 PROHIBITION ON CONTRACTING FOR CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT (AUG 2020)

(a) Definitions. As used in this clause—

Backhaul means intermediate links between the core network, or backbone network, and the small subnetworks at the edge of the network (e.g., connecting cell phones/towers to the core telephone network). Backhaul can be wireless (e.g., microwave) or wired (e.g., fiber optic, coaxial cable, Ethernet).

Covered foreign country means The People's Republic of China.

Covered telecommunications equipment or services means—

- (1) Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities);
- (2) For the purpose of public safety, security of Government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities);
- (3) Telecommunications or video surveillance services provided by such entities or using such equipment; or
- (4) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

Critical technology means—

- (1) Defense articles or defense services included on the United States Munitions List set forth in the International Traffic in Arms Regulations under subchapter M of chapter I of title 22, Code of Federal Regulations;
- (2) Items included on the Commerce Control List set forth in Supplement No. 1 to part 774 of the Export Administration Regulations under subchapter C of chapter VII of title 15, Code of Federal Regulations, and controlled-
 - (i) Pursuant to multilateral regimes, including for reasons relating to national security, chemical and biological weapons proliferation, nuclear nonproliferation, or missile technology; or
 - (ii) For reasons relating to regional stability or surreptitious listening;
- (3) Specially designed and prepared nuclear equipment, parts and components, materials, software, and technology covered by part 810 of title 10, Code of Federal Regulations (relating to assistance to foreign atomic energy activities);
- (4) Nuclear facilities, equipment, and material covered by part 110 of title 10, Code of Federal Regulations (relating to export and import of nuclear equipment and material);
- (5) Select agents and toxins covered by part 331 of title 7, Code of Federal Regulations, part 121 of title 9 of such Code, or part 73 of title 42 of such Code; or

(6) Emerging and foundational technologies controlled pursuant to section 1758 of the Export Control Reform Act of 2018 (50 U.S.C. 4817).

Interconnection arrangements means arrangements governing the physical connection of two or more networks to allow the use of another's network to hand off traffic where it is ultimately delivered (e.g., connection of a customer of telephone provider A to a customer of telephone company B) or sharing data and other information resources.

Reasonable inquiry means an inquiry designed to uncover any information in the entity's possession about the identity of the producer or provider of covered telecommunications equipment or services used by the entity that excludes the need to include an internal or third-party audit.

Roaming means cellular communications services (e.g., voice, video, data) received from a visited network when unable to connect to the facilities of the home network either because signal coverage is too weak or because traffic is too high.

Substantial or essential component means any component necessary for the proper function or performance of a piece of equipment, system, or service.

(b) Prohibition.

(1) Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. The Contractor is prohibited from providing to the Government any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception at paragraph (c) of this clause applies or the covered telecommunication equipment or services are covered by a waiver described in FAR 4.2104.

(2) Section 889(a)(1)(B) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2020, from entering into a contract, or extending or renewing a contract, with an entity that uses any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception at paragraph (c) of this clause applies or the covered telecommunication equipment or services are covered by a waiver described in FAR 4.2104. This prohibition applies to the use of covered telecommunications equipment or services, regardless of whether that use is in performance of work under a Federal contract.

(c) Exceptions. This clause does not prohibit contractors from providing—

(1) A service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or

(2) Telecommunications equipment that cannot route or redirect user data traffic or permit visibility into any user data or packets that such equipment transmits or otherwise handles.

(d) Reporting requirement.

(1) In the event the Contractor identifies covered telecommunications equipment or services used as a substantial or essential component of any system, or as critical technology as part of any

system, during contract performance, or the Contractor is notified of such by a subcontractor at any tier or by any other source, the Contractor shall report the information in paragraph (d)(2) of this clause to the Contracting Officer, unless elsewhere in this contract are established procedures for reporting the information; in the case of the Department of Defense, the Contractor shall report to the website at <https://dibnet.dod.mil>. For indefinite delivery contracts, the Contractor shall report to the Contracting Officer for the indefinite delivery contract and the Contracting Officer(s) for any affected order or, in the case of the Department of Defense, identify both the indefinite delivery contract and any affected orders in the report provided at <https://dibnet.dod.mil>.

(2) The Contractor shall report the following information pursuant to paragraph (d)(1) of this clause

(i) Within one business day from the date of such identification or notification: the contract number; the order number(s), if applicable; supplier name; supplier unique entity identifier (if known); supplier Commercial and Government Entity (CAGE) code (if known); brand; model number (original equipment manufacturer number, manufacturer part number, or wholesaler number); item description; and any readily available information about mitigation actions undertaken or recommended.

(ii) Within 10 business days of submitting the information in paragraph (d)(2)(i) of this clause: any further available information about mitigation actions undertaken or recommended. In addition, the Contractor shall describe the efforts it undertook to prevent use or submission of covered telecommunications equipment or services, and any additional efforts that will be incorporated to prevent future use or submission of covered telecommunications equipment or services.

(e) Subcontracts. The Contractor shall insert the substance of this clause, including this paragraph (e) and excluding paragraph (b)(2), in all subcontracts and other contractual instruments, including subcontracts for the acquisition of commercial items.

(End of clause)

CLAUSES INCORPORATED BY REFERENCE

252.225-7976 (Dev) Contractor Personnel Performing in Japan. (DEVIATION AUG 2018
2018-O0019)

CLAUSES INCORPORATED BY FULL TEXT

252.225-7975 ADDITIONAL ACCESS TO CONTRACTOR AND SUBCONTRACTOR RECORDS
(DEVIATION 2020-O0001) (NOV 2019)

(a) In addition to any other existing examination-of-records authority, the Government is authorized to examine any records of the Contractor and its subcontractors to the extent necessary to ensure that funds, including supplies and services, available under this contract are not provided, directly or indirectly, to a person or entity that is actively opposing United States or coalition forces involved in a contingency operation in which members of the Armed Forces are actively engaged in hostilities.

(b) The substance of this clause, including this paragraph (b), is required to be included in subcontracts, including subcontracts for commercial items, under this contract that have an estimated value over \$50,000 and will be performed outside the United States and its outlying areas.

(End of clause)

CLAUSES INCORPORATED BY REFERENCE

252.225-7987 (Dev) Requirements For Contractor Personnel Performing in USSOUTHCOM Area of Responsibility (Deviation 2014-00016) OCT 2014

CLAUSES INCORPORATED BY FULL TEXT

252.225-7040 CONTRACTOR PERSONNEL SUPPORTING U.S. ARMED FORCES DEPLOYED OUTSIDE THE UNITED STATES (OCT 2015)

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

Combatant Commander means the commander of a unified or specified combatant command established in accordance with 10 U.S.C. 161.

Contractors authorized to accompany the Force, or CAAF, means contractor personnel, including all tiers of subcontractor personnel, who are authorized to accompany U.S. Armed Forces in applicable operations and have been afforded CAAF status through a letter of authorization. CAAF generally include all U.S. citizen and third-country national employees not normally residing within the operational area whose area of performance is in the direct vicinity of U.S. Armed Forces and who routinely are collocated with the U.S. Armed Forces (especially in non-permissive environments). Personnel collocated with U.S. Armed Forces shall be afforded CAAF status through a letter of authorization. In some cases, Combatant Commander subordinate commanders may designate mission-essential host nation or local national contractor employees (e.g., interpreters) as CAAF. CAAF includes contractors previously identified as contractors deploying with the U.S. Armed Forces. CAAF status does not apply to contractor personnel in support of applicable operations within the boundaries and territories of the United States.

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

Designated reception site means the designated place for the reception, staging, integration, and onward movement of contractors deploying during a contingency. The designated reception site includes assigned joint reception centers and other Service or private reception sites.

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

Non-CAAF means personnel who are not designated as CAAF, such as local national (LN) employees and non-LN employees who are permanent residents in the operational area or third-country nationals not routinely residing with U.S. Armed Forces (and third-country national expatriates who are permanent residents in the operational area) who perform support functions away from the close proximity of, and do not reside with, U.S. Armed Forces. Government-furnished support to non-CAAF is typically limited to force protection, emergency medical care, and basic human needs (e.g., bottled water, latrine facilities, security, and food when necessary) when performing their jobs in the direct vicinity of U.S. Armed Forces. Non-CAAF status does not apply to contractor personnel in support of applicable operations within the boundaries and territories of the United States.

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

(b) General.

(1) This clause applies to both CAAF and non-CAAF when performing in a designated operational area outside the United States to support U.S. Armed Forces deployed outside the United States in--

(i) Contingency operations;

(ii) Peace operations, consistent with Joint Publication 3-07.3; or

(iii) Other military operations or military exercises, when designated by the Combatant Commander or as directed by the Secretary of Defense.

(2) Contract performance in support of U.S. Armed Forces deployed outside the United States may require work in dangerous or austere conditions. Except as otherwise provided in the contract, the Contractor accepts the risks associated with required contract performance in such operations.

(3) When authorized in accordance with paragraph (j) of this clause to carry arms for personal protection, Contractor personnel are only authorized to use force for individual self-defense.

(4) Unless immune from host nation jurisdiction by virtue of an international agreement or international law, inappropriate use of force by contractor personnel supporting the U.S. Armed Forces can subject such personnel to United States or host nation prosecution and civil liability (see paragraphs (d) and (j)(3) of this clause).

(5) Service performed by Contractor personnel subject to this clause is not active duty or service under 38 U.S.C. 106 note.

(c) Support.

(1)(i) The Combatant Commander will develop a security plan for protection of Contractor personnel in locations where there is not sufficient or legitimate civil authority, when the Combatant Commander decides it is in the interests of the Government to provide security because--

(A) The Contractor cannot obtain effective security services;

(B) Effective security services are unavailable at a reasonable cost; or

(C) Threat conditions necessitate security through military means.

(ii) In appropriate cases, the Combatant Commander may provide security through military means, commensurate with the level of security provided DoD civilians.

(2)(i) Generally, CAAF will be afforded emergency medical and dental care if injured while supporting applicable operations. Additionally, non-CAAF employees who are injured while in the vicinity of U.S. Armed Forces will normally receive emergency medical and dental care. Emergency medical and dental care includes medical care situations in which life, limb, or eyesight is jeopardized. Examples of emergency medical and dental care include examination and initial treatment of victims of sexual assault; refills of prescriptions for life-dependent drugs; repair of broken bones, lacerations, infections; and traumatic injuries to the dentition. Hospitalization will be limited to stabilization and short-term medical treatment with an emphasis on return to duty or placement in the patient movement system.

(ii) When the Government provides medical treatment or transportation of Contractor personnel to a selected civilian facility, the Contractor shall ensure that the Government is reimbursed for any costs associated with such treatment or transportation.

(iii) Medical or dental care beyond this standard is not authorized.

(3) Contractor personnel must have a Synchronized Predeployment and Operational Tracker (SPOT)-generated letter of authorization signed by the Contracting Officer in order to process through a deployment center or to travel to, from, or within the designated operational area. The letter of authorization also will identify any additional authorizations, privileges, or Government support that Contractor personnel are entitled to under this contract. Contractor personnel who are issued a letter of authorization shall carry it with them at all times while deployed.

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

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

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

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

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

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

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

(3) The Contractor shall ensure that CAAF and non-CAAF are aware--

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

(ii) That many of the offenses addressed by the definition are covered under the Uniform Code of Military Justice (see paragraph (e)(2)(iv) of this clause). Other sexual misconduct may constitute offenses under the Uniform Code of Military Justice, Federal law, such as the Military Extraterritorial Jurisdiction Act, or host nation laws;

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

(4) The Contractor shall report to the appropriate investigative authorities, identified in paragraph (d)(6) of this clause, any alleged offenses under—

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

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

(5) The Contractor shall provide to all contractor personnel who will perform work on a contract in the deployed area, before beginning such work, information on the following:

(i) How and where to report an alleged crime described in paragraph (d)(4) of this clause.

(ii) Where to seek victim and witness protection and assistance available to contractor personnel in connection with an alleged offense described in paragraph (d)(4) of this clause.

(iii) That this section does not create any rights or privileges that are not authorized by law or DoD policy.

(6) The appropriate investigative authorities to which suspected crimes shall be reported include the following—

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

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

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

(iv) Defense Criminal Investigative Service at <http://www.dodig.mil/HOTLINE/index.html>;

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

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

(8)(i) The Contractor shall ensure that Contractor employees supporting the U.S. Armed Forces are aware of their rights to--

(A) Hold their own identity or immigration documents, such as passport or driver's license, regardless of the documents' issuing authority;

(B) Receive agreed upon wages on time;

(C) Take lunch and work-breaks;

(D) Elect to terminate employment at any time;

(E) Identify grievances without fear of reprisal;

(F) Have a copy of their employment contract in a language they understand;

(G) Receive wages that are not below the legal host-country minimum wage;

(H) Be notified of their rights, wages, and prohibited activities prior to signing their employment contract; and

(I) If housing is provided, live in housing that meets host-country housing and safety standards.

(ii) The Contractor shall post these rights in employee work spaces in English and in any foreign language(s) spoken by a significant portion of the workforce.

(iii) The Contractor shall enforce the rights of Contractor personnel supporting the U.S. Armed Forces.

(e) Preliminary personnel requirements.

(1) The Contractor shall ensure that the following requirements are met prior to deploying CAAF (specific requirements for each category will be specified in the statement of work or elsewhere in the contract):

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

(ii) All CAAF deploying in support of an applicable operation—

- (A) Are medically, dentally, and psychologically fit for deployment and performance of their contracted duties;
 - (B) Meet the minimum medical screening requirements, including theater-specific medical qualifications as established by the geographic Combatant Commander (as posted to the Geographic Combatant Commander's website or other venue); and
 - (C) Have received all required immunizations as specified in the contract.
- (1) During predeployment processing, the Government will provide, at no cost to the Contractor, any military-specific immunizations and/or medications not available to the general public.
 - (2) All other immunizations shall be obtained prior to arrival at the deployment center.
 - (3) All CAAF and selected non-CAAF, as specified in the statement of work, shall bring to the designated operational area a copy of the U.S. Centers for Disease Control and Prevention (CDC) Form 731, International Certificate of Vaccination or Prophylaxis as Approved by the World Health Organization, (also known as "shot record" or "Yellow Card") that shows vaccinations are current.
- (iii) Deploying personnel have all necessary passports, visas, and other documents required to enter and exit a designated operational area and have a Geneva Conventions identification card, or other appropriate DoD identity credential, from the deployment center.
 - (iv) Special area, country, and theater clearance is obtained for all personnel deploying. Clearance requirements are in DoD Directive 4500.54E, DoD Foreign Clearance Program. For this purpose, CAAF are considered non-DoD contractor personnel traveling under DoD sponsorship.
 - (v) All deploying personnel have received personal security training. At a minimum, the training shall—
 - (A) Cover safety and security issues facing employees overseas;
 - (B) Identify safety and security contingency planning activities; and
 - (C) Identify ways to utilize safety and security personnel and other resources appropriately.
 - (vi) All personnel have received isolated personnel training, if specified in the contract, in accordance with DoD Instruction 1300.23, Isolated Personnel Training for DoD Civilian and Contractors.
 - (vii) Personnel have received law of war training as follows:
 - (A) Basic training is required for all CAAF. The basic training will be provided through—
 - (1) A military-run training center; or
 - (2) A web-based source, if specified in the contract or approved by the Contracting Officer.
 - (B) Advanced training, commensurate with their duties and responsibilities, may be required for some Contractor personnel as specified in the contract.
 - (2) The Contractor shall notify all personnel who are not a host country national, or who are not ordinarily resident in the host country, that—
 - (i) Such employees, and dependents residing with such employees, who engage in conduct outside the United States that would constitute an offense punishable by imprisonment for more than one year if the conduct had been engaged in within the special maritime and territorial jurisdiction of the United States, may potentially be subject to the criminal jurisdiction of the United States in accordance with the Military Extraterritorial Jurisdiction Act of 2000 (18 U.S.C. 3621, *et seq.*);

- (ii) Pursuant to the War Crimes Act (18 U.S.C. 2441), Federal criminal jurisdiction also extends to conduct that is determined to constitute a war crime when committed by a civilian national of the United States;
- (iii) Other laws may provide for prosecution of U.S. nationals who commit offenses on the premises of U.S. diplomatic, consular, military or other U.S. Government missions outside the United States (18 U.S.C. 7(9)); and
- (iv) In time of declared war or a contingency operation, CAAF are subject to the jurisdiction of the Uniform Code of Military Justice under 10 U.S.C. 802(a)(10).
- (v) Such employees are required to report offenses alleged to have been committed by or against Contractor personnel to appropriate investigative authorities.
- (vi) Such employees will be provided victim and witness protection and assistance.
- (f) Processing and departure points. CAAF shall--
 - (1) Process through the deployment center designated in the contract, or as otherwise directed by the Contracting Officer, prior to deploying. The deployment center will conduct deployment processing to ensure visibility and accountability of Contractor personnel and to ensure that all deployment requirements are met, including the requirements specified in paragraph (e)(1) of this clause;
 - (2) Use the point of departure and transportation mode directed by the Contracting Officer; and
 - (3) Process through a designated reception site (DRS) upon arrival at the deployed location. The DRS will validate personnel accountability, ensure that specific designated operational area entrance requirements are met, and brief Contractor personnel on theater-specific policies and procedures.
- (g) Personnel data.
 - (1) The Contractor shall use the Synchronized Predeployment and Operational Tracker (SPOT) web-based system, to enter and maintain the data for all CAAF and, as designated by USD (AT&L) or the Combatant Commander, non-CAAF supporting U.S. Armed Forces deployed outside the United States as specified in paragraph (b)(1) of this clause.
 - (2) The Contractor shall enter the required information about their contractor personnel prior to deployment and shall continue to use the SPOT web-based system at <https://spot.dmdc.mil> to maintain accurate, up-to-date information throughout the deployment for all Contractor personnel. Changes to status of individual Contractor personnel relating to their in-theater arrival date and their duty location, to include closing out the deployment with their proper status (e.g., mission complete, killed, wounded) shall be annotated within the SPOT database in accordance with the timelines established in the SPOT Business Rules at http://www.acq.osd.mil/log/PS/ctr_mgt_accountability.html.
- (h) Contractor personnel.
 - (1) The Contracting Officer may direct the Contractor, at its own expense, to remove and replace any Contractor personnel who jeopardize or interfere with mission accomplishment or who fail to comply with or violate applicable requirements of this contract. Such action may be taken at the Government's discretion without prejudice to its rights under any other provision of this contract, including the Termination for Default clause.
 - (2) The Contractor shall identify all personnel who occupy a position designated as mission essential and ensure the continuity of essential Contractor services during designated operations, unless, after consultation with the Contracting Officer, Contracting Officer's representative, or local commander, the Contracting Officer directs withdrawal due to security conditions.

(3) The Contractor shall ensure that Contractor personnel follow the guidance at paragraph (e)(2)(v) of this clause and any specific Combatant Commander guidance on reporting offenses alleged to have been committed by or against Contractor personnel to appropriate investigative authorities.

(4) Contractor personnel shall return all U.S. Government-issued identification, to include the Common Access Card, to appropriate U.S. Government authorities at the end of their deployment (or, for non-CAAF, at the end of their employment under this contract).

(i) Military clothing and protective equipment.

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

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

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

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

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

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

(j) Weapons.

(1) If the Contractor requests that its personnel performing in the designated operational area be authorized to carry weapons for individual self-defense, the request shall be made through the Contracting Officer to the Combatant Commander, in accordance with DoD Instruction 3020.41, Operational Contractor Support. The Combatant Commander will determine whether to authorize in-theater Contractor personnel to carry weapons and what weapons and ammunition will be allowed.

(2) If Contractor personnel are authorized to carry weapons in accordance with paragraph (j)(1) of this clause, the Contracting Officer will notify the Contractor what weapons and ammunition are authorized.

(3) The Contractor shall ensure that its personnel who are authorized to carry weapons—

(i) Are adequately trained to carry and use them—

(A) Safely;

(B) With full understanding of, and adherence to, the rules of the use of force issued by the Combatant Commander; and

(C) In compliance with applicable agency policies, agreements, rules, regulations, and other applicable law;

(ii) Are not barred from possession of a firearm by 18 U.S.C. 922;

(iii) Adhere to all guidance and orders issued by the Combatant Commander regarding possession, use, safety, and accountability of weapons and ammunition;

(iv) Comply with applicable Combatant Commander and local commander force-protection policies; and

(v) Understand that the inappropriate use of force could subject them to U.S. or host-nation prosecution and civil liability.

(4) Whether or not weapons are Government-furnished, all liability for the use of any weapon by Contractor personnel rests solely with the Contractor and the Contractor employee using such weapon.

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

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

(l) Purchase of scarce goods and services. If the Combatant Commander has established an organization for the designated operational area whose function is to determine that certain items are scarce goods or services, the Contractor shall coordinate with that organization local purchases of goods and services designated as scarce, in accordance with instructions provided by the Contracting Officer.

(m) Evacuation.

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

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

(n) Next of kin notification and personnel recovery.

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

(2) In the case of isolated, missing, detained, captured, or abducted Contractor personnel, the Government will assist in personnel recovery actions in accordance with DoD Directive 3002.01E, Personnel Recovery in the Department of Defense.

(o) Mortuary affairs. Contractor personnel who die while in support of the U.S. Armed Forces shall be covered by the DoD mortuary affairs program as described in DoD Directive 1300.22, Mortuary Affairs Policy, and DoD Instruction 3020.41, Operational Contractor Support.

(p) Changes. In addition to the changes otherwise authorized by the Changes clause of this contract, the Contracting Officer may, at any time, by written order identified as a change order, make changes in the place of performance or Government-furnished facilities, equipment, material, services, or site. Any change order issued in accordance with this paragraph (p) shall be subject to the provisions of the Changes clause of this contract.

(q) Subcontracts. The Contractor shall incorporate the substance of this clause, including this paragraph (q), in all subcontracts when subcontractor personnel are supporting U.S. Armed Forces deployed outside the United States in--

(1) Contingency operations;

(2) Peace operations consistent with Joint Publication 3-07.3; or

(3) Other military operations or military exercises, when designated by the Combatant Commander or as directed by the Secretary of Defense.

(End of clause)

252.204-7018 Prohibition on the Acquisition of Covered Defense Telecommunications Equipment or Services (Dec 2019)

(a) Definitions. As used in this clause—

Covered defense telecommunications equipment or services means—

- (1) Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation, or any subsidiary or affiliate of such entities;
- (2) Telecommunications services provided by such entities or using such equipment; or
- (3) Telecommunications equipment or services produced or provided by an entity that the Secretary of Defense reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

Covered foreign country means—

- (1) The People's Republic of China; or
- (2) The Russian Federation.

Covered missions means—

- (1) The nuclear deterrence mission of DoD, including with respect to nuclear command, control, and communications, integrated tactical warning and attack assessment, and continuity of Government; or
- (2) The homeland defense mission of DoD, including with respect to ballistic missile defense.

“Critical technology” means—

- (1) Defense articles or defense services included on the United States Munitions List set forth in the International Traffic in Arms Regulations under subchapter M of chapter I of title 22, Code of Federal Regulations;
- (2) Items included on the Commerce Control List set forth in Supplement No. 1 to part 774 of the Export Administration Regulations under subchapter C of chapter VII of title 15, Code of Federal Regulations, and controlled—
 - (i) Pursuant to multilateral regimes, including for reasons relating to national security, chemical and biological weapons proliferation, nuclear nonproliferation, or missile technology; or
 - (ii) For reasons relating to regional stability or surreptitious listening;
- (3) Specially designed and prepared nuclear equipment, parts and components, materials, software, and technology covered by part 810 of title 10, Code of Federal Regulations (relating to assistance to foreign atomic energy activities);
- (4) Nuclear facilities, equipment, and material covered by part 110 of title 10, Code of Federal Regulations (relating to export and import of nuclear equipment and material);
- (5) Select agents and toxins covered by part 331 of title 7, Code of Federal Regulations, part 121 of title
- (6) Emerging and foundational technologies controlled pursuant to section 1758 of the Export Control Reform Act of 2018 (50 U.S.C. 4817).

Substantial or essential component means any component necessary for the proper function or performance of a piece of equipment, system, or service.

(b) Prohibition. In accordance with section 1656 of the National Defense Authorization Act for Fiscal Year 2018 (Pub. L. 115-91), the contractor shall not provide to the Government any equipment, system, or service to carry out covered missions that uses covered defense telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless the covered defense telecommunication equipment or services are covered by a waiver described in Defense Federal Acquisition Regulation Supplement 204.2104.

(c) Procedures. The Contractor shall review the list of excluded parties in the System for Award Management (SAM) at <https://www.sam.gov> for entities that are excluded when providing any equipment, system, or service, to carry out covered missions, that uses covered defense telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless a waiver is granted.

(d) Reporting.

- (1) In the event the Contractor identifies covered defense telecommunications equipment or services used as a substantial or essential component of any system, or as critical technology as part of any system, during contract performance, the Contractor shall report at <https://dibnet.dod.mil> the information in paragraph (d)(2) of this clause.
- (2) The Contractor shall report the following information pursuant to paragraph (d)(1) of this clause:
 - (i) Within one business day from the date of such identification or notification: The contract number; the order number(s), if applicable; supplier name; brand; model number (original equipment manufacturer number, manufacturer part number, or wholesaler number); item description; and any readily available information about mitigation actions undertaken or recommended.

(ii) Within 10 business days of submitting the information in paragraph (d)(2)(i) of this clause: Any further available information about mitigation actions undertaken or recommended. In addition, the Contractor shall describe the efforts it undertook to prevent use or submission of a covered defense telecommunications equipment or services, and any additional efforts that will be incorporated to prevent future use or submission of covered telecommunications equipment or services.

(e) Subcontracts. The Contractor shall insert the substance of this clause, including this paragraph (e), in all subcontracts and other contractual instruments, including subcontracts for the acquisition of commercial items.

(End of clause)

CLAUSES INCORPORATED BY REFERENCE

52.204-25	Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment.	AUG 2019
52.222-43	Fair Labor Standards Act And Service Contract Labor Standards - Price Adjustment (Multiple Year And Option Contracts)	AUG 2018
52.222-41	Service Contract Labor Standards	AUG 2018

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0001	Ocean and Intermodal Svcs (Base Period) FFP Provide Ocean and Intermodal Distribution Services (Base Period). Rates are contained in the CARE SA (Carrier Analysis and Rate Evaluation System) FOB: Destination V115	1	Years	\$000,000.00	\$000,000.00
				MAX NET AMT	\$000,000.00

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0002	Minimum Guarantee FFP This CLIN is to facilitate payment of Contract Minimum Guarantee of \$5,000. Payment of Minimum Guarantee will be made via Delivery order if Minimum is not met via ordering of transportation services. FOB: Destination V115	1	Each	\$5,000.00	\$5,000.00
					MAX NET AMT
					\$5,000.00

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
1001 EXERCISED OPTION	Ocean and Intermodal Svcs (Opt Year 1) FFP Provide Ocean and Intermodal Distribution Services (Option Year 1) Rates are contained in the CARE SA (Carrier Analysis and Rate Evaluation System) FOB: Destination V115	1	Years	\$000,000.00	\$000,000.00
					MAX NET AMT
					\$000,000.00

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
2001 EXERCISED OPTION	Ocean and Intermodal Svcs (Opt Year 2) FFP Provide Ocean and Intermodal Distribution Services (Option Year 2)	1	Years	\$000,000.00	\$000,000.00
Rates are contained in the CARE SA (Carrier Analysis and Rate Evaluation System) FOB: Destination V115					
					<hr/> MAX NET AMT \$000,000.00

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
3001 OPTION	Ocean and Intermodal Svcs (Opt Year 3) FFP Provide Ocean and Intermodal Distribution Services (Option Year 3)	1	Years	\$000,000.00	\$000,000.00
Rates are contained in the CARE SA (Carrier Analysis and Rate Evaluation System) FOB: Destination V115					
					<hr/> MAX NET AMT \$000,000.00

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
4001 OPTION	Ocean and Intermodal Svcs (Opt Year 4) FFP Provide Ocean and Intermodal Distribution Services (Option Year 4)	1	Years	\$000,000.00	\$000,000.00
Rates are contained in the CARE SA (Carrier Analysis and Rate Evaluation System) FOB: Destination V115					
MAX NET AMT					\$000,000.00

INSPECTION AND ACCEPTANCE TERMS

Supplies/services will be inspected/accepted at:

CLIN	INSPECT AT	INSPECT BY	ACCEPT AT	ACCEPT BY
0001	N/A	Government	N/A	Government
0002	N/A	Government	N/A	Government
1001	N/A	Government	N/A	Government
2001	N/A	Government	N/A	Government
3001	N/A	Government	N/A	Government
4001	N/A	Government	N/A	Government

DELIVERY INFORMATION

CLIN	DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	DODAAC / CAGE
0001	POP 01-SEP-2019 TO 30-NOV-2020	N/A	SDDC-IM (DCS FOR INFORMATION MANAGEMENT) MEGAN MANNING SDDC-IMA 1 SOLDIER WAY SCOTT AFB IL 62225 618-220-5050 FOB: Destination	W81GYE

0002	POP 01-SEP-2019 TO 30-NOV-2020	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
1001	POP 01-DEC-2020 TO 31-AUG-2021	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
2001	POP 01-SEP-2021 TO 31-AUG-2022	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
3001	POP 01-SEP-2022 TO 31-AUG-2023	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE
4001	POP 01-SEP-2023 TO 31-AUG-2024	N/A	(SAME AS PREVIOUS LOCATION) FOB: Destination	W81GYE

CLAUSES INCORPORATED BY REFERENCE

52.203-3	Gratuities	APR 1984
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	OCT 2015
52.203-19	Prohibition on Requiring Certain Internal Confidentiality Agreements or Statements	JAN 2017
52.204-2	Security Requirements	AUG 1996
52.204-10	Reporting Executive Compensation and First-Tier Subcontract Awards	OCT 2016
52.204-18	Commercial and Government Entity Code Maintenance	JUL 2016
52.204-19	Incorporation by Reference of Representations and Certifications.	DEC 2014
52.204-21	Basic Safeguarding of Covered Contractor Information Systems	JUN 2016
52.204-23	Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities.	JUL 2018
52.209-6	Protecting the Government's Interest When Subcontracting With Contractors Debarred, Suspended, or Proposed for Debarment	OCT 2015
52.209-9	Updates of Publicly Available Information Regarding Responsibility Matters	JUL 2013
52.209-10	Prohibition on Contracting With Inverted Domestic Corporations	NOV 2015
52.212-4	Contract Terms and Conditions--Commercial Items	JAN 2017
52.219-8	Utilization of Small Business Concerns	NOV 2016
52.219-9 Alt II	Small Business Subcontracting Plan (JAN 2017) Alternate II	NOV 2016
52.219-16	Liquidated Damages-Subcontracting Plan	JAN 1999
52.222-3	Convict Labor	JUN 2003
52.222-21	Prohibition Of Segregated Facilities	APR 2015
52.222-26	Equal Opportunity	SEP 2016
52.222-35	Equal Opportunity for Veterans	OCT 2015
52.222-36	Equal Opportunity for Workers with Disabilities	JUL 2014
52.222-37	Employment Reports on Veterans	FEB 2016
52.222-40	Notification of Employee Rights Under the National Labor Relations Act	DEC 2010

52.222-42	Statement Of Equivalent Rates For Federal Hires	MAY 2014
52.222-50	Combating Trafficking in Persons	MAR 2015
52.222-54	Employment Eligibility Verification	OCT 2015
52.222-55	Minimum Wages Under Executive Order 13658	DEC 2015
52.222-62	Paid Sick Leave Under Executive Order 13706	JAN 2017
52.223-18	Encouraging Contractor Policies To Ban Text Messaging While Driving	AUG 2011
52.225-13	Restrictions on Certain Foreign Purchases	JUN 2008
52.228-3	Worker's Compensation Insurance (Defense Base Act)	JUL 2014
52.232-18	Availability Of Funds	APR 1984
52.232-33	Payment by Electronic Funds Transfer--System for Award Management	JUL 2013
52.232-36	Payment by Third Party	MAY 2014
52.232-39	Unenforceability of Unauthorized Obligations	JUN 2013
52.232-40	Providing Accelerated Payments to Small Business Subcontractors	DEC 2013
52.233-3	Protest After Award	AUG 1996
52.233-4	Applicable Law for Breach of Contract Claim	OCT 2004
52.242-5	Payments to Small Business Subcontractors	JAN 2017
52.247-5	Familiarization With Conditions	APR 1984
52.247-21	Contractor Liability for Personal Injury and/or Property Damage	APR 1984
52.247-22	Contractor Liability for Loss of and/or Damage to Freight Other Than Household Goods	APR 1984
52.247-28	Contractor's Invoices	APR 1984
52.247-64	Preference for Privately Owned U.S. - Flag Commercial Vessels	FEB 2006
252.201-7000	Contracting Officer's Representative	DEC 1991
252.203-7000	Requirements Relating to Compensation of Former DoD Officials	SEP 2011
252.203-7002	Requirement to Inform Employees of Whistleblower Rights	SEP 2013
252.203-7003	Agency Office of the Inspector General	DEC 2012
252.204-7005	Oral Attestation of Security Responsibilities	NOV 2001
252.204-7012	Safeguarding Covered Defense Information and Cyber Incident Reporting	OCT 2016
252.204-7015	Notice of Authorized Disclosure of Information for Litigation Support	MAY 2016
252.205-7000	Provision Of Information To Cooperative Agreement Holders	DEC 1991
252.219-7003 (Dev)	Small Business Subcontracting Plan (DOD Contracts) (Deviation 2018-O0007)	APR 2018
252.222-7002	Compliance With Local Labor Laws (Overseas)	JUN 1997
252.225-7012	Preference For Certain Domestic Commodities	DEC 2017
252.225-7039	Defense Contractors Performing Private Security Functions Outside the United States	JUN 2016
252.225-7048	Export-Controlled Items	JUN 2013
252.225-7979 (Dev)	Additional Access to Contractor and Subcontractor Records in the United States Central Command Theater of Operations (DEVIATION 2018-O0008)	DEC 2017
252.225-7980 (Dev)	Contractor Personnel Performing in the United States Africa Command Area of Responsibility. (DEVIATION 2016-O0008)	JUN 2016
252.225-7981 (Dev)	Additional Access to Contractor and Subcontractor Records (Other than USCENTCOM) (DEVIATION 2015-O0016)	SEP 2015
252.225-7993 (Dev)	Prohibition on Providing Funds to the Enemy (Deviation 2015-O0016)	SEP 2015

252.225-7994 (Dev)	Additional Access to Contractor and Subcontractor Records in the United States Central Command Theater of Operations (Deviation 2015-O0013)	MAR 2015
252.225-7995 (Dev)	Contractor Personnel Performing in the United States Central Command Area of Responsibility (Deviation 2017-O0004)	SEP 2017
252.225-7997 (Dev)	Contractor Demobilization (Deviation 2013-O0017)	AUG 2013
252.226-7001	Utilization of Indian Organizations and Indian-Owned Economic Enterprises, and Native Hawaiian Small Business Concerns	SEP 2004
252.229-7014	Taxes--Foreign Contracts in Afghanistan	DEC 2015
252.232-7003	Electronic Submission of Payment Requests and Receiving Reports	JUN 2012
252.232-7010	Levies on Contract Payments	DEC 2006
252.237-7010	Prohibition on Interrogation of Detainees by Contractor Personnel	JUN 2013
252.243-7002	Requests for Equitable Adjustment	DEC 2012
252.246-7004	Safety of Facilities, Infrastructure, and Equipment for Military Operations	OCT 2010
252.247-7003	Pass-Through of Motor Carrier Fuel Surcharge Adjustment To The Cost Bearer	JUN 2013
252.247-7027	Riding Gang Member Requirements	MAY 2018

CLAUSES INCORPORATED BY FULL TEXT

52.212-5 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS—COMMERCIAL ITEMS (DEVIATION 2013-O0019) (JUL 2018)

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

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

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

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

(b)

(1) Notwithstanding the requirements of any other clause in this contract, the Contractor is not required to flow down any FAR clause, other than those in this paragraph (b)(1) 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 (Oct 2015) (41 U.S.C. 3509).

(ii) 52.219-8, Utilization of Small Business Concerns (Oct 2014) (15 U.S.C. 637(d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds \$650,000 (\$1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(iii) 52.222-17, Nondisplacement of Qualified Workers (May 2014) (E.O. 13495). Flow down required in accordance with paragraph (1) of FAR clause 52.222-17.

(iv) 52.222-21, Prohibition of Segregated Facilities (Apr 2015).

(v) 52.222-26, Equal Opportunity (Sep 2016) (E.O. 11246).

(vi) 52.222-35, Equal Opportunity for Veterans (Oct 2015) (38 U.S.C. 4212).

(vii) 52.222-36, Equal Opportunity for Workers with Disabilities (Jul 2014) (29 U.S.C. 793).

(viii) 52.222-62 Paid Sick Leave Under Executive Order 13706 (JAN 2017) (E.O. 13706).

(ix) 52.222-37, Employment Reports on Veterans (Feb 2016) (38 U.S.C. 4212).

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

(xi) 52.222-41, Service Contract Labor Standards (May 2014), (41 U.S.C. chapter 67).

(xii) ____ (A) 52.222-50, Combating Trafficking in Persons (Mar 2015) (22 U.S.C. chapter 78 and E.O. 13627).

____ (B) Alternate I (Mar 2015) of 52.222-50 (22 U.S.C. chapter 78 E.O. 13627).

(xiii) 52.222-51, Exemption from Application of the Service Contract Labor Standards to Contracts for Maintenance, Calibration, or Repair of Certain Equipment--Requirements (May 2014) (41 U.S.C. chapter 67.)

(xiv) 52.222-53, Exemption from Application of the Service Contract Labor Standards to Contracts for Certain Services--Requirements (May 2014) (41 U.S.C. chapter 67)

(xv) 52.222-54, Employment Eligibility Verification (Oct 2015).

(xvi) 52.222-55, Minimum Wages Under Executive Order 13658 (Dec 2015) (E.O. 13658).

(xvii) 52.225-26, Contractors Performing Private Security Functions Outside the United States (Jul 2013) (Section 862, as amended, of the National Defense Authorization Act for Fiscal Year 2008; 10 U.S.C. 2302 Note).

(xviii) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations. (May 2014) (42 U.S.C. 1792). Flow down required in accordance with paragraph (e) of FAR clause 52.226-6.

(xix) 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)

52.216-19 ORDER LIMITATIONS (OCT 1995)

(a) Minimum order. When the Government requires supplies or services covered by this contract in an amount of less than 1 TEU (for container carriers) or 1 MsT (for breakbulk carriers), the Government is not obligated to purchase, nor is the Contractor obligated to furnish, those supplies or services under the contract.

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

(1) Any order for a single item in excess of 10% of vessel capacity for the booking of Government cargo on each U.S. flag vessel sailing from CONUS on the designated routes listed below;

Outbound Routes/Zones	Description
01	West Coast to Far East
05/11	East & Gulf Coasts to Europe & UK
6A/12A	East & Gulf Coast to Western Mediterranean
07/13	East & Gulf Coasts to Middle East, South Asia, Indian Ocean

(2) Any order for a combination of items in excess of 10% of vessel capacity for the booking of Government cargo on each U.S. flag vessel sailing from CONUS on the designated routes listed below; or

Outbound Routes/Zones	Description
01	West Coast to Far East
05/11	East & Gulf Coasts to Europe & UK
6A/12A	East & Gulf Coast to Western Mediterranean
07/13	East & Gulf Coasts to Middle East, South Asia, Indian Ocean

(3) A series of orders from the same ordering office within 7 days that together call for quantities exceeding the limitation in paragraph (b) (1) or (2) of this section.

(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) of this section.

(d) Notwithstanding paragraphs (b) and (c) of this section, the Contractor shall honor any order exceeding the maximum order limitations in paragraph (b), unless that order (or orders) is returned to the ordering office within 24 hours after issuance, with written notice stating the Contractor's intent not to ship the item (or items) called for and the reasons. Upon receiving this notice, the Government may acquire the supplies or services from another source.

(End of clause)

52.216-22 INDEFINITE QUANTITY. (OCT 1995)

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

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

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

(d) Any order issued during the effective period of this contract and not completed within that period shall be completed by the Contractor within the time specified in the order. The contract shall govern the Contractor's and Government's rights and obligations with respect to that order to the same extent as if the order were completed during the contract's effective period; provided, that the Contractor shall not be required to make any deliveries under this contract after 31 August 2024.

(End of clause)

52.217-8 OPTION TO EXTEND SERVICES (NOV 1999)

The Government may require continued performance of any services no later than the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor no later than 30 days before the contract expires.

(End of clause)

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

(a) The Government may extend the term of this contract by written notice to the Contractor no later than 30 days; provided that the Government gives the Contractor a preliminary written notice of its intent to extend at least 45 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 5 years and 6 months.

(End of clause)

52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)

This contract incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at <http://farsite.hill.af.mil/>.

(End of clause)

252.216-7006 ORDERING (MAY 2011)

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the contract schedule. Such orders may be issued from 15 July 2019 through 31 Aug 2024.

(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)(1) If issued electronically, the order is considered "issued" when a copy has been posted to the Electronic Document Access system, and notice has been sent to the Contractor.

(2) If mailed or transmitted by facsimile, a delivery order or task order is considered "issued" when the Government deposits the order in the mail or transmits by facsimile. Mailing includes transmittal by U.S. mail or private delivery services.

(3) Orders may be issued orally only if authorized in the schedule.

(End of Clause)

252.225-7043 ANTITERRORISM/FORCE PROTECTION POLICY FOR DEFENSE CONTRACTORS
OUTSIDE THE UNITED STATES (JUN 2015)

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

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

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

(2) Ensure that Contractor and subcontractor personnel who are U.S. nationals and are in-country on a non-transitory basis, register with the U.S. Embassy, and that Contractor and subcontractor personnel who are third country nationals comply with any security related requirements of the Embassy of their nationality;

(3) Provide, to Contractor and subcontractor personnel, antiterrorism/force protection awareness information commensurate with that which the Department of Defense (DoD) provides to its military and civilian personnel and their families, to the extent such information can be made available prior to travel outside the United States; and

(4) Obtain and comply with the most current antiterrorism/force protection guidance for Contractor and subcontractor personnel.

(c) The requirements of this clause do not apply to any subcontractor that is--

(1) A foreign government;

(2) A representative of a foreign government; or

(3) A foreign corporation wholly owned by a foreign government.

(d) Information and guidance pertaining to DoD antiterrorism/force protection can be obtained from USTRANSCOM/TCJ3-FP Commercial: (618) 229-7711.

(End of clause)

5152.225-5902 - FITNESS FOR DUTY AND MEDICAL/DENTAL CARE LIMITATIONS (JUN 2015)

(a) The contractor shall ensure the individuals they deploy are in compliance with the current USCENTCOM Individual Protection and Individual/Unit Deployment Policy, including TAB A, Amplification of the Minimal Standards of Fitness for Deployment to the CENTCOM AOR, unless a waiver is obtained in accordance with TAB C, CENTCOM Waiver Request. The current guidance is located at <http://www2.centcom.mil/sites/contracts/Pages/GCP.aspx>.

(b) The contractor shall perform the requirements of this contract notwithstanding the fitness for duty of deployed employees, the provisions for care offered under this section, and redeployment of individuals determined to be unfit.

(c) Contractor personnel who deploy for multiple tours, which exceed 12 months in total, must be re-evaluated for fitness to deploy every 12 months IAW the current USCENTCOM Individual Protection and Individual/Unit Deployment Policy standards. An examination will remain valid for 15 months from the date of the physical. This allows an examination to be valid up to 90 days prior to deployment. Once a deployment begins, the examination will only be good for a maximum of 12 months. Any medical waivers received will be valid for a maximum of 12 months. Failure to obtain an updated medical waiver before the expiration of the current waiver renders the employee unfit and subject to redeployment.

(d) The contractor bears the responsibility for ensuring all employees are aware of the conditions and medical treatment available at the performance location. The contractor shall include this information in all subcontracts with performance in the theater of operations.

(e) In accordance with military directives (DoDI 3020.41, DoDI 6000.11, CFC FRAGO 09-1038, DoD Federal Acquisition Regulation Supplement (DFARS) PGI 225.74), resuscitative care, stabilization, hospitalization at a Role 3 military treatment facility (MTF) for emergency life-limb-eyesight care will be provided along with assistance for urgent patient movement. Subject to availability, an MTF may provide reimbursable treatment for emergency medical or dental services (e.g., broken bones, lacerations, broken teeth or lost fillings).

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

(g) Notwithstanding any other provision of the contract, the contractor shall be liable for any and all medically-related services or patient movement rendered. To view reimbursement rates that will be charged for services at all DoD deployed medical facilities please go to the following website:
<http://comptroller.defense.gov/FinancialManagement/Reports/rates2014.aspx>.

(End of Clause)

5152.225-5907 - MEDICAL SCREENING AND VACCINATION REQUIREMENTS FOR CONTRACTOR EMPLOYEES OPERATING IN THE CENTCOM AREA OF RESPONSIBILITY (AOR) (JUN 2015)

(a) All contractor employees are required to be medically, dentally, and psychologically fit for deployment and performance of their contracted duties as outlined in the Defense Federal Acquisition Regulation Supplement (DFARS) clause 252.225-7995, Contractor Personnel Performing in the United States Central Command Area of Responsibility. This clause requires all contractor personnel to meet the theater specific medical qualifications established by the Geographic Combatant Commander before deploying to, being granted installation access, or performing work under the resultant contract. In the USCENTCOM Area of Operation (AOR), the required medical screening, immunizations, and vaccinations are specified in the current USCENTCOM individual Protection and Individual Unit Deployment Policy and DoD Instruction (DODI) 3020.41, Operational Contract Support (OCS). Current medical screening, immunization, and vaccination requirements are available at <http://www2.centcom.mil/sites/contracts/Pages/GCP.aspx>. The current DODI is available at

<http://www.dtic.mil/whs/directives/corres/ins1.html>. The current list of immunization and vaccination requirements are available at <http://www.vaccines.mil>.

(b) The USCENTCOM policy requires contractors to ensure adequate health management is available for Tuberculosis (TB) screening, diagnosis, treatment, and isolation during the life of the contract. This includes management and compliance with all prescribed public health actions regarding TB and the responsibility to ensure adequate health management is available at the Contractor's medical provider or local economy provider's location for all contractor and subcontractor employees throughout the life of the contract. The contractor shall maintain medical screening documentation, in English, and make it available to the Contracting Officer, military public health personnel, or Base Operations Center installation access badging personnel upon request.

(1) U.S. Citizens are considered Small-Risk Nationals (SRNs) as the U.S. has less than 25 TB cases per 100,000 persons. A TB testing method of either a TB skin test (TST) or Interferon Gamma Release Assay (IGRA) may be used for pre-deployment and annual re-screening of all U.S. Citizens employed under the contract. For a contact investigation, all personnel with a positive TST or IGRA will be evaluated for potential active TB with a symptom screen, exposure history and CXR. A physical copy of all TST, IGRA, and/or CXRs and radiographic interpretation must be provided at the deployment center designated in the contract, or as otherwise directed by the Contracting Officer, prior to deployment and prior to installation access badge renewal.

(2) Other Country Nationals (OCNs) and Local Nationals (LNs) shall have pre-deployment/employment testing for TB using a Chest x-ray (CXR) and a symptom survey completed within 3 months prior to the start of deployment/employment, with annual re-screening prior to installation access badge renewal. This is the only way to verify interval changes should an active case of TB occur. When conducting annual re-screening, the Contractor's medical provider or local economy provider will look for interval changes from prior CXR's and review any changes in the symptom survey. A physical copy of the CXR film with radiographic interpretation showing negative TB results must be provided to the Base Operations Center prior to the start of deployment/employment, with annual re-screening prior to installation access badge renewal.

(3) After arrival in the USCENTCOM AOR, all cases of suspected or confirmed active TB must be reported to the theater Preventive Medicine (PM) Physician and/or TB Consultant within 24 hours. Contact tracing, and medical coding, have specific requirements. After consultation with the Theater PM or TB Consultant, the contractor or sub-contractor with suspected or confirmed TB are required to be evacuated to the closest civilian hospital for treatment. The Contractor is responsible for management and compliance with all prescribed public health actions. The employee, contractor/sub-contractor shall be transported out of theater following three (3) consecutive negative sputum smears.

(c) All employees, contractors and sub-contractors, involved in food service, water and/or ice production facilities must be pre-screened prior to deployment and re-screened annually for signs and symptoms of infectious diseases. This includes a stool sample test for ova and parasites. Additionally, all employees, contractors and sub-contractors, will have completed: (1) the full series of immunization for Typhoid and Hepatitis "A" (full series) immunizations per the Centers for Disease Control and Prevention guidelines (e.g. typhoid vaccination booster is required every 2 years); (2) the required TB tests; and (3) screening for Hepatitis B and C.

(d) Proof of pre-deployment and deployment medical screening, immunizations, and vaccinations (in English) for employees, contractors and sub-contractors shall be made available to the designated Government representative throughout the life of the contract, and provided to the Contracting Officer, for a minimum of six (6) years and (3) months from the date of final payment under the contract.

(End of Clause)

5152.225-5908 - GOVERNMENT FURNISHED CONTRACTOR SUPPORT (JUN 2015)

The following is a summary of the type of support the Government will provide the contractor. Services will be provided to contractors at the same level as they are provided to military and DoD civilian personnel. In the event of any discrepancy between this summary and the description of services in the Statement of Work, this clause will take precedence. These services are only provided at the following locations: None. When contractor employees are in transit, all checked blocks are considered authorized. NOTE: The services marked in this special clause must be consistent with information marked on the approved GFLSV form.

U.S. Citizens

- | | | |
|---|---|--|
| <input type="checkbox"/> APO/FPO/MPO/DPO/
Postal Service | <input type="checkbox"/> DFACs**** | <input type="checkbox"/> Mil Issue Equip |
| <input type="checkbox"/> Authorized Weapon ***** | <input type="checkbox"/> Excess Baggage | <input type="checkbox"/> MILAIR(inter/intra theater) |
| <input type="checkbox"/> Billeting*** | <input type="checkbox"/> Fuel Authorized | <input type="checkbox"/> MWR |
| <input type="checkbox"/> CAAF* | <input type="checkbox"/> Govt Furnished Meals**** | |
| <input type="checkbox"/> Controlled Access Card (CAC) | <input type="checkbox"/> Military Banking | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Installation Access Badge | <input type="checkbox"/> Laundry | <input type="checkbox"/> Military Clothing |
| <input type="checkbox"/> Military Exchange | <input checked="" type="checkbox"/> None | |
| <input type="checkbox"/> Embassy Services Kabul** | | |

Third-Country National (TCN) Employees

- | | | |
|---|---|---|
| <input type="checkbox"/> N/A | <input type="checkbox"/> DFACs**** | <input type="checkbox"/> Mil Issue Equip |
| <input type="checkbox"/> Authorized Weapon***** | <input type="checkbox"/> Excess Baggage | <input type="checkbox"/> MILAIR (inter/intra theater) |
| <input type="checkbox"/> Billeting*** | <input type="checkbox"/> Fuel Authorized | <input type="checkbox"/> MWR |
| <input type="checkbox"/> CAAF* | <input type="checkbox"/> Govt Furnished Meals**** | <input type="checkbox"/> Military Clothing |
| <input type="checkbox"/> Controlled Access Card (CAC) | <input type="checkbox"/> Military Banking | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Installation Access Badge | <input type="checkbox"/> Laundry | <input type="checkbox"/> All |
| <input type="checkbox"/> Military Exchange | <input checked="" type="checkbox"/> None | |

Local National (LN) Employees

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

* CAAF is defined as Contractors Authorized to Accompany Forces.

** Applies to US Embassy Life Support in Afghanistan only. See special note below regarding Embassy support.

*** Afghanistan Life Support. Due to the drawdown of base life support facilities throughout the country, standards will be lowering to an "expeditionary" environment. Expeditionary standards will be base specific, and may include down grading from permanent housing (b-huts, hardened buildings) to temporary tents or other facilities.

****Check the "DFAC" AND "Government Furnished Meals" boxes if the contractor will have access to the DFAC at no cost. "Government Furnished Meals" (GFM) is defined as meals at no cost to the contractor (e.g, MREs, or meals at the DFAC. If GFM is checked, "DFAC" must also be checked.

Due to drawdown efforts, DFACS may not be operational. Hot meals may drop from three per day to one or none per day. MREs may be substituted for DFAC-provided meals; however, contractors will receive the same meal standards as provided to military and DoD civilian personnel.

*****Military Banking indicates “approved use of military finance offices to either obtain an Eagle Cash Card or cash checks.

*****Authorized Weapon indicates this is a private security contract requirement and contractor employees, upon approval, will be authorized to carry a weapon. If the service is NOT a private security contract, the checking of this box does NOT authorize weapons for self-defense without the approval of the USFOR-A Commander in accordance with USFOR-A policy. After award, the contractor may request arming for self-defense off a U.S. installation to the Contracting Officer’s Representative and in CAAMS.

SPECIAL NOTE – US Embassy Afghanistan Life Support: The type and amount of support that the U.S. Embassy Mission in Kabul, Afghanistan, provides to contractors, if any, must be coordinated in advance between the U.S. Mission and the contracting agency in accordance with Department of State Foreign Affairs Handbook, 2-FAH-2. Contractors are not authorized to deploy personnel requiring US Mission support prior to receiving clearance from the Contracting Officer.

SPECIAL NOTE ON MILAIR – MILAIR is allowed for the transportation of DoD contractor personnel (US, TCN, LN) as required by their contract and as approved in writing by the Contracting Officer or Contracting Officer Representative. Transportation is also allowed for contractor equipment required to perform the contract when that equipment travels with the contractor employee (e.g., special radio test equipment, when the contractor is responsible for radio testing or repair)

(End of Clause)

5152.225-5910 CONTRACTOR HEALTH AND SAFETY (DEC 2011)

(a) Contractors shall comply with National Electrical Code (NEC) 2008 for repairs and upgrades to existing construction and NEC 2011 standards shall apply for new construction, contract specifications, and MIL Standards/Regulations. All infrastructure to include, but not limited to, living quarters, showers, and restrooms shall be installed and maintained in compliance with these standards and must be properly supported and staffed to ensure perpetual Code compliance, prevent hazards and to quickly correct any hazards to maximize safety of those who use or work at the infrastructure.

(b) For existing employee living quarters the contractor shall provide maintenance, conduct repairs, and perform upgrades in compliance with NEC 2008 standards. For new employee living quarters, the contractor shall provide maintenance, conduct repairs, and make upgrades in compliance with NEC 2011 standards. The government has the authority to enter and inspect contractor employee living quarters at any time to ensure the prime contractor is complying with safety compliance standards.

(c) The contractor shall correct all deficiencies within a reasonable amount of time of becoming aware of the deficiency either by notice from the government or a third party, or by self discovery of the deficiency by the contractor. Further guidance can be found on:

UFC: http://www.wbdg.org/ccb.browse_cat.php?o=29&c=4

NFPA 70: <http://www.nfpa.org>

NESC: <http://www.standards.ieee.org/nesc>

(End of Clause)

5152.225-5914 COMMODITY SHIPPING INSTRUCTIONS (AUG 2011)

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

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

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

http://www.transcom.mil/dtr/part-ii/dtr_part_ii_203.pdf

2. Defense Transportation Regulation – Part II 4 Cargo Movement – Cargo Routing and Movement: http://www.transcom.mil/dtr/part-ii/dtr_part_ii_202.pdf

3. Defense Transportation Regulation – Part V - Department of Defense Customs and Border Clearance Policies and Procedures: http://www.transcom.mil/dtr/part-v/dtr_part_v_512.pdf

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

1. Afghanistan Import Customs Clearance Request Procedures: The carrier, shipping expediter, and/or customs broker is responsible for being knowledgeable about the Afghan Customs Clearance Procedures.

2. Status of Customs Clearance Requests: All inquiries regarding the status of a customs clearance request prior to its submission to Department of Defense (DoD) Customs and after its return to the carrier representative or shipping expediter should be directed to the carrier or shipping agent.

3. Customs Required Documents: The carrier representative or shipping expediter is required to provide the DoD Contracting Officer Representative (COR) with all documentation that will satisfy the requirements of the Government of the Islamic Republic of Afghanistan (GIROA).

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

1. The U.S. Ambassador Afghanistan diplomatic note guarantees that the U.S. Government (USG) shipments are exempt from Afghanistan Customs duties and taxes. USG shipments do not provide commercial carriers with the authority to unnecessarily delay shipments or holdover shipments in commercial storage lots and warehouses while en route to its final destination. The U.S. Embassy expects that shipments will be expedited as soon as customs clearance paperwork is received from the respective GIROA officials.

2. Imports: Documentation must list the year, make, model, and color of the commodity, the commodity Identification Number (if applicable) and for vehicles, the Engine Block Number. The following documentation is required for all import shipments:

a. An original Customs Clearance Request (CCR) prepared by the COR in accordance with Afghanistan customs guidance referenced in paragraph 4 below.

b. Bills of Lading (for shipments by sea), Airway Bills (for shipments by air) or Commodity Movement Request (CMRs) (for overland shipments). In the consignee block, type in "US Military". This will help the Afghan Customs officials to recognize that the shipment belongs to the US Military and, therefore, the shipment is subject to tax exemption provisions as specified under the current Diplomatic Note or Military Technical Agreement (MTA).

c. Shipping Invoices.

d. Packing Lists. Required only if the shipping invoice does not list the cargo.

e. An Afghan Government Tax Exemption Form (Muaffi Nama) purchased from the Department of Customs and Revenue and prepared in the local language by the carrier representative, shipping agent, or customs broker.

f. A Diplomatic Note, prepared by DoD Customs, to the Ministry of Foreign Affairs requesting the initiation of customs formalities with the Ministry of Finance, Department of Customs and Exemptions. Please note that DoD Customs is not responsible for registering vehicles.

g. Commercially-owned equipment such as vehicles, construction machinery or generators that are leased and imported to Afghanistan for the performance of a USG contract may be subject to taxes and duties as determined by GIRoA. If commercially-owned equipment is imported into Afghanistan in a duty-free status, that duty-free status only applies as long as the equipment is under the exclusive use of the USG contract. If the equipment is released at the end of the contract, applicable GIRoA duties and taxes will apply to the owner if the equipment is not exported from Afghanistan or transferred to another USG contract.

h. USG-owned vehicles must be exported at the conclusion of the project period or transferred to another USG entity. Under certain conditions, the USG may transfer equipment or vehicles to GIRoA.

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

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

b. Invoices.

c. Packing Lists. Required only if the shipping invoice does not list the cargo.

d. A Diplomatic Note, prepared by the DoD Customs Cell, to the Ministry of Foreign Affairs requesting the initiation of customs formalities with the Ministry of Finance, Department of Customs and Exemptions.

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

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

(End of Clause)

5152.225-5915 CONTRACTOR ACCOUNTABILITY AND PERSONNEL RECOVERY (JUN 2014)

(a) Contract performance may require work in dangerous or austere conditions. Except as otherwise provided in the contract, the contractor accepts the risks associated with required contract performance in such operations.

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

(2) Contractor Responsibilities: The contractor is responsible to take all necessary steps to locate and investigate the unaccounted for employee(s) whereabouts to the maximum extent practicable. To assist in this process, contractors may use the Operational Contracting Support Drawdown Cell as a resource to track or research employee's last known location and/or to view LOA's. All missing personnel will be immediately reported to the installation division Personnel Recovery Officer (PRO), Mayor's cell, Military Police Station and/or the Criminal Investigative Division, and the Base Defense Operations Center (BDOC).

(3) Contractor Provided Information: If it is determined that a potential criminal act has occurred, the USD PRO (or USFOR-A Personnel Recovery Division (PRD) with prior coordination) will attempt to validate the missing person's identity through the employer. The contractor shall provide the information to PRD within 12 hours of request. The required information the contractor should keep on file includes but is not limited to: copy of the individual's Letter of Authorization generated by the Synchronized Pre-deployment and Operational Tracker System

(SPOT), copy of passport and visas, housing information of where the individual resides such as room number and location, DD Form 93, Record of Emergency Data, copy of badging, and contact information for known friends or associates.

(b) If USFOR-A PRD determines through investigation that the unaccounted personnel have voluntarily left the installation either seeking employment with another contractor or other non-mission related reasons, PRD will notify the contractor. The contractor shall ensure that all government-related documents such as LOA's, visas, etc. are terminated/reconciled appropriately within 24 hours of notification by PRD in accordance with subparagraph (a)(8) of DFARS clause 252.225-7997 entitled "Contractor Demobilization". Contractors who fail to account for their personnel or whose employees create PR events will be held in breach of their contract and face all remedies available to the Contracting Officer.

(c) Contractors shall notify the Contracting Officer, as soon as practicable, whenever employee kidnappings, serious injuries or deaths occur. Report the following information:

Contract Number
Contract Description & Location
Company Name

Reporting party:
Name
Phone number
e-mail address

Victim:
Name
Gender (Male/Female)
Age
Nationality
Country of permanent residence

Incident:
Description
Location
Date and time

Other Pertinent Information

(End of Clause)

5552.216-9003 USTRANSCOM TASK AND DELIVERY ORDER OMBUDSMAN (OCT 2018)

In accordance with FAR 16.505(b)(8), the individual identified below is designated as the USTRANSCOM Task and Delivery-Order Ombudsman. The ombudsman is an independent official designated to review contractor complaints and to ensure contractors are afforded a fair opportunity to be considered, consistent with the procedures in the contract. Consulting the ombudsman does not relieve the contractor from performance requirements in the contract, nor alter or postpone any timelines for any other processes. Interested parties should first address their concerns, issues, disagreements, and/or recommendations to the contracting officer for resolution. If resolution cannot be made by the contracting officer, concerned parties may contact:

Chief, Business Support and Policy Division
Email: transcom.scott.tcaq.mbx.ombudsman@mail.mil
Telephone Number: 618-220-5434 FAX: 618-220-6248

(End of clause)

Section SF 30 - BLOCK 14 CONTINUATION PAGE

LIST OF EXHIBITS OP2Q1 15JAN2022

USC-9, LIST OF EXHIBITS/ATTACHMENTS

TCAQ/SDDC Ref: USC9OP2Q1 Contract Language Mods

The documents in red below are being revised and will have an effective date of 15-JAN-2022

Updating this Mod?	Document Sequence	Contract Document	Title/Description	Current Version
	--	Exhibit 1	[REMOVED AT TIME OF AWARD / Used for RFP purposes only]	n/a
	01	Exhibit 2	Additional USC-9 Info	Rev 3
✓	02	Exhibit 3	<p>Performance Work Statement (PWS)</p> <p><u>Updated Sections:</u></p> <ul style="list-style-type: none"> ➤ 4.D.1 through 4.D.5 (updated ETA references to ETA TEAMS) ➤ 6.B.3 (removed Government and added 'cognizant BDE OCCA', and added 'and providing the consignee, shipper, and cognizant COR with proof of the disposal') ➤ 7.A.3.3 (updated sentence to remove 'from door' and add 'origin door') ➤ 7.B.2.1.5 (added sentence for better clarification that the Ordering Officer is the one to authorize) ➤ Table 7.E.1 (first row, added 'except Guam') ➤ 7.F.1.2 (added 'the contractor shall adhere to installation specific requirement and') ➤ 7.F.1.9 (added 'ex. Proof of Delivery') ➤ 8.H.1 (added 'supply and apply seals to container doors;') ➤ 9.D.1 (clarified the paragraphs to better state that for both origin port and door bookings, the Government will provide cancellation notice at least 48 hours) ➤ 9.D.3 (added 'for IBS bookings and e-mail for direct bookings within 2 business days upon the booked cargo missing the sailing' and removed 'at time of occurrence') ➤ 9.D.5 (changed 'a container' to 'cargo') ➤ 9.E.8.1 (Table, changed 2 instances of the word 'flat' to 'flatrack') ➤ 9.E.8.3 (clarified the sentence to better state 'separate chassis detention is payable when used with a government furnished container but not when used with a carrier furnished container.') ➤ 9.E.8.6 (Table, changed 2 instances of the word 'flat' to 'flatrack') ➤ 9.F.1.2 (format edit) ➤ 9.F.2.4 (removed the word 'or') ➤ 9.H (Table, changed 2 instances of the word 'flat' to 'flatrack') ➤ 9.L.1 (added 'booked TCN and PCFN if applicable, changed 'serial' to 'container' number, and added 'number and seal number of the transload') ➤ 9.M.2 (clarified the paragraph to better state that if the cargo has been compromised, the contractor will be notified and given the opportunity to request and perform a joint inspection/survey) ➤ 9.P.1 (added 'futile trip charges will not exceed the linehaul, mileage or drayage contract rate for the same routing, e.g. origin to POE') ➤ 9.P.2. (Changed the Contractor business day notification window to the OO from 10 days to 5 to minimize delays) ➤ 10.B.3 (removed entirely) ➤ 10.B.3.1 (removed entirely) ➤ 10.B.3.2 (removed entirely) ➤ 10.B.3.3 (removed entirely) ➤ 11.G (corrected e-mail address) 	Rev 7
✓	03	a.	<p>Exigency Annex</p> <p><u>Updated Sections:</u></p> <ul style="list-style-type: none"> ➤ C.4.3 (replaced REA with pass-through invoice, included 'per table C.4.3.') ➤ C.4.3.1 (added as a new sentence) ➤ C.4.3.2 (added as a new sentence) 	Rev 5

			➤ Table C.4.3 (added as a new table)	
✓	04	b.	Attachment 1 – Electronic / EDI Reporting <u>Updated Sections:</u> ➤ Additional Rules for HG/HR Transactions: (HG: change to read 'contractor will submit a request in D-RAP to begin staging') (HR: change to read 'contractor will submit a request in D-RAP to end staging')	Rev 6
✓	05	c.	Attachment 2 – Operational Reports <u>Updated Sections:</u> ➤ 4.3 (inserted the word 'TEAMS')	Rev 2
	06	d.	Attachment 3 – Rate Rules	Rev 3
✓	07	e.	Attachment 4 – City Groupings <u>Added New Localities:</u> ➤ Added Oberhaid, Germany to the Nuremberg city group (row 322 on pg 7) ➤ Added Gotemba City, Japan to the Fuji city group (row 556 on pg 12) ➤ Added Camp Simba, Kenya to the Manda Bay city group (rows 595 & 596 on pg. 13)	Rev 7
	08	f.	Attachment 5 – Route Information	Base
✓	09	g.	Attachment 6 – Invoicing and Payment <u>Updated Sections:</u> ➤ C.2 (added 'and accurate') ➤ C.4 Note 2 (added 'for origin and destination', and added 'for final destination invoices the Proof of Delivery (POD) shall be included in accordance with Exhibit 3, PWS paragraph 7.F.1.9.')	Rev 4
	10	h.	Attachment 7 – Economic Price Adjustments	Rev 4
	11	i.	Attachment 8 – Shipments of DLA Prime Vendor Cargo	Rev 1
	12	j.	Attachment 9 – NIST.SP.800-171 POAM Template	Rev 2
	13	k.	Attachment 10 – Yubikey Request Form	Base
✓	14	l.	Attachment 11 – Definitions <u>Updated Sections:</u> ➤ Cargo Handling (added 'supply and apply seals to container doors') ➤ Quality Assurance Office (QA) (relocated definition to the proper alphabetical location) ➤ Staging: Port Staging: (format edit)	Rev 5
	15	m.	Attachment 12 – Trade Areas And Zones	Rev 4
	16	n.	Attachment 13 – Domestic Shipyard Report Template	Base
	17	o.	Attachment 14 – SHARP	Base
	18	p.	Attachment 15 – DD 254	Base
	19	q.	Attachment 16 – Authorization to Use DoD Air Transportation	Base
	20	Exhibit 4	Ordering Procedures	Rev 2
	21	Exhibit 5	Service Contract Act Wage Determination # 2010-0147	DoL Rev 13 (Published a/o 3/31/21)

1. Contractor Protection from Competition

1.1 Contractor Protection

A Contractor receiving an initial base period award or an option period award for this contract shall, during the respective base or option period of this contract, be protected from the subsequent competition of other Contractors after that initial award within the limitations of the Cargo Preference Act of 1904. This Contractor protection encourages initial competition among vessel owning or controlling contractors, protects the integrity of the contracting process, facilitates a streamlined acquisition process, promotes DOD's sealift readiness goals implemented in the Voluntary Intermodal Sealift Agreement (VISA) priorities, and complies with applicable law. The Cargo Preference Act of 1904 also has the effect of establishing a ceiling price; it states that charges to the U.S. Government may not be higher than the charges for transporting like goods for private persons.

1.2 Cargo Preference

The availability of U.S. flag service shall be evaluated at the time of Task Order (booking) award based on Carrier submitted vessel schedules located in IBS. Additional contracts may be awarded to Contractors at any time during the contract to Carriers offering a higher level of flag-service on a specific lane.

1.3 VISA Preference

1.3.1 VISA Participant is defined as follows:

An entity that is a U.S.-flag vessel operator organized under the laws of a State of the United States, or the District of Columbia, that is a signatory party to VISA, including all United States subsidiaries and affiliates of the entity which own, operate, charter or lease ships and intermodal equipment in the regular course of their business and in which the entity holds a controlling interest.

1.3.2 VISA preference shall be applied at the time of Task Order (booking).

The order of preference:

- 1) VISA Participant
- 2) VISA Non-Participant

1.3.3 USTRANSCOM will verify VISA Participant status of the contractors by validating enrollment with the Maritime Administration (MARAD), and confirming with the USTRANSCOM VISA Contracting Officer that the Contractor has an active VISA Contingency Contract. For VISA affiliate and subsidiary companies, USTRANSCOM will verify the VISA Participant status of the parent company in the same manner.

1.4 Late Rates

1.4.1 USTRANSCOM shall not accept proposals of service and rates from Contractors that were not awarded any contracts as a result of this solicitation unless the Contractor is offering U.S. flag service or combination U.S. flag service that cannot otherwise be obtained from Contractors that were awarded contracts. In such case, Exhibit 2, paragraph 1.2 applies.

1.4.2 The Contracting Officer shall negotiate rates when capacity from Contractors with initially awarded rates is not available to meet requirements or a new service will provide a higher U.S. flag service or combinations of U.S. flag 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 U.S. flag service than the service otherwise available to the U.S. Government under initially awarded rates; or capacity from Contractors with initially awarded rates is not available to meet the requirement.

1.5 Option Years Rate Additions

Contractors awarded a contract during the basic contract period may offer rates on additional routes during the option year rate refresh on routes they do not have accepted rates on for the basic contract period. Contractors who had accepted rates on these routes during the basic contract period are not protected from this new competition on those routes during any option period; the protection described in Exhibit 2, section 1.4 above does not apply to this situation. All Contractors with accepted rates on the same routes for an option period and any extension shall

compete equally for all cargo volumes based on procedures outlined in Exhibit 4, Ordering Procedures. A similar ability to offer new service on a route shall not exist at the time of contract extension, if any; the offer of new rate at time of contract extension would be processed under Exhibit 2, paragraph 1.4.2.

1.6 Domestic Shipyard Preference

Domestic Shipyard Preference will be applied at the time of Task Order (booking) in accordance with Exhibit 4. The Contractor shall submit the Domestic Shipyard Report (Attachment 13) annually in conjunction with the Option Year rate refresh.

2. Maritime Clauses

2.1 Liability for Lost or Damaged Cargo.

2.1.1 Application of Carriage of Goods by Sea Act (COGSA). For containers, the United States Carriage of Goods by Sea Act 46 U.S.C. 1300 et seq. (hereinafter "COGSA" or "the Act") is incorporated and shall apply to the ocean transportation of all goods, including goods in containers stowed on deck, under any Shipping Order with the same force and effect as if the Act applied to such carriage by express provision therein. For the purpose of interpreting Section 4 of the Act, "Limitation of Liability", the act of loading cargo into, or upon, a container shall not transform such containerized cargo into a single COGSA "package" (as defined herein). For example, the act of loading multiple boxes, bundles, or pieces of cargo into a container does not convert all boxes, bundles, or pieces of cargo into a single COGSA "package." The limitation of liability set out in Section 4 of the Act shall apply to each package in a container and the government packing list itemizing the cargo in the container is prima facie the controlling document for determining how many "packages" are in a container. The Government packing list is the document completed by the origin shipper listing the items in a container.

For breakbulk, COGSA is incorporated and shall apply to the ocean transportation of all goods, under any Shipping Order with the same force and effect as if the Act applied to such carriage by express provision therein. The COGSA limitation of liability for cargo not in packages is to each measurement ton of cargo. If the Government through its booking system (currently IBS) indicates an order is being shipped "breakbulk," the COGSA limitation of liability will be valued by the measurement ton of breakbulk cargo regardless of whether other shipping documents (i.e. shipping manifest, etc.) refer to the breakbulk cargo as a single "piece," "unit," or other single item. The IBS booking document indicating "breakbulk" is the controlling document between the parties.

For all cargo, container and breakbulk, the carriage of cargo under any Shipping Order issued pursuant to this contract shall not be deemed or construed to be the carriage of cargo pursuant to special terms and conditions as provided for in Section 6 of the Act; and nothing in this solicitation is intended to relieve the contractor or the vessel from liability for loss or damage to or in connection with the goods arising from negligence, fault or failure in the duties and obligations provided by the Act or to lessen such liability otherwise than as provided therein.

COGSA shall apply from the point of delivery to the Contractor to the point of delivery to the Consignee whether in connection with intermodal or ocean-only transportation under this Contract. Accordingly, COGSA shall apply in determining the limits of a Contractor's liability, as set forth above, for loss or damage to cargo booked under this Contract arising at any time in the custody of the Contractor.

When the application of COGSA would not result in a limitation on liability, this contract also excludes any limitation on liability.

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

Government claims shall be submitted to the contractor within 3 years of the accrual of a claim. However, the Government will take all reasonable steps to provide notice of loss as soon as it is discovered.

2.1.2 Application of COGSA for Non-Government Owned Cargo.

For containers, the United States Carriage of Goods by Sea Act 46 U.S.C. 30701 et seq. (hereinafter "COGSA" or "the Act") is incorporated and shall apply to the ocean transportation by the Contractor of all goods, including goods in containers stowed on deck, owned by a non-government cargo owner under any Shipping Order with the same force and effect as if the Act applied to such carriage by express provision therein. For the purpose of interpreting Section 4 of the Act, "Limitation of Liability", the act of loading cargo into, or upon, a container shall not transform such containerized cargo into a single COGSA "package" (as defined herein) For example, act of loading multiple boxes, bundles, or pieces of cargo into a container does not convert all boxes, bundles, or pieces of cargo into a single COGSA "package." The limitation of liability set out in Section 4 of the Act shall apply to each package in a container and the shipper or government packing list itemizing the cargo in the container is prima facie the controlling document for determining how many "packages" are in a container. The shipper packing list is the document completed by the origin shipper listing the items in a container.

For breakbulk, COGSA is incorporated and shall apply to the ocean transportation of all goods, under any Shipping Order with the same force and effect as if the Act applied to such carriage by express provision therein. The COGSA limitation of liability for cargo not in packages is to each measurement ton of cargo. If the shipper through its booking system indicates an order is being shipped "breakbulk," the COGSA limitation of liability will be valued by the measurement ton of breakbulk cargo regardless of whether other shipping documents (i.e. shipping manifest, etc.) refer to the breakbulk cargo as a single "piece," "unit," or other single item. The shipper booking document indicating "breakbulk" is the controlling document between the parties and will determine whether cargo is valued as a "package" or by the measurement ton.

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

When the application of COGSA would not result in a limitation on liability, this contract also excludes any limitation on liability.

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

Government claims shall be submitted to the contractor within 3 years of the accrual of a claim. However, the Government will take all reasonable steps to provide notice of loss as soon as it is discovered.

2.1.3 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 ship owner'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 of 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. 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.

When the application of COGSA would not result in a limitation on liability, this contract also excludes any limitation on liability.

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

Government claims shall be submitted to the contractor within 3 years of the accrual of a claim. However, the Government will take all reasonable steps to provide notice of loss as soon as it is discovered.

2.1.4 The COGSA liability limitations are not applicable to the Government's recovery from the Contractor for the cost of non-conforming transportation for pilfered or stolen cargo, including, but not limited, to enhanced ITV or enhanced security. This recovery is limited to the amount paid for the services by the Government.

2.1.5 Increased Liability for Lost or Damaged Cargo

Lost or Damaged Cargo. The contractor is required to deliver cargo to final destination in the same condition it was tendered by the shipper. The contractor is liable for cargo that is lost, damaged, or in any way altered from the tendered condition. For all bookings, the contractor is liable for lost or damaged cargo up to the COGSA liability limitation, or the actual amount of the loss or damage to the cargo, whichever is less. Should a shipper desire to declare the value of its booked cargo in an amount greater than the COGSA liability limitation, the shipper will order the "increased value" at the time of booking and a one time only (OTO) rate will be solicited in accordance with Exhibit Four for the additional coverage.

2.1.6 A "booking" covers all cargo booked under a single PCFN and the contractor is liable to the shipper for lost or damaged cargo up to the amount declared in the booking, or the actual value of the lost cargo, whichever is less.

2.1.7 Notice. Government claims shall be submitted to the contractor within 3 years of the accrual of a claim. However, the Government will take all reasonable steps to provide notice of loss as soon as it is discovered.

2.2 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.

2.2.1 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 as described in Exhibit 2, paragraph 2.2.1.1 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.

2.2.1.1 Notice of Diversion. The Notice described in Exhibit 2, paragraph 2.2.1 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 (e.g., electronic mail), but it is understood that such notice may be delayed if it would put the vessel, her crew or cargo at risk of loss, damage or injury.

2.2.1.2 Equitable Adjustment, Carrier Proposed Course of Action. After notification to the Contracting Officer and approval by the Contracting Officer 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 Contracting Officer 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 Contracting Officer, the contractor shall nonetheless be entitled to reasonable, allocable, incurred costs if the Contracting Officer 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 USC9 rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-USC9 shipper. If the Contractor has been paid for delivery to destination, the Contracting Officer will consider this fact in evaluating any request for an equitable adjustment or potential government claim for a windfall to the Contractor.

2.2.1.3 Mutual Agreement. 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, the Contracting Officer shall so advise the Contractor as soon as practicable. Thereafter, the Contracting Officer and the Contractor shall, with all due diligence and good faith, endeavor to mutually agree upon the prudent disposition of the Cargo.

2.2.1.4 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 Contracting Officer's direction to the Contractor to deliver the cargo to a port of the U.S. Government's choice and to make any other arrangements for the cargo the Contracting Officer deems necessary to protect the Government's interest.

2.2.1.5 Equitable Adjustment for U.S. 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 Contracting Officer'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-USC9 shipper under any Scope of Voyage (Liberties) or similar clause in any contract between the Contractor and a non-USC9 shipper. In no case shall an equitable adjustment duplicate compensation provided in a USC9 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-USC9 shipper. If the Contractor has been paid for delivery to destination, the Contracting Officer will consider this fact in evaluating any request for an equitable adjustment or any government claim for a windfall to the Contractor.

2.2.1.6 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.

2.2.2 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 (or by any committee or person having, under the terms of the war risk insurance on the vessel, the right to give such orders or directions). Delivery or other disposition of the goods in accordance with such orders or directions shall excuse delay in performance to the extent that such order or direction persists in prevention of performance. (See compensable Delay Clause below in Para 6.) The vessel may carry seized contraband, explosives, munitions, warlike stores, hazardous cargo, and may sail armed or unarmed and with or without convoy.

2.2.3 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.

2.3 Strikes

2.3.1 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.

2.3.2 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.

2.4 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.

2.5 General Average

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

2.6 Liens

2.6.1 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.

2.6.2 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.

2.7 Force Majeure

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

3. War Risk

3.1 Compensation

In the event it is necessary for the Contractor to pay additional premiums to extend the coverage of crew, hull and machinery, protection and indemnity insurance and insurance covering the loss and damage of cargo while aboard the vessel at sea (not applicable to inland cargo) to include war risks, or to pay crew war risk bonuses as a result of the vessel entering the war risk area, the Contractor shall include any and all costs associated with war risk in the appropriate ocean rate when the normal routing of one or more of the vessels carrying the shipment involves transiting a Listed Area designated by Lloyd's Market Association's Joint War Committee.

In the event that a new war risk location is designated to the Joint War Committee's designation list after the final award of approved contract rates the Government will resolve the difference by either a rate refresh to the appropriate ocean lane, request for equitable adjustment (REA), or the addition of an accessorial surcharge. The Contracting Officer's approach to resolve the new designation will depend on the circumstances surrounding the event.

3.2 Alternatives

If Commercial Marine, War Risk, and Liability Insurance is not available or if Marine, War Risk, and Liability Insurance through the Secretary of Transportation under Sections 1202-1205 of the Merchant Marine Act of 1936, 46 App. U.S.C. 1282-1285, is available at a lesser rate, the Contracting Officer reserves the right to require Contractors to obtain the necessary Marine, War Risk, and Liability Insurance from the Secretary of Transportation. Further, in the event that the Secretary of Defense, or his/her authorized designee, is authorized to provide and does provide indemnification to the Secretary of Transportation under Section 1205 of the Merchant Marine Act, 1936, 46 App. U.S.C. 1285, for Marine, War Risk, and Liability coverage without premium, the Contracting Officer reserves the right to require the Contractor to obtain such insurance from the Department of Transportation and no premiums as set forth in Exhibit 2, paragraph 3.1 above will be paid to the Contractor by the U.S. Government.

4. Cargo Claims

Except in relation to claim processing timelines (including but not limited to Defense Transportation Regulation (DTR), Volume II, Chapter 210, paragraph F.1.a.(1)), the Government will process cargo claims in accordance with the Defense Transportation Regulation, Volume II, Chapter 210. The Contractor agrees to cooperate with Government efforts to resolve claims for loss or damage to Government cargo.

5. Rejection and Price Reduction for Non-Conforming Transportation Services

5.1 The Contractor recognizes that the Contracting Officer ordinarily must reject services that are non-conforming in a major or critical aspect or are otherwise incomplete. To the extent the transportation of cargo results in loss or damage of cargo, the purpose of the transportation is frustrated and the non-conformance in the transportation service is major/critical.

5.2 The Contracting Officer may evaluate the conformity of transportation to contract requirements in addition to evaluating whether lost/damaged cargo complies with contract requirements. If cargo is found to be lost or damaged, either before or after acceptance by the Government of the cargo, and the loss/damage is due to fault or liability of the Contractor under the contract, the Contracting Officer may - in addition to any action related to the lost/damaged cargo - take any of the following actions related to non-conforming transportation:

- a) Notify the Contractor of the non-conforming transportation;
- b) Request the Contractor to address fault or liability for loss or damage to cargo and corresponding non-conforming transportation;
- c) Reject the non-conforming transportation in whole or in part, as may be warranted;
- d) Seek a price reduction or other consideration in whole or in part, to the extent the transportation is non-conforming.

5.3 The Contracting Officer shall not revoke acceptance of transportation services, reject transportation services, or implement a price reduction until the Contractor has been provided notice and an opportunity to demonstrate that the transportation services conformed to the contract of carriage as booked.

6. Compensable Delays

6.1 Other clauses in this contract (such as FAR 52.212-4 paragraph f; Exhibit 2, section 2.7 force majeure; Exhibit 2, paragraph 2.2 Scope of Voyage (Liberties); etc.) cover delay in performance or frustration of performance in certain situations. Exhibit 2, Section 2.2 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.

6.2 Situations where the U.S. Government Causes a Delay. This clause addresses compensation/financial liability in other situations. Specifically, to the extent action or inaction by the U.S. Government in either its contractual or sovereign capacity, causes a delay in Contractor performance, the Contractor shall be entitled to an equitable adjustment for costs incurred directly related to the safety and security of U.S. Government cargo or related to efforts to deliver the cargo as contracted. Such cost shall be reasonable, supported by appropriate documentation and subject to audit. The Contractor shall be entitled to such equitable adjustment under this contract to the extent that:

- a) The U.S. Government action or inaction is otherwise not compensable under other provisions of this contract; and
- b) The U.S. Government action or inaction interferes with or prevents performance of a contractual obligation by a reasonable Contractor; and
- c) The Contractor's actions or inactions have not contributed to the Government caused delay; and
- d) The Contractor has exercised due diligence to mitigate the delay or the financial consequences of such delay.

6.2.1 In no case shall an equitable adjustment duplicate compensation provided in a USC9 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-USC9 shipper.

6.3 Situations where neither the Contractor nor the U.S. Government Cause Delay. To the extent delays in Contractor performance are caused by third parties, natural causes, or any cause other than those within the control of either the Contractor or the U.S. Government, this clause apportions risk. In such situations, the Contractor may be entitled to an equitable adjustment for costs incurred directly related to the safety and security of U.S. Government cargo or related to efforts to deliver the cargo as contracted. Such cost shall be reasonable, supported by appropriate documentation and subject to audit. The Contractor shall be entitled to an equitable adjustment to the extent that:

- a) The subject delay is caused by an extraordinary event not within the control of either the U.S. Government or the Contractor. An extraordinary event is uncommon or unusual and beyond the control of a reasonable Contractor exercising customary foresight and sound business practices; and
- b) The extraordinary event is otherwise not compensable under other provisions of this contract; and
- c) The extraordinary event interferes with or prevents performance of a contractual obligation by a reasonable Contractor; and

d) The Contractor has exercised due diligence to mitigate the delay or the financial consequences of such delay.

6.4 Exigency Areas. With respect to declared Exigency Areas (contained in Exhibit 3, PWS, Exigency Annex), the scope of equitable adjustment is hereby broadened to the extent that action or inaction by any government, not just the U.S. Government, delays Contractor performance in a declared Exigency Area or at the border of a declared Exigency Areas. In all other respects, the terms of Paragraph 6.2 above shall apply to Exigency Areas.

6.4.1 In no case shall an equitable adjustment duplicate compensation provided in a USC9 freight rate, or otherwise reimburse the Contractor for costs chargeable (by the Contractor) is allocable to a non-USC9 shipper.

7. Equitable Adjustments

7.1 Where the Government causes delay, or where neither the Contractor nor the U.S. Government cause the delay, and the Contractor accrues costs due to the delay, pursuant the Compensable Delays clause Exhibit 2, section 6, these costs shall not be invoiced under Attachment 6 as pass-through charges. These alleged additional costs, charges, or third-party reimbursement costs shall be submitted in accordance with FAR 52.212-4(c) and (d).

7.2 Examples of costs that shall be submitted in accordance with FAR 52.212-4(c) and (d) include, but are not limited to, Government-caused delay costs, customs delay costs, border delay costs, destination delay costs, gate delay costs, and costs relating to a requested Contract modification and/or costs relating to an alleged Contract change.

7.3 Contractor claims and requests for equitable adjustments shall be submitted to the Contracting Officer for a decision within 3 years of the accrual of a claim or request for equitable adjustment.

8. Claims Timeline

Contractor claims shall be submitted to the Contracting Officer for a decision within 3 years of the accrual of a claim.

9. **Fuel Surcharge, FAR 252.247-7003 Exception:** This contract contains the clause 252.247-7003, Pass-Through of Motor Carrier Fuel Surcharge Adjustment to the Cost Bearer. Carriers are excepted from the requirements of 252.247-7003 if its subcontracts with motor carriers effectively pass the equivalent Fuel Adjustment Factor provided in this contract, regarding fuel-related surcharge adjustments, to the person, corporation, or entity that directly bears the cost of fuel for shipments transported under this contract. Carriers shall provide, upon request, copies of subcontracts demonstrating a fuel surcharge clause is included in the subcontract.

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SECTION 1 BACKGROUND

1.A. SDDC Role

1.A.1. As the Army Service Component Command of the United States Transportation Command (USTRANSCOM), the Military Surface Deployment and Distribution Command (SDDC) provides worldwide common-use ocean terminal services and traffic management services to deploy, sustain, and redeploy the United States Armed Forces.

1.A.2. SDDC is responsible for surface transportation 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 of cargo to ports in the US and overseas and manages numerous ports throughout the world.

1.B. Purpose

The Universal Services Contract (USC) enables SDDC to fulfill its mission by providing international commercial ocean and intermodal distribution services in support of the Defense Transportation System (DTS). DTS cargo consists of military equipment and related supplies including: supermarket-type commodities shipped by the Defense Commissary Agency (DECA), department store merchandise shipped by Army and Air Force Exchange Service (AAFES) and Navy Exchange Command (NEXCOM), supplies shipped by the Defense Logistics Agency (DLA) and General Services Administration (GSA), and mail shipped by the Military Postal Service (MPSA). DTS cargo is shipped in substantial, recurring and consistent volumes on many trade routes. USC is the primary contracting tool for moving DTS cargo when movement by ocean is required.

SECTION 2 SCOPE

2.A. Overview

2.A.1. This contract provides international cargo transportation and distribution services using ocean common or contract carriers, as defined in the Shipping Act of 1984, offering regularly scheduled commercial liner service for requirements that may arise in any part of the world, including service covered by the Jones Act. Contractors shall be capable of providing ocean, intermodal, and related transportation and distribution services to support their offered services as required herein. This contract is primarily for requirements sponsored by the DoD, to include items not owned by DoD, such as Foreign Military Sales (FMS), Humanitarian Assistance Programs (HAP), shipments from commercial entities for use by DoD (e.g. Defense Logistics Agency's Prime Vendor Program), Household Goods (HHG) and Privately Owned Vehicles (POVs) owned by DOD employees, and shipments by the armed forces of allied nations. In addition, this contract may be used for shipments by United States Federal Agencies other than DoD. This contract shall apply to services performed in peacetime as well as those provided in exigency areas, for which there is a Exigency Annex to cover any special requirements for such areas. This contract is not subject to terms or conditions of Contractors' tariffs. The accepted booking, in conjunction with the terms contained in this contract, constitutes the contract of carriage.

2.A.2. This contract applies to both Unit Movement Cargo and Non-Unit Movement Cargo. Unit Movement Cargo is described by Unit Line Numbers (ULNs) and Plan Identifications (PIDs) in the Joint Operation Planning and Execution System (JOPES) – whether contingency, exercise or administrative in nature – whether characterized as deployment, redeployment or retrograde cargo.

2.B. Rate Modifications

2.B.1. Included in the scope of this contract are transportation services and services ancillary to transportation that were not priced at the time of award or during annual (or other periodic) rate refreshes, including but not limited to:

1. Additional routes or subroutes, whether ocean or inland
2. Accessorial rates if none established for a particular location or routing
3. Excepted Cargoes Breakbulk/RORO – see definitions in Exhibit 3, PWS, Attachment 11
4. Excepted Cargoes Container – see definitions Exhibit 3, PWS, Attachment 11
5. Increased Liability for Lost or Damaged Cargo, see Exhibit 2, Additional Clauses, paragraph 2.1.5.

2.B.2. These rates shall be solicited, either on a one-time-only (OTO) basis for a specific cargo movement or on an ongoing basis if projected frequency or volume is sufficient.

2.B.3. OTOs shall be competitively ordered in accordance with Exhibit 4. Ongoing rates are awarded through CARE with a process similar to that used during the annual rate refresh.

SECTION 3 PERFORMANCE AND EDI

3.A. Performance Requirements

3.A.1. The expectation of the United States Government (Government) is that all cargo booked under this contract shall successfully move in accordance with the terms of the contract. The Government strategy for assessing the Contractor's performance under this contract focuses on two business lines: Unit Cargo and non-Unit Cargo. Contractor performance will be measured by a Composite Score (CS), consisting of two scores: a Lane Score (LS) weighted at 90% and a Worldwide Score (WS) weighted at 10%. A LS measures a Contractor's performance on a specific lane, typically COCOM to COCOM (e.g. NORTHCOM to PACOM). A WS measures the Contractor's performance on all shipments. If contractor's volume on a particular lane is 20 or fewer measured TCNs during the 2-month measurement period, the CS will be equal to the WS. For the CENTCOM AOR, performance will be measured separately for PAKGLOC, NDN, and rest of CENTCOM.

3.A.2. The LS and WS are computed based on a 60 day rolling average. With exception to lanes with 20 or fewer measured TCNs, the LS is for all shipments across a lane (e.g. NORTHCOM to PACOM) for the 60 days being measured. For lanes with fewer than 20 TCNs during the 60 days being measured, the LS will be the same as the WS. The WS is calculated based on all cargo for a carrier for the 60 days being measured.

3.A.3. To evaluate the Contractor's success in meeting minimum contract standards that support stated Performance Objectives, the Government will monitor and measure Contractor performance under this contract using the Performance Measures identified in Table 3.C

3.A.4. There may be more than one Performance Measure for a single Performance Objective.

3.B. Performance Objectives

3.B.1. Required Delivery Date (RDD)

3.B.1.1. The Contractor shall deliver all cargo by the Required Delivery Date (RDD) specified in the accepted booking. If the Contractor experiences delays during movement, the Contractor may submit a delay request, with proper documentation, in D-RAP, in accordance with Attachment 1. The Contracting Officer's Representative (COR) will review and either validate, request further documentation, or deny. For delays not caused by the Contractor, the Contractor must still exercise due diligence to deliver cargo as soon as consignee is able to accept delivery. If the non-Contractor caused delay causes the Contractor to miss the RDD, the Contractor may request an RDD credit via the Carrier Performance Portal (CPP) after delivery but before the 8th calendar day of the month following delivery.

3.B.1.2. When the Government directs staging (HG/HR), the RDD is extended by the number of days of staging.

3.B.1.3. In order to provide realistic timelines and RDDs to the shippers, HQ SDDC G3 International Movement Support Division will maintain RDD Guidance that is based on historical movement data and updated as needed. The guidance will be incorporated into the Integrated Booking System (IBS) and distributed to Direct Bookers. This guidance will not override any RDDs put forth in the booking and accepted by the Contractor. Unit move cargo will be offered in accordance with JOPES timelines and RDDs. Timelines will include time for typical cargo clearance and delivery to destination.

3.B.1.4. If RDDs are booked on non-work days, such as holidays or weekends in the destination country, and the RDD was missed, the Contractor shall be given an adjustment to the next business day when requested in CPP.

3.B.2. In-Transit Visibility (ITV)

3.B.2.1. The Contractor shall provide accurate and timely shipment status reports using the Electronic Data Interchange (EDI), the PAT Surface ITV application, or the Ocean Carrier Interface (OCI) as required by paragraph 4.E. There are eight measured transactions for container and breakbulk shipments.

3.B.2.1.1. Required transactions for containers: W, I, AE, VD, VA, UV, OA, X1

3.B.2.1.2. Required transactions for breakbulk: W, I, AE, VD, VA, UV, OA, X1

3.B.2.1.3. RD or EC are also required but will not be measured with the other EDI transactions.

3.B.2.2. The ITV performance objective is calculated based on a weighted score of EDI submission considered at 50% weight and submission timeliness considered at 50% weight. Each transaction will be independently measured. For example, if the Contractor submits seven out of eight required breakbulk transactions and all seven are timely, the Contractor would receive 87.5% credit for ITV on that shipment $((7/8)*50\%)+((7/8)*50\%) = 87.5\%$.

3.B.2.3. The ITV measure is independent of the on-time delivery performance measure; although failure to submit an X1 transaction will be considered equivalent to a missed RDD, unless (for those locations where the AV transaction is permitted), a valid AV transaction is accepted by the COR to constitute RDD compliance. In all cases, including those for which a valid AV is accepted for RDD compliance purposes, the X1 transaction remains a mandatory EDI transaction to be submitted after actual physical delivery to the Government has occurred.

3.B.3. CPP Procedures for Monthly Scorecards

3.B.3.1. On the 1st calendar day of every month, the Contractor will review its performance data for the previous month using the History tab under Historical Reporting in CPP. EDI transaction will be accepted in CPP until the 5th calendar day of the month. Contractors may submit for credit in CPP for timeliness, submission, on time delivery and exclusions until the 8th calendar day.

3.B.3.2. On the 20th calendar day of the month, the Contractors may view their monthly scorecard in CPP. Contractors will have 4 additional calendar days to dispute any discrepancies in performance assessment data with the SDDC HQ CORs.

3.C. Performance Objective Assessment

Performance assessments will be prepared on a monthly basis. The cognizant CORs will coordinate with the Contractor to resolve all disputed performance assessment data prior to the posting of the Monthly Performance Assessment. The Government shall accomplish audits of Contractor submitted performance data to ensure accuracy. Data points for Performance Objectives 1 and 2 represent one container or piece of cargo as booked.

Table 3.C

Performance Objective	Description	Performance Measure	Performance Average	Weight	Performance Assessment
1	Required Delivery Date	Cargo shall be delivered no later than the Required Delivery Date as accepted in the booking.	<i>x%</i>	<i>0.75</i>	<i>x* .75</i>
2	In-transit Visibility	The Contractor shall provide to the Government an accurate 315 transaction set within 48 hours of the event.	<i>y%</i>	<i>0.25</i>	<i>y * .25</i>
Contractor Performance Score				1.00	Total %

3.D. Performance Rating

3.D.1. The Government will use the Contractor Performance Score calculated as shown in Table 3.C as a factor in the best value booking process.

3.D.2. If a lane score falls below 0.75, Contractor may be put into Limited Use status in accordance with Paragraph 3.F for that lane. To facilitate that process, the Government will, as suggested in Table 3.D, assign a Contractor Rating to the Contractor's Performance Score.

Table 3.D

Contractor Performance Score	Rating
<i>95% - 100%</i>	Exceptional
<i>90% - 94%</i>	Good
<i>80% - 89%</i>	Satisfactory
<i>76% - 79%</i>	Marginal
<i>75% and under</i>	Unsatisfactory

3.E. Quality Control, Reporting, and Records

3.E.1. The Contractor shall promptly notify the appropriate Contracting Officer Representative (COR) of any problems or failures that may affect performance. The COR may issue a Contract Discrepancy Report (CDR) when the Contractor fails to meet the terms and conditions of the contract. Upon request, the Contractor shall provide the COR with a written plan of corrective action, including a proposed timeline, within 10 business days after such request. This plan shall describe proposed Contractor actions to correct the problem or deficiency and bring performance back in compliance with identified performance standards.

3.E.2. The CORs shall monitor Contractor performance and compliance with the terms and the conditions of the contract using standard techniques such as inspections, Government-generated management reports, Contractor reports and customer feedback, or as otherwise indicated herein. The Contractor shall attend periodic meetings called by the COR or the Contracting Officer to discuss operations and problem areas.

3.E.3. Retention of Records. The Contractor shall maintain and, upon request, provide to the Contracting Officer such documentation deemed relevant to performance of transportation services ordered under the terms of this contract. Records will be maintained and available to the Contracting Officer throughout the term of the contract and for three years after final payment in accordance with FAR 52.212-5(d).

3.F. Recurring Service Failure

3.F.1. The Government may obtain services from alternate sources either inside or outside this contract to include activation of Government vessels. The actions by the 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. The Contractor may be put into limited use status by the Contracting Officer for service failures including, but not limited to, the following:

1. Performance scores falling below an acceptable rating for two consecutive monthly ratings.
2. Rejecting one or more bookings that are required under the mandatory space commitments or the exigency annex.
3. Failure to report one or more cargo losses, breaches, hijackings as required by the Exigency Annex.
4. Lost/damaged/pilfered shipments exceeding 0.5% of all shipments during any three month period.

3.F.3. The Contractor will be notified via a letter issued from the Contracting Officer that the Contractor is in jeopardy of being put on limited use. The letter will outline, at a minimum, the reason the Contractor is being

considered for limited use status, the proposed amount of time of the limited use status, and any other pertinent information.

3.F.4. The Contractor shall respond with a remedy to the issue. If the Contracting Officer determines the remedy is insufficient the Contractor will be notified in writing they are officially in limited use status.

3.F.5. Contractors in limited use status may only be offered bookings if no other contractor is available or if no other contractor has equal or higher flag service available.

SECTION 4 GENERAL AND ADMINISTRATIVE

4.A. 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. When supporting documents are required and such documents are not in English, the Contractor must provide an accompanying English translation.

4.B. Responsibility for Charges and Taxes

The Contractor shall pay all dues, charges, and taxes customarily levied on the vessel. The Contractor shall pay all taxes levied on the freight charges. The Government shall pay all dues, charges, duties, and taxes customarily levied on the cargo however the amount is assessed. In some cases, the Contractor shall be advised by the Contracting Officer to pay such fees, which will entitle the Contractor to be reimbursed by SDDC using procedures in Exhibit 3 PWS Attachment 6.

4.C. Customer Service Assistance

The Contractor shall submit a list of points of contact who can respond to Government activities to provide expert assistance in answering questions, exchanging information, and resolving problems including at least one primary and alternate point of contact available for urgent matters on a 24 hour basis 7 days a week. The Contractor shall provide this list within one calendar week of contract award, and at the time of award of any option years. Should there be any intervening changes to the list, the Contractor will advise of any changes within one calendar week of any such change.

4.D. Electronic Systems Access

4.D.1. The majority of business conducted under this contract requires the Contractor to access multiple applications within SDDC/TRANSCOM's Electronic Transportation Acquisition (ETA) Transportation Enhanced Access Management Services (TEAMS) System, such as IBS, and Business Support & Container Management (BSCM) Module. DODI 8520.02 and DODI 8520.03 shall govern contractor's access to these systems; unless or until these DOD Instructions are amended to allow otherwise, the contractor "shall use certificates issued by the DoD External Certification Authority (ECA) program or a DoD-approved PKI (Yubikey), when interacting with the DoD in unclassified domains." Contractors shall use ECA when possible and may use a DoD-approved external PKI (Yubikey) when ECA is not an option. Furthermore, contractors shall use multi-factor authentication as required by DODI 8520.03 which requires each user to have both a Government-provided user name and password as well as a non-PKI or PKI certificate/authenticator. Contractors must ensure compliance with system access standards as a requirement for doing business with the Government and shall implement an identity proofing/vetting process for ETA TEAMS users in accordance with paragraphs 4.D.2 through 4.D.5 below. Any costs associated with meeting these access standards shall be borne by the contractor.

4.D.2. The contractor shall assign a US-citizen company official (acting as their Trusted Agent) to identify and authenticate all employees prior to receiving Yubikey credentials for ETA TEAMS access. For the Yubikey options, the company official will assert the identity proofing has taken place and provide on company letterhead, a complete list of employees authenticated and authorized to receive PKI credentials. This assertion will be made to the Contracting Officer in accordance with format cited in Attachment 10 and updated letters provided if any information requires an update, employees leave the company, access is no longer required, or credentials are lost. Additionally, if requested by the Contracting Officer, the contractor must provide a copy of all supporting the identity vetting/authentication documentation pertaining to an employee.

4.D.3. The company official must be able to recognize legitimate versions of identity documentation provided by the applicant in order to ensure only authorized personnel are granted ETA TEAMS access.

4.D.4. The applicant must present two forms of Government-issued identification, at least one of which must be a proof of citizenship, in person, to the company official acting as the Trusted Agent. The following documents are examples of acceptable documents: Official Passport, Certified Birth Certificate issued by the city, county, state, or country in accordance with local laws, Naturalization Certificate, Certificate of Citizenship, FS-240 Consular Report, or DS-1350 Certification of Report of Birth. The authorized company official must exchange sufficient information to ensure the identity of the applicant is unambiguous and accurate.

4.D.5. All employees accessing ETA TEAMS will successfully pass a commercial employment background check performed by the USC contractor or a 3rd party or successfully pass a local government performed check for employment purposes. If requested by the Contracting Officer, the contractor must provide a copy of the identification proofing documents used to perform the background checks of the employee.

4.E. Electronic Commerce / Electronic Data Interchange (EDI)

4.E.1. The Contractor shall use Electronic Data Interchange (EDI) or IBS Ocean Carrier Interface (OCI) module (or successor system) as the primary means for interfacing with SDDC for all bookings.

4.E.2. The Contractor shall use the Defense Transportation Electronic Data Interchange (DTEDI) approved Implementation Convention (IC) 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 IC and their controlling concepts of operations as may be approved by the Defense Transportation Electronic Board (DTEB). These changes shall be implemented in accordance with schedules approved by the DTEB.

4.E.3. The Contractor shall receive or transmit, as appropriate, the following transactions sets:

4.E.3.1. Contractor receiving order data, 300 (Delivery order, the booking, including increases and decreases)

4.E.3.2. Contractor ordering confirmation data, 301 (Confirmation of order, Contractor to Ordering Officer)

4.E.3.3. Cancellation data from Ordering Officer, 303 (Ordering Officer Cancellation)

4.E.3.4. Shipping Instructions, 304

4.E.3.5. Contractor shipment status reporting data, 315

4.E.4. 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. Attachment 1, Table 1 identifies specific events that require reporting. The Contractor shall submit all reports within 48 hours of accomplishment. Details regarding each type of EDI transaction can be found in Attachment 1.

4.F. Operational Reports

The Contractor shall submit operational reports as specified in Attachment 2.

4.G. Indemnity

In accordance with the Anti-Deficiency Act the Government will not indemnify the contractor for services ordered under this contract, including but not limited to signing indemnity letters for the supercargo service as specified in 8.D.

4.H. System Support

During the lifecycle of this contract, the Contractor, at the invitation of the Government, may be afforded with opportunities to test and/or provide input for Government systems and capabilities in development. Participation by Contractors in Government system support activities is voluntary. The extent of a Contractor's involvement is at the

invited parties’ discretion and participation will be at no additional cost to the Government. When such opportunities arise, the Contractor will be advised in writing of any known changes to the contract terms and conditions by the contracting office. By participating, the Contractor agrees to advise the contracting office of any unaddressed contract deviations upon discovery.

SECTION 5 SCHEDULING AND BOOKING

5.A. Space Commitment

5.A.1. Provided the booking offer is made at least 5 business days prior to local cutoff, the Contractor must make available 10% of vessel capacity for the booking of Government cargo on each US flag vessel sailing from Contiguous United States (CONUS) on the designated routes listed below:

Outbound Routes	Zones
1	West Coast to Far East
05/11	East & Gulf Coasts to Europe & UK
6A/12A	East & Gulf Coast to Western Mediterranean
07/13	East & Gulf Coasts to Middle East, South Asia, Indian Ocean

5.A.2. This space commitment also applies to all routes (Inbound, Outbound, and Interport) covered by the Jones Act, and from the West Coast to Guam.

5.A.3. Other than as listed in the Exigency Annex, cargo in this category is the only cargo that must be accepted by the Contractor. This Space Commitment requirement does not require the Contractor to accept Hazardous Material bookings that the Contractor does not normally accept. Counteroffers to RDD are permitted, provided that the counteroffered date is no longer than fourteen (14) calendar days beyond the offered RDD. Carriers refusing such cargo may be placed into Limited Use status by the Contracting Officer in accordance with Paragraph 3.F.2.

5.B. Schedule Maintenance

5.B.1. The Contractor must provide, maintain, and update regular vessel schedules in IBS at least 45 days prior to sail date. For “Short Sails” of 3 days or less, the Contractor shall provide schedules in IBS 15 days in advance of vessel sailing. If the vessel schedule changes, the Contractor must update IBS within 1 business day. For any changes after the vessel sails, the Contractor shall notify the Ordering Officer.

5.B.2. Vessel schedule changes that occur prior to vessel cutoff date may result in cancellation of booked cargo at no cost to the Government.

5.C. Cutoff dates and Late Gates

5.C.1. Port Cutoffs

The Contractor shall provide port cutoffs in the IBS Vessel Schedule application and update IBS if changes occur.

5.C.2. Origin Cutoffs

The default origin cutoff is the close of business 1 working day before the port cutoff with an additional day for each 300 miles from the inland origin point to the port, rounded to the nearest whole day. If the origin cutoff falls on a weekend, the cutoff shall be the final workday of that week.

5.C.3. Late Gates

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

5.D. Shipment Booking

5.D.1. All cargo shall be booked to the Contractor at the discretion of Ordering Officers based on a best value analysis in accordance with Exhibit 4.

5.D.2. Booking Acceptance, Rejection and Counteroffers

5.D.2.1. Issuance of a booking number by the Contractor through EDI, OCI, Direct Booking, email, or facsimile communication to the Government constitutes acceptance of booking. The Contractor shall provide the services as identified in the accepted booking.

5.D.2.2. The parties may subsequently agree to amendments/changes prior to delivery, including rerouting of cargo as specified in paragraph 9.J. 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 review and, if desired by Contractor, to counteroffer.

5.D.2.3. The Contractor shall accept bookings, up to a vessel's space commitment in accordance with paragraph 5.A, if the booking is received no less than 5 business days prior to a local cutoff. Empty Government-owned, empty Government-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.

5.D.2.4. The Contractor shall accept, reject, counter, or request additional time for planning purposes on the same business day to a booking received prior to 1430 local time. For a booking received after 1430 local time, the Contractor shall accept, reject, counter, or request additional time for planning purposes by 1200 local time at the cognizant booking office of the next working day.

5.D.2.5. For hazardous cargo, Contractor shall respond to cargo offerings within 2 business days after shipper has provided relevant hazardous information to Contractor for determination of acceptance/rejection of cargo offering.

5.D.2.6. Contractor counteroffer shall include the Voyage Document Number (VOYDOC) obtained from IBS.

5.D.3. Automated Booking (This paragraph does not apply to Breakbulk Carriers)

Contractors shall implement an automated booking capability via EDI or OCI within 30 business days after award of contract. EDI transaction sets shall comply with standards identified in this contract. The Contractor shall respond to all cargo offerings, including changes to previous offerings within two hours of the time the cargo offering is released by IBS. Automated booking capability shall be maintained 24 hours per day, 7 days per week, throughout the period of the contract. Contractors shall have 1 business day to counteroffer any booking processed automatically. For hazardous cargo, Contractor shall respond to cargo offerings within 2 business days after shipper has provided relevant hazardous information to Contractor for determination of acceptance/rejection of cargo offering.

5.D.4. Direct Booking Procedures

5.D.4.1. Contractors with established direct booking capabilities shall accept bookings from shippers who are authorized to use Direct Booking procedures. Contractors shall ensure that Direct Booking systems comply with the terms and provisions of this contract. RDD compliance will be measured off the date in the Government's Direct Booking systems. If the Direct Booking systems have not been updated, Contractors may provide documentation of Direct Booker concurrence of the revised RDD and request credits in CPP.

5.D.4.2. Contractors with Direct Booking capabilities will ensure that the booking acceptance process evaluates "Required Delivery Dates" consistent with its capabilities, especially as Direct Booking offers may not filter out unrealistic bookings, per paragraph 3.B.1.

SECTION 6 EQUIPMENT

6.A. 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 International Standards Organization (ISO), International Maritime Organization (IMO), and Convention of Safe Containers (CSC) standards.

6.B. Reefer Equipment

6.B.1. 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. If there is a difference in the temperature requested in the booking and the temperature requested by the consignor, the Contractor shall maintain the temperature requested by the consignor and immediately request guidance from the booking Requester.

6.B.2. 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.

6.B.3. If the Contractor is notified that the container is not maintaining the proper temperature, as set forth above, the Contractor shall immediately notify the consignee, shipper and cognizant COR. If the temperature variance is discovered prior to loading on the vessel or at the POD prior to moving to final destination, the cognizant BDE OCCA may authorize short stop, a joint inspection/survey, and/or to transload cargo to another reefer if it is determined the cargo is fit for continued movement. If it is determined the cargo is compromised post joint inspection or survey, the Contractor shall be responsible for proper disposal and providing the consignee, shipper and cognizant COR with proof of the disposal.

6.B.4. The Contractor shall provide consistent measurement of internal temperature using a digital recorder capable of recording from the available date for a minimum period of 160 days. The internal temperature data shall be accessible at the time of delivery.

6.C. Substitution of Equipment

The Contractor may provide a suitable alternative to the equipment ordered in the booking, at no additional cost to the Government, with prior approval from the Ordering Officer and the shipper.

6.D. Chassis Requirements (container only)

Containers delivered to the Government, or to its designated representative, or spotted by the Contractor must be provided at no additional cost (except as provided in 8.F) on a Contractor-provided chassis. The chassis must remain with the container while in the custody of the Government or designated representative; unless this requirement is waived by the cognizant OO. Blanket waivers for specific areas or destinations may be issued by the cognizant OO upon request.

6.E. Container Pools

6.E.1. The Contractor may, at the Government's request and at no cost to the Government, establish and maintain container pools. Expenses for operating container pools shall be borne by the Contractor to include establishing, managing and disestablishing pools, and providing a chassis for each container in the pool. A Contractor's inability to establish and/or maintain container pools may result in fewer bookings at that location.

6.E.2. The Contractor shall provide documentation to the shipper to identify the equipment by Contractor SCAC, equipment owner code, and container number when empty containers are delivered to a shipper for inclusion in a pool. Once the shipper notifies the Contractor that a container is available for pickup, the container is considered loaded and no longer part of the established pool and the Contractor shall replace the empty container within two business days. The Contractor shall respond by the next business day if delivering the empty on the second business day would cause a work stoppage. Customer will notify Contractor if required by the next business day.

6.E.3. When a shipment is delivered to a consignee co-located with a container pool location, the Contractor must submit a RD transaction for the TCN representing the delivered container in accordance with Attachment 1.

6.F. Government Furnished Containers (GFC)

6.F.1. GFCs include 20 ft and 40 ft ISO containers which are 8 ft - 9.5 ft high and 8 ft wide to include: dry containers, reefer containers, and flatracks, as well as containers configured to 20 ft equivalents. GFCs may be government-owned or leased containers.

6.F.2. Booking Offers will designate whether containers will be GFCs or Contractor-provided. The Contractor shall provide the same level of service to the carriage of cargo in GFC that is provided to the carriage of cargo in the Contractor's container at no additional cost.

6.F.3. The Contractor shall provide a chassis for GFC shipments whenever the Contractor is responsible for the associated inland transportation, unless this requirement is waived by the local shipping/receiving facility or custom of the trade does not normally call for the use of chassis. Detention shall apply to carrier owned chassis when associated to GFC.

6.F.4. 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.

6.F.5. 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.

6.F.6. When the Contractor provides any Accessorial services in connection with services provided to Government owned/leased containers, the appropriate Contractor rates contained in the Rate Guide shall apply.

6.F.7. Contractor has the right to refuse a GFC for shipment (unless booked as breakbulk) if it is not properly numbered (neutralized), or that does not comply with ISO, IMO and CSC Standards.

6.G. Flatrack Containers

The Contractor shall furnish flatrack containers as specified in the booking. Contractor shall be paid an additional flatrack surcharge in accordance with the Rate Guide.

6.H. Bulk Liquid Containers

6.H.1. The Government may furnish 20' tank containers for shipment of bulk liquids by the Contractor.

6.H.2. When a Government furnished tank container is not provided, the Contractor shall provide an acceptable, clean and empty tank container to the shipper and transport to destination. The consignee shall empty the container of liquid but not necessarily of residue, and return it to the Contractor. The Contractor shall be compensated for providing the tank container and for cleaning the empty container by the Tank Container rate in accordance with the Rate Guide. The Contractor shall be compensated for ocean transportation, and for linehaul or drayage if ordered, at the applicable dry container rate.

SECTION 7 TRANSPORTATION (ORIGIN SERVICES, OCEAN, DESTINATION SERVICES)

7.A. Origin Services

7.A.1. Maximum Use of Conveyance

All linehaul movements by truck must maximize use of the truck with USC-9 cargo. Only when all USC-9 cargo has been accommodated, may a truck be loaded with other cargo adjacent to (but not on top of or inside) USC-9 cargo.

7.A.2. Providing Empty Containers to Shippers

7.A.2.1. Spot Date

7.A.2.1.1. At least 2 business days prior to the spot date annotated in the booking, the Contractor shall notify the cognizant Ordering Officer, COR, and shipper of any containers which cannot be spotted to meet booking requirements. Failure to provide such notification and/or failure to spot containers or pick up cargo in a timely manner to meet booked vessel may result in a booking cancellation at no cost to the Government.

7.A.2.1.2. Container detention at origin does not apply, except in cases when it has been approved by the Contracting Officer.

7.A.2.2. Drop and Pick Service

7.A.2.2.1. When requested by the Ordering Officer, the Contractor shall provide drop and pick service and shall be compensated \$450 per container.

7.A.2.2.2. Drop and pick service rates will not apply:

1. At OCONUS locations
2. In CONUS, where Contractors have established container pools

7.A.2.2.3. The Contractor shall spot the requested equipment at the location on or before the date and time specified in the booking.

7.A.2.2.4. When requested by the Ordering Officer, the Contractor shall provide (for bookings of more than one container) round robin drop and pick service at no cost to the Government.

7.A.2.3. Live load

7.A.2.3.1. The Contractor shall provide live load service at origin as follows:

1. At locations where drop and pick service is not requested by the Government
2. All other locations when requested by the Government
3. When agreed to by the shipper when the Contractor schedules pickup

7.A.2.3.2. The Contractor and the shipper shall set a live load appointment (date and time and specific location).

7.A.2.3.3. In the event the Contractor arrives 30 minutes or later after the agreed upon time, the shipper may load the cargo immediately or reschedule the loading for a later time. In either case, free time starts upon actual start of loading operations.

7.A.2.3.4. The shipper may cancel the appointment and reschedule for a different day. If the shipper provides notification at least two business days in advance of the appointment, the Contractor will reschedule at no additional cost to the Government.

7.A.2.3.5. Driver wait times will be paid in accordance with paragraph 9.I.7.

7.A.2.3.6. At the request of the Ordering Officer, the Contractor may pick up empty Government owned or leased containers from locations separate from the designated loading location and deliver them to the shipper for loading. Compensation for this is covered in paragraph 8.B. 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.

7.A.2.4. Carrier Appointment System (CAS)

For locations in CONUS using CAS, Contractor shall use CAS to make appointments for deliveries, pickup and container spotting.

7.A.3. Hazardous Cargo

7.A.3.1. The Government shall provide accurate and timely hazardous cargo documentation in accordance with applicable laws and regulations.

7.A.3.2. If the Contractor has policies or procedures on hazardous cargo that are more stringent than the applicable laws and regulations, the Contractor shall communicate those policies or procedures, in writing, to the consignor and cognizant COR within 2 business days of booking acceptance.

7.A.3.3. For origin door bookings involving Hazardous Cargo, the Contractor may, at its discretion, not schedule a pickup of Hazardous cargo from origin if it has not received Hazardous Declarations (HAZDECs) or if HAZDECs do not conform to Contractor's policies or procedures.

7.A.3.4. 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 or contractor's policy.

7.A.3.5. Once cargo is in possession of the Contractor, the Contractor is permitted to halt further transport of cargo which does not conform in all respects to applicable laws and regulations or at Government direction, but not due to Contractor's internal policies or procedures.

7.A.3.6. The Government will pay a Hazardous Surcharge on all Hazardous Cargo bookings, except for vehicles with just a declaration of Class 9. The surcharge will be \$75 per inland linehaul.

7.A.4. Scheduling Pick-up

For door origin cargo, the Contractor shall pick up cargo/stuffed containers to meet the booked vessel when the shipper notifies the Contractor it is ready for pick-up. The Contractor shall coordinate pick-up dates/times directly with shipper.

7.A.5. The Contractor shall adhere to installation specific requirements for access requirements and information for pick-up and delivery of cargo.

7.B. Breakbulk and RORO Requirements

7.B.1. 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.

7.B.2. Shifting Berths

7.B.2.1. Shifting of Berths, Meeting Minimum Tonnage

7.B.2.1.1. At the request of the Ordering Officer, the Contractor shall call at, or shift the vessel to any particular dock, wharf, place, or open roadstead at which the vessel can lie always safely afloat at any time of tide or at which the judgment of the vessel master may lie safely aground, and to and from which the vessel may safely proceed.

7.B.2.1.2. The vessel shift request applies for cargo loaded or discharged within a vessel's port of call or other port located in the same port group as listed at Attachment 3, paragraph 1.2.8.2, if booked under Free-In or Free out terms.

7.B.2.1.3. Aggregate of Free-In and/or Free-Out cargo shall meet minimum tonnage of 1,000 MTONs for shifting.

7.B.2.1.4. Contractor shall assess no additional costs to the Government.

7.B.2.1.5. For berthing change requests by Ordering Officer after the vessel has berthed the Government will reimburse the Contractor for costs incurred in accordance with PWS Attachment 6.

7.B.2.2. Shifting of Berths, Not Meeting Minimum Tonnage

7.B.2.2.1. At the request of the Ordering Officer, the Contractor shall shift the vessel to a particular dock, wharf, place, or open roadstead.

7.B.2.2.2. The vessel shift request applies for cargo loaded or discharged within a vessel's port of call if booked under Free-In or Free-Out terms yet does not meet minimum tonnage.

7.B.2.2.3. The Government will reimburse the Contractor for costs incurred in accordance with PWS Attachment 6.

7.B.2.3. Demurrage If Shift is Requested

If the Government directs the Contractor to an encumbered berth, or Government-provided stevedores are not available upon the vessel's scheduled arrival, resulting in a vessel delay, demurrage is payable on a pro rata basis at the demurrage rate established in CARE until the berth or stevedores are available.

7.B.3. Free Terms (Free-In or Free-Out)

7.B.3.1. Stowing of Free-Term Cargo

When cargo is booked as Free-In or Free-Out, the Government shall bring the cargo into the holds, stow it and trim it, tally it, lash it and 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.

7.B.3.2. Dunnage

The Government will provide and lay all dunnage material as required for the proper stowage and protection of Free In cargo on the vessel. The Government will be responsible for and pay the cost of removing their dunnage after discharge of cargo.

7.B.3.3. Loading, Stowing, Trimming, Securing Supervision

Cargo loaded, stowed, trimmed and secured by the Government shall be under the supervision and to the satisfaction of the Contractor or its representative, typically the vessel master.

7.B.3.4. Acceptable Cargo Space

7.B.3.4.1. The Contractor shall provide acceptable space that is sufficient for the cargo, readily accessible, unobstructed, and free of debris. The Contractor shall bear all expense of providing acceptable space. The Government may reject space provided by the Contractor if the Government determines that the space provided is not acceptable. The Government may offer to properly prepare, clean, ready, and provide normal access to the space. If the Contractor accepts the Government's offer to make the space acceptable, the Contractor shall bear the expense of such work performed by the Government. If Government cargo is not readily accessible and other cargo must first be handled in order to access Government cargo, the Contractor shall make Government cargo accessible at no cost to the Government.

7.B.3.4.2. When the Government performs work per paragraph 7.B.3.4.1, the Contractor (or its designated representative) shall acknowledge the work was done at the contractor's expense by signing the SDDC Form 290. The SDDC Form 290 is a record for the Contractor to reimburse the Government for any expenses that result from the Government performing work to access acceptable cargo space, including any Overtime Differential and Guaranteed Time accrued.

7.B.3.4.3. If otherwise acceptable cargo space is not sufficient because the Government failed to accurately communicate, describe, or specify the cargo to be loaded, then the Contractor shall not bear the burden of making additional space acceptable. The Government shall bear the expense to properly prepare, clean, ready, and provide normal access to the space.

7.B.3.5. Contractor Caused Longshoreman Labor Delay

The Contractor is responsible for costs associated with the following: longshoremen standby due to delay in vessel arrival; longshoremen standby due to vessel inactivity (e.g. door not open, shipboard crane breaks down, ramp not down, or other vessel caused delay); and longshoremen standby to shift Other Ports Cargo (OPC). The Contractor (or his designated representative) shall acknowledge the labor delay caused by signing the SDDC Form 290. The SDDC Form 290 is a record for the Contractor to reimburse the Government for any expenses that result from labor delay due to fault of the Contractor or its vessel, including any Overtime Differential and Guaranteed Time accrued.

7.B.3.6. Work Performed Outside Normal Business Hours

7.B.3.6.1. Government-managed terminals operate Monday thru Friday, 0800 to 1700 hours local time (normal business hours). The Contractor shall coordinate with the cognizant SDDC Battalion to schedule operations outside of normal business hours.

7.B.3.7. Use of Cargo Handling Gear

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

7.B.3.8. Cranemen, Winchmen, Tallymen, and Other Crew

When requested the Contractor may provide cranemen, winchmen, tallymen, and 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 Government's risk and responsibility and as stevedores to be deemed as their servants but shall always work under the supervision of the vessel master.

7.B.3.9. Reimbursement of Crew Costs

When such services are performed by the crew in, the 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.

7.B.3.10. Stevedore Damage

The Government shall be responsible for damage (beyond ordinary wear and tear) to any part of the vessel caused by stevedores, unless cargo is booked under liner terms. Such damage shall be notified as soon as reasonably possible by the vessel master to the Government or its agents and to its stevedores, failing which the Government shall not be held responsible. The 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 Government and any time lost shall be for the account of and shall be paid to the Contractor by the Government at the demurrage rate.

7.B.4. Liner -Terms

7.B.4.1. The Contractor shall provide service on a liner-term basis when ordered and where accessorial rates are awarded.

7.B.4.2. Stowage Preplans/Plans: When cargo is loaded by a Breakbulk carrier, the Contractor shall provide to the cognizant SDDC offices to include the Government operated terminal and Ordering Officer responsible for the loading or discharging port, and to SDDC HQ, a final "as loaded" stow plan via email. The stow plan shall be prepared using the Integrated Computerized Deployment System (ICODES) and shall indicate at a minimum the seaport of embarkation, seaport of debarkation, stow location, pertinent dimensions and weights, Transportation Control Number (TCN), and Model Number of all DTS cargo loaded at each seaport of embarkation. Contractor shall provide a graphical indication on the stow plan for all non-DTS cargo labeled as "commercial cargo for (SPOD)". Email SDDC HQ at usarmy.scott.sddc.mbx.terminals-team@mail.mil. Upon request, the Government will provide the load list to Breakbulk carriers a minimum of 5 business days prior to vessel arrival at origin.

7.B.4.3. In the event the Government decides to produce the stow plan, the Contractor is relieved of this requirement for that specific loading operation.

7.C. Containerization for the Convenience of the Contractor

7.C.1. For breakbulk cargo booked by the Government on a liner-term basis, the Contractor may choose to containerize the cargo for its own operational convenience without any additional cost or expense to the Government. Cargo containerized for the convenience of the carrier shall be considered breakbulk cargo for the purpose of computing the cargo guarantees for this contract.

7.C.2. Cargo booked as breakbulk on a port basis must be decontainerized and made available to the customer by the RDD established in the booking. The Contractor must complete decontainerization (and any other Contractor obligations at the POD, such as Customs Clearance) prior to notifying SDDC and consignee that cargo is ready and available for pickup.

7.C.3. For cargo booked to door, the Contractor shall decontainerize the cargo at POD prior to onward movement unless delivery of containerized cargo is mutually agreed to by the Government and the Contractor prior to delivery.

7.C.4. Container detention is not applicable if Contractor containerizes cargo for their own convenience.

7.D. Ocean Transportation

7.D.1. Cargo Lift and Advancement

7.D.1.1. The Contractor shall lift cargo onto the vessel identified in the booking or to an earlier arriving vessel. Cargo advanced to an earlier arriving vessel shall not displace no-shows and rollovers from previous voyages or cargo already booked. Cargo may be advanced only if the Contractor has received all required documentation. Contractor will notify shipper and origin Ordering Officer when cargo is advanced. Advancement of cargo shall not create a liability to the Government, if no liability would exist if cargo had not been advanced.

7.D.1.2. For shipments that were advanced without proper coordination for early delivery in accordance with paragraph 7.F.1, charges and free time shall be calculated based on the RDD agreed to in the booking.

7.D.1.3. The Contractor shall not advance cargo to a vessel that has a lower VISA or flag priority than the booked vessel without prior written approval from the Ordering Officer.

7.D.1.4. The Contractor shall submit an entry and supporting documentation into the Booking Reconciliation Tool (BRT) identifying all cargo that, for any reason, was not lifted onto the vessel identified in the booking – whether advanced to an earlier vessel, delayed to a later vessel (roll, shutout, Force Majeure, etc.), different number of pieces/containers, or any other discrepancy between the booking and the cargo actually lifted.

7.D.2. AAFES English Channel Service

7.D.2.1. The Contractor shall provide two sailings each day, Monday through Friday, both westbound from ports on the Continent to ports in the United Kingdom, and eastbound from the United Kingdom ports to the ports on the Continent. (Route 48AB is AAFES cross channel service.)

7.D.2.2. When offered by the Contractor and ordered by the Ordering Officer, the Contractor shall provide water transportation on a Roll-on/Roll-off (RORO) service on a liner term basis for dry and reefer Government owned/leased trailers between any port on the Continent and any port in the United Kingdom.

7.D.2.3. The Government shall deliver and pick up trailers at docks, piers or yards as designated by the Contractor at POE and POD. Contractor receives trailers from the Government, loads and stows trailers on vessel, and discharges trailers. Dimensions of trailers (in meters) are as indicated below:

Type/Size Trailer	Dimensions (length x width x height)
40-foot Cargo (Dry)	12.35 x 2.50 x 3.95
40-foot Cargo (Reefer)	10.80 x 2.50 x 3.95
35-foot Cargo (Dry)	10.80 x 2.50 x 3.95
35-foot Cargo (Reefer)	11.35 x 2.50 x 3.95

7.E. Cargo Clearance Service

The responsibilities for cargo clearance under this contract are shared between the Contractor and the Government.

7.E.1. Government Responsibility for Cargo Clearance

7.E.1.1. For many locations, the Government has principal responsibility for cargo clearance and performs the majority of tasks incident to clearance. These include the preparation of documents or entry into automated customs systems but, by local practice the Government may require the Contractor to perform tasks such as document pickup and delivery, presentation of documents to appropriate customs officials and payment of processing fees. Costs incurred by the Contractor to provide these incidental services shall be included in applicable ocean or single factor rates. Table 7.E.1 identifies a list of locations where the Government typically has principal responsibility for cargo clearance. Unless ordered in the booking, Contractor-Arranged Cargo Clearance is not payable at these locations:

Table 7.E.1

United States, including territories and possessions except Guam
Canada
Japan (See Paragraph 7.E.1.5), including Okinawa
South Korea
Kuwait
Belgium
Bulgaria
Germany
Italy
Netherlands
Norway
Portugal, including Azores
Romania
Slovenia
Spain (See Paragraph 7.E.1.6)
Turkey (except cargo with final destination Afghanistan)
United Kingdom, including territories and possessions

7.E.1.2. Hardcopy document clearance process:

1. Government prepares a cargo clearance request package (Complete except for any carrier provided documents).
2. Government may submit to customs or give to the carrier for the carrier to combine with carrier documents (such as bill of lading) and deliver to customs officials, pay minor processing fees, obtain approvals and notify additional personnel requiring notification upon clearance approval.

7.E.1.3. Additional countries may be added to Table 7.E.1 should it be determined that the Government has increased its presence in a country, and that the Government shall provide clearance services as described by paragraph 7.E.1. Countries shall be removed from Table 7.E.1 via bilateral modification should it be determined that the Government has decreased its presence in those countries, and that the Government can no longer provide clearance services as described by 7.E.1.

7.E.1.4. When the Government requests cargo be moved under the T1 process, the Contractor shall be paid the Cargo Clearance accessorial.

7.E.1.5. Due to the of absence of Transportation Movement Offices (TMO) at Kobe, Nagoya and Hakata ports, the following ancillary service shall be provided by the Contractor for these specific ports. In addition to the Contractor’s basic service, the Contractor shall provide courier service performed by a licensed customs broker for each port. The Contractor shall present the certified and authenticated Customs Free Import or Export of Cargo or Customs Declaration of Personal Property, USFJ Form 380EJ together with the Contractor Arrival Notice (OCAN) to the customs office. The Contractor shall include costs for this service in the applicable single factor or inland (linehaul/drillage/mileage) rate.

7.E.1.6. Due to the absence of Transportation Movement Offices (TMO) at Algeciras, Alicante, A Coruña, Barcelona, Bilbao, Cartagena, Castellon, Santander, Malaga, Valencia, Tarragona, and Gijon ports, in addition to the Contractor’s basic service, the Contractor shall present the arrival notice and/or cargo manifest to the Government appointed broker. The Government appointed broker will then present certified and authenticated Customs Free Import or Export Forms, (A7, A8 or A9), together with the arrival notice and/or cargo manifest, to the respective customs office for final customs clearance. The Contractor shall include costs for this service in the applicable single factor or inland (linehaul/drillage/mileage) rate.

7.E.2. Contractor Arranged Cargo Clearance

7.E.2.1. When Contractor arranged Cargo Clearance is ordered by the Government, the Contractor has principal responsibility for cargo clearance.

7.E.2.2. Contractor arranged Cargo Clearance includes all services required by local practice. These service include, but are not limited to, the following:

1. Coordination with shipper/consignee and local customs authorities to obtain and/or prepare (except for signature) all necessary documentation for cargo clearance;
2. Prepare and Provide forms/documents to receiver/Government for signature;
3. Deliver documents to the customs office, and ensure that documentation is provided to all local entities as required to permit release and on-carriage of cargo to final destination.

7.E.2.3. When this accessorial service is ordered and provided, the Contractor shall be paid the cargo clearance accessorial in accordance with the Rate Guide. Cargo clearance shall be paid per container or piece in Iraq, Kuwait, Pakistan and Saudi Arabia. For all other locations where contractor arranged cargo clearance is required, it shall be paid per PCFN. When a PCFN is split over 2 or more VOYDOCs, due to no fault of the Contractor, cargo clearance will be applicable for each VOYDOC.

7.E.2.4. The shipper will provide the Contractor with appropriate shipper generated customs documents in a timely manner in accordance with the DTR and relevant Business Rules. If shipper fails to do so within 2 business days of sail from POE, the Contractor will notify shipper and SDDC HQ Documentation Team or cognizant SDDC (or other Government) Transportation Battalion by e-mail.

7.E.3. Import/Export Services:

7.E.3.1. When cargo transits between countries as part of the linehaul service ordered by the OO, the Contractor shall be responsible for the preparation and/or completion of all required documentation and the submission of the documentation to the appropriate embassy and/or local Government agencies for the approval, certification, stamping and/or signatures necessary to obtain border clearances and transit. Costs for these services shall be included in linehaul rates.

7.E.3.2. The requested services include, but are not limited to: the completion, preparation, and submission of exemption forms, cargo declarations, goods declaration forms, and importation/exportation forms necessary to effect border transit between the origin or destination and the port.

7.E.4. Interagency or Diplomatic Clearance Responsibility

7.E.4.1. In accordance with Joint Publication 4-09 Distribution Operations, Section 2.f, Geographic Combatant Commands (GCCs) are responsible for coordinating interagency and diplomatic activities, however, to facilitate interagency and diplomatic communication, GCCs may require information from the Contractor. The Contractor is expected to respond in a timely manner for information that is known by the Contractor and pertinent to the interagency or diplomatic clearance process.

7.E.4.2. The list of required data elements to support interagency or diplomatic clearances can vary, but routinely, the Contractor can expect to provide data such as truck number, driver name, identification number (e.g., passport or identification card), local point of contact, or route details. This list is not all inclusive and will vary based on the country granting the clearance.

7.E.5. The Contractor shall promptly notify the cognizant COR and SDDC Battalion within 24 hours if cargo is held up by Customs, or if the local port authorities require direct Government intervention for cargo customs clearance.

7.F. Destination Services

7.F.1. Delivery Notification and Receipt

7.F.1.1. For cargo booked to port, the Contractor shall notify consignee/consignee's agent and cognizant SDDC office two times, once at least 3 calendar days prior to scheduled vessel arrival at port of debarkation (or within 24 hours after vessel departure from POE for sails shorter than 3 days) and once after cargo is ready for pickup and gate pass is available for outgate. This second notification shall be made only after contractor has completed all its obligations at POD, including but not limited to: (a) stripping flatracks/containers of cargo, and/or (b) performing customs/other obligations so that gate pass is available). If gate pass is not available solely due to Government

failure, contractor shall advise accordingly. The second notification is not required for cargo booked to port on free-out terms.

7.F.1.2. For destination door cargo, the Contractor shall adhere to installation specific requirement and schedule all deliveries using CAS, where applicable, or in writing with the consignee or consignee's agent prior to any actual or attempted delivery. Written notification shall take place prior to departure of cargo from POD or intermediate intermodal point (e.g. barge or rail terminal), and at least 2 business days prior to planned delivery, unless otherwise agreeable to consignee. Under no circumstances shall the Contractor deliver containers or pieces on the same day as notification unless specifically requested by the consignee.

7.F.1.3. The Contractor shall deliver all containers or pieces to each consignee during the consignee's normal business hours unless mutually agreed upon by consignee and the Contractor at no additional cost to the government.

7.F.1.4. The Contractor shall deliver on a specific day if requested by the consignee provided the Contractor can accommodate the request using the Contractor's normal service at no additional charge.

7.F.1.5. If the date the delivery is requested is later than the RDD, the contractor may request staging/delay in accordance with DRAP business rules.

7.F.1.6. The Contractor shall provide a delivery receipt for the consignee or consignee's agent to sign to acknowledge receipt of the containers or pieces and to annotate any exceptions. Refusal to sign a delivery receipt shall be promptly reported by Contractor to the COR.

7.F.1.7. A legible copy of the proof of delivery shall be made available by the Contractor upon request.

7.F.1.8. A signed delivery receipt with no damage noted does not preclude the Government from pursuing a claim for damages discovered after delivery. If damage is later discovered, the Contractor will be notified within three days of discovery and requested to survey cargo. Contractor may inspect the shipment within seven calendar days from the date of notification.

7.F.1.9. Delivery receipt (ex. Proof of Delivery) shall contain the following information: carrier, PCFN, IBS TCN, container number (if applicable), consignee DoDAAC or Military Assistance Program Address Code (MAPAC) final destination location, truck number, driver name, date cargo arrived at final destination, date/time cargo in-gated at final destination, date/time cargo off-loaded at final destination, printed consignee name, consignee's signature, remarks section. Additional information may be included as necessary.

7.F.2. Live Unload

7.F.2.1. The Contractor shall provide live unload service at destination as follows:

7.F.2.1.1. At all locations when requested by the Government

7.F.2.1.2. When agreed to by the receiver when the Contractor schedules delivery

7.F.2.2. The Contractor and the receiver shall set a live unload appointment (date and time and specific location).

7.F.2.3. In the event the Contractor arrives 15 minutes or later than the agreed upon time, the receiver may unload the cargo immediately or reschedule for a later time. In either case, free time starts upon actual start of unloading operations.

7.F.2.4. The receiver may cancel the appointment and reschedule for a different day. If the receiver provides notification at least two business days in advance of the appointment, the Contractor will reschedule at no additional cost to the Government.

7.F.2.5. Driver wait time will be paid in accordance with paragraph 9.I.7.

7.F.2.6. 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. For exigency areas, the Government will invalidate the AV transaction.

7.F.3. Container Pick Up/Return

Empty containers must be removed within 7 calendar days after receiving notice from the Government that the container is available. The Government may submit documentation to the Contractor for payment of additional costs incurred as a result of Contractor’s delay. For Exigency Areas, see the Exigency Annex.

7.G. Linehaul for Breakbulk and Out-of-Gauge (OOG) Cargo Booked on Flatrack

7.G.1. 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.

7.G.2. Flatbed and Double Drop Service

7.G.2.1. Ordering Officers may order linehaul for breakbulk shipments using flatbed or double drop rates when:

7.G.2.1.1. The weight of any single piece does not exceed 44,000 pounds for flatbed or 40,000 pounds for double drop.

7.G.2.1.2. The height of the cargo, when loaded on the equipment, does not exceed 13 feet 6 inches.

7.G.2.1.3. The width does not exceed 11 feet.

7.G.2.2. Service Requirements

7.G.2.2.1. Contractor's loading of cargo on conveyance at POD and removal from conveyance at POE is included in liner term rates for breakbulk. Costs for securing cargo onto conveyance are included in Contractor’s inland rates for flatbed and double drop service.

7.G.2.2.2. For cargo moving on flatracks:

7.G.2.2.2.1. The container dry cargo linehaul rate shall apply for in-gauge cargo per container rule; however, Contractor may transload to flatbed or double drop for their own convenience.

7.G.2.2.2.2. For OOG cargo on flatrack, the Contractor shall be paid for the flatbed or double drop service as required by the height of the cargo and paid the transloading rate to transload the cargo.

7.G.2.2.2.3. EDI reporting requirements apply for events as specified in Attachment 1.

7.G.2.3. Pricing and Rate Rules.

7.G.2.3.1. Linehaul shall be priced by type of equipment and separately for in-gauge and over wide cargoes as follows:

<u>Height</u>	<u>Width</u>	<u>Equipment Type</u>
Up to 10’6” (126”)	Up to 8’6” (102”)	Flatbed in-gauge*
Up to 10’6” (126”)	Over 8’6” up to 11’ (103”- 132”)	Flatbed OOG*
Over 10’6” up to 11’8” (127” – 140”)	Up to 8’6” (102”)	Double drop in-gauge**
Over 10’6” up to 11’8” (127” – 140”)	Over 8’6” up to 11’ (103”- 132”)	Double drop OOG**
* Not to exceed 44,000 lbs.		
** Not to exceed 40,000 lbs.		

7.G.2.3.2. There are two categories of equipment:

7.G.2.3.2.1. Flatbed includes drop deck.

7.G.2.3.2.2. Double drop includes removable gooseneck (RGN).

- 7.G.2.3.3. Equipment length is as required to move the cargo safely and in compliance with local laws and regulations but should not exceed 53 feet. Calculation of usable space per conveyance should not exceed 480" per conveyance.
- 7.G.2.3.4. Cargo with a width less than or equal to 8.5 feet is considered in-gauge.
- 7.G.2.3.5. Cargo that exceeds 8.5 feet but does not exceed 11 feet is considered overwidth.
- 7.G.2.3.6. Dimensional and weight limits may be exceeded when mutually agreed to by an Ordering Officer and the Contractor.
- 7.G.2.4. The Contractor shall be paid for each piece of equipment used when optimized in accordance with 7.G.2.5.1.
- 7.G.2.5. If more than one piece can be loaded per conveyance:
- 7.G.2.5.1. The Contractor shall organize available cargo to trucks and use best practices to minimize the number of conveyances used.
- 7.G.2.5.2. 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.
- 7.G.2.6. If cargo ordered on different bookings is loaded on the same conveyance, the Contractor may only bill once for the equipment.
- 7.G.2.7. Chains and binders shall be provided by the Contractor as necessary. Chains and binders remain the property of the Contractor.
- 7.G.2.8. Extra driver service can be ordered by the Ordering Officer at time of booking or at any time before the cargo departs the port. The Contractor shall be compensated for extra driver service at \$0.40 per one way mileage subject to a minimum of \$160.00.
- 7.G.2.9. 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.
- 7.G.2.10. The Contractor shall be compensated for costs incurred, not to exceed \$120.00, for pickup or delivery ordered and provided on a non-business day.
- 7.G.2.11. 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 paragraph 7.G.2.3.1.
- 7.G.2.12. When requested by an OO to meet operational requirements or local regulations, the Contractor shall provide double drop conveyances in lieu of flatbeds. In such instances, Contractors are entitled to invoice at the appropriate double drop rates.

SECTION 8 ACCESSORIALS

Accessorials services, when ordered by the Ordering Officer and provided by Contractor, shall be paid in accordance with the Contractor's established rate in the Rate Guide, or at the Government-set rate if applicable.

8.A. Expedited Delivery (EUCOM AOR)

8.A.1. The Contractor shall provide expedited delivery when ordered by the Ordering Officer. For distances up to 400 miles, the Contractor shall deliver the container to consignees in EUCOM within 2 business days of vessel discharge or cargo clearance of such containers, whichever is later. An additional day will be granted for each additional 400 miles. The Government will accept a later delivery date when mutually agreed upon by the OO and the Contractor in advance.

8.A.2. When the Contractor schedules delivery by appointment for a mutually-agreed time and date the consignee shall be required to live unload containers transported under expedited delivery service ordered by the Government.

8.A.3. Expedited delivery of shipments requested en route, but prior to commencement of on-carriage at port of debarkation shall be by mutual consent of the Government and the Contractor.

8.A.4. 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

8.B. Stop-off Service In Transit

8.B.1. Stop-off service can consist of up to four stops on the origin linehaul and up to four stops on the destination linehaul. Neither the pickup from the first origin nor delivery to the last destination constitutes a stop-off.

8.B.2. Driver Free Time shall be allowed for each stop-off in accordance with 9.I.

8.B.3. When two to three stop-offs are ordered, an additional transit day shall be allowed. When four stop-offs are ordered, two additional days shall be allowed.

8.B.4. The Contractor shall provide up to a maximum of four Government-ordered stop-offs per container when ordered at the time of the booking. The service shall consist of spotting the container on a chassis at a location designated by the Government for loading and unloading.

8.B.5. A "per container" stop-off charge of \$150 CONUS and \$225 OCONUS shall be paid for each stop-off.

8.B.6. In the event the requested stop-offs result in route variation of more than 50 miles, an additional stop-off charge will be paid for each 50 miles or fraction thereof. The baseline for determining total route variation will be the distance between the origin and Contractor's terminal at POE (for origin stop-off service) or between the Contractor's terminal at POD and the final delivery destination (for destination stop-off service). The difference between total distances traveled as a result of the stop-offs and the baseline distance will be used to determine additional stop-off charges.

8.B.7. The Defense Table of Official Distances shall be the system of record for calculating distances between locations.

8.B.8. For delivery of stop-off cargo, Contractor will adhere to delivery notification and receipt requirements in accordance with paragraph 7.F.1.

8.C. Cargo Concealment (Tarping)

8.C.1. When ordered by the Ordering Officer, the Contractor shall provide necessary material to cover the cargo completely so that the cargo is concealed from view while being transported on land, either for origin linehaul, destination linehaul, or both.

8.C.2. In a limited number of cases, the Ordering Officer may also require concealment at sea. In those cases, contractor may either stow the cargo below deck, or stow on deck and tarp the cargo. If contractor chooses the latter, there will be no additional compensation.

8.C.3. Concealment materials shall be weather resistant, non-transparent and shall remain secured and in place during the movement of cargo. The Contractor shall repair or replace any material used for concealment if damaged in transit.

8.C.4. In addition, concealment material shall remain on the cargo until final destination unless otherwise directed by the Government. The Contractor shall be responsible for the removal and the disposal of such material, unless otherwise directed by the Government.

8.D. Supercargo

When ordered by the Ordering Officer, the Contractor shall provide supercargo transportation service and will be paid the supercargo rate in accordance with the Rate Guide. The service shall consist of transporting, providing meals for, and accommodating on the vessel, one or more personnel designated by the Government to accompany the cargo.

8.E. Flatrack Tie-Down Equipment Surcharge

When ordered by the Ordering Officer, the Contractor shall deliver the empty flatrack with supplies and materials to secure the load to the flatrack appropriate for the cargo as described in the booking. The Contractor is not required to provide dunnage. Surcharge includes price for load binders and chains. Load binders and chains shall not be returned to the Contractor with the empty flatrack. Other supplies such as wire rope may be retained by the receiver, discarded or returned to the Contractor. The Contractor shall be paid the Flatrack tie-down equipment surcharge rate in accordance with the Rate Guide.

8.F. Chassis (From Port)

Containers that are booked on a from-port basis (i.e. without origin linehaul or origin drayage) shall be provided on a Contractor-provided chassis only if a Chassis Accessorial is ordered at a fee of \$75 per 20-foot chassis and \$135 per 40-foot chassis.

8.G. Washing and Rinsing

8.G.1. Exterior Cargo Rinsing Service

8.G.1.1. The purpose of cargo rinsing service is to remove road dirt and other contaminants from cargo that was cleaned and found to be acceptable for entry into the U.S. prior to tendering to the Contractor. When ordered by the Ordering Officer, Contractor shall clean cargo to a condition acceptable for entry.

8.G.1.2. Rates apply at the ports named by the Contractor and include costs to move cargo to the rinse facility or to move rinse equipment to the cargo.

8.G.1.3. The Contractor may choose where to perform the rinsing service; however, the payment shall be based on the lowest rate offered at the POE or any transshipment port where the cargo is physically removed from the vessel for transshipment, unless location is specifically directed by the Ordering Officer.

8.G.1.4. The Contractor shall re-rinse cargo at POD if rejected by customs/agriculture authorities, at no cost to the Government, if it is determined that rejection occurred at fault of Contractor.

8.G.1.5. For cargo containerized by the Government, rinsing service applies to exterior of container. For cargo containerized at Contractor's convenience, rinsing applies to exterior of cargo.

8.G.2. Exterior Cargo Washing Service

8.G.2.1. All cargo entering the U.S. must be free from contaminated soil and pests and must comply with 7 CFR 330.300, Defense Transportation Regulation (DTR) 4500.9R, Part V, Chapter 502, 505, and Chapter 506. Detailed cleaning and inspection procedures can be found in the Armed Forces Pest Management Board Technical Guide No. 31.

8.G.2.2. Rates apply at the ports named by the Contractor and include costs to move cargo to the wash facility or to move the wash equipment to the cargo.

8.G.2.3. The Contractor may choose where to perform the washing service; however, the payment shall be based on the lowest rate offered at the POE or any transshipment port, unless the location is specifically directed by the Ordering Officer.

8.G.2.4. The Contractor shall re-wash cargo at POD if rejected by customs/agriculture authorities at no cost to the Government if it is determined that rejection occurred at fault of Contractor.

8.G.2.5. For cargo containerized by the Government, washing service applies to exterior of container. For cargo containerized at Contractor's convenience, washing applies to exterior of cargo.

8.G.3. Interior Cargo Washing Service

8.G.3.1. The vehicle cab and all interior storage and tool compartments must either be swept, compressed air cleaned, sprayed with water, and/or wet/dry vacuumed, including the floor, under seats, trunk, spare tire and spare tire well. When utilizing water pressure machines or steam to clean, cover the dashboards and areas where electronics may be damaged with plastic or other protective lining prior to starting. The focal point of the interior cleaning should be the floorboard area, including lower compartments utilized for storage where most soil accumulates. Interior must be cleaned to USDA Standards. If cargo fails inspection, contractor is not entitled to payment.

8.G.3.2. Upon tender to the Contractor, the vehicle will be free from all contraband to include weapons, ammunition and classified material. Contractors may refuse to accept cargo from the government/shipper if cargo is not free of these materials.

8.G.3.3. Rates apply at the ports named by the Contractor and include costs to move cargo to the wash facility or to move the wash equipment to the cargo.

8.G.3.4. The Contractor may choose where to perform the washing service; however, the payment shall be based on the lowest rate offered at the POE or any transshipment port, unless the location is specifically directed by the Ordering Officer.

8.G.3.5. The Contractor shall re-wash at POD if rejected by the customs/agriculture authorities, at no additional cost to the Government if it is determined that rejection occurred at fault of the Contractor.

8.H. Cargo Handling and Transloading Services

8.H.1. Cargo Handling Export Services

When ordered by the Ordering Officer, the Contractor shall provide all labor, material, and equipment necessary to receive cargo; unload from inbound conveyance; tally cargo; load and secure cargo into containers; provide intra-terminal transfers; supply necessary blocking, bracing, and dunnage; supply and apply seals to container doors; and submit reports in accordance with Attachment 2. Accessorial includes all services from in-gate and receipt of cargo through stuffing of container at the POE, as well as the Verified Gross Mass (VGM) certification required by the International Convention for the Safety of Life At Sea (SOLAS), and to provide the VGM to all stakeholders, including the Shipper and cognizant SDDC office.

8.H.2. Cargo Handling Import Services

When ordered by the Ordering Officer, the contractor shall provide all labor, material, and equipment necessary to receive and unstuff container; load and secure cargo to outbound conveyance; tally cargo; provide intra-terminal transfers; supply necessary blocking, bracing, and dunnage; and submit reports in accordance with Attachment 2. Accessorial includes all services from receipt of container through unstuffing of container and outgate at POD.

8.H.3. Transloading Services

When ordered by the Ordering Officer, the Contractor shall provide all labor, material, and equipment necessary to transfer cargo from one conveyance to another, to include intra-terminal transfers.

8.I. Side-Load Chassis

When ordered by the Ordering Officer, Contractor will provide a side-load chassis. The Contractor will be paid the Side-Load Chassis rate in accordance with the Rate Guide.

8.J. Superload Accessorial

Superload Accessorial rate will apply when requested by the Ordering Officer, and shall apply to cargo that either exceeds 140 inches high but does not exceed 156 inches high, or exceeds 132 inches wide but does not exceed 144 inches wide, or both. The charge shall apply per conveyance at the contractor's rates contained in the Rate Guide and shall be used in conjunction with the linehaul rate.

8.K. Veterinarian Inspectable Products (EUCOM only)

8.K.1. This Accessorial is a rate per container with each container requiring no more than 7 Common Health Entry Documents (CHEDs). Accessorial includes document preparation, data entry and related services for veterinary inspectable products entering the European Union. If more than 7 CHEDs are required for a single container, Contractor shall invoice for the additional CHEDs in accordance with Attachment 6, Section F. Subcontractor third party invoices shall be in the English language and/or accompanied by a translation into English language.

8.K.2. Contractor shall provide all required processing and clearance services to facilitate clearance of DOD Class 1 shipments containing veterinarian inspectable products entering the European Union (EU) under Article 11 (transit to a third country)¹ of EU Council Directive 97/78/EC or Article 12 (transit to a customs warehouse)² of the Directives. The exact process prescribed by the local authorities may vary slightly at each POD, as may the specific information systems used to generate the required documentation. Contractors shall understand the local process and requirements.

8.K.2.1. The following is applicable to all veterinarian inspectable containers entering the EU:

8.K.2.1.1. The Contractor will provide the proper management and oversight of this process to ensure the government shipments are not delayed.

8.K.2.1.2. The Government, will make available to the Contractor the USDA Food Health Transit Certificates, and other food health type documents as applicable, as supplied by the shipper. These documents will be made available at the government premises. These documents will be made available in advance of the shipment arrival at the port of discharge (POD) with sufficient time for the contractor to process and clear the shipments without delaying the onward movement of the cargo.

8.K.2.1.3. The Contractor will prepare the "Common Health Entry Document" (CHED) and/or enter data into TRACES (or similar/successor information processing system) and/or intermediate/interface systems as required by local authorities using the data from the Government supplied food health documents.

8.K.2.1.4. The Contractor will ensure the document and/or data entry is complete and accurate based on the Government provided information, and is properly submitted to the local authorities in a timely manner so the Government cargo is not delayed.

8.K.2.1.5. The Contractor will immediately notify the Government should the Government supplied documentation be found incorrect, insufficient or otherwise defective. The Contractor will immediately notify the Government should there be any other issues that arise in the clearance process that may cause a delay or if additional information is needed to facilitate the timely clearance of Government cargo by local authorities. The Contractor will also notify the Government of any containers that have been selected for a "full-identity" (physical, open door inspection) check or when discrepancies are noted during the document check.

8.K.2.2. The following is applicable to all veterinarian inspectable containers entering the EU under Article 11 (transit to a third country) of EU Council Directive 97/78/EC:

8.K.2.2.1. Contractor must facilitate/coordinate a seal check with local customs, veterinarian authorities and/or terminal operators as local practice dictates. Depending on local requirements, this seal check may be performed in place or the container may need to be placed in an inspection area. This element of work includes all costs associated with the seal inspection, including (but not limited to); movement on the terminal, movement to/from inspection areas, seal check, plugging/unplugging refrigerated containers and all administration/coordination of the process. Contractor shall invoice for seal checks in accordance with Attachment 6. Subcontractor third party invoices shall be in the English language, if this is not possible, an English translation must be provided by contractor to accompany such invoice.

8.K.2.2.2. The Contractor will promptly notify the Government when discrepancies are noted during the seal check in accordance with paragraph 9.M below.

8.K.2.3. The following is applicable to all veterinarian inspectable containers entering the EU under Article 12 (transit to a customs warehouse) of EU Council Directive 97/78/EC:

8.K.2.3.1. The Contractor must facilitate/coordinate a "full-identity" check (physical, open door inspection), of the container with local veterinarian authorities. This element of work includes all costs associated with the full-identity check, including (but not limited to); movement on the terminal, movement to/from inspection areas, plugging/unplugging refrigerated containers and all administration/coordination of the process. The Contractor shall invoice for "full-identity" check in accordance with Attachment 6. Subcontractor third party invoices shall be in the English language.

8.K.2.3.2. The Contractor will promptly notify the Government when discrepancies are noted during the seal check.

8.K.2.4. It is understood that local customs/health authorities, being an autonomous government organizations, may on occasion direct additional "full-identity" checks (physical, open door inspections), random spot checks and other inspections as they deem necessary. Any supporting documentation provided by autonomous government organizations may be in the local or recognized languages of the host nation.

8.K.2.5. To facilitate government tracking of Class 1 cargo, evaluate costs/delays at various POD's, evaluate shipper compliance and verify invoice submissions; the Contractor will be required to update and return a "Carrier Status Worksheet" weekly to the 598th QA Office. This worksheet will be generated by the 598th QA office and forwarded to the applicable Contractor weekly. Provided the Contractors EDI transactions are submitted and available in Pipeline Asset Tool (PAT) (or similar/successor systems), the Contractor will need to update the following five (5) fields:

1. Inspection Type
2. Date of Inspection
3. Initial Inspection Pass/Fail
4. Date Released by Customs/Health Authorities
5. Mode

8.L. Dual Temperature Refrigerated Containers

Dual compartment refrigerated containers that allow two different temperature settings (i.e., chill and freeze) in the same container allowing the simultaneous transport of multiple commodities. The Contractor will be paid the Dual Temperature Reefer Service rate in accordance with the Rate Guide when such equipment is ordered and provided.

8.M. Modified Atmosphere Containers

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. Refrigerated containers that protect refrigerated products from heat, cold and certain gases, including oxygen, to impede the deterioration of goods and chemical reactions with gases and typically involves the purging of most gases first before a new mixture of gases (at optimum levels and amounts for the commodity being shipped) is injected into the container after it has been sealed. The Contractor will be paid the Modified Atmosphere rate in accordance with the Rate Guide when such equipment is ordered and provided.

8.N. Controlled Atmosphere

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. Controlled atmosphere refrigerated containers maintain a constant level of substitute atmosphere to slow the natural

ripening process. Controlled atmosphere technology typically uses computer systems to monitor and control the atmosphere in the container and make adjustments while in transit and is commodity specific. The Contractor will be paid the Controlled Atmosphere rate in accordance with the Rate Guide when such equipment is ordered and provided.

8.O. Washing-Cleaning-Purging-Certification

Wash-Clean-Purge-Cert accessorial includes the purging, de-fueling, cleaning and certification to IMDG/CFR 49 standards for surface transportation of hazmat tankers, vehicle generators and all types of fuels on board the heavy expanded mobility tactical trucks and other vehicles.

8.P. Keep from Freezing (KFF) Service

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 Ordering Officer, KFF Service shall consist of furnishing equipment to the specified stuffing activity that will ensure 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 Rate Guide. The KFF Service window of operation is from 1 October through 30 April.

8.Q. 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 Ordering Officer, 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 Rate Guide.

8.R. Guam Inspection Fee for Fruits/Vegetables

Guam Fresh Fruits & Vegetables (FFV) Inspection Fee: Assessed by Guam Customs for inspection of all fresh fruit and vegetable shipments imported into Guam. This is a government set rate at \$65 per container.

8.S. UAE Scanning

When ordered by the Ordering Officer, the Contractor shall move cargo arriving at a POD in the United Arab Emirates from Contractor's terminal to the scan location serving the POD, scan each container in accordance with Host Nation and/or Port Authority scanning/security procedures prior to delivery to door, and advise SDDC promptly of any irregularities. On the day that scanning is completed (unless too late in the day to meet consignee delivery hours, in which case delivery is required the following morning), the Contractor shall deliver directly from scan location to consignee, normally within 2 hours of out gating from POD. The Contractor's trucker must present the UAE Customs Inspection Document when arriving at consignee. This accessorial is priced in CARE on a per-container or per piece basis, and applies only to cargo booked to door in the United Arab Emirates.

8.T. Overweight Surcharge

When required, the overweight surcharge shall apply for breakbulk cargo in excess of 40,000 lbs. (DD/RGN)/44,000 lbs. (FB/SD). The overweight surcharge is only applicable for the inland movement of cargo and consists of two bands, 44,001-70,000 lbs. (also applicable for DD/RGN cargo over 40,000 lbs.) and 70,001-140,000 lbs. Rates are per piece and applicable only between the origins/destinations specified in CARE.

8.U. Extra Length

For each piece of cargo in excess of 45 feet, the extra length charge shall apply. The surcharge shall only apply once per piece of cargo and shall be priced on a per measurement ton basis. When applicable, the rate specified in CARE will be multiplied by the total MTONs of the piece to obtain the total cost for this accessorial. The extra length charge is only applicable on the General cargo commodity and only applies to the ocean portion of the move.

8.V. Daily ITV

8.V.1. When ordered by the Ordering Officer, the Contractor shall provide daily reports on the inland movement of cargo as set forth below.

8.V.2. Reporting method/format. The Contractor shall report via the Contractor ITV Entry Tool (CIET), for import and export routes available in CIET, or via separate Excel spreadsheets for new routes not yet available in CIET.

8.V.2.1. Reportable events shall include the dates for the following events for daily ITV requested for movement from POD to destination (Daily ITV Destination): vessel arrival, cargo discharge, cleared by customs, outgate from port of debarkation, arrival at consignee, and transit of Contractor waypoints.

8.V.2.2. Reportable events shall include the dates for the following events for daily ITV requested for movement from origin to the POE (Daily ITV Origin): requested pickup, origin departure, in-gate, vessel lift, vessel sail and transit of Contractor waypoints.

8.V.2.3. The following information must also be included: IBS TCN, container number with prefix (if applicable), PCFN, booking number, type/description of cargo, Enhanced ITV tag number (when ordered), origin and final destination, POE and POD, shipper Department Of Defense Activity Address Code (DODAAC), consignee DODAAC/MAPAC, current truck number and border crossing date, and each applicable event.

8.V.2.4. The Contractor shall provide exception information (location, remarks, and dates) providing shipment status for the previous 24 hours or shipment information that had not been included previously. Exception information is required only when there is no event report for the prior day. Remarks can be used to advise of cargo exception information but would not replace notifications otherwise required per the contract. When inputting exception information in CIET, the Contractor shall use the remarks block which can be updated as a single shipment record or as part of a grouping of shipment records. Completed shipments may be deleted 30 days after delivery when being reported using the excel spreadsheet reporting method.

8.V.3. Spreadsheet reports shall be provided by email attachments to a distribution list provided by the cognizant COR.

8.W. Fumigation Service

The Contractor shall provide fumigation services for cargo destined for Australia when this accessorial is ordered. The service shall be provided in accordance with the regulations of the Australian Department of Agriculture. Fumigation shall take place in a secure facility by providers that are on the approved list for treatment of the Brown Marmorated Stink Bug (BMSB). The Contractor are required to provide fumigation certificates and new seal numbers to the shipper. Cost to move cargo to and from the fumigation location shall be included in the rate.

SECTION 9 EXCEPTIONS TO NORMAL SERVICE

9.A. Service Changes

The Contractor has the contractual right to make permanent changes in its offered service, including cessation of such service. In the latter case, the affected rates (both ocean and inland rates to/from any ports no longer serviced) will be deleted from the Rate Guide. The Contractor shall notify the Contracting Officer at least 45 days prior to implementation of permanent changes in the Contractor's commercial offered service. All bookings accepted prior to notification of permanent service change shall be performed in accordance with the booking and all terms contained herein.

9.B. Dry-Dock Initiated Service Change

The Contractor shall notify the cognizant SDDC OO by e-mail of scheduled dry dockings of US flag vessels at least 45 days prior to the scheduled dry-dock date and update IBS accordingly. The Contracting Officer must be notified in writing of any emergency dry-dock requirement affecting published schedules of US flag vessels, and update IBS accordingly.

9.C. 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 flag and VISA priorities indicated in the original booking (or higher priorities) when making alternative service arrangements and may not use a lower flag or VISA priority without prior written approval of the cognizant Ordering Officer.

9.D. Canceled Shipments/No Shows

9.D.1. The Contractor shall accept cancellation of shipments for booked cargo without penalty to the Government in the below instances:

1. For origin port bookings, the Government will provide cancellation notice at least 24 hours prior to vessel cutoff.
2. For origin door bookings, the Government will provide cancellation notice at least 48 hours prior to scheduled pickup.
3. Special situations shall be addressed by the Contracting Officer

9.D.2. The Contractor shall notify the Ordering Officer of cargo not tendered to the Contractor in time to meet the booked sailing that has not been cancelled or rebooked.

9.D.3. For cargo that misses the booked sailing through no fault of the Contractor, the Contractor shall load cargo on the next scheduled sailing after receipt of cargo. The Contractor shall notify the Ordering Officer (using BRT for IBS bookings and e-mail for direct bookings) within 2 business days upon the booked cargo missing the sailing.

9.D.4. When the 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. If the rolled cargo does not show for the follow on designated vessel, the booking shall be cancelled and the cargo rebooked.

9.D.5. The Contractor shall in no event hold the Government liable for vessel demurrage or dead freight if the shipper fails to release cargo in time to meet a specified vessel sailing.

9.E. Container Detention

9.E.1. The Contractor shall provide 10 calendar days free time commencing at 0001 hours on the first calendar day after delivery, except for exigency areas as specified in the Exigency Annex, and except for the following locations which shall have 15 calendar days free time unless declared exigency areas: Saudi Arabia and Djibouti.

9.E.2. Free time/detention will run during staging or authorized Government caused delays in accordance with Attachment 1.

9.E.3. Detention accrued during staging/delay periods may not be invoiced until after cargo is delivered (EDI X1 event date) or other disposition of the cargo is made by the carrier at the Government's request after the termination of the staging/delay period. In those instances where free time is exhausted prior to delivery due to authorized delay/staging periods, detention is calculated as follows:

1. Calculate detention start date by applying free time to the delivery date.
2. Calculate total days of delay/staging as documented with HG/HR and A1/A2 EDI transaction sets.
3. Subtract number of days calculated in #2 from the detention start date, calculated in #1, to determine the updated detention start date.

9.E.4. When free time is exceeded, the Contractor will be paid at detention rates 9.E.8.1

9.E.5. Daily detention charges will continue to accrue from the expiration of free time until 2359 hours on the day that the earliest one of the following occurs:

1. The date the Contractor regains physical possession of the container.

2. The date the Contractor is notified in writing or via the Government designated system that the container is available for pick up at the Contractor’s point of delivery or other mutually agreed location, and the container is actually available when the Contractor arrives for pick up.
3. The date the Contracting Officer notifies the Contractor in writing that the Government is purchasing the container under PWS, paragraphs 9.F or 9.N.
4. The date the daily detention charges have reached the maximum detention days listed in paragraph 9.E.8.6.

9.E.6. For staging or authorized delays en route in accordance with Attachment 1, that start the running of free time, or detention if free time has expired, time will cease running at 2359 hours on the day the Government provides documents or otherwise cures the situation causing the delay or notifies the Contractor to release the shipment from staging.

9.E.7. All notifications on containers being empty and ready for pickup will be documented in the Pipeline Asset Tool Container Return Management (CRM) module. Contractor personnel will ensure necessary access to CRM. As described in Attachment 1, the RA EDI transaction will be auto-generated based on the date of notification, if the Contractor does not dispute availability within seven (7) days of notification.

9.E.8. Calculation of Detention-Related Charges

9.E.8.1. The following charges and provisions will apply to all equipment accruing detention except for containers booked to locations designated as Exigency areas. For non-Exigency areas, detention charges will begin to accrue upon the expiration of free time. The Government will pay the carrier the daily detention charges as set forth below.

Equipment Type	Daily Detention
20 ft Dry	\$22
20 ft Flatrack	\$22
20 ft Reefer	\$70
20 ft Reefer with genset	\$105
40 ft Dry	\$35
40 ft Flatrack	\$35
40 ft Open Top	\$35
40 ft Reefer	\$92
40 ft Reefer with genset	\$127
20 ft Chassis	\$9
40 ft Chassis	\$16

9.E.8.2. The Government will pay the Contractor the above daily standard container detention charges if there is an authorized delay in the movement of and/or return of containers beyond applicable free time. Detention charges will continue to accrue until one of the conditions outlined in 9.E.5 occur.

9.E.8.3. Separate chassis detention is payable when used with a government furnished container but not when used with a carrier furnished container.

9.E.8.4. If the Government retains the genset after returning the reefer container to the Contractor, the Contractor will be entitled to a genset rental charge of \$35 per day from the date the reefer container was returned until the date the Government returns the associated genset to the Contractor, or the genset detention has reached the maximum detention days listed in paragraph 9.E.8.6.

9.E.8.5. If the Government retains both the reefer container and the genset, the reefer with genset container detention outlined in paragraph 9.E.8.1 applies up to the maximum detention days in paragraph 9.E.8.6. Documentation to support genset rental charges will be submitted in accordance with Attachment 6.

9.E.8.6. Maximum Daily Detention: If daily detention reaches the specified number of days in the table below, daily detention charges shall cease to accrue. The Contractor shall notify the Contracting Officer of containers that reach these thresholds and invoice for any accrued but unpaid daily detention charges up to the threshold amounts.

Type	Maximum Detention Days
20 ft Dry	177
20 ft Flatrack	60
20 ft Reefer	360
40 ft Dry	155
40ft Flatrack	61
40 ft Open Top	133
40 ft Reefer	365
Genset**	166

9.F. Purchase of Containers

9.F.1. Optional Purchase

9.F.1.1. The Government may opt to purchase a container at the Container Purchase Prices set forth in 9.F.4 after that container has accrued a minimum of 60 days of daily detention charges and provided that the container has not been returned to the Contractor. The Contracting Officer will issue a bilateral task order to purchase identified container(s) and will include the amount of detention accrued and the Container Purchase Price set forth in 9.F.4. The Contracting Officer or Contracting Officer’s Representative will approve allowable outstanding detention charges and the Container Purchase Price within 30 days of the Government’s receipt of the Contractor’s invoice.

9.F.1.2. If a Container is purchased under the Optional Purchase terms and is returned to the Contractor prior or after the Contractor’s Billing and/or Payment, the Optional Purchase will stand until such time as both parties will confer to reach a mutually agreeable arrangement under which the container is either:

1. Returned to the Government
2. Sold to the Contractor
3. A swap of like containers is made

If the container is returned to the Government, the Government will pay the Contractor for storage charges and to relocate the container or arrange at the Government’s costs to pick-up the container. Storage charges will only apply from the date the Contracting Officer’s Representative is notified of an inadvertent container return. Rates for storage costs or relocation of containers under this paragraph will be negotiated by the Contracting Officer.

9.F.2. Automatic Purchase

9.F.2.1. In Exigency Areas once the Maximum Daily Detention in paragraph 9.E.8.6 is reached, the Contractor shall notify the Contracting Officer and invoice for any accrued but unpaid daily detention charges up to the threshold amounts plus the applicable container purchase prices listed in paragraph 9.F.4. Title to the container will remain with the Government.

9.F.2.2. In non-exigency areas, once the Maximum Daily Detention in paragraph 9.E.8.6 is reached, the Government will pay for any accrued but unpaid daily detention charges up to the threshold amounts. Title to the container will transfer to the Government unless mutually agreed that the Contractor will remove the container and retain ownership. If the title is transferred to the Government, the carrier will be paid the purchase price listed in paragraph 9.F.4.

9.F.2.3. The Government will neutralize purchased containers by removing the container markings.

9.F.2.4. If a Container in an Exigency Area reaches the Automatic Purchase Threshold and is returned to the Contractor prior or after the Contractor’s Billing and/or Payment, the Automatic Purchase will stand until such time as both parties will confer to reach a mutually agreeable arrangement under which the container is either:

1. Returned to the Government;
2. Sold to the Contractor;
3. A swap of like containers is made.

If the container is returned to the Government, the Government will pay the Contractor for storage charges and to relocate the Container or arrange at the Government’s costs to pick-up the Container. Storage charges will only apply from the date the Contracting Officer’s Representative is notified of an inadvertent container return. Rates for storage costs or relocation of containers under this paragraph will be negotiated by the Contracting Officer.

9.F.3. Lost or Destroyed Containers

The Government will purchase containers that the Contracting Officer has determined, on a container by container basis, to be lost, destroyed or impractical to return after the container has been delivered to the Government. The Contracting Officer will notify the Contractor in writing of any determination that a particular container is lost, destroyed or impracticable to return. The Contractor will submit an invoice to the Contracting Officer for any unpaid daily detention charges accruing from the end of free time to the date of written notification to the Contractor or CRM -populated empty pick up notice, plus the applicable purchase price in 9.F.4.

9.F.4. Container Purchase Price:

Type	Replacement Value Cost
20 ft Dry	\$ 1,887
20 ft Flat	\$ 4,455
20 ft Reefer	\$ 11,543
40 ft Dry	\$ 3,753
40 ft Flat	\$ 7,047
40 ft Open Top	\$ 4,536
40 ft Reefer	\$ 14,783
Genset**	\$ 12,555

**In order to purchase a genset, the Government must also purchase the reefer that the genset services, unless the reefer that genset services was already returned separately to the carrier.

9.G. Reefer Maintenance

9.G.1. The parties recognize that while refrigerated containers are in the possession of the Contractor, the Contractor incurs costs in maintaining their operation. Accordingly, when onward movement has been suspended due to an authorized compensable delay or staging period approved via the D-RAP and free time has expired, the Government will reimburse the Contractor for additional expenses incurred while maintaining the operation of the refrigerated containers.

9.G.2. The Contractor shall provide 10 total calendar days of free time for reefer maintenance during compensable delay/staging periods.

9.G.3. Reimbursed costs will be pursuant to the per diem rates in Columns A and B below. The Contractor must certify that incurred costs did occur and submit an invoice in accordance with Attachment 6.

9.G.3.1. Column A is the per diem rate or part thereof charge when refrigerated containers are delayed at those facilities where power is available for direct connection to the Carrier’s container.

9.G.3.2. Column B is the per diem rate or part thereof charge when refrigerated containers are delayed at those facilities where the Contractor is required to maintain operation of refrigerated containers without the use of electrical power.

Reefer Maintenance Rates		
Container	Column A	Column B
(PER 24 HOUR PERIOD OR PART THEREOF AFTER FREE TIME WHILE CONTAINER IS IN POSSESSION OF CARRIER)		
20 ft and Over	\$17.23	\$42.02
40 ft 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.		

9.G.3.3. Example of Reefer Maintenance calculation:

Period 1 - Compensable delay period approved via D-RAP: 22 days (1-23 May 2016)

Period 2 - Staging period approved via D-RAP: 14 days (1-15 June 2016)

Reefer Maintenance calculation:

Period 1: 12 days (22 days (compensable delay) minus 10 days free time)

Period 2: 14 days (14 days (staging) minus 0 days free time)

9.H. Container Leasing in Singapore

Containers booked to Singapore for onward movement outside USC9 to Diego Garcia shall be leased to the Government from delivery date to the Government (X1 transaction) until return of the empty container to the Contractor (RD or RA transaction, as applicable). The lease rates are as follows:

Type	Daily Lease Rate
20 ft Dry	\$ 8
20 ft Flatrack	\$ 8
40 ft Dry	\$ 14
40 ft Flatrack	\$ 14
20 ft Reefer	\$ 30
40 ft Reefer	\$ 45

9.I. Free Time and Driver Wait Time

9.I.1. Free Time will commence once the Contractor has notified the consignor or consignee that the cargo is available for loading or unloading. Cargo is considered available for loading or unloading when placed in a location so it can be immediately accessed for loading or unloading within the consignor or consignee's normal operating hours or acceptance hours.

9.I.2. If the consignor or consignee requires pickup or delivery appointments, wait time spent due to early or late arrivals will not count towards free time.

9.I.3. If a Contractor is prepared to position its conveyance but is prevented from doing so due solely to a Government delay, free time will commence once the Contractor has notified the consignor or consignee that its conveyance is at the shipping or receiving facility but is delayed for loading or unloading.

9.I.4. If loading or unloading is not completed by the close of business for that location, the Contractor will be paid a \$150 overnight charge and free time will resume at the beginning of the next business day.

9.I.5. Driver wait time shall start when free time ends. Driver wait time shall end when consignor or consignee notifies the Contractor in writing that loading or unloading has been completed. Such notification shall constitute release of Contractor’s equipment.

9.I.6. The Contractor shall submit invoices for Driver Wait Time in accordance with Attachment 6. The Contractor shall be compensated as described below.

9.I.7. Free Time and Driver Wait Time Compensation Rates:

<u>Location</u>	<u>Free Time</u>	<u>Driver Wait Time Rate</u>
USA, Canada	4 hours	\$18.75 per quarter-hour *
Europe	2 hours	\$20.00 per quarter-hour*
Japan (incl. Okinawa)	2 hours	\$45.00 per 30 minutes
Korea	2 hours	\$35.00 per hour
Kuwait	Ends at 2359 day of arrival	\$25.00 per hour
Bahrain	Ends at 1600 day of arrival	\$20.00 per hour
*Note: For USA, Canada and Europe, round to next higher quarter hour		

9.I.8. For other locations, Contractor may request reimbursement of actual expenses for waiting time incurred after expiration of at least four hours of Free Time.

9.J. Rerouting of Cargo

9.J.1. En Route Port Changes

9.J.1.1. Port change requested by the Government.

9.J.1.1.1. If the location of the cargo at the time of the diversion request is within a reasonably normal path for service to the new POD from the POE, and the diversion request is in advance of arrival at the POD, the Contractor shall execute the diversion and shall be paid the applicable ocean rates.

9.J.1.1.2. If the diversion is not within a reasonably normal path for service, the cargo shall be short stopped (paragraph 9.J.1.3) and rebooked to the new destination.

9.J.1.1.3. Should the Contractor incur costs because of the diversion, such as additional lifts, rehandling, or moves within the terminal, these costs may be reimbursable and may be submitted as described in PWS Attachment 6. Contractor's administrative expenses are not reimbursable.

9.J.1.1.4. When reworking overstowed cargo due to a diversion requested by the Government, the Contractor shall advise the OO of the amount of overstowed cargo and provide a cost estimate to discharge Government cargo. Vessel rework to remove overstowed cargo or vessel delay cost reimbursements require authorization by the Contracting Officer.

9.J.1.2. Except as authorized under the "Liberties" clause, the Contractor shall not divert cargo to a different POD without prior written approval of the Contracting Officer or Ordering Officer.

9.J.1.3. Short Stop

9.J.1.3.1. The Ordering Officer may elect, in writing, to take delivery at the Contractor’s port instead of at the 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.

9.J.1.3.2. The Contractor shall short stop cargo at port of debarkation or any relay port when the Ordering Officer elects to take delivery at that location instead of inland destination. The Government may order delivery at any intermediate port of call but would be subject to costs and limitations as specified in Exhibit 3, PWS, paragraphs 9.J.1.1.3 and 9.J.1.1.4.

9.J.1.4. Change of Destination

The Contractor shall move the cargo to a new inland destination, via linehaul service from the POD, at the written request of the Ordering Officer. Request must be made before the cargo has commenced final inland movement from the port of debarkation, or (in countries where Customs will not approve changes after Customs Clearance) before Customs Clearance. The shipment shall be re-priced based on the modified booking made by the Ordering Officer.

9.K. Staging

9.K.1. The Contractor shall stage cargo upon written Government request and submit a request in D-RAP for approval by the Ordering Officer (OO). The HG EDI event transaction will be auto-generated by the D-RAP as outlined in Exhibit 3, PWS Attachment 1 upon shipment entry into the staging location, to include port staging or constructive staging.

9.K.2. The Contractor shall end cargo staging upon Government request and submit a request in D-RAP for approval by the Ordering Officer (OO). The Contractor shall commence on-carriage within 2 business days and the HR EDI event transaction will be auto-generated by the D-RAP as outlined in Attachment 1 upon actual dispatch of cargo from the staging location.

9.K.3. For large volumes of cargo, contractor will be responsible for managing dispatch in the most expeditious manner. Contractor will provide dispatch timelines to cognizant Battalions and COR until cargo has dispatched from staging area.

9.K.4. The HG/HR transaction pair, generated via the D-RAP, will recommit the Contractor to a new delivery date defined as: RDD + (# days elapsed between HG and HR). For a shipment RDD to be extended, both an HG and HR transaction must be generated.

9.K.5. For cargo containerized in carrier-owned containers as ordered in the booking, free time shall run while containers are staged. Container detention shall begin once free time is exceeded.

9.L. Notice of Transfer of Cargo

9.L.1. The Contractor shall not transload cargo from one container to another without the authorization of the OO and cognizant COR, except when such transload is required to safeguard the cargo during the continuation of the movement. The notice shall contain the booked TCN and PCFN if applicable, the container number and seal number of the original container, the container number and seal number of the transload container, the place where the transload occurred, and the reason for the transload. The notification shall be sent to cognizant SDDC BN and COR within 48 hours of transfer.

9.L.2. 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.

9.L.3. EDI 315 transactions submitted subsequent to transloading should include actual container number.

9.M. Broken/Replacement of Seals

9.M.1. The Contractor shall notify the consignee, shipper, Ordering Officer, Contracting Officer, and COR, by e-mail, within 24 hours of discovery that a seal on any unit of cargo has been broken and/or replaced while the cargo is in the possession of the Contractor. A complete report of the circumstances and reasons shall be provided to the cognizant COR within five business days of the initial notification.

9.M.2. If, it is determined the cargo has been compromised the Contractor will be notified and given the opportunity to request and perform a joint inspection/survey. The lack of a seal on the container, by itself, shall not be sufficient to establish that cargo is compromised.

9.N. Damage to Contractor Equipment

9.N.1. The Contractor may be entitled to reimbursement for damages to Contractor owned equipment when such damage or loss is by act, neglect or failure to maintain equipment by the Government, its agents, employees or

Contractors (other than the prime Contractor) while such Contractor equipment is in the custody and care of the Government, its agents, employees or Contractors (other than the prime Contractor). The Government shall repair or reimburse the Contractor the lesser of the following:

9.N.1.1. The reasonable costs of repairs; or

9.N.1.2. The purchase price as stated in paragraph 9.F.4.

9.N.2. The Government shall notify the Contractor of damage to Contractor's equipment while in the Government's care and custody immediately upon identification of the occurrence of said damage. The Contractor shall assign to the Government any rights, causes of action, or other claims, which the Contractor may have against third parties with respect to such damage.

9.N.3. If equipment is in the Contractor's possession, the 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 Government or its authorized representative:

9.N.3.1. At the time custody of the equipment is returned by the Government to the Contractor; or

9.N.3.2. Within 5 days after the damage was discovered or should have been discovered after custody of the equipment is returned by the Government to the Contractor (for damage that is not readily apparent).

9.N.4. Contractor will submit costs directly to the Contracting Officer.

9.O. Port Storage

9.O.1. When onward movement has been delayed other than due to Contractor's actions, the Contractor shall be reimbursed for actual expenses incurred in the storage of containers or cargo at a port. Any such delays must be supported by the applicable EDI transactions in Attachment 1.

9.O.2. To receive reimbursement for Port Storage services while the cargo is in the possession of the Contractor, the Contractor shall submit an invoice in PAT IPP in accordance with Attachment 6.

9.P. Futile Trip

9.P.1. When futile trip costs are incurred due to the fault of the Government, the Contractor may submit an invoice for authorized futile trip costs in accordance with Attachment 6. Futile trip charges will not exceed the linehaul, mileage or drayage contract rate for the same routing (e.g. origin to POE).

9.P.2. The Contractor shall notify the cognizant Ordering Officer in BRT, within five business days, a futile trip has occurred. The Contractor may submit a Futile Trip invoice into the PAT IPP only after the Ordering Officer has approved the Futile Trip in BRT.

9.Q. Vessel Demurrage

Contractor shall be compensated for berthing delays caused by the Government (see Exhibit 3, PWS, paragraph 7.B.2.3) based on demurrage rates (per vessel day) in the Rate Guide. Charges are prorated for the actual period of delay.

9.R. Reimbursement for Damage

9.R.1. For Government operated ports, the 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 paragraph 7.B.2, 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.

9.R.2. Costs of damage will be submitted directly to the Contracting Officer.

9.R.3. Contractor shall reimburse the Government for any damage to a Government pier or berth caused by the arrival or departure of Contractor's vessel.

9.S. Shipments of Privately Owned Vehicles (POVs)

9.S.1. Scope

The provisions of Section 9.S apply to shipments booked by Non-governmental Authorized Users of the Contract. These shipments include, but are not limited to, POVs shipped by Global POV Contractors.

9.S.2. Payment

Terms for payment for services provided under section 9.S will be per mutual agreement of the Contractor and the Non-governmental Authorized User.

9.S.3. Special Provisions for Privately Owned Vehicles (POVs)

If the Contractor fails to deliver a POV on or before the RDD, the Contractor shall reimburse the Non-governmental Authorized User for rental car expenses or other transportation expenses paid to the owner of the POV as a consequence of such delay. This reimbursement shall not exceed expenses actually incurred by the owner of the POV or \$30.00 per day for each day past RDD, whichever is less.

9.T. [REMOVED]

9.U. Cargo Recall

9.U.1. When the Ordering Officer requests the return of a shipment to origin after the Contractor takes possession but before the cargo loads the vessel, the Contractor may submit an invoice for authorized cargo recall costs in accordance with Attachment 6.

9.U.2. The invoice shall follow paragraphs C and F of Attachment 6. If Direct Booked, the invoice shall also be in accordance with paragraph A.2 and include written request from the Direct Booking Agency Ordering Officer.

SECTION 10 REGION SPECIFIC REQUIREMENTS

10.A. Puerto Rico

10.A.1. Tax Authority Clearance

To obtain tax clearance, after obtaining any supporting documentation from the local SDDC Detachment (Hacienda Clearance Letter, and other documentation such as Commercial Invoice as appropriate), the Contractor shall present all required documentation to the Puerto Rico tax office (Hacienda) and/or enter data, including data which Shippers typically enter, into the Portal Integrado de Comerciantes (PICO) system used by the Hacienda. The Contractor shall check PICO at least once per workday to verify that cargo has cleared. These actions apply to all cargo arriving in Puerto Rico and requiring tax clearance. The contractor shall include all costs incurred for providing this service in their ocean rate.

10.A.2. Transport of Hazardous Cargo/Small Arms/Ammunition

10.A.2.1. The Contractor shall have and maintain a Government/Contractor/Armed Guard Contingency Plan including a route map which can be implemented for any ordered movement of weapons/ammo/sensitive items. This plan shall be made available to the Government or Commonwealth of Puerto Rico authorities upon request. For each movement of weapons/ammo/sensitive items ordered, the Contractor shall brief the plan and route to the designated Government representative for approval prior to the transportation of a shipment. Upon approval of the plan and route, such plan shall be followed by the Contractor. In the event it is necessary to change the plan or route after commencement of transportation, the Contractor must immediately report such change to the designated Government representative for approval. Changes must be kept to a minimum and made only under circumstances outside the Contractor's control or at the direction of the designated Government representative.

10.A.2.2. The Contractor shall inform the drivers to be utilized for weapons/ammo/sensitive items shipments of the exact route to be followed with a map depicting such route. The Contractor shall also provide two way radio communications devices and/or cell phones for each motor vehicle transporting weapons/ammo/sensitive

items and allow for the continuous escort of such vehicles by either designated Government representatives and/or Commonwealth of Puerto Rico authorities upon request. Motor vehicles transporting weapons/ammo/sensitive items shall travel by the most expeditious authorized route to/from the point of pickup in Puerto Rico to the point of destination in Puerto Rico. No stops en route are authorized. In the event of a breakdown, accident or emergency stop the driver of the shipment shall immediately notify the cognizant COR and authorized Government personnel - but not later than 30 minutes after such an event - and at no time shall the vehicle be left unattended. The Contractor shall closely monitor each shipment through constant communications with the driver of the shipment, the Commonwealth of Puerto Rico authorities, and designated Government escorts/personnel.

10.A.2.3. It shall be the Contractor's responsibility and expense to provide armed guard protective surveillance during the entire period when a weapons/ammo/sensitive items shipment is in the custody of the Contractor. The armed guard shall have at a minimum one revolver or semiautomatic pistol with five rounds of ammunition. The weapon shall be registered in accordance with all Federal, State and Commonwealth laws and regulations and the guard shall be licensed to carry such a weapon with the requisite training and experience in its use. The Government reserves the right to reject the use of any armed guard by a Contractor who fails to meet such requirements.

10.A.2.4. Pick-up and delivery of weapons shipments shall be accomplished only between the hours of 0700-1200 local time unless otherwise agreed upon between the Contractor and designated Government representative on a case-by-case basis only.

10.A.2.5. For containerized shipments, serially numbered cable seal lock or other type of seal that provides equal or better protection will be provided by the Government. Where such seals have not been applied the Contractor shall not transport such containers and immediately notify the designated Government representative regarding further disposition.

10.A.2.6. All movements shall be accompanied by a Signature and Tally Record (DD 1907). This record shall provide continuous accountability and custody of a weapons/ammo/sensitive items shipment from point of origin to point of destination. An entry must be made by every individual - to include the driver - who accepts custody. The Contractor shall monitor and ensure that the chain of custody is unbroken while the cargo is in the Contractor's custody. The Contractor shall immediately notify the Government of any non-compliance.

10.A.2.7. No Government weapons shall be stored overnight at the Contractor's facilities without prior Government approval.

10.A.3. Expedited or After-Hours Delivery

10.A.3.1. Expedited Delivery Service

10.A.3.1.1. The Contractor shall provide expedited delivery when ordered by the Ordering Officer. The Contractor shall deliver the container to consignees within two business days commencing at 0001 hours on the first working day following vessel discharge or customs clearance of such containers, whichever is later, for distances of up to 200 miles.

10.A.3.1.2. EXCEPTION: Expedited deliveries of shipments en route, but prior to commencement of outgate carriage at port of debarkation shall be by mutual consent of the Government and the Contractor.

10.A.3.1.3. EXCEPTION: Contractors will not receive compensation for expedited delivery as indicated above if they failed to meet the RDD. If contractor was paid for this service and did not meet the agreed upon RDD, then the contractor will reimburse the Government for the charges paid for expedited delivery service.

10.B. Alaska

10.B.1. 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 US 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.

10.B.2. Mileage in Alaska

Alaska mileage rates apply to mainland and island locations.

10.B.3. Privately Owned Vehicles (POVs) [REMOVED effective Rev 7]

10.B.3.1. POV Receive/Deliver [REMOVED effective Rev 7]

10.B.3.2. POV Processing Service [REMOVED effective Rev 7]

10.B.3.3. POV Storage and Detention [REMOVED effective Rev 7]

10.B.3.4. 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 Rate Guide.

10.B.3.5. Alaska Tie-Down Services

Charges listed in the Rate Guide 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.

10.C. Hawaii

10.C.1. Inter-Island Hawaii Service

10.C.1.1. Any contractor offering rates for inter-island service between and among the ports of Hawaii shall ensure that the service is performed by an entity that holds a Certificate of Public Convenience and Necessity (CPCN) approved by the Hawaii Public Utilities Commission.

10.C.1.2. Single-factor rates are available for the shipment of palletized refrigerated cargo between Honolulu and Kekaha. Terms for all requirements are port-to-door, liner-in/liner-out and carriers' submitted rates shall be inclusive of liner terms at the port of embarkation (POE) and port of debarkation (POD) as well as the ocean freight and delivery to destination. The carrier must maintain the temperature/temperature variance specified by the shipper in the booking for the duration of each shipment.

10.C.2. Hawaii Export OK to Lade

Contractor will collect USG shipping documents (DD 1384, DD 2890 and DD 2781) in order to facilitate and obtain CBP "OK to LADE" approval. The Contractor will provide, at a minimum, the following information to CBP: Consignor/Consignee; Vehicle Make, Model and Year; VIN or Serial Number; PCFN; Carrier Booking Number; Memorandum Point of Contact and Signature.

SECTION 11 SECURITY (PHYSICAL, PERSONNEL, INFORMATION, INDUSTRIAL, CYBER AND ANTITERRORISM)

11.A. Cyber Security

11.A.1. General Cyber Security Requirements

11.A.1.1. Handling and Protection of Non-Public Information

11.A.1.1.1. In performance of this contract, the contractor may have access to DoD Transactional Information (DTI), which for the purposes of this section shall mean any information developed or received in the course of planning, ordering, shipping, tracking, and invoicing in support of the requirements of this contract. To adequately protect this DTI, contractor information systems (IS) involved in the performance of this contract shall comply with the security requirements in the current version of the National Institute of Standards and Technology (NIST)

Special Publication (SP) 800-171, “Protecting Controlled Unclassified Information in Nonfederal Information Systems and Organizations.” Compliance with NIST SP 800-171 measures is required at the prime contractor level and does not apply to subcontractors and other entities that the prime contractor engages with in order to meet the requirements of this contract.

11.A.1.1.2. Additionally, the contractor agrees to use such information only for the purposes of fulfilling the contracted requirements and to protect such information from unauthorized release or disclosure. Protection of the DTI does not abrogate any responsibilities of the contractor to comply with or implement additional cyber security requirements as part of generally accepted system security principles or as required by other categories of information that may be co-resident with the DTI on the contractor’s IS.

11.A.1.2. Operationally Critical Support

The services designated under this contract are “operationally critical support” as defined in DFARS 252.204-7012 Safeguarding Covered Defense Information and Cyber Incident Reporting.

11.A.2. Cyber Security Assessments and Mitigation Plans

The contractor shall provide a Self-Assessment of its compliance with NIST SP 800-171 and present a Plan of Action that identifies any deviations, non-compliance, or proposed alternative means of compliance as well as plans for correcting non-compliant requirements to the Contracting Officer within 60 days of contract award and then annually thereafter. The Self-Assessment and Plan of Action shall address all of the requirements in NIST SP 800-171.

11.A.2.1. Table 11.A.2 provides modified requirements of CUI/CDI specific controls from NIST SP 800-171 that will be used to evaluate compliance in a non-CUI/CDI environment. Additionally, at any time during the period of performance, when a contractor determines it is non-compliant with a NIST SP 800-171 requirement or an approved alternate means of compliance resulting in a High or Moderate Potential Impact as defined in Federal Information Processing Standards Publication (FIPS PUB) 199, “Standards for Security Categorization of Federal Information and Information Systems,” the contractor shall submit a Plan of Action within 15 days of the determination of non-compliance.

11.A.2.2. Plans of Action and any requests to vary from NIST SP 800-171 shall be submitted to the Contracting Officer for consideration and approval by USTRANSCOM. The Contractor need not implement any security requirement determined by USTRANSCOM to be non-applicable or to have an equally effective alternative security measure implemented in its place. The Plan of Action shall follow the template provided. Alternate formats for the Plan of Action may be proposed and must be approved by USTRANSCOM.

11.A.2.3. USTRANSCOM may conduct an on-site visit to a contractor's facility or request a third party assessment (Government agency or Government funded commercial entity) to review progress towards meeting their Plan of Action, evaluate any proposed variances to NIST SP 800-171 requirements, and to assess residual risk to the DTI resulting from the non-compliance. Date and time of on-site visits will be mutually agreed-upon by USTRANSCOM and the contractor in advance.

Table 11.A.2

Req #	NIST SP 800-171 Requirement	USTRANSCOM Modified Requirement
3.1.3	Control the flow of CUI in accordance with approved authorizations.	Limit the flow of DoD information to organizations or individuals necessary for the performance of the operationally critical requirements of this contract.
3.1.9	Provide privacy and security notices consistent with applicable CUI rules.	Provide privacy and security notices consistent with U.S. Government and/or local governmental regulations.

3.1.19	Encrypt CUI on mobile devices and mobile computing platforms.	Provide adequate technical protections on mobile devices and computing platforms that process and/or store contractual information.
3.1.22	Control CUI posted or processed on publicly accessible systems.	Control DoD information posted or processed on publicly accessible systems.
3.7.3	Ensure equipment removed for off-site maintenance is sanitized of any CUI.	Ensure equipment removed for off-site maintenance is sanitized of DoD information.
3.8.1	Protect (i.e., physically control and securely store) system media containing CUI, both paper and digital.	Protect (i.e., physically control and securely store) system media containing DoD information, both paper and digital.
3.8.2	Limit access to CUI on system media to authorized users.	Limit access to DoD information on system media to authorized users.
3.8.3	Sanitize or destroy system media containing CUI before disposal or release for reuse.	Sanitize or destroy system media containing DoD information before disposal or release for reuse.
3.8.4	Mark media with necessary CUI markings and distribution limitations.	Mark media with privacy and security notices consistent with U.S. Government and/or local government regulations.
3.8.5	Control access to media containing CUI and maintain accountability for media during transport outside of controlled areas.	Control access to and maintain accountability for media containing DoD information.
3.8.9	Protect the confidentiality of backup CUI at storage locations.	Provide information backup procedures (frequency, timeframe for storage, etc.) for DoD data located on contractor systems. Protect the confidentiality of backup materials containing DoD information.
3.9.1	Screen individuals prior to authorizing access to organizational systems containing CUI.	Screen individuals prior to authorizing access to organizational systems containing DoD information.
3.9.2	Ensure that CUI and organizational systems containing CUI are protected during and after personnel actions such as terminations and transfers.	Ensure that DoD information and organizational systems containing DoD information are protected during and after personnel actions such as terminations and transfers.
3.10.6	Enforce safeguarding measures for CUI at alternate work sites (e.g., telework sites).	Enforce safeguarding measures for DoD information at alternate work sites (e.g., telework sites).
3.11.1	Periodically assess the risk to organizational operations (including mission, functions, image, or reputation), organizational assets, and individuals, resulting from the operation of organizational systems and the associated processing, storage, or transmission of CUI.	Periodically assess the risk to organizational operations (including mission, functions, image, or reputation), organizational assets, and individuals, resulting from the operation of organizational systems and the associated processing, storage, or transmission of DoD information.
3.13.8	Implement cryptographic mechanisms to prevent unauthorized disclosure of CUI during transmission unless otherwise protected by alternative physical safeguards.	Implement cryptographic mechanisms to prevent unauthorized disclosure of DoD information during transmission when possible unless otherwise protected by alternate physical safeguards.
3.13.11	Employ FIPS-validated cryptography when used to protect the confidentiality of CUI.	Employ FIPS-validated cryptography when used to protect the confidentiality of DoD information within the organization's systems and when possible when transmitting to external entities.
3.13.16	Protect the confidentiality of CUI at rest.	Protect the confidentiality of DoD information at rest.

11.A.3. Cyber Incident Reporting

11.A.3.1. In addition to the DFARS 252.204-7012 reporting requirements for unclassified systems and DoD Manual (DoDM) 5220.22, National Industrial Security Program Operating Manual (NISPOM) for classified systems, reportable cyber-incidents include, but are not limited to, the following:

11.A.3.1.1. Unauthorized data exfiltration, manipulation or disclosure of any DoD information resident on or transiting the contractor's unclassified or classified information systems or networks.

11.A.3.1.2. Unauthorized access to the contractor's unclassified or classified information system(s) or networks(s) on which DoD information is resident or transiting.

11.A.3.1.3. Cyber-incidents as listed in the MITRE ATT&CK Framework available at <https://attack.mitre.org/>, incorporated herein by reference, which affect network or information systems where DoD information is resident or transiting.

11.A.3.1.4. Notifications by a federal, state, or local law enforcement agency or cyber-center (i.e., National Cyber Investigative Joint Task Force (NCIJTF), National Cybersecurity & Communications Integration Center (NCCIC)) of being a victim of a successful or unsuccessful cyber-event, anomaly, incident, insider threat, breach, intrusion, or exfiltration.

11.A.3.2. If the cyber-incident affects a classified system, vulnerabilities associated with the incident will be classified per the current version of USTRANSCOM Instruction 31-02, Security Classification Guide.

11.A.4. Cybersecurity Incident Reporting Timelines

In addition to providing the notification required by DFARS 252.204-7012, the contractor is required to notify USTRANSCOM as soon as practicable, but no later than 24 hours after discovering a reportable cyber-incident. The reporting timeline begins when the incident is discovered or reported to the company, its employees, contractors, or cybersecurity firm responsible for providing cybersecurity and response for the company. The contractor shall contact the USTRANSCOM Cyber Operations Center (CyOC) via phone at 618-220-4222. If the contractor does not immediately reach the CyOC via phone, the contractor shall send an email notification to transcom.scott.tj6.mbx.cyoc@mail.mil.

11.A.5. Mandatory Reporting Data

11.A.5.1. The contractor shall work with the USTRANSCOM CyOC through resolution of the incident. Within 24 hours of becoming aware of a reportable cyber-incident, the contractor shall provide an initial notification of the incident, even if some details are not yet available, which includes, but is not limited to, the following information:

- (a) Company Name
- (b) Who will be the POC with contact information
- (c) Contracting Officer POC (name, telephone, email)
- (d) Overall Assessment –Description of incident, data at risk, mitigations applied
- (e) Indicators of compromise
- (f) Vector of attack (if known)
- (g) Estimated time of attack (if known)

11.A.5.2. The contractor shall provide a follow-on cyber-incident report to the USTRANSCOM CyOC within 72 hours of becoming aware of a reportable cyber-incident, which includes, but is not limited to, the following information:

- (a) Contractor unique Commercial and Government Entity (CAGE) code
- (b) Contract numbers affected
- (c) Facility CAGE code where the incident occurred if different than the prime Contractor location
- (d) POC if different than the POC recorded in the System for Award Management (name, address, position, telephone, email)
- (e) Contracting Officer POC (name, telephone, email)
- (f) Contract clearance level
- (g) DoD programs, platforms, systems, or information involved
- (h) Location(s) of compromise
- (i) Date incident discovered
- (j) Type of compromise (e.g., unauthorized access, inadvertent release, other)

- (k) Description of technical information compromised
- (l) Any additional information relevant to the information compromise

11.A.6. Incident Reporting Coordination

11.A.6.1. In the event of a cyber-incident, USTRANSCOM may conduct an on-site review of network or information systems where DoD information is resident on or transiting to assist the contractor in evaluating the extent of the incident and to share information in an effort to minimize the impact to both parties. Date and time of on-site visits will be mutually agreed upon by USTRANSCOM and the contractor in advance.

11.A.6.2. The contractor agrees to allow follow-on actions by the Government (e.g., USTRANSCOM, Federal Bureau of Investigation, Department of Homeland Security, DC3, etc.) to further characterize and evaluate the suspect activity. The contractor acknowledges that damage assessments might be necessary to ascertain an incident methodology and identify systems compromised as a result of the incident. Once an incident is identified, the contractor agrees to take all reasonable and appropriate steps to preserve any and all evidence, information, data, logs, electronic files and similar type information (reference NIST Special Publication 800-61: Computer Security Incident Handling Guide, (current version)) related to the incident for subsequent forensic analysis so that an accurate and complete damage assessment can be accomplished by the Government.

11.A.6.3. The contractor is not required to maintain an organic forensic capability, but must ensure data is preserved (e.g., remove an affected system, while still powered on, from the network) and all actions documented until forensic analysis can be performed by the Government or, if the Government is unable to conduct the forensic analysis, a mutually agreed upon third party (e.g., Federally Funded Research and Development Center (FFRDC), commercial security contractor, etc.). Any follow-on actions shall be coordinated with the contractor via the Contracting Officer.

11.A.6.4. The contractor agrees to indemnify and hold the government harmless for following any recommendations to remedy or mitigate the cyber-incident following the actions under 1.5.1. and 1.5.2.

11.A.7. Confidentiality and Non-Attribution Statement

The Government may use and disclose reported information as authorized by law and will only provide attribution information on a need-to-know basis to authorized persons for cybersecurity and related purposes (e.g., in support of forensic analysis, incident response, compromise or damage assessments, law enforcement, counter intelligence, threat reporting, and trend analysis). The Government may share threat information with other USTRANSCOM industry partners without attributing or identifying the affected contractor.

11.B. General Security Information

The majority of daily work associated with this PWS is at the unclassified level, but contractor personnel may be required to access classified information at the SECRET level; classified areas, or transport classified military equipment materials during performance of this contract / task order.

11.C. Citizenship and Clearance Requirements

Only contractor employees that are U.S. citizens are able to have security clearances and access classified information, classified areas, and classified systems.

11.D. Additional Security Requirements (Transportation Security)

Carriers transporting sensitive or classified shipments will comply with DTR, Part II, Section 205. Only carriers with a valid Facility Clearance Level (FCL) at the SECRET level are authorized to transport classified materials. The FCL can be an interim, but whether an interim or final FCL, it must be valid at the time of award and granted by the Defense Security Service.

11.E. Security Clearance Requirements

Some positions on this task order (contract) require a minimum of a SECRET clearance as granted by the Vetting Risk Operations Center (VROC).

11.F. Facilities Clearance Level

Only contractor employees with a personnel security clearance working for contractor companies with a facility clearance granted by the Defense Security Service (DSS) are eligible for access to classified information. The contractor must have a valid FCL at the SECRET level. Interim FCLs are acceptable provided they are not expired.

11.G. Contractor Facility Security Officer (FSO):

The Contractor will forward the name, address, email address and telephone number of the Company FSO and backup to the USTRANSCOM Protection Programs Division TCJ3-MP to: steven.m.strait.civ@mail.mil and steven.g.stegen.civ@mail.mil

11.H. Personnel and Facilities Clearance Validation

Upon award of a task order that contains classified cargo, the contractor will submit the names of the vessel master or Captain and the licensed deck officer who will fulfill the requirements of DTR, Part II, Section 205 to HQ SDDC G3 via their organization e-mail address at usarmy.scott.sddc.mbx.omb-for-hq-coc@mail.mil for vetting through Defense Information Security System (DISS) to ensure investigative and clearance requirements have been satisfied.

11.I. Foreign Entity Vetting

11.I.1. Subcontractor Suitability. Contractors shall submit a report to the Contracting Officer for each first tier foreign transportation service provider, operating as a separate legal entity, contracting directly with contractor or its commonly owned legal affiliate which has employees who may have physical contact with Government shipments in the ordinary course of contract performance. First tier foreign transportation service providers within scope include, but are not limited to: freight forwarders, customs brokers, stevedoring service providers, other brokers, and trucking companies. The initial report is due 90 calendar days after contract award and every 3 months thereafter.

11.I.1.1. The report shall include the following information:

11.I.1.1.1. Legal Company Name (in native language if known)

11.I.1.1.2. Complete Address including Country

11.I.1.1.3. Name, phone number and email address of at least one point of contact at the company

11.I.1.2. The Contractor is not required to limit reporting solely to subcontractors used for services under the contract, but rather, may provide a complete list of subcontractors within scope in contractor's network.

11.I.1.3. The contractor is responsible for appropriately marking sensitive information as proprietary/trade secret. The Government will handle proprietary/trade secret information within the applicable statutes, rules, and regulations regarding the handling and release of such information.

11.I.1.4. Periodically throughout contract performance, the Contracting Officer will make available to the contractor the name of active or potential subcontractors determined to be unsuitable. The contractor shall not allow named entities to perform any role in performance under this contract. If the contractor chooses to terminate the unsuitable subcontractor, the Government shall not be liable for any costs incurred by the contractor in establishing or terminating use of the unsuitable subcontractor. The contractor may choose not to terminate the unsuitable subcontractor for use on its commercial contracts.

11.I.1.5. An unsuitable determination does not preclude the contractor from nominating an unsuitable entity for reconsideration during the contract performance period. The contractor is encouraged to provide the contracting officer additional relevant information that may affect the subcontractor's suitability. Any entity listed in the U.S. Government Consolidated Screening List (http://export.gov/ecr/eg_main_023148.asp) or otherwise prohibited per FAR Subpart 25.7, Prohibited Sources, will not be reconsidered.

11.J. Visits to USTRANSCOM/HQ SDDC Building

Prime Contractor and sub-contractor employees coming visiting to Scott AFB, IL and USTRANSCOM for periodic carrier or other meetings must send a visit request in DISS to SMO code USTC-SDDC. The visit request shall annotate the purpose of the visit; POCs by names and telephone numbers; visit date(s) and the contract or task order number. Entrance into USTRANSCOM building 1900 will be via the breezeway between 1900E and 1900W. The contractor visitors must come to the Protection Services Center for validation of their clearance and visit request. Temporary badges or escort required badges will be issued based on access eligibility.

11.K. Classified Information at Contractor Headquarters

No classified information obtained by contractor visitors at USTRANSCOM can be taken from USTRANSCOM back to the contractor company headquarters unless that specific CAGE code location has been granted safeguarding by DSS. No contractor employee will hand-carry classified information from USTRANSCOM back to the contractor's location without written approval from USTRANSCOM/TCJ34. If authorized, the contractor courier must be briefed on responsibilities to safeguard the information and have a signed USTRANSCOM courier letter in his or her possession.

11.L. Classified Meetings

Visitors are required to follow the USTRANSCOM guidelines for attending classified meetings.

11.M. Defense Transportation Regulation.

In addition to the NISPOM (DoDI 5220.22), contractors are required to be familiar with the Defense Transportation Regulations (DoD 4500.9.R, Part II, Appendix E).

11.N. Security Regulation Guidance

Department of Defense (DOD):

- O-2000.16 (DODI Antiterrorism (AT) Standards), Vol 1, 17 November 2016
 - DoD 5200.02, Personnel Security Program, 17 April 2017
 - DoD 5200.08-R, Change-1, DoD Physical Security Program, May 27, 2009
 - DoDO 2000.16, DoD Antiterrorism (AT) Standards, Vol. 1, November 17, 2016
 - DoDI 5200.02 DODM Procedures for the DOD Personnel Security Program
 - DoDI 5220.22, National Industrial Security Program Operating Manual (NISPOM), 18 May 2016
 - DoDI 8500.01, Cybersecurity, March 13, 2014
 - DoDM 5200.01 VOL. 1, DoD Information Security Program: Overview, Classification, and Declassification, 24 February 2012
 - DoDM 5200.01 VOL. 2, DoD Information Security Program: Marking of Classified Information Summary of Changes, CH 2, 19 March 2013
 - DoDM 5200.01 VOL. 3, DoD Information Security Program: Protection of Classified Information Summary of Changes, CH 2, 19 March 2013
 - DoDM 5200.01 VOL. 4, 2/24/2012 DoD Information Security Program: Controlled Unclassified Information (CUI) Summary of Changes, 24 February 2012
 - DTM 08-027, Change-1, Security of Unclassified DoD Information on Non-DoD Information Systems, September 16, 2010
 - DoD 4500.9.R, Part II, Appendix E, Defense Transportation Regulations
- DoD:** (DoD issuances found at: <http://www.dtic.mil/whs/directives/corres/pub1.html>)

Executive Orders (E.O.):

E.O. 13691 of February 13, 2015. Promoting Private Sector Cybersecurity Information Sharing

National Institute of Standards and Technology (NIST):

- NIST Special Publication 800-61 Revision 2, Computer Security Incident Handling Guide

USTRANSCOM:

USTRANSCOM Instruction 31-02 (USTRANSCOM Security Classification Guide), 9 October 2015
USTRANSCOM Instruction 31-12 (Operations Security - OPSEC) , 19 February 15

FORMS:

- DD Form 254, DoD, Contract Security Classification Specification
- FD Form 258, Fingerprint Card

Contractor Facility Security Officer (FSO):

The prime contractor will forward the name, address, email address and telephone number of the Company FSO and backup to the USTRANSCOM Protection Programs Division TCJ3-MP to: steven.m.strait.civ@mail.mil and steven.g.stegen.civ@mail.mil at time of award and if any changes occur.

USTRANSCOM Force Protection (Industrial Security) Points of Contact:

USTRANSCOM

Attn: TCJ34-FP (Steve Strait or Steve Stegen)

508 Scott Drive

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LIST OF ATTACHMENTS

Attachment 1 – EDI Reporting

Attachment 2 – Operational Reports

Attachment 3 – Rate Rules

Attachment 4 – City Groupings

Attachment 5 – Route Information

Attachment 6 – Invoicing and Payment

Attachment 7 – Economic Price Adjustments

Attachment 8 – Special Provisions for DLA Prime Vendor Program Cargo

Attachment 9 – NIST 800-171 POAM

Attachment 10 – Yubikey Authorized Approver List and Issued List

Attachment 11 – Definitions

Attachment 12 – Trade Areas and Zones

Attachment 13 – Domestic Shipyard Report

Attachment 14 – SHARP

Attachment 15 – DD 254

Attachment 16 - Authorization to Use DoD Air Transportation

A. EXIGENCY ANNEX

A.1 Scope / Declaration of Exigency Area

A.1.1 This annex shall apply to geographic areas designated by the Commanding General (CG) of SDDC as Exigency Areas. These provisions take precedence over terms outlined in Exhibit 3, PWS. All other terms and conditions of this contract not in conflict with this section shall still apply to Exigency Areas.

A.1.2 The SDDC CG may designate any geographic area as an Exigency Area. Areas designated as “Exigency” will remain so until such designation is rescinded by SDDC CG. The Contracting Officer shall notify the Contractor in writing of each Exigency Area determination or rescission. The notification shall include, at a minimum, the geographic area of the exigency and the effective date of exigency.

A.1.3 This annex shall apply to cargo booked under the contract to areas designated as Exigency Areas. The Exigency Areas designations shall apply to cargo with a vessel sail date on or after SDDC’s declaration of an Exigency Area. Task Orders/bookings with cargo in transit at time of declaration can be included at the discretion of the Contracting Officer.

A.1.4 If there is a conflict between the main part of the Exigency Annex and the COCOM-specific portion of the Annex, the COCOM-specific portion shall prevail.

B. APPLICABLE TO ALL EXIGENCY AREAS

B.1 Mandatory Acceptance of Bookings, Government-Furnished Containers

B.1.1 In the case of urgent and compelling circumstances or in the interest of National Defense or Security, bookings to Exigency Areas must be accepted, as indicated by the Contracting Officer or Ordering Officer. Such mandatory bookings do not necessarily apply to all bookings to exigency areas, but only to specific bookings, or groupings of bookings, when designated as “Mandatory Acceptance”.

B.1.2 The following rules apply to Mandatory Acceptance of cargo to Exigency Areas:

1. Does not apply to Hazardous cargo if Contractor policy otherwise prohibits such cargo.
2. No counteroffers, except to RDD, and only up to 14 days beyond the RDD in the offer.
3. Should the bookings consist of Government-Furnished containers (GFC), the contractor shall provide the same level of service at no additional cost to the carriage of cargo in GFC that is provided to the carriage of cargo in the Contractor’s container.
4. Pricing is the same as for non-Mandatory cargo.
5. Mandatory Acceptance is limited to up to 200 TCNs (i.e. either containers or pieces of Breakbulk, for example 130 containers and 70 breakbulk pieces) per vessel. Beyond 200 TCNs, booking offers are not mandatory.
6. Booking Offer must be made no later than one week prior to vessel sail date.

B.1.3 The Government may renegotiate rates in an Exigency area when that area is declared.

B.2 Container Detention

B.2.1 Free time for the purposes of calculating container detention shall be 40 days for Dry containers and 35 days for Reefer containers, commencing at 0001 on the first calendar day after the container is discharged from the vessel at the Port of Debarkation. This applies to containers destined for any Exigency Area except for containers entering Afghanistan from countries other than Pakistan, as detailed in the CENTCOM section of this Annex.

B.2.2 Free time/detention will run during any staging or authorized Government caused delay in accordance with Exhibit 3, PWS, Attachment 1.

B.2.3 Detention accrued during staging / delay periods may not be invoiced until after cargo is delivered (EDI X1 event date) or other disposition of the cargo is made by the carrier at the Government's request after termination of the staging/delay period.

B.2.4 In those instances where free time is exhausted prior to delivery due to authorized delay/staging periods, detention is calculated as follows:

1. Calculate detention start date by applying free time to the date the container was discharged from the vessel at the Port of Debarkation (EDI UV event date), or Afghanistan border crossing from countries other than Pakistan (EDI X6 event date)
2. Next calculate total days of delay/staging as documented with HG/HR and A1/A2 EDI transactions sets that occur prior to the UV or X6 date (at Afghanistan border crossing).
3. Then subtract the number of days of delay/staging from the detention start date to determine the updated detention start date.

Example:

- Vessel Unload/UV: 15 May 18
- Free time: 40 days (16 May-24 June 18)
- Detention Start: 25 June 18
- Valid delay (A1/A2): 1-30 Apr 18 (Prior to UV)
- Apply delay period to calculate updated start date: 25 June 18 minus 29 days
- Updated Detention Start Date: 27 May (5 days in May + 24 days in June = 29 days delay)
- Contractor invoices 5 days in May (27 – 31 May)
- Contractor invoices 30 days in June or until detention stops per Exhibit 3 PWS paragraph 9.E.5.

B.2.5 Refer to PWS Paragraphs 9.E.4 through 9.E.7 for further procedures.

B.3 Container Pick Up/Return

B.3.1 The Government and the Contractor agree that it is in their mutual best interests to facilitate the prompt return and pickup of empty containers at the original point of delivery. To achieve this goal, the Contractor will use commercially reasonable efforts to position trucks at Forward Operating Bases (FOBs) to evacuate empty containers within 7 calendar days after receiving notice from the Government that the container is available at the original point of delivery. In addition, the Government will use reasonable efforts to load empty containers onto trucks that the Contractor positions to evacuate empties, including trucks that have delivered loaded containers at the FOB as well as trucks dispatched to pick up empties.

B.3.2 To manage and monitor progress towards achieving prompt return and pickup of empty containers, the Government and the Contractor will exchange weekly reports in mutually agreed formats. Among other things, the reports may identify loaded containers delivered, loaded export containers picked up, empty containers notifications, empty containers picked up, and trucks leaving FOBs without loaded or empty containers.

B.3.3 At regular intervals as may be mutually agreed upon, the Government and the Contractor will meet to review and discuss empty return and pickup performance. Corrective action plans will be jointly developed to address any significant deficiencies in the Contractor's performance in positioning trucks to pick up empty containers or the Government's performance in loading empty containers on the Contractor's trucks.

B.3.4 At locations where the Government has automated system capability to report that containers are empty and request their pickup, the dates documented by the system will be the official date/time of notification unless the Contractor has been provided earlier written notice from the Government. Contractor personnel will obtain passwords as needed to access these systems. In order to assist with container accountability, as requested by the Contractor, the Government will provide a regular, weekly report showing all loaded containers delivered and empty containers picked up from specific installations.

B.3.5 The Contractor will report pickup of empty containers in accordance with Attachment 1 for EDI shipment status reporting. Additional written reports may be required upon Government request.

B.3.6 The Contractor will notify the U.S. Government of its pickup of empty reefer containers from the consignee's location if such pickup occurs without the genset being attached to the reefer. Notification will be made to the cognizant SDDC Battalion and Contracting Officer Representative (COR) either within three calendar days from the time the reefer is picked up without its genset, unless a weekly report is mutually agreed upon.

B.4 Staging Release

Contractor will provide a dispatch plan to cognizant COR, OO and SDDC Battalion if unable to dispatch all called forward cargo within 2 business days of the staging release.

B.5 Staging [REMOVED]

B.6 Carrier Holding Yards

B.6.1 When establishing new carrier holding yards, Contractors will provide detailed information of carrier holding yard locations (including latitude/longitude) that will be used to store Government cargo to cognizant OO and SDDC Battalion.

B.6.2 Contractor will provide standard commercial security service at its holding yards.

B.6.3 [REMOVED]

B.6.4 [REMOVED]

B.6.5 For invoicing purposes, carrier holding yard rates will only apply to import/export cargo when a Staging Request has been received from the government and approved by a cognizant OO or when the cargo is constructively staged in accordance with the Staging Section of the PWS. When delays en route occur and the Contractor moves the cargo to a CHY for security, the Contractor may invoice at CHY rates with an approved delay request in D-RAP.

B.6.6 Contractor will not bill carrier holding yard fees concurrently with driver wait time fees.

B.6.7 Lift-Off fees shall apply when the cargo is lifted off a truck for storage into the carrier holding yard upon written staging request by the Ordering Officer.

B.6.8 Lift-On fees shall apply when cargo is lifted on to a truck to commence dispatch to final destination when on-carriage from carrier holding yard has been requested by Ordering Officer or cognizant SDDC Battalion.

B.7 Driver Wait Time

B.7.1 Free time shall start when the driver is in line outside the final destination waiting to deliver cargo and Contractor provides notice by submitting an "AV" EDI transaction that the cargo is locally available for immediate delivery but is delayed by the Government. The AV transaction may not be submitted by Contractor until the driver is physically in line outside the gate at final destination.

B.7.2 The receiver shall have free time for the day that driver arrived in line outside final destination. Starting at 0001 on the day following arrival in line, the Contractor shall be paid waiting time at \$150 per day.

B.7.2.1 Driver wait time shall end when:

1. The cargo is removed from the container or conveyance and the Contractor submits an X1 EDI transaction in accordance with Attachment 1; or
2. The cargo is removed from the container or conveyance and an HG EDI transaction for staging start has been auto-generated by the D-RAP in accordance with Exhibit 3, PWS, Attachment 1.

B.7.3 Driver wait time applies only to charges incurred when the driver is physically in line outside the final destination waiting to deliver cargo. For all other situations, the contractor may submit a request for an equitable adjustment.

B.7.4 Shipments delivered with evidence of tampering or loss shall be investigated by base security; drivers may be detained for questioning by base security. If investigation determines no tampering occurred, applicable wait time rates will be paid. If the investigation determines that tampering/pilferage has occurred, wait time will not be payable and the AV transaction shall be invalidated by the Contractor.

B.7.5 Invoices for driver wait time shall also be permitted on a case-by-case basis for stoppages in transit if a delay is approved in advance by the Ordering Officer (OO) through the D-RAP process.

B.8 Daily Intransit Visibility (ITV) Reports

B.8.1 Daily ITV Reports are required during the inland movement for cargo moving into or out of any exigency area. Daily ITV shall be included in the linehaul rate. Should these reports not be required for a particular Exigency, the contractor will be advised by the Contracting Officer.

B.8.1.1 The Contractor shall report each shipment daily by providing event reports or location information as set forth below.

B.8.2 Reporting method/format. The Contractor shall report via the Contractor ITV Entry Tool (CIET), for import and export routes available in CIET, or via separate Excel spreadsheets for new routes not yet available in CIET.

B.8.2.1 Reportable events shall include the dates for the following events: vessel arrival, cargo discharge, cleared by customs, outgate from port of debarkation, arrival at consignee (import cargo), requested pickup (export cargo), origin departure, in-gate, vessel lift, vessel sail (export cargo) and transit of Contractor waypoints (import and export).

B.8.2.2 The following information must also be included: IBS TCN, container number with prefix (if applicable), PCFN, booking number, type/description of cargo, Enhanced ITV tag number (when ordered), origin and final destination, POE and POD, shipper Department Of Defense Activity Address Code (DODAAC), consignee DODAAC/MAPAC, current truck number and border crossing date, and each applicable event.

B.8.2.3 The Contractor shall provide exception information (location, remarks, and dates) providing shipment status for the previous 24 hours or shipment information that had not been included previously. Exception information is required only when there is no event report for the prior day. Remarks can be used to advise of cargo exception information but would not replace notifications otherwise required per the contract. When inputting exception information in CIET, the Contractor shall use the remarks block which can be updated as a single shipment record or as part of a grouping of shipment records. Completed shipments may be deleted 30 days after delivery when being reported using the excel spreadsheet reporting method.

B.8.3 If requested for routes not available in CIET, spreadsheet reports shall be provided by email attachments to a distribution list provided by the cognizant COR.

B.9 Standard Security

Upon demonstrating a need to know to the Contractor, in accordance with 49 CFR 1520, ocean carriers transporting classified/sensitive and SRC I and II shipments, as defined in the Defense Transportation Regulation through high risk waters will provide a copy of the ship's vessel security plan (VSP) with Piracy Annex to SDDC-G2. Plans will be provided by email attachments to distribution as provided by SDDC-G2. VSPs will be copied to SDDC-G2 after the plan is approved by the USCG Marine Safety Center.

B.10 Inland Transit Security

B.10.1 The Contractor shall be responsible for the safe delivery of all cargo booked under this contract and shall employ security methods that can normally be expected to greatly minimize or altogether eliminate pilferage and banditry. The Contractor shall be responsible for all damage to and loss of cargo while in the physical custody of the Contractor, its agents or assigns, including but not limited to losses caused by pilferage, or theft.

B.10.2 The Contractor shall report to the cognizant Brigade and SDDC HQ any loss of cargo, breach of sealed containers, or hijacking of cargo within 48 hours of Contractor becoming aware of the event.

B.10.3 The initial incident report shall, at a minimum, include: Contractor's name, contract number, date of incident, nature of incident, container number, TCN, PCFN. As information becomes available, follow on reports shall include: location of incident, reporting party name and contact details, truck number, summary of events, cause of incident, photo of damaged cargo, parties involved and action taken by security forces (if applicable).

B.10.4 The Contractor shall include the cost of Standard Inland Transit Security in its basic linehaul rates.

B.11 High Risk Waters Armed Security

B.11.1 The purpose of this service is to provide an elevated level of vessel security. This security is above and beyond both normal vessel security and security required per MARSEC Directive 104-6 (Rev.8). This elevated level of armed vessel security is only applicable to vessels with lowest point of entry of less than 15 meters and/or speeds less than 20 knots ("low & slow" vessels). The Contractor shall implement armed vessel security protocols when the US Coast Guard (USCG) approved, ship-specific piracy threat assessment demonstrates the need for armed security while transiting high risk waters. If a Contractor's vessel does not require armed security in accordance with USCG guidance, high risk waters armed security will not be paid to the Contractor unless ordered by the Contracting Officer or the Ordering Officer. The Contractor shall submit a firm fixed price amount per voyage in the CARE II SM for vessels carrying DTS cargo (price to be provided in the CARE II SM.) A voyage is defined as one-way vessel transit between designated POE(s) and POD(s). A voyage shall commence upon lift of DTS cargo at the first POE and cease upon discharge of DTS cargo at the final POD. The rate for this service shall be based on a one-way requirement unless the same vessel is loading additional DTS cargo at new POE (s) (e.g., redeployment/retrograde cargo) for transit through a high-risk zone prior to disembarking the armed security team(s). In such cases the rate for this service shall be based on a roundtrip requirement and the round-trip rates in the CARE II SM shall be applied. In order to receive payment for Armed Security costs for vessels carrying military cargo through high risk waters other than those specified in the most current MARSEC directive for high risk waters, the Contractor shall request approval from the Contracting Officer prior to service being performed. This elevated level of armed vessel security may apply to all vessel types (e.g. container, ROROs, car carriers, traditional freighters) carrying cargo under this contract.

B.11.2 All contracted security personnel must meet the standards set forth in USCG Port Security Advisory (PSA) 5-09 series.

B.11.3 Armed security personnel may only employ deadly force in self-defense, or in the defense of others, in accordance with guidance contained in US Coast Guard Port Security Advisory 3-09 "Guidance for Self-Defense and Defense of Others." Intentional misconduct or negligence could subject employees to criminal or civil liability in accordance with the laws of the jurisdiction where such conduct occurs. The Government will not be liable for any actions resulting from the Contractor's use of armed force or other implementation of Exhibit 3, PWS, Exigency Annex, B.11. The Contractor agrees to defend, indemnify and hold harmless the Government and its employees for

any third-party claims, which may arise from the Contractor's use of armed force or other implementation of Exhibit 3, PWS, Exigency Annex, B.11.

B.11.4 The Government reserves the right to cancel this requirement with a 30-day written notice.

B.11.5 Government Surveillance - USTRANSCOM reserves the right to inspect and conduct on-site surveillance of Armed Security team performance. USTRANSCOM J3 personnel acting in a Contracting Officer representative role shall board and accompany the vessel to complete security team observation onboard vessels transiting through the Pirate Danger (High Risk Waters) areas and/or the Suez Canal. The contractor shall supply meals and accommodations for the USTRANSCOM J3 inspection team members IAW the Supercargo rates set forth in this contract.

B.11.6 Upon request, provide USTRANSCOM J3 current points of contact to include phone numbers and e-mail addresses for Company Security Officer (CSO), Facility Security Officer (FSO) and Vessel Security Officer (VSO). Points of contact changes shall be provided to USTRANSCOM J3 within three business days after the contractor has made the change.

B.12 High Value Cargo – Container Bookings Only

If operational concerns arise following identification of cargo value exceeding \$1,250,000 per container, the Contractor should contact the Contracting Officer for movement guidance.

C. APPLICABLE TO EXIGENCY AREAS WITHIN CENTCOM

C.1 Free Time

For cargo containers consigned to Afghanistan via any border crossing except Pakistan, free time of 35 days for dry containers and 30 days for reefer containers shall commence at 0001 the first calendar day after outgate/departure from Afghanistan border crossing.

C.2 Outer Routing Accessorials

When ordered by the Ordering Officer, the Contractor shall deliver cargo to the final destination via the routing named in the Accessorial. Outer Routing Accessorial is ordered in addition to the linehaul and covers all additional costs for the alternate routing (e.g., additional fuel, linehaul, security, ITV, travel time etc.). Outer Routing Accessorial is defined as a Government-directed linehaul routing above and beyond the normal linehaul rate.

C.2.1 Chaman – shall be ordered when cargo destined for/from provinces in Afghanistan with a normal routing thru Torkham is being re-routed via Chaman. (Example: Torkham normal routing for cargo destined to Faryab, Jawzjan, Balkh, Sari Pul, Samangan, Bayman, Parwan, Kapisa, Panjshir, Nuristan, Konar, Nangarhar, Paktya, Ghazni, Paktika, Kundz, Baghlan, Wardak, Kabul, Logar, Khowst, Takhar, Badgkshsh, Laghman).

C.2.2 Torkham – shall be ordered when cargo destined for/from provinces in Afghanistan with a normal routing thru Chaman is being re-routed via Torkham. (Example: Chaman normal routing for cargo destined to Badghis, Herat, Ghor, Farah, Nimroz, Helmand, Kandahar, Oruzgan, Day Kundi, Zabul).

C.2.3 KKT – shall be ordered when cargo destined for Afghanistan or originating in Afghanistan via the NDN transits thru Kazakhstan, Kyrgyzstan, Tajikistan to/from Afghanistan.

C.2.4 KUT – shall be ordered when cargo destined for Afghanistan via the NDN transits thru Kazakhstan, Uzbekistan, and Tajikistan to/from Afghanistan.

C.3 Dry Class 1

Cargo with a rate commodity of Dry Class 1, as reflected in the CLIN, shall transit via an Alt-Casa Routing into Afghanistan

C.4 Enhanced In-Transit Visibility (ITV) and Cargo Security

C.4.1 Enhanced Security Services

Enhanced Security Services include measures above and beyond the Standard Security measures required by Exhibit 3, PWS, Exigency Annex paragraph B.9. These services include two separately priced accessorial: Enhanced ITV Services and Enhanced Physical Security. These added security services are intended to eliminate pilferage and prevent banditry; to provide the time and location where losses occur, to assist law enforcement in the prosecution of offenders and recovery of goods and to guide future route selection decisions. These accessorial services shall be limited to Pakistan Ground Lines of Communication overland linehaul services to and from Afghanistan via sea ports in Pakistan.

C.4.2 When ordered by the Contracting Officer or the Ordering Officer, the Contractor shall provide Enhanced ITV Services as detailed below:

1. Automated Location Reporting, to include:
 - a. Position (latitude/longitude) report of cargo identified by booked Transportation Control Number (TCN) every 15 minutes with data queued for later transmission;
 - b. Communication from cargo via satellite shall include devices capable of transmitting position reports every 15 minutes with no interruption in service for the entire PAKGLOC transit
 - c. Reporting Frequencies shall include multiple options ranging from 15 minutes to six hours. Transmission must include all queued position reports.
 - d. Communication to the Government must be automated via interface with IRRIS, PAT, and iSDDC.
 - e. Transponders: Attached to Cargo (vice conveyance)
2. Intrusion Detection (Containers Only), to include:
 - a. Electronic or Automated Detection of intrusion or tampering;
 - b. Communication from device to transponder;
 - c. Automated communication to the Government via approved interface immediately upon detection of intrusion;
 - d. Archived record of events to include time and location; and
 - e. Installation and arming of devices
3. Position/Status Data Reporting, to include:
 - a. Position/Status reports that shall feed into IRRIS, PAT, and iSDDC using secure FTP XML, web service, or other format acceptable to IRRIS, PAT, and iSDDC. Data transmitted to IRRIS, PAT, and iSDDC must include:
 - i. Device identifier,
 - ii. Shipment identifier (Booked TCN and container number, if appropriate)
 - iii. Date/time in ZULU format,
 - iv. Location information in decimal latitude/longitude format
 - v. Status/event codes to report when intrusion is detected and (optional) any other shipment events or status.
 - b. Status code definitions and test data provided to the IRRIS PMO upon contract award and two weeks prior to any scheduled movement for subsequent code changes.
 - c. Points of Contact for the ISDDC and PAT Program Management Office can be reached at 618-220-5632 for review of alternate feed formats, coordination of system interfaces and testing.

C.4.3 If the Contractor averages 48 pings per day or more, they will be paid the full accessorial rate for Enhanced ITV. If the Contractor averages fewer than 48 pings per day, the Contractor shall submit a pass-through invoice to be paid a percentage per table C.4.3. of the Enhanced ITV accessorial.

C.4.3.1 The average pings per day calculation will not include the Commissioned (commissioning code C) and Decommissioned (commissioning code D) dates.

C.4.3.2 If the contractor fails to provide an average of 22 pings per day minus they will not be paid the Enhanced ITV accessorial.

Table C.4.3. Enhanced ITV Accessorial prorated table

Pings	Prorated Amount
43-47	90%
38-42	80%
33-37	70%
28-32	60%
23-27	50%

C.5 Disinfestation, Disinsection and Disinfection (3D) Inspection of Containers

Procedures can be applied to all containers/flatracks departing Afghanistan via Uzbekistan. This service will only be ordered for cargo exiting Afghanistan via Uzbekistan.

C.5.1 Inspection and preparation of containers/flatracks – Inspection of containers/flatracks and territory around them is done to analyze the contamination by rodents and insects. Containers/flatracks are cleared from trash and rubbish.

C.5.2 Disinfestation – this procedure is carried out by setting bait traps (stations) in the bottom of each container/flatrack (minimum 1 unit per container/flatrack). Bait station is filled by poisoned grains which are made of low-toxic, anticoagulant for human drug and non-dry glue for catching rodents. This work is to be carried out immediately after the inspection.

C.5.3 Disinsection – Disinsection will be conducted preferably one day after the disinfestation. This is done by using atomizing and aerosol spraying insecticide for all available surfaces of the container, including the gaps between the goods on the shelves. Spraying is conducted from the bottom – to clean the bottom, side walls, and spaces to the upper side, cleaning the space available at the top. The disinsection process must last for a minimum of 2 hours.

C.5.4 Disinfection – Disinfection will be conducted after the disinsection process. The purpose of disinfection is to destruct potential pathogenic microorganisms in the container/flatrack as well as to destruct microorganisms that develop after the possible death of rodents and insects (as a result of disinfestation and disinsection). The disinfection technique is the same as disinsection with the only difference that when spraying the insecticide, the outside of the container/flatrack is sprayed.

C.5.5 After the above procedures are complete, bait stations are inspected and removed from the containers/flatracks (as an option, unused/empty traps can be left to protect cargo in the future from rodents).

C.6 Origin Special Services – Afghanistan

Carrier packs cargo, either by banding or triwalling/crating, or otherwise as appropriate for safe/secure transport, including (if necessary) transload of the cargo from USG-owned containers into carrier-provided containers. Carrier stuffs containers. Carrier prepares documentation in accordance with customs and other requirements of origin country (Afghanistan), destination country, and all transit countries. Carrier distributes and provides copies of required documentation to all stakeholders. Carrier lifts containers to/from conveyances. Cargo will move on one of the reverse NDN routes, IAW booking.

C.7 Security Convoy (Iraq)

The contractor shall ensure that all convoys moving within Iraq have security support when ordered by the Ordering Officer (OO) in the booking.

C.7.1 The contractor shall ensure the integrity and safety of the materials and equipment being transported, and is responsible for providing armed security escorts for all missions when the Security Convoy Accessorial is ordered in the booking. Arming must be in compliance with DFARS Clause 252.225-7995 and 48 CFR 52.225-19 where applicable.

C.7.2 When a contractor utilizes a Private Security Company (PSC), the contractor shall ensure the PSC complies with all applicable Iraqi laws, codes and regulations while performing contract services. All PSC services must utilize a Government of Iraq licensed firm. Vetting and sourcing of the security personnel is the responsibility of the contractor alone. PSCs will not be allowed on base and must link up with convoys outside the gates.

C.7.3 The contractor shall provide a convoy team leader for each convoy movement to ensure the logistical convoys are coordinated with the security convoys prior to and during convoy movements.

C.7.4 The contractor shall ensure continuous monitoring of each convoy movement and maintain immediate coordination and communication capabilities in cases of emergency, truck/equipment breakdowns, etc.

C.7.5 An initial incident report, including at a minimum: Contractor's name, contract number, date of incident, nature of incident, container number, TCN, PCFN, must be submitted within 24 hours any time a contractor asset is involved in any serious incident to include, but not limited to, accidents, injuries, and damage / loss / theft / destruction of cargo. Follow-on reports must be submitted at least every 24 hours (or as events change) until the cargo is recovered and include the following as the information becomes available:

- Contractor's name;
- Contract number;
- Reporting party name and contact information;
- Time, date and location of incident;
- Details of the incident;
- Container numbers, PCFNs, and/or TCNs involved;
- Proposed corrective action(s);
- Impact to delivery schedule (if any);
- Photo of damaged cargo,
- Parties involved;
- Action taken by security forces if applicable; and

C.7.6 Contractor shall provide convoy movement planning and execution that includes:

- Secure checkpoints to include cargo inspection and daily reporting of checkpoint activity;
- Back-up truck and driver capability to recover from truck or driver disability;
- Truck operations that incorporate:
 - Route planning to avoid reported threats;
 - Waypoint ETAs and status checks for overdue trucks;
 - Continuous contact with drivers and security vehicles;
 - Secure facilities for overnight stops;
 - Immediate response to driver disability, equipment damage or breakdown.

C.8 Tarping Requirements – Pakistan/Afghanistan

C.8.1 The contractor shall tarp import cargo before departing the POD and export cargo at origin before leaving the FOB.

C.8.2 Non-containerized cargo/rolling stock/military vehicles in a military paint scheme or vehicles with government or military markings must be covered with tarps during transport.

C.8.3 All breakbulk cargo (to include TRICONS, QUADCONs, ISU-90s, etc.), 20³/40³ shipper-owned containers with military markings/flags/paint schemes, trailers, cargo loaded on flatracks, and other loose cargo must be tarped. Contractor must conceal government or military markings on containerized cargo during transport. Container numbers that start with the letters USG or USA are not considered government or military markings. Examples of government or military markings include "US Army", flags, unit identification and military insignia.

C.8.4 Due to local government requirements, tarps may be temporarily removed or partially lifted at the request of local authorities to facilitate inspection at specific transit points, borders and check posts while en route. Contractor must ensure that the cargo is immediately re-tarped upon completion of the required inspection. Cargo must be completely covered and concealed from view while being transported. Concealment materials shall be weather resistant, non-transparent and shall remain secured and in place during the inland movement of cargo. In addition, concealment material shall remain on the cargo until final destination unless otherwise directed by the Government.

C.9 Sexual Assault and Sexual Harassment Policy (Afghanistan)

The Contractor shall ensure all employees performing work in Afghanistan shall comply with the Sexual Assault and Sexual Harassment Policy outlined in Attachment 14.

C.9.1 Sexual Harassment Policy Compliance: The Contractor shall certify that all employees performing work under this contract in Afghanistan shall have been fully trained per the requirements in Attachment 14 and in their own language. The contractor shall provide the COR an annual certification stating all employees performing in Afghanistan have been fully trained per the requirements herein.

C.9.2 The Contractor shall conduct training of all employees performing in Afghanistan annually to prevent sexual assault and sexual harassment. This training must, at a minimum, ensure that all the Contractor employees performing work in Afghanistan understand the definitions and policy outlined in Attachment 14.

C.9.3 Each employee performing work in Afghanistan shall be in compliance with the training requirement and shall be reported to the Contracting Officer Representative prior to the employee being allowed access to the worksite.

C.9.4 The Department of Defense has adopted a policy to prevent sexual assault and sexual harassment. Contractors and contractor employees in Afghanistan shall not:

C.9.4.1 Commit acts of sexual assault against any person on any camp, post, installation, or other United States enclave; or;

C.9.4.2 Sexually harass any person on any camp, post, installation, or other United States enclave.

C.9.5 The Contractor shall enforce standards for discipline, appearance, conduct, and courtesy IAW the published CENTCOM, USFOR-A and/or Base Commander Standards. For Contractors at Bagram Airfield (BAF) or for contractors transiting BAF, they must abide by the Commander Bagram Airfield (COMBAF) Standards of Conduct while performing at any level (prime or subcontractor) on BAF and any other installation and facility for which COMBAF standards are applicable, and as designated applicable to contractor personnel. COMBAF Standards are available from the COR.

D. APPLICABLE TO EXIGENCY AREAS WITHIN AFRICOM

E. APPLICABLE TO EXIGENCY AREAS WITHIN EUCOM

- F. APPLICABLE TO EXIGENCY AREAS WITHIN PACOM
 - G. APPLICABLE TO EXIGENCY AREAS WITHIN NORTHCOM
 - H. APPLICABLE TO EXIGENCY AREAS WITHIN SOUTHCOM
- END OF EXIGENCY ANNEX

Electronic / EDI Reporting

Shipment Status Reporting: The Contractor shall provide accurate shipment status reports using the Electronic Data Interchange (EDI) 315 transaction sets. Transaction sets shall be submitted in accordance with the Department of Defense (DoD) Transportation Electronic Business (DTEB) Implementation Convention (IC) ANSI X-12 EDI standard or via IBS Ocean Carrier Interface to SDDC. Table 1 identifies specific events that require reporting. The Contractor shall submit all reports within 48 hours of accomplishment.

Table 1 of Reportable Shipment Status Events

CODE	DEFINITION	NOTES
EE	Empty Spotted	The transaction is required for all carrier owned containers spotted at locations other than container pool locations. Pick up of Loaded Container in lieu of Empty Spotted is acceptable for shippers having container pools. (NOT REQUIRED FOR BREAKBULK)
W	Pickup of Loaded Container/Breakbulk	This transaction is required at the time customer turns over possession to Contractor. This transaction is only applicable upon Contractor pick-up. There shall be exactly one W transaction per shipment. If erroneous W transactions are submitted, contractor shall invalidate them via the Pipeline Asset Tool (PAT) EDI invalidator tool to ensure only one valid transaction is reflected per shipment.
I	In-gate at Port of Embarkation (POE)	This transaction is required at the Port of Embarkation (POE). This transaction is only applicable at the POE. There shall be exactly one I transaction per shipment. If erroneous I transactions are submitted, contractor shall invalidate them via the Pipeline Asset Tool (PAT) EDI invalidator tool to ensure only one valid transaction is reflected per shipment.
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 the POE and required at all transshipment ports.
VA	Vessel Arrival	This transaction is required at the Port of Debarkation (POD) and required at all transshipment ports.
UV	Vessel Discharge	This transaction is required at the POD and required at all transshipment ports.
OA	Out-gate from POD	This transaction is required at the final POD for all cargo, regardless of whether booked to port or to door. This transaction is only applicable at the POD. There shall be exactly one OA transaction per shipment. If erroneous OA transactions are submitted, contractor shall invalidate them via the Pipeline Asset Tool (PAT) EDI invalidator tool to ensure only one valid transaction is reflected per shipment.
X6	Waypoint	This transaction is required when the Daily ITV accessorial is ordered. This transaction will be auto-generated based on Contractor date input to the Carrier In Transit Visibility Entry Tool (CIET) to document a shipment passing specified waypoints along the route.
AV	Cargo Booked to-Door Available for Delivery (Applicable to Exigency areas only; Optional Transaction)	For Exigency Areas only, and only for bookings to-door; the Contractor may submit an AV request upon entering in line outside the final destination gate to document accrual of driver wait time, if applicable. AV, for these locations only, is valid only if submitted prior to RDD for metric purposes.
EC	Return of Empty Container to	This transaction is required for container shipments when the Contractor has regained possession of its asset prior to delivery (X1). An example

	Contractor Prior to Delivery (X1)	of the proper use of an EC Code would be when cargo is deconsolidated at a transship point, the container is returned to the Contractor prior to X1, and the cargo is moved as pallet loads to the final consignee. Each container shipment container return event shall be documented with either an RD or an EC but never both. (NOT REQUIRED FOR BREAKBULK)
X1	Delivery to Consignee	For door bookings, this transaction is required when the shipment is delivered to the customer. For port bookings, the X1 is required when the Contractor releases the cargo to the Government. There shall be exactly one X1 transaction per shipment. If erroneous X1 transactions are submitted, contractor shall invalidate them via the Pipeline Asset Tool (PAT) EDI invalidator tool to ensure only one valid transaction is reflected per shipment.
RA	Carrier Notified Empty Container Available for Pick-up	This transaction will be auto-generated via PAT to document U.S. Government notification to the Contractor that an empty container is available for pick-up. This transaction will be auto-generated based on the date of notification, if the Contractor does not dispute availability within seven (7) days of notification. (NOT REQUIRED FOR BREAKBULK)
RD	Return of Empty Container to Contractor After Delivery (X1)	This transaction is required for every container shipment when the contractor regains possession of its asset after delivery (X1). There shall be exactly one RD transaction per shipment. Each container shipment container return event shall be documented with either an RD or an EC but never both. (NOT REQUIRED FOR BREAKBULK)
HG	Entry into U.S. Government-directed Staging	This transaction will be auto-generated based on the date approved in the PAT Delay Request and Authorization Portal (D-RAP) after receiving and executing U.S. Government direction to stage a shipment, to include port staging or constructive staging.
HR	Release from U.S. Government-directed Staging	This transaction will be auto-generated based on the date recorded in the D-RAP after receiving U.S. Government direction to end staging of a shipment, to include staging at ports or constructive staging.
SD	Authorized Shipment Delay (Not Government-caused)	This transaction will be auto-generated upon approval of a Contractor requested delay submitted via the D-RAP. This transaction will be triggered for delays which are not caused by either the U.S. Government or Host Government.
BD	End of Authorized Shipment Delay (Not Government-caused)	This transaction will be auto-generated upon U.S. Government approval of a Contractor request to end a shipment delay submitted via the D-RAP. This transaction will be triggered for delays which are not caused by the U.S. Government or Host Government.
A1	Authorized Shipment Delay (Government -Caused)	This transaction will be auto-generated upon U.S. Government approval of a Contractor requested delay submitted via the D-RAP. This transaction will be triggered for delays which are caused by either the U.S. Government or Host Government.
A2	End of Authorized Shipment Delay (Government-caused)	This transaction will be auto-generated upon U.S. Government approval of a Contractor request to end a shipment delay submitted via the D-RAP. This transaction will be triggered for delays which are caused by the either the U.S. Government or Host Government.

Additional Rules for AV Transactions for cargo booked to door

AV transactions for cargo booked to door are permitted for Exigency Areas only.

AV is a required transaction to document accrual of driver wait time. AV may only be requested upon entering in line outside the gate at final destination. There are no other acceptable uses of AV for cargo booked to door. In the event that an AV transaction is not requested, the Government will assess that driver wait time was not incurred at final destination for the associated shipment. AV transactions submitted for these locations will be considered in measuring RDD compliance.

Once AV has been submitted, the contractor may not request a delay for that cargo. Staging direction may occur after AV has been submitted, which must be initiated by the Government.

Additional Rules for HG/HR Transactions

The HG and HR transactions will be auto-generated by the D-RAP to indicate entry into and release from Government-directed staging. Authority for approval of a staging is the cognizant SDDC Ordering Officer (OO).

The HG/HR transaction pair, generated via the D-RAP, will recommit the Contractor to a new delivery date defined as: RDD + (# days elapsed between HG and HR). For a shipment RDD to be extended, both an HG and HR transaction must be generated.

HG: Following receipt of a written Government request to stage cargo, the Contractor will submit a request in D-RAP to begin Staging with supporting documentation for OO approval. The Contractor will not execute movement of the shipment to a constructive staging location prior to receiving OO written or DRAP approval. When the OO has approved the staging request in writing the Contractor will submit the D-RAP request within 2 days of entry into the staging area with supporting documentation. The Ordering Officer (OO) will review the request for accuracy and either approve, approve with a modified date, or reject it. If approved the HG transaction will be auto-generated and distributed with the date approved in the request.

HR: Following receipt of a written Government staging release order to move cargo from staging location, the Contractor will execute movement of the shipment from the staging location. Within 2 days of cargo departure from the staging location, the Contractor will submit a request in D-RAP to end Staging. If an onward movement EDI is submitted by the Contractor for staged shipments prior to requesting staging release in the D-RAP, the shipments will queue for auto-closing in the D-RAP. The cognizant SDDC OO will review the request and either approve, approve with a modified date or reject it. The HR event date will be the cognizant SDDC OO's staging release date identified in the staging release order or the date of departure inputted into the D-RAP indicating actual departure from the staging location whichever is the earliest date. The RDD will be extended accordingly.

Additional Rules for SD/BD/A1/A2 Transactions

The SD, BD, A1 and A2 transactions will be auto-generated by the D-RAP based on Government approval to indicate start or end of an authorized delay. These transactions will be auto-generated only upon authorization from the cognizant SDDC COR.

SD and A1: The Contractor shall submit a request for an authorized delay to the cognizant SDDC COR via the D-RAP within 10 business days of the event causing the delay. The SDDC COR has 10 business days to respond to the request from the Contractor via the D-RAP.

Following Government authorization of a Contractor's request for delay via the D-RAP, the SD or A1 transaction will be auto-generated and distributed. If an authorization is not processed by the cognizant SDDC COR in the D-RAP within 10 business days, the SD or A1 transaction will be auto-generated and distributed. The Contractor must submit supporting documentation with the delay request submitted via the D-RAP. The COR may deny the delay authorization if supporting documentation with adequate justification is not provided.

BD and A2: The Contractor shall submit a request to end the authorized delay via the D-RAP with supporting documentation. Following Government authorization of a Contractor's delay end via the D-RAP, the BD or A2

transaction, as applicable, will be auto-generated and distributed. If the SDDC COR determines that the Contractor's reporting of the delay duration is inflated, the delay authorization may be voided.

For authorized delays, whether Government caused or not, the SD/BD and A1/A2 transaction pairs generated via the D-RAP will not recommit the Contractor to a new delivery date. The Contractor must submit required documentation via CPP to request exclusion from scorecard or on time delivery.

For all delays, if an onward movement EDI is submitted by the Contractor, prior to the Contractor requesting an end to the delay in D-RAP, the delayed shipments will queue for auto-closing. If an end delay request is not received via D-RAP by the cognizant SDDC COR within 96 hours of the queuing of the shipment record for auto-closing, a BD/A2 transaction ending the delay will be auto-triggered by the D-RAP. The BD/A2 event date will equal the event date of the SD/A1 transaction.

Government and non-Government delays will be approved, approved with date modification, or denied by the Government COR based on their review of the D-RAP request. The Government COR will not approve a request for a Government caused delay request as a non-Government caused delay. If the Contractor decides to submit a previously denied Government caused delay request as a non-Government caused delay, a new request must be submitted.

Operational Reports

1. Cargo Lift Report and Pre-Arrival Notice – Containers and Breakbulk

1.1. Reports due: One business day after vessel departure for Liner-In operations and one business day after the cognizant SDDC Battalion provides the contractor with a load list for Free-In operations. If the Contractor loads both Free-In and Liner- In cargo at a single port, the LOB for that port is due either one business day after vessel departure or one business day after the cognizant SDDC Battalion provides the Contractor with a load list, whichever is later.

1.2. Medium: Excel attachment uploaded into Pipeline Asset Tool (PAT) Lift On Board (LOB) Portal per Port of Embarkation (POE)

1.3. Distribution: Authorized users of PAT

1.4. Required elements:

— Mandatory header fields (Populates these fields for all shipment records)

1. SCAC
2. VOYDOC (Select from dropdown)
3. Sail Date
4. POE (Select from dropdown – based on vessel schedule and VOYDOC selected)
5. Vessel Name (select from dropdown – based on vessel schedule and VOYDOC selected)

— Excel Columns heading (One row per shipment)

1. Van Type – 35 characters
2. TCN – 17 characters
3. Container # – 11 characters with dash
4. Consignor DODAAC – 6 characters
5. Commercial VOYDOC – 10 characters
6. Point of Debarkation (POD) – 3 characters
7. Commercial Booking Number – 25 characters
8. PCFN – 6 characters
9. Vessel Status – 2 characters (e.g., F2, W2, E2, etc.)
10. Consignee DODAAC – 6 characters
11. Cargo Description
12. Cube – Numeric
13. Length – Numeric
14. Width – Numeric
15. Height – Numeric
16. Weight – Numeric
17. Measurement Tons - Numeric
18. Is Booked (Y/N) – Based on if the Contractor thinks the item has been booked
19. Has SI (Y/N) – Based on whether Contractor has VSI
20. Ocean Bill of Lading (OBL) – Required for all DOD shipments (container/breakbulk) with CONUS
POD
21. Comment One – free form text field for any Contractor comment on the item (250 characters max)
22. Comment Two – free form text field for any Contractor comment on the item (250 characters max)
23. Estimated Date of Vessel Arrival at POD
24. Estimated Time of Vessel Arrival at POD
25. Name of vessel arriving at POD
26. Commercial Voyage Number of vessel arriving at POD
27. Seal Number

1.5. Pre-Arrival Notice documents will be derived from data uploaded in the LOB. SDDC/Receiving Activity terminal personnel will access the LOB portal to retrieve Pre-Arrival Notice information. Contractors must ensure POD arrival information is updated to the LOB portal as changes occur prior to vessel arrival. As required locally or upon request of SDDC/Receiving Activity/Terminal, Contractor will provide information to support Customs Clearance via email or LOB Portal.

1.6 In the event of a system outage, and upon request or with prior approval from the cognizant COR/OCCA QAO, a carrier may submit a manual LOB via e-mail. Distribution will be advised by the cognizant COR/OCCA QAO. Carriers must still upload LOBs into PAT once system access has been restored.

2. Containerization Report

2.1. Reports due: Next business day after Contractor provides container cargo handling service or LCL service

2.2. Medium: Excel attachment to email

2.3. Distribution: Cognizant SDDC office as advised by Contracting Officer Representative (COR)

2.4. Required elements:

1. Booked container TCN
2. POE
3. Cargo TCN, pieces, weight, cube
4. Container number and prefix
5. Seal number
6. Date stuffed
7. POD
8. Consignee if for inland delivery by the Contractor
9. Booking reference
10. Booked/scheduled vessel
11. Location stuffed

3. Direct Booking Report

3.1. Reports due: Within 24 hours of booking or booking cancellation/decrease/increase via the LOB Portal

3.2. Medium: Excel attachment uploaded into PAT

3.3. Distribution: Authorized users of PAT

3.4. Required elements:

1. Contractor name
2. Vessel name
3. TCN
4. DTR Commodity code
5. SCAC code
6. Booked VOYDOC#
7. Estimated sail date
8. POE
9. POD
10. Shipper DODAAC
11. Shipper POC
12. Consignee DODAAC
13. Equipment size and type
14. Estimated arrival date at POD
15. Date booked
16. Flag
17. RDD (Required Delivery Date)
18. Report type (new booking or cancellation/decrease/rolled)

4. Container Fleet Report

4.1. Reports due: Monthly (on the first business day of the month)

4.2. Medium: Excel attachment uploaded into PAT

4.3. Distribution: Authorized users of ETA TEAMS/PAT

4.4. Required elements:

1. SCAC
2. Container Number (Full ISO Container Number – 11 Characters)

3. Equipment Type Code (ISO Size/Type Code, for example 22G1 – 4 Characters)
4. Date acquired (MMDDYYYY format)

4.5. Other data elements may be provided for reference and ease of transmitting

5. Notice of Arrival (NOA) or Ocean Bill of Lading (OBL) Report

5.1 The NOA/OBL is required for cargo imported through commercial terminals in countries where it is required for customs clearance.

5.2 Reports due: 2 business days before arrival at the POD

Note: When requested, the Contractor shall provide the OBL within 3 days of POE departure to facilitate cargo clearance as required by the destination country. (e.g. Niger)

5.3 Medium: Faxed or PDF via email

5.4 Distribution: The cognizant SDDC Battalion

Note: For cargo booked to PODs in Africa also send to email address listed for the specific country cargo is destined for in the DTR 4500.9-R Part V, Chapter 515 for customs exonerations

5.5 Required Elements:

1. Vessel
2. Voyage Number
3. Consignee
4. Consignor
5. POE
6. POD
7. Place of delivery
8. Date of vessel arrival at POD
9. Description of cargo (to include commodity, weight and measurements)
10. Container Number
11. Seal Number
12. TCNs
13. Temperature (as applicable)

5.6 Also Required for POV shipments:

1. Owner's Full Name
2. VIN
3. Vehicle Type
4. Year
5. Make
6. Model
7. Color
8. Left or Right Hand Drive

Rate Rules

1. APPLICATION OF 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.

1.1 Equipment Charges

1.1.1 Cargo shipped in flatrack containers shall be freighted at the General Cargo container rate. In addition, the contractor's lump sum 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 the Carrier Analysis and Rate Evaluation System (CARE II). For outbound identified routes, the first geographic area is the origin. For inbound identified routes, the first geographic area is the destination. Rates for Interport identified routes are the same in all directions. For cargo moving under single factor rates, the flatrack surcharge applicable to the specific route, size and direction is applicable and is in addition to the single factor rate. For shipments that include a port arbitrary, the route used to pay ocean freight shall be used to determine the flatrack surcharge. This provision is not applicable to excepted commodities.

1.1.2 Movement of Empty, Government-Owned or Leased Containers

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

1.1.2.1 The contractor's charges for drayage or inland linehaul of empty Government containers shall be the same as the contractor rates contained in the Rate Guide.

1.1.2.2 Accessorial services provided by the contractor, in connection with service provided to Government containers, shall be at the rates contained in the Rate Guide.

1.1.3 Hazardous Cargo On-Deck Surcharge

The lump sum surcharge shall only apply, per container, to hazardous cargo requiring on-deck stowage per the IMDG. The surcharge shall be in addition to the general cargo container rate. This charge does not apply to excepted commodities.

1.1.4 Small Arms Ammunition

Small Arms Ammunition (International Marine Organization (IMO) Class 1.4) is moved at the same rate as general cargo plus a surcharge of \$1,000 per container or, for breakbulk shipments, \$50 per measurement ton (MTON).

1.1.5 Twenty Foot Container Ocean Differential

1.1.5.1 For routes where 20 foot container ocean rates are not on contract, 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. The 20 foot ocean differential may only be used if all carriers with rates on contract reject a booking. This formula is not applicable to single factor rates or linehaul rates.

1.1.6 Forty Five Foot and Greater Ocean Container Surcharge

A surcharge of 12.5% of the ocean rate for a 40 foot container shall be applied for use of any 45 foot (or greater) container.

1.1.7 High-Cube Containers

A container (dry or reefer) in excess of 8'6" in height shall be paid at the same rate as an 8'6" container.

1.1.8 Open Top Containers

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

1.1.9 Bulk liquid commodities containerized in Government owned or leased 20 foot Tank Containers

1.1.9.1 The Government shall pay for bulk liquid containerized service at the rates for each overland linehaul segment; the ocean segment shall be paid at the contractor's 20 foot general cargo dry container rate, plus a surcharge of \$500.00 for each loaded tank container or empty tank container that is not cleaned, sealed and certified. Clean and empty tank containers shall be paid at the contractor's 20 foot general cargo dry container rate, without the surcharge for the ocean segment. (This includes transportation of Helium Tanks).

1.1.9.2 Contractor provided tank container service is described in Exhibit 3, Performance Work Statement (PWS), Paragraph 6.H.

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

1.2 Application of Drayage and Linehaul Rates

1.2.1 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 apply in either direction. Drayage and inland rates apply for tank, open top, and flatrack containers unless specifically provided herein. Mileage rates shall be calculated to dollars and cents.

1.2.2 Linehaul and drayage rates apply to points specifically named and to other points, places, ports, and cities as described in Exhibit 3, PWS, Attachment 4. Linehaul and drayage rates within the United States also apply to points that are within the Commercial Zone of the named point as described by 49 CFR Ch. III Part 372, and to points (even if not named in Exhibit 3, PWS, Attachment 4) that are within 10 miles of the city limits of any location named in the rightmost column (labeled Locality) of Exhibit 3, PWS, Attachment 4. Linehaul and drayage rates outside the United States also apply to points that (even if not named in Exhibit 3, PWS, Attachment 4) are within 10 miles of the city limits of any location named in the column labeled Locality of Exhibit 3, PWS, Attachment 4.

1.2.3 As an exception to the application of the linehaul rates, service to points identified as "Via Inland Customs" include delivery to a specified customs clearance facility, and after customs clearance is completed, delivery to destination.

1.2.4 Mileage Rates

1.2.4.1 In the absence of specific container drayage or linehaul rates between points, inland charges are computed using mileage band rates, multiplied by the one-way mileage per mileage bands greater than 50 miles. Mileage rates apply by commodity/container size. Rates for mileage bands up to 50 miles are per container for container shipments and per conveyance for breakbulk shipments. Mileage calculation between bands will be calculated using the rate from the next higher band (i.e. 75.3 miles will use the rate from mileage band 76-100). Using the rate from the next higher mileage band only applies when the actual mileage falls between bands, and the actual mileage will still be used in the calculation (i.e. 75.3 miles will use the rate for band 76-100, but the cost will be calculated as 75.3 x rate).

1.2.4.2 Mileage rates apply between points and ports in the country named in the rate table, except:

1.2.4.2.1 The U.S. mileage rate table shall also apply from/to points in Canada and include ports in the U.S. and Canada. U.S. mileage rates apply to CONUS and Canada, not Alaska.

1.2.4.2.2 European mileage rates apply between ports and points in Germany, Belgium, Luxembourg, Italy, and the Netherlands. These rates apply between points in Italy and ports in Germany, Belgium, and Netherlands and points in Germany, Belgium, and Netherlands and ports in Italy, even though the routing is through other countries.

1.2.5 Refrigerated Linehaul Differential

In the absence of refrigerated drayage, linehaul or mileage rates, the rate for drayage or inland service in connection with the transportation of refrigerated cargo is applied at an additional 30% of the dry cargo drayage, inland, or mileage rate. The refrigerated differential may only be used if all carriers with refrigerated drayage, linehaul or mileage rates on contract reject a booking.

1.2.6 20 Foot Linehaul Differential

Rates for drayage or inland service for 20 foot containers may be applied at 85% of the 40 foot drayage, linehaul, or mileage rate only for locations where 20 foot drayage, linehaul or mileage rates are not on contract. The 20 foot linehaul differential may only be used if all carriers with rates on contract reject a booking.

1.2.7 Application of Breakbulk and Out-Of-Gauge Container Linehaul to and from Afghanistan and Iraq.

1.2.7.1 The contractor shall be paid for service actually provided for multiple pieces where more than one breakbulk piece can be loaded to a conveyance.

1.2.7.2 The breakbulk linehaul rates and terms shall apply for breakbulk cargo if a contractor offers both container and breakbulk linehaul rates.

1.2.7.3 Port transload. The contractor shall be paid the transload surcharge for Karachi to transfer cargo from flatrack to truck and to flatrack from truck at the contractor's rates contained in the Rate Guide.

1.2.8 Inland Service by Ferry or by Barge-Ship Systems.

1.2.8.1 Inland rates shall apply to inland service provided by commercial ferry or by commercial barge ship systems in the following instances:

1.2.8.1.1 Between ports in the United Kingdom and ports in Ireland.

1.2.8.1.2 Between ports on the mainland of Italy and ports of Sicily and Sardinia.

1.2.8.1.3 Between ports in mainland Greece and ports in Crete.

1.2.8.1.4 Between ports in Japan and Misawa, Iwakuni, Sasebo Japan.

1.2.8.1.5 Within the State of Hawaii, when the inland location is not on the same island as the port.

1.2.9 Grouping of certain Ports, Cities, and Places

1.2.9.1 In order to avoid proliferation of rates, certain ports and inland points have been grouped together as described in Exhibit 3, PWS, Attachment 4.

1.2.9.2 The ports listed below have been grouped. For routings via below listed ports, Contractors should only offer routings that use the port group for drayage, linehaul, and single factor rates.

<u>Port Group (CONUS)</u>	<u>Ports</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

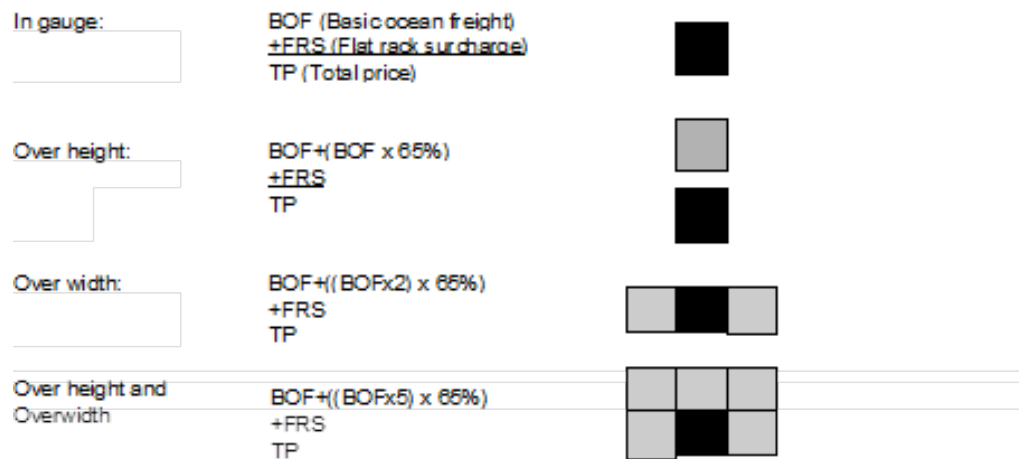
<u>Port Group (OCONUS)</u>	
Accra	Accra, Tema
Calcutta/Kolkata	Calcutta,/Kolkata Haldia
Dammam	Dharan, Dammam
Khalifa Bin Salman	Khalifa Bin Salman, Manama
Karachi	Karachi, Port Qasim
Maputo	Maputo, Lourenco Marques
Muscat	Muscat, Sultan Qaboos
Naha	Naha, Aja
Naples	Naples, Salerno
Thamesport	Thamesport, Isle of Grain
Jebel Ali	Dubai, Jebel Ali
Messaieed	Umm Said, Hamad, Messaieed
Yanbu	Yanbu Commercial, Yanbu Industrial

1.2.10 For linehaul rate calculation purposes, three Tricons or four Quadcons linked in a 20 foot container configuration shall be considered equivalent to one TEU. If booked as breakbulk, the applicable accessorial rates will be applied.

1.3 Over dimensional Cargo

1.3.1 Selection of the equipment used for ocean transportation shall not result in over length dimensions when the cargo is loaded on the container unless the contractor and the Government mutually agree to this at the time of cargo booking. For example, cargo 24 feet in length shall be loaded on a 40 foot flatrack, not a 20 foot flatrack.

1.3.2 Charges for over dimensional 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):



NOTE: The blocks in the above examples depict the displaced cells based on shipments being overheight, overwidth, or overheight and overwidth. The black block is the loaded flatrack and the gray blocks are the displaced cells.

1.3.2.1 In-gauge cargo is defined as less than or equal to 456 inches long, 96 inches wide, and 77 inches high for a 40 foot flatrack. Out-of-gauge flatrack cargo is defined as greater than 456 inches long, greater than 96 inches but less than or equal to 132 inches wide, and greater than 77 inches but less than or equal to 115 inches high for a 40 foot flatrack.

1.3.2.2 For a 20 foot flatrack, in-gauge cargo is defined as less than or equal to 216 inches long, 96 inches wide, and 87 inches in height. Out-of-gauge flatrack cargo is defined as greater than 216 inches long, greater than 96 inches but less than or equal to 132 inches wide, and greater than 87 inches but less than or equal to 125 inches high for a 20 foot flatrack.

1.3.2.3 Cargo exceeding 90 inches in height shall be considered overheight for open tops.

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

1.3.3 If other than flatracks are used to ship over dimensional cargo, the flatrack surcharge shall not be applied to the formula. If open top containers are used, the open top surcharge shall apply.

1.3.4 Flatrack surcharges shall not apply to Government owned flatracks in the rate computation for over dimensional cargo.

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

1.3.6 Cargo that cannot be loaded on or in an intermodal container (closed, open top, flatrack) prior to stevedoring is not covered by this formula.

1.3.7 The over dimensional formula is limited to port-to-port terms only. Basic ocean freight (BOF) is the General Cargo ocean container rate in the Rate Guide.

1.3.8 This formula can be applied to cargo exceeding either the weight and/or the dimensions defining over dimensional cargo when the Government and the contractor mutually agree in writing to do so prior to the cargo booking.

1.4 Single Factor Rates

1.4.1 These rates include all considerations except for Currency Adjustment Factor (CAF), Bunker Adjustment Factor (BAF), and any accessorials ordered in the booking. Single factor rates can apply to point-to-point, point-to-port, or port-to-point movements. In-gauge cargoes on flatracks can move at the single factor rate subject to the flatrack surcharge for the route.

1.4.2 Single factor rates apply from specified origin to specified destination via the ports specified in the single factor rate. Contractors shall designate the port of loading and port of discharge for each single factor rate. Bookings shall be made using the combination of ports designated by Contractors.

1.4.3 Contractors may change the ports to be used for a single factor rate or add new port combinations to an existing single factor requirement by notifying the Contracting Officer. Any change in price shall require approval by the Contracting Officer.

1.4.4 Single factor rates may not exceed the cost of the same booking using multifactor rates.

1.4.5 Unless specified elsewhere in the contract, Single-Factor Rates apply only to container rates, and may be either from port or from door, and to either to port or to door. Rates to or from Door are based on city groups, not on drayage zones. For those city groups with multiple drayage zones, door rates shall apply to all locations within the city group.

1.4.6 Single factor rates for the shipment of tobacco products from CONUS to Italy are inclusive of armed security escorts and additional insurance required to move this commodity from POD to destination IAW Italian law, as well as any host-nation directed stops for customs clearance. When stop offs are ordered in the booking, the Stop-Off Accessorial will be paid in addition to the tobacco single factor rate (e.g. Norfolk to Aviano with a stop-off in Vicenza). Any fines assessed by the Italian Government for instances of missing tobacco will be for the account of the carrier.

1.5 Cargo Handling

When this service is ordered by the Government, contractors shall be paid for each manifest MTON for providing cargo handling services at contractor-designated facilities. The rates apply for the commodities and locations specified in the rate without regard to container size. Cargo handling rates are for the place named in the Rate Guide and apply for both import and export services.

2. APPLICATION OF BREAKBULK AND RORO RATES

2.1 Breakbulk Freight Rates

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	Government Owned/Leased Dry Containers
Light Vehicles	Helicopters
Heavy Vehicles	

2.1.1 Rates shall be priced per MTON for General Cargo, Heavy Vehicles, Light Vehicles, and Helicopters except in cases where Long Tons (2,240 lbs) will generate the highest revenue. In these cases, the MTON rate shall be applied per Long Ton. Government owned/leased dry containers should be rated by container size. If a government owned container rate is not available, the Ordering Officer may use the General Cargo Rate for Government Owned/Leased Dry Containers.

2.1.2 When liner service is required for breakbulk shipments at the POE, POD, or both, the applicable liner term rate in the Rate Guide shall be ordered in the booking for the ports where liner service is required.

2.1.3 Extra length charge: For each piece of cargo in excess of 45 feet, the extra length charge shall apply. The surcharge shall only apply once per piece of cargo and shall be priced on a per measurement ton basis. When applicable, the rate specified in CARE will be multiplied by the total MTONs of the piece to obtain the total cost for this accessorial. The extra length charge is only applicable on the General cargo commodity and only applies to the ocean portion of the move.

Sample calculation: Cargo is 60' in length and 55 MTONs; \$25 per MTON (extra length charge) x 55 MTONs = \$1,375 total extra length charge

2.1.4 Hazardous Cargo Surcharge: This surcharge applies to hazardous cargo requiring on-deck stowage by Coast Guard regulations and is expressed as a rate per MTON to be added to the commodity rate for the ocean transportation.

2.1.5 When ocean service is ordered to a port subject to the port arbitrary, the port arbitrary rate in the Rate Guide applicable to the specific port is added to the FIO ocean rate for the trade route used to deliver cargo to the intermediate port for transshipment to the arbitrary port. The port arbitrary surcharge includes costs to load or discharge feeder vessels at intermediate ports.

2.2 Linehaul Rates for Breakbulk and RORO cargo

2.2.1 For breakbulk shipments requiring inland movement, linehaul rates apply to points specifically named and to other points, places, ports, and cities as described in Exhibit 3, PWS, Attachment 4, and to any point located within 10 miles of the city limits of any location in Exhibit 3, PWS, Attachment 4.

2.2.2 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 up to 50 miles, the rates are per conveyance.

2.2.3 Mileage rates apply between ports and points in the named country only. Exceptions: the U.S. mileage rate table shall also apply from/to points in Canada as well as to/from ports in both countries. The Northern European Mileage rates apply between ports and points in Germany, Belgium, Luxembourg, Italy, and the Netherlands.

3. APPLICATION OF RATES – CONTAINER AND BREAKBULK

3.1 Port Arbitraries:

3.1.1 A surcharge is applicable for selected ports designated in Exhibit 3, PWS Attachment 12. The port arbitrary shall be in addition to the applicable ocean rate.

3.1.2 Port arbitraries apply to all directions of movement.

3.1.3 Port arbitraries do not apply to single factor rates.

3.1.4 Exhibit 3, PWS, Attachment 12 identifies the ports for which port arbitraries may be established for this contract. The surcharge shall be listed in the Rate Guide.

3.1.5 Each port arbitrary, as specified in the Rate Guide, names a port or zone over which the port arbitrary applies. The applicable ocean rate is the rate to/from this port or zone.

3.1.6 Port Arbitraries do not apply to:

3.1.6.1 Scandinavia, Baltic - Continental Europe, United Kingdom, Ireland

3.1.6.2 Kuwait - Iraq,

3.1.6.3 Other routes where the ports subject to port arbitraries are named in the ocean route (Exhibit 3, PWS, Attachment 12)

3.1.7 Direct ocean rates may not exceed the cost of the same booking using a rate derived from an ocean rate and port arbitrary rates.

3.2 Mileage Source

3.2.1 The Defense Table of Official Distances (DTOD) is the source of worldwide overland distances calculations, and shall be used when calculating the number of miles for overland moves (e.g. point to port and/or port to point) with rates based on the number of miles or mileage band. Contractor shall invoice and be paid in accordance with the current version of DTOD at the time of the booking.

Example of DTOD use:

1. Mileage calculation to obtain relevant mileage band for mileage rates
2. Mileage calculation for the 10-mile rule for Drayage and Linehaul rates as described in paragraph 1.2.2 of this attachment.

4. RATE REFRESH

All USC rates will be refreshed (re-priced) annually in conjunction with Exercising the Option. Rates will be applied based on the vessel sail date at the time of initial offer. If cargo rolls from one contract year to the next, the rates would remain for the contract year under which the cargo was initially offered.

City Group	Drayage Zone	Country	State	Locality
BAGRAM		AFGHANISTAN		BAGRAM
FOB DWYER		AFGHANISTAN		DWYER
HERAT		AFGHANISTAN		HERAT
JALALABAD		AFGHANISTAN		JALALABAD
KABUL		AFGHANISTAN		KABUL
KANDAHAR		AFGHANISTAN		KANDAHAR
MAZAR-E-SHARIF		AFGHANISTAN		MARMAL
MAZAR-E-SHARIF		AFGHANISTAN		MAZAR-I-SHARIF
ANCHORAGE	ANCHORAGE	ALASKA		ANCHORAGE
ANCHORAGE	ANCHORAGE	ALASKA		JOINT BASE ELMENDORF-RICHARDSON
CLEAR		ALASKA		CLEAR
CLEAR		ALASKA		CLEAR AIR FORCE BASE
CORDOVA	CORDOVA	ALASKA		CORDOVA
DUTCH HARBOR	DUTCH HARBOR	ALASKA		DUTCH HARBOR
FAIRBANKS		ALASKA		EIELSON AIR FORCE BASE
FAIRBANKS		ALASKA		FAIRBANKS
FAIRBANKS		ALASKA		FORT WAINWRIGHT
FORT GREELY		ALASKA		DELTA JUNCTION
FORT GREELY		ALASKA		FORT GREELY
HOMER		ALASKA		HOMER
JUNEAU	JUNEAU	ALASKA		JUNEAU
KETCHIKAN	KETCHIKAN	ALASKA		KETCHIKAN
KODIAK	KODIAK	ALASKA		KODIAK
PETERSBURG	PETERSBURG	ALASKA		PETERSBURG
SEWARD		ALASKA		SEWARD
SITKA	SITKA	ALASKA		SITKA
VALDEZ	VALDEZ	ALASKA		VALDEZ
WHITTIER	WHITTIER	ALASKA		WHITTIER
TIRANA		ALBANIA		TIRANA
ALGIERS	ALGIERS	ALGERIA		ALGIERS
PAGO PAGO	PAGO PAGO	AMERICAN SAMOA		PAGO PAGO
PAGO PAGO	PAGO PAGO	AMERICAN SAMOA		TAFUNA
LUANDA	LUANDA	ANGOLA		LUANDA
SAINT JOHNS	SAINT JOHNS	ANTIGUA AND BARBUDA		SAINT JOHNS
BUENOS AIRES	BUENOS AIRES	ARGENTINA		BUENOS AIRES
ARAGATSOTN MARZ		ARMENIA		ARAGATSOTN MARZ
AYGEPAR		ARMENIA		AYGEPAR
GEGHARKUNIK MARZ		ARMENIA		GEGHARKUNIK MARZ
GYUMRI		ARMENIA		GYUMRI
TALIN		ARMENIA		TALIN
TAVUSH MARZ		ARMENIA		TAVUSH MARZ
ADELAIDE	ADELAIDE	AUSTRALIA		ADELAIDE
BRISBANE	BRISBANE	AUSTRALIA		BRISBANE
DARWIN	DARWIN	AUSTRALIA		DARWIN

GLADSTONE		AUSTRALIA	GLADSTONE
MELBOURNE	MELBOURNE	AUSTRALIA	MELBOURNE
ROCKHAMPTON		AUSTRALIA	ROCKHAMPTON
SYDNEY	SYDNEY	AUSTRALIA	SYDNEY
TOWNSVILLE	TOWNSVILLE	AUSTRALIA	TOWNSVILLE
ADELAIDE	ADELAIDE	AUSTRALIA	WINGFIELD
ALICE SPRINGS		AUSTRALIA	ALICE SPRINGS
DARWIN	DARWIN	AUSTRALIA	PALMERSTON
AMSTETTEN		AUSTRIA	AMSTETTEN
FRANKENMARKT		AUSTRIA	FRANKENMARKT
VIENNA		AUSTRIA	VIENNA
YBBS AN DER DONAU		AUSTRIA	YBBS
BAKU	BAKU	AZERBAIJAN	BAKU
TERCEIRA	TERCEIRA	AZORES	LAJES
TERCEIRA	TERCEIRA	AZORES	PRAIA DA VITORIA
NASSAU	NASSAU	BAHAMAS	NASSAU
MANAMA	MANAMA	BAHRAIN	AL MUHARRAQ
MANAMA	MANAMA	BAHRAIN	ISA AIR BASE
MANAMA	MANAMA	BAHRAIN	KHALIFA BIN SALMAN
MANAMA	MANAMA	BAHRAIN	MANAMA
MANAMA	MANAMA	BAHRAIN	SHAIK ISA
MANAMA	MANAMA	BAHRAIN	SITRAH
MANAMA	MANAMA	BAHRAIN	HIDD
MANAMA	MANAMA	BAHRAIN	RIFFA
MANAMA	MANAMA	BAHRAIN	SALMABAD
DHAKA		BANGLADESH	DHAKA
BRIDGETOWN	BRIDGETOWN	BARBADOS	BRIDGETOWN
ANTWERP	ANTWERP	BELGIUM	ANTWERP
AUBANGE		BELGIUM	AUBANGE
BELVAUX		BELGIUM	BELVAUX
BRUSSELS		BELGIUM	BRUSSELS
BRUSSELS		BELGIUM	ETIENNE BRUSSELS
BRUSSELS		BELGIUM	STERREBEEK
BRUSSELS		BELGIUM	ZAVENTEM
MECHELEN		BELGIUM	MECHELEN
MECHELEN		BELGIUM	WILLEBROEK
MONS		BELGIUM	BRUGELETTE
MONS		BELGIUM	CASTEAU
MONS		BELGIUM	CHIEVRES
MONS		BELGIUM	CHIEVRES AIR BASE
MONS		BELGIUM	GOSSSELIES
MONS		BELGIUM	MONS
ZEEBRUGGE	ZEEBRUGGE	BELGIUM	ZEEBRUGGE
BELIZE CITY	BELIZE CITY	BELIZE	BELIZE CITY
COTONOU	COTONOU	BENIN	COTONOU
LA PAZ		BOLIVIA	LA PAZ
LUKAVAC		BOSNIA AND HERZEGOVINA	LUKAVAC
SARAJEVO		BOSNIA AND HERZEGOVINA	SARAJEVO

TUZLA		BOSNIA AND HERZEGOVINA	EAGLE BASE
TUZLA		BOSNIA AND HERZEGOVINA	TUZLA
GABORONE		BOTSWANA	GABORONE
MAPARANGWANE		BOTSWANA	MAPARANGWANE
RIO DE JANEIRO	RIO DE JANEIRO	BRAZIL	RIO DE JANEIRO
DIEGO GARCIA	DIEGO GARCIA	BRITISH INDIAN OCEAN TERR	DIEGO GARCIA
BEZMER AIR BASE		BULGARIA	BEZMER AIR BASE
BEZMER AIR BASE		BULGARIA	YAMBOL
MOKREN		BULGARIA	NOVO SELO TRAINING AREA
NOVO SELO		BULGARIA	NOVO SELO TRAINING AREA
PLOVDIV		BULGARIA	GRAF IGNATIEVO AIR BASE
PLOVDIV		BULGARIA	PLOVDIV
SOFIA		BULGARIA	SOFIA
OUAGADOUGOU		BURKINA FASO	OUAGADOUGOU
YANGON	YANGON	BURMA	YANGON
BUJUMBURA		BURUNDI	BUJUMBURA
PHNOM PENH	PHNOM PENH	CAMBODIA	PHNOM PENH
DOUALA	DOUALA	CAMEROON	DOUALA
LIMBE		CAMEROON	LIMBE
YAOUNDE		CAMEROON	YAOUNDE
BRAMPTON		CANADA	BOLTON
BRAMPTON		CANADA	BRAMPTON
HALIFAX		CANADA	HALIFAX
MONTREAL		CANADA	MONTREAL
NDJAMENA		CHAD	NDJAMENA
ANTOFAGASTA	ANTOFAGASTA	CHILE	ANTOFAGASTA
SANTIAGO		CHILE	SAN ANTONIO
SANTIAGO		CHILE	SANTIAGO
VALPARAISO	VALPARAISO	CHILE	VALPARAISO
BEIJING		CHINA	BEIJING
CHANGZHOU		CHINA	CHANGZHOU
FUZHOU	FUZHOU	CHINA	FUZHOU
GUANGZHOU	GUANGZHOU	CHINA	GUANGZHOU
JIAXING		CHINA	JIAXING
QUINGDAO	QUINGDAO	CHINA	QUINGDAO
SHANGHAI	SHANGHAI	CHINA	SHANGHAI
SHUNDE		CHINA	LE LIU SHUNDE CITY
SHUNDE		CHINA	SHUNDE
TAIZHOU		CHINA	TAIZHOU
TIANJIN	TIANJIN	CHINA	TIANJIN
BOGOTA		COLOMBIA	BOGOTA
SANTA MARTA	SANTA MARTA	COLOMBIA	SANTA MARTA
BRAZZAVILLE		CONGO (BRAZZAVILLE)	BRAZZAVILLE
GOMA		CONGO, DEM REPUBLIC OF	GOMA
KISANGANI		CONGO, DEM REPUBLIC OF	KISANGANI
KINSHASA		CONGO, DEM REPUBLIC OF	KINSHASA
SAN JOSE		COSTA RICA	SAN JOSE
PETRINJA		CROATIA	PETRINJA

RIJEKA	RIJEKA	CROATIA	RIJEKA
SLAVONSKI BROD		CROATIA	SLAVONSKI BROD
ZAGREB		CROATIA	CAMP PLESO
ZAGREB		CROATIA	ZAGREB
LIMASSOL	LIMASSOL	CYPRUS	AKROTIRI
NICOSIA		CYPRUS	NICOSIA
LIMASSOL	LIMASSOL	CYPRUS	LIMASSOL
PLANA		CZECH REPUBLIC	PLANA
PRAGUE		CZECH REPUBLIC	PRAGUE
ZDIREC NAD DOUBRAVOU		CZECH REPUBLIC	ZDIREC NAD DOUBRAVOU
CHRISTIANSFELD		DENMARK	CHRISTIANFELD
COPENHAGEN	COPENHAGEN	DENMARK	COPENHAGEN
ESBJERG		DENMARK	ESBJERG
HEDENSTED		DENMARK	HEDENSTED
HOBRO		DENMARK	HOBRO
KOLDING		DENMARK	KOLDING
DIKHIL		DJIBOUTI	DIKHIL
DJIBOUTI	DJIBOUTI	DJIBOUTI	AMBOULLI
DJIBOUTI	DJIBOUTI	DJIBOUTI	CAMP LEMONNIER
DJIBOUTI	DJIBOUTI	DJIBOUTI	DJIBOUTI
ROSEAU	ROSEAU	DOMINICA	ROSEAU
BARAHONA	BARAHONA	DOMINICAN REPUBLIC	BARAHONA
SANTO DOMINGO	SANTO DOMINGO	DOMINICAN REPUBLIC	SANTO DOMINGO
GUAYAQUIL	GUAYAQUIL	ECUADOR	GUAYAQUIL
MANTA	MANTA	ECUADOR	MANTA
QUITO		ECUADOR	QUITO
ALEXANDRIA	ALEXANDRIA	EGYPT	ALEXANDRIA
CAIRO		EGYPT	CAIRO
SAN SALVADOR	SAN SALVADOR	EL SALVADOR	SAN SALVADOR
ASMARA		ERITREA	ASMARA
TALLINN	TALLINN	ESTONIA	TALLINN
TAPA		ESTONIA	TAPA
ADDIS ABBA		ETHIOPIA	ADDIS ABABA
ARBA MINCH		ETHIOPIA	ARBA MINCH
DIRE DAWA		ETHIOPIA	DIRE DAWA
HELSINKI	HELSINKI	FINLAND	HELSINKI
LA COURONNE		FRANCE	LA COURONNE
LE HAVRE	LE HAVRE	FRANCE	LE HAVRE
PARIS		FRANCE	PARIS
SARRE UNION		FRANCE	SARRE UNION
VOLGELSHEIM		FRANCE	VOLGELSHEIM
PAPEETE	PAPEETE	FRENCH POLYNESIA	PAPEETE
LIBREVILLE	LIBREVILLE	GABON	LIBREVILLE
POTI	POTI	GEORGIA	POTI
TBILISI		GEORGIA	TBILISI
BAD KREUZNACH		GERMANY	BAD KREUZNACH
BITBURG		GERMANY	BITBURG
BITBURG		GERMANY	SPANGDAHLEM

BONN		GERMANY	BAD GODESBERG
BONN		GERMANY	BONN
BONN		GERMANY	ESCHENBACH
BONN		GERMANY	EUSKIRCHEN
BREMEN		GERMANY	BREMEN
BREMEN		GERMANY	GARLSTADT
BREMERHAVEN	BREMERHAVEN	GERMANY	BRAKE
BREMERHAVEN	BREMERHAVEN	GERMANY	BREMERHAVEN
BREMERHAVEN	BREMERHAVEN	GERMANY	NORDENHAM
CHIEMSEE		GERMANY	BERNAU
CHIEMSEE		GERMANY	CHIEMSEE
DEGGENDORF		GERMANY	DEGGENDORF
EISELFING		GERMANY	EISELFING
FRANKFURT		GERMANY	ALSBERG
FRANKFURT		GERMANY	ASCHAFFENBURG
FRANKFURT		GERMANY	BABENHAUSEN
FRANKFURT		GERMANY	BAD NAUHEIM
FRANKFURT		GERMANY	BAUBENHAUSEN
FRANKFURT		GERMANY	BISCHOFSHHEIM
FRANKFURT		GERMANY	BUEDINGEN
FRANKFURT		GERMANY	DARMSTADT
FRANKFURT		GERMANY	DEXHEIM
FRANKFURT		GERMANY	ERBENHEIM
FRANKFURT		GERMANY	ERLENSEE
FRANKFURT		GERMANY	FRANKFURT
FRANKFURT		GERMANY	FRANKFURT ROEDELHEIM
FRANKFURT		GERMANY	FRIEDBERG
FRANKFURT		GERMANY	GELNHAUSEN
FRANKFURT		GERMANY	GRIESHEIM
FRANKFURT		GERMANY	GROSSAUHEIM
FRANKFURT		GERMANY	HANAU
FRANKFURT		GERMANY	HASSELROTH
FRANKFURT		GERMANY	KELSTERBACH
FRANKFURT		GERMANY	LANGEN
FRANKFURT		GERMANY	MAINZ
FRANKFURT		GERMANY	MAINZ FINTHEN
FRANKFURT		GERMANY	MAINZ KASTEL
FRANKFURT		GERMANY	MAINZ WACKERNHEIM
FRANKFURT		GERMANY	OBERURSEL
FRANKFURT		GERMANY	OFFENBACH
FRANKFURT		GERMANY	RHEIN MAIN
FRANKFURT		GERMANY	ROEDELHEIM
FRANKFURT		GERMANY	STERBFRTITZ
FRANKFURT		GERMANY	WACKERNHEIM
FRANKFURT		GERMANY	WIESBADEN
FRANKFURT		GERMANY	WIESBADEN ERBENHEIM
GARMISCH		GERMANY	GARMISCH
GARMISCH		GERMANY	OBERAMMERGAU

GIESSEN		GERMANY	BUTZBACH
GIESSEN		GERMANY	GIESSEN
GIESSEN		GERMANY	KIRCHGOENS
HAMBURG	HAMBURG	GERMANY	HAMBURG
HAMBURG	HAMBURG	GERMANY	TRITTAU
IDAROVERSTEIN		GERMANY	BAD BERTRICH
IDAROVERSTEIN		GERMANY	BAUMHOLDER
IDAROVERSTEIN		GERMANY	IDAR OBERSTEIN
IDAROVERSTEIN		GERMANY	NEUBRUECKE
KAISERSLAUTERN		GERMANY	BRUCHMUEHLBACH-MIESAU
KAISERSLAUTERN		GERMANY	DANNENFELS
KAISERSLAUTERN		GERMANY	EINSIEDLERHOF
KAISERSLAUTERN		GERMANY	ESELSFUERTH
KAISERSLAUTERN		GERMANY	HEUBERG
KAISERSLAUTERN		GERMANY	KAISERSLAUTERN
KAISERSLAUTERN		GERMANY	KAPAUN AS
KAISERSLAUTERN		GERMANY	KINDSBACH
KAISERSLAUTERN		GERMANY	LANDSTUHL
KAISERSLAUTERN		GERMANY	LANDSTUHL KIRCHBERG
KAISERSLAUTERN		GERMANY	MIESAU
KAISERSLAUTERN		GERMANY	NONWEILER
KAISERSLAUTERN		GERMANY	PERL
KAISERSLAUTERN		GERMANY	RAMSTEIN
KAISERSLAUTERN		GERMANY	RAMSTEIN PLUGPLATZ
KAISERSLAUTERN		GERMANY	RAMSTEIN-MIESENBACH
KAISERSLAUTERN		GERMANY	SEMBACH
KAISERSLAUTERN		GERMANY	STRAELEN
KAISERSLAUTERN		GERMANY	VOGELWEH
KARLSRUHE		GERMANY	BAD SCHOENBORN
KARLSRUHE		GERMANY	GEINSHEIM
KARLSRUHE		GERMANY	GERMERSHEIM
KARLSRUHE		GERMANY	HASLOCH
KARLSRUHE		GERMANY	KARLSRUHE
KARLSRUHE		GERMANY	LINGENFELD
MANNHEIM		GERMANY	BENSHEIM
MANNHEIM		GERMANY	FRIEDRICHSFELD
MANNHEIM		GERMANY	GIEBELSTADT
MANNHEIM		GERMANY	GRUENSTADT
MANNHEIM		GERMANY	HEIDELBERG
MANNHEIM		GERMANY	HEPPENHEIM
MANNHEIM		GERMANY	HERONGEN
MANNHEIM		GERMANY	KAEFERTAL
MANNHEIM		GERMANY	KIRSCHHEIM BOLANDEN
MANNHEIM		GERMANY	LUDWIGSHAFEN
MANNHEIM		GERMANY	MANHEIM KAEFERTAL
MANNHEIM		GERMANY	MANNHEIM
MANNHEIM		GERMANY	MANNHEIM FEUDENHEIM
MANNHEIM		GERMANY	MANNHEIM FRIEDRICHSFELD

MANNHEIM		GERMANY		MANNHEIM KAEFERTAL
MANNHEIM		GERMANY		MANNHEIM KARTHAL
MANNHEIM		GERMANY		MANNHEIM SANDHOF
MANNHEIM		GERMANY		MANNHEIM SECKENHEIM
MANNHEIM		GERMANY		NECKARHAUSEN EDINGEN
MANNHEIM		GERMANY		SANDHOFEN
MANNHEIM		GERMANY		SCHWETZINGEN
MANNHEIM		GERMANY		SECKENHEIM
MANNHEIM		GERMANY		SPINELLI BARRACKS
MANNHEIM		GERMANY		WORMS
MARBURG		GERMANY		MARBURG
MARBURG		GERMANY		STEFFENBERG
MARBURG		GERMANY		WEIMAR
MONCHENGLADBACH		GERMANY		GEILENKIRCHEN
MONCHENGLADBACH		GERMANY		MONCHENGLADBACH
MONCHENGLADBACH		GERMANY		WIEMESHEIM
MULHEIM		GERMANY		DUISBURG
MULHEIM		GERMANY		ESSEN
MULHEIM		GERMANY		MULHEIM
MULHEIM		GERMANY		OBERHAUSEN
MUNICH		GERMANY		BAD AIBLING
MUNICH		GERMANY		MIETRACHING
MUNICH		GERMANY		MUNICH
NUREMBERG		GERMANY		AMBERG
NUREMBERG		GERMANY		ANSBACH
NUREMBERG		GERMANY		ANSBACH KATTERBACH
NUREMBERG		GERMANY		BAMBERG
NUREMBERG		GERMANY		BAYREUTH
NUREMBERG		GERMANY		BINDLACH
NUREMBERG		GERMANY		DER WITZ MAINZ KAST
NUREMBERG		GERMANY		ERLANGEN
NUREMBERG		GERMANY		FUERTH
NUREMBERG		GERMANY		GRAFENWOEHR
NUREMBERG		GERMANY		ILLESHEIM
NUREMBERG		GERMANY		KATTERBACH
NUREMBERG		GERMANY		NUERNBERG
NUREMBERG		GERMANY		OBERHAID
NUREMBERG		GERMANY		SCHWABACH
NUREMBERG		GERMANY		VILSECK
NUREMBERG		GERMANY		ZIRNDORF
PIRMASENS		GERMANY		MUENCHWEILER
PIRMASENS		GERMANY		PIRMASENS
PIRMASENS		GERMANY		WEILERBACH
PIRMASENS		GERMANY		ZWEIBRUECKEN
POSING		GERMANY		POSING
REGENSBURG		GERMANY		HOHENFELS
REGENSBURG		GERMANY		REGENSBURG
REGENSBURG		GERMANY		SAAL AN DER DONAU

RHEINBERG		GERMANY	KALKAR
RHEINBERG		GERMANY	RHEINBERG
RHEINE		GERMANY	RHEINE
SCHWEINFURT		GERMANY	BAD KISSINGEN
SCHWEINFURT		GERMANY	OBERWERRN
SCHWEINFURT		GERMANY	SCHWEINFURT
SCHWEINFURT		GERMANY	WILDFLECKEN
STUTTGART		GERMANY	BOEBLINGEN
STUTTGART		GERMANY	CRAILSHEIM
STUTTGART		GERMANY	FILDERSTADT
STUTTGART		GERMANY	GOEPPINGEN
STUTTGART		GERMANY	KORNWESTHEIM
STUTTGART		GERMANY	LUDWIGSBURG
STUTTGART		GERMANY	SCHWABISCH GMUND
STUTTGART		GERMANY	SCHWABISCH HALL
STUTTGART		GERMANY	STUTTGART
STUTTGART		GERMANY	STUTTGART MOEHRINGEN
STUTTGART		GERMANY	STUTTGART VAIHINGEN
STUTTGART		GERMANY	WEILIMDORF
WUERZBURG		GERMANY	KITZINGEN
WUERZBURG		GERMANY	WERTHEIM
WUERZBURG		GERMANY	WUERZBURG
ACCRA	ACCRA	GHANA	ACCRA
ACCRA	ACCRA	GHANA	TEMA
ARAXOS		GREECE	ARAXOS
ATHENS	PIRAEUS	GREECE	ATHENS
ATHENS	PIRAEUS	GREECE	PIRAEUS
IOANNINA		GREECE	IOANNINA
SOUDA BAY	CHANIA	GREECE	CHANIA
SOUDA BAY	CHANIA	GREECE	NSA SOUDA BAY
THESSALONIKI	THESSALONIKI	GREECE	THESSALONIKI
VOLOS	VOLOS	GREECE	VOLOS
ATHENS	PIRAEUS	GREECE	ELEFSIS
SAINT GEORGES	SAINT GEORGES	GREANADA	SAINT GEORGES
ANDERSON AIR FORCE BASE		GUAM	ANDERSEN AIR FORCE BASE
ANDERSON AIR FORCE BASE		GUAM	BARRIGADA
ANDERSON AIR FORCE BASE		GUAM	FINEGAYAN
ANDERSON AIR FORCE BASE		GUAM	YIGO
APRA	APRA	GUAM	AGANA
APRA	APRA	GUAM	DEDEDO
APRA	APRA	GUAM	HAGATNA
APRA	APRA	GUAM	HAGATNA
APRA	APRA	GUAM	JOINT REGION MARIANAS
APRA	APRA	GUAM	PITI
APRA	APRA	GUAM	SANTA RITA
APRA	APRA	GUAM	TAMUNING
GUATEMALA CITY		GUATEMALA	GUATEMALA CITY
SANTO TOMAS DE CASTILLA	SANTO TOMAS DE CASTILLA	GUATEMALA	SANTO TOMAS DE CASTILLA

CONAKRY	CONAKRY	GUINEA	CONAKRY
GEORGETOWN	GEORGETOWN	GUYANA	GEORGETOWN
PORT AU PRINCE	PORT AU PRINCE	HAITI	PORT AU PRINCE
HANAPEPE		HAWAII	HANAPEPE
HILO	HILO	HAWAII	HILO
HONOLULU	HONOLULU ZONE 2	HAWAII	AIEA
HONOLULU	HONOLULU ZONE 2	HAWAII	CAMP H M SMITH
HONOLULU	HONOLULU ZONE 3	HAWAII	EWA BEACH
HONOLULU	HONOLULU ZONE 1	HAWAII	FORT SHAFTER
HONOLULU	HONOLULU ZONE 2	HAWAII	HICKAM AIR FORCE BASE
HONOLULU	HONOLULU ZONE 1	HAWAII	HONOLULU
HONOLULU	HONOLULU ZONE 3	HAWAII	KAILUA
HONOLULU	HONOLULU ZONE 3	HAWAII	KANEOHE
HONOLULU	HONOLULU ZONE 3	HAWAII	KAPOLEI
HONOLULU	HONOLULU ZONE 3	HAWAII	KUNIA
HONOLULU	HONOLULU ZONE 3	HAWAII	MARINE CORPS BASE HAWAII
HONOLULU	HONOLULU ZONE 3	HAWAII	MILILANI
HONOLULU	HONOLULU ZONE 2	HAWAII	PEARL CITY
HONOLULU	HONOLULU ZONE 2	HAWAII	PEARL HARBOR
HONOLULU	HONOLULU ZONE 3	HAWAII	SCHOFIELD BARRACKS
HONOLULU	HONOLULU ZONE 3	HAWAII	WAHIAWA
HONOLULU	HONOLULU ZONE 3	HAWAII	WAIMANALO
HONOLULU	HONOLULU ZONE 2	HAWAII	WAIPAHU
HONOLULU	HONOLULU ZONE 3	HAWAII	WHEELER ARMY AIRFIELD
KAHULUI	KAHULUI	HAWAII	KAHULUI
KAHULUI	KAHULUI	HAWAII	WAILUKU
KEKAHA		HAWAII	KAUAI
KEKAHA		HAWAII	KEKAHA
POHAKULOA		HAWAII	HAWAII NATIONAL PARK
POHAKULOA		HAWAII	POHAKULOA
WAIANAE		HAWAII	WAIALUA
WAIANAE		HAWAII	WAIANAE
COMAYAGUA		HONDURAS	COMAYAGUA
COMAYAGUA		HONDURAS	SOTO CANO
TEGUCIGALPA		HONDURAS	TEGUCIGALPA
HONG KONG	HONG KONG	HONG KONG	HONG KONG
TASZAR		HUNGARY	TASZAR
KEFLAVIK		ICELAND	KEFLAVIK
MUMBAI	MUMBAI	INDIA	MUMBAI
NEW DELHI		INDIA	HINDON GHAZIABAD
NEW DELHI		INDIA	NEW DELHI
JAKARTA	JAKARTA	INDONESIA	JAKARTA
SEMARANG	SEMARANG	INDONESIA	SEMARANG
IRAQ_ZONE 1		IRAQ	BAYJI
IRAQ_ZONE 1		IRAQ	IRBIL
IRAQ_ZONE 1		IRAQ	MOSUL
IRAQ_ZONE 1		IRAQ	QAYYARAH AIRFIELD
IRAQ_ZONE 1		IRAQ	SINJAR

IRAQ_ZONE 1		IRAQ	TALL AFAR
IRAQ_ZONE 2		IRAQ	AL HAWIJAH
IRAQ_ZONE 2		IRAQ	AL KHALIS
IRAQ_ZONE 2		IRAQ	AL MIQDADIYAH
IRAQ_ZONE 2		IRAQ	BALAD
IRAQ_ZONE 2		IRAQ	BALAD AIRBASE
IRAQ_ZONE 2		IRAQ	BAQUBAH
IRAQ_ZONE 2		IRAQ	BASHUR
IRAQ_ZONE 2		IRAQ	CAMP SPEICHER
IRAQ_ZONE 2		IRAQ	KIRKUK
IRAQ_ZONE 2		IRAQ	KIRKUSH
IRAQ_ZONE 2		IRAQ	MANDALI
IRAQ_ZONE 2		IRAQ	SAMARRA
IRAQ_ZONE 2		IRAQ	TAL ASHTAH AIRBASE
IRAQ_ZONE 2		IRAQ	TIKRIT
IRAQ_ZONE 2		IRAQ	TUZ KHURMATU
IRAQ_ZONE 3		IRAQ	AL TAQADDUM AIRBASE
IRAQ_ZONE 3		IRAQ	BAGHDAD
IRAQ_ZONE 3		IRAQ	BESMAYA
IRAQ_ZONE 3		IRAQ	CAMP CROPPER
IRAQ_ZONE 3		IRAQ	CAMP STRIKE
IRAQ_ZONE 3		IRAQ	CAMP VICTORY
IRAQ_ZONE 3		IRAQ	FALLUJAH
IRAQ_ZONE 3		IRAQ	HABBANIYAH
IRAQ_ZONE 3		IRAQ	ISKANDARIYAH
IRAQ_ZONE 3		IRAQ	RASHEED AIRBASE
IRAQ_ZONE 3		IRAQ	TAJI
IRAQ_ZONE 4		IRAQ	AD DAGHAHARAH
IRAQ_ZONE 4		IRAQ	AL AMARAH
IRAQ_ZONE 4		IRAQ	AL DIWANIYAH
IRAQ_ZONE 4		IRAQ	AL HILLAH
IRAQ_ZONE 4		IRAQ	AL KUT
IRAQ_ZONE 4		IRAQ	AN NAJAF
IRAQ_ZONE 4		IRAQ	AN NASIRIYAH
IRAQ_ZONE 4		IRAQ	CAMP CEDAR
IRAQ_ZONE 4		IRAQ	CAMP CEDAR II
IRAQ_ZONE 4		IRAQ	NIPPER
IRAQ_ZONE 4		IRAQ	QALAT SUKKAR
IRAQ_ZONE 4		IRAQ	SCANIA
IRAQ_ZONE 4		IRAQ	SHAYKH HANTUSH
IRAQ_ZONE 4		IRAQ	TALLIL
IRAQ_ZONE 4		IRAQ	TALLIL AIR BASE
IRAQ_ZONE 5		IRAQ	AL BASRAH
IRAQ_ZONE 5		IRAQ	CAMP BUCCA
IRAQ_ZONE 5		IRAQ	JALIBAH AIRBASE
IRAQ_ZONE 5	UMM QASR	IRAQ	UMM QASR
IRAQ_ZONE 6		IRAQ	AL ASAD AIRFIELD
IRAQ_ZONE 6		IRAQ	AL HADITHA

IRAQ_ZONE 6		IRAQ	AL QAIM
IRAQ_ZONE 6		IRAQ	AR RAMADI
IRAQ_ZONE 6		IRAQ	AR RUTBAH
IRAQ_ZONE 6		IRAQ	H1 AIRFIELD
IRAQ_ZONE 6		IRAQ	HIT
IRAQ_ZONE 6		IRAQ	RAMADI
IRAQ_ZONE 6		IRAQ	RAMADIYAH
IRAQ_ZONE 3		IRAQ	AL MUTHANA AIR BASE
DUBLIN	DUBLIN	IRELAND	DUBLIN
ASHDOD	ASHDOD	ISRAEL	ASHDOD
ASHDOD	ASHDOD	ISRAEL	HATZOR AIR BASE
ASHKELON		ISRAEL	ASHKELON
BEER-SHEVA		ISRAEL	BEER-SHEVA
BEER-SHEVA		ISRAEL	HATZERIM AIR BASE
BEER-SHEVA		ISRAEL	NEVATIM
BEIT SHEAN		ISRAEL	BEIT SHEAN
HAIFA	HAIFA	ISRAEL	HAIFA
JERUSALEM		ISRAEL	JERUSALEM
JERUSALEM		ISRAEL	TZOVA
KARMIEL		ISRAEL	KARMIEL
NETANYA		ISRAEL	NETANYA
TEL AVIV		ISRAEL	BEN GURION INTL AIRPORT
TEL AVIV		ISRAEL	HERZLIYA
TEL AVIV		ISRAEL	HOLON
TEL AVIV		ISRAEL	LOD
TEL AVIV		ISRAEL	RAMAT HASHARON
TEL AVIV		ISRAEL	TEL AVIV
EILAT	EILAT	ISRAEL	EILAT
HAIFA	HAIFA	ISRAEL	ACRE
HAIFA	HAIFA	ISRAEL	KIRYAT ATA
HAIFA	HAIFA	ISRAEL	YOKNEAM
NAZARETH		ISRAEL	MIGDAL HA EMEK
NAZARETH		ISRAEL	NAZARETH ILLIT
TEL AVIV		ISRAEL	BNEI BRAK
TEL AVIV		ISRAEL	KFAR TRUMAN
TEL AVIV		ISRAEL	RAMLA
TEL AVIV		ISRAEL	YEHUD
AVIANO		ITALY	AVIANO
AVIANO		ITALY	AVIANO AIR BASE
AVIANO		ITALY	VIGONOVO
BRINDISI		ITALY	BRINDISI
BRINDISI		ITALY	SAN VITO DEL NORMANNI
CASCIAGO		ITALY	CASCIAGO
CATANIA	CATANIA	ITALY	CATANIA
CESENA		ITALY	CESENA
CESENA		ITALY	FORLI
FOSSADELLO DI CAORSO		ITALY	FOSSADELLO DI CAORSO
GAETA		ITALY	GAETA

GHEDI		ITALY		GHEDI
LA MADDALENA		ITALY		LA MADDALENA
LIVORNO	LIVORNO	ITALY		COLTANO
LIVORNO	LIVORNO	ITALY		LEGHORN
LIVORNO	LIVORNO	ITALY		LIVORNO
LIVORNO	LIVORNO	ITALY		ORTE
LIVORNO	LIVORNO	ITALY		PISA
LIVORNO	LIVORNO	ITALY		STAGNO
LIVORNO	LIVORNO	ITALY		TIRRENIA
LIVORNO	LIVORNO	ITALY		TIRRENIA
LIVORNO	LIVORNO	ITALY		TOMBOLO
NAPLES	NAPLES	ITALY		GRICIGNANO D'AVERSA
NAPLES	NAPLES	ITALY		NAPLES
NAPLES	NAPLES	ITALY		SALERNO
PADOVA		ITALY		PADOVA
PIACENZA		ITALY		PIACENZA
SCORZE		ITALY		SCORZE
VALROMANA		ITALY		VALROMANA
VICENZA		ITALY		CASERMA EDERLE
VICENZA		ITALY		LERINO
VICENZA		ITALY		VICENZA
CATANIA	CATANIA	ITALY		SIGONELLA
ABIDJAN	ABIDJAN	IVORY COAST		ABIDJAN
BOUAKE		IVORY COAST		BOUAKE
DALOA		IVORY COAST		DALOA
SAN PEDRO		IVORY COAST		SAN PEDRO
YAMO USSOUKRO		IVORY COAST		YAMO USSOUKRO
KINGSTON	KINGSTON	JAMAICA		KINGSTON
AKIZUKI		JAPAN		AKIZUKI
FUJI		JAPAN		CAMP FUJI
FUJI		JAPAN		GOTEMBA CITY
HAKATA	HAKATA	JAPAN		HAKATA
HIRO		JAPAN		CAMP KURE
HIRO		JAPAN		HIRO
HIRO		JAPAN		KURE
IWAKUNI	IWAKUNI	JAPAN		IWAKUNI
IWAKUNI	IWAKUNI	JAPAN		YAMAGUCHI
KANZAKI-GUN		JAPAN		KANZAKI-GUN
KOBE		JAPAN		KOBE
KURUME		JAPAN		KURUME
MISAWA		JAPAN		MISAWA
MITSUI-GUN		JAPAN		MITSUI-GUN
SASEBO	SASEBO	JAPAN		HARIO
SASEBO	SASEBO	JAPAN		SASEBO
TOKYO	TOKYO	JAPAN		FUSSA
TOKYO	TOKYO	JAPAN		MINATO KU
TOKYO	TOKYO	JAPAN		NODA CITY
TOKYO	TOKYO	JAPAN		TOKYO

TSUGARU		JAPAN	SHARIKI
TSUGARU		JAPAN	TSUGARU
YOKOHAMA	YOKOHAMA ZONE 2	JAPAN	ATSUGI
YOKOHAMA	YOKOHAMA ZONE 2	JAPAN	AYASE- SHI
YOKOHAMA	YOKOHAMA ZONE 2	JAPAN	CAMP ZAMA
YOKOHAMA	YOKOHAMA ZONE 2	JAPAN	KAMISEYA
YOKOHAMA	YOKOHAMA ZONE 2	JAPAN	KANAGAWA
YOKOHAMA	YOKOHAMA ZONE 1	JAPAN	NAKA
YOKOHAMA	YOKOHAMA ZONE 2	JAPAN	SAGAMI DEPOT
YOKOHAMA	YOKOHAMA ZONE 2	JAPAN	SAGAMIHARA
YOKOHAMA	YOKOHAMA ZONE 1	JAPAN	TSURUMI
YOKOHAMA	YOKOHAMA ZONE 1	JAPAN	YOKOHAMA
YOKOHAMA	YOKOHAMA ZONE 2	JAPAN	YOKOSUKA
YOKOTA		JAPAN	YOKOTA
AL JAFR		JORDAN	AL JAFR
AMMAN		JORDAN	AMMAN
AQABA	AQABA	JORDAN	AQABA
ZARQA		JORDAN	AL AZRAQ AIR BASE
ZARQA		JORDAN	ZARQA
ALMATY		KAZAKHSTAN	ALMATY
CHIMKENT		KAZAKHSTAN	CHIMKENT
MANDA BAY		KENYA	MANDA BAY
MANDA BAY		KENYA	CAMP SIMBA
MOMBASA	MOMBASA	KENYA	MIRITINI
MOMBASA	MOMBASA	KENYA	MOMBASA
NAIROBI		KENYA	NAIROBI
BUSAN	BUSAN	KOREA, SOUTH	BUSAN
BUSAN	BUSAN	KOREA, SOUTH	CHINHAE
BUSAN	BUSAN	KOREA, SOUTH	KIMHAE CITY
DAEGU		KOREA, SOUTH	CAMP CARROLL
DAEGU		KOREA, SOUTH	CAMP GEORGE
DAEGU		KOREA, SOUTH	CAMP HENRY
DAEGU		KOREA, SOUTH	CAMP WALKER
DAEGU		KOREA, SOUTH	DAEGU
DAEGU		KOREA, SOUTH	GYEONGSAN
DAEGU		KOREA, SOUTH	GYEONGSANGBUK-DO
DAEGU		KOREA, SOUTH	KOSANDONG
KUNSAN	KUNSAN	KOREA, SOUTH	GWANGYANG
KUNSAN	KUNSAN	KOREA, SOUTH	KGWANGJU
KUNSAN	KUNSAN	KOREA, SOUTH	KUNSAN
OSAN		KOREA, SOUTH	CAMP HUMPHREYS
OSAN		KOREA, SOUTH	OSAN AIR FORCE BASE
OSAN		KOREA, SOUTH	PANMUNRI
OSAN		KOREA, SOUTH	SONGTAN
OSAN		KOREA, SOUTH	SUWON
OSAN		KOREA, SOUTH	WONJU
OSAN		KOREA, SOUTH	PYONGTAEK
SEOUL	INCHON	KOREA, SOUTH	BUPYEONG

SEOUL	INCHON	KOREA, SOUTH	CAMP CASEY
SEOUL	INCHON	KOREA, SOUTH	CAMP COINER
SEOUL	INCHON	KOREA, SOUTH	CAMP HOVEY
SEOUL	INCHON	KOREA, SOUTH	CAMP MARKET
SEOUL	INCHON	KOREA, SOUTH	CAMP NIMBLE
SEOUL	INCHON	KOREA, SOUTH	CAMP RED CLOUD
SEOUL	INCHON	KOREA, SOUTH	CAMP RODRIGUEZ RANGE
SEOUL	INCHON	KOREA, SOUTH	CAMP STANLEY
SEOUL	INCHON	KOREA, SOUTH	CHUNCHON
SEOUL	INCHON	KOREA, SOUTH	HWADOK
SEOUL	INCHON	KOREA, SOUTH	INCHEON
SEOUL	INCHON	KOREA, SOUTH	KIMPO
SEOUL	INCHON	KOREA, SOUTH	MUNSAN
SEOUL	INCHON	KOREA, SOUTH	SEONGNAM
SEOUL	INCHON	KOREA, SOUTH	SEOUL
SEOUL	INCHON	KOREA, SOUTH	SOBINGO
SEOUL	INCHON	KOREA, SOUTH	TONGDUCHON
SEOUL	INCHON	KOREA, SOUTH	UIJEONGBU
SEOUL	INCHON	KOREA, SOUTH	YONGIN
SEOUL	INCHON	KOREA, SOUTH	YONGSAN-GU
DAEGU		KOREA, SOUTH	POHANG
DAEGU		KOREA, SOUTH	WAEGWAN
DAEGU		KOREA, SOUTH	YECHON
KUNSAN	KUNSAN	KOREA, SOUTH	MUJU
SEOUL	INCHON	KOREA, SOUTH	PAJU
SEOUL	INCHON	KOREA, SOUTH	POCHEON
CAMP BONDSTEEL		KOSOVO	CAMP BONDSTEEL
PRISTINA		KOSOVO	PRISTINA
PRIZREN		KOSOVO	PRIZREN
ALI AL SALEM AIR BASE		KUWAIT	ALI AL SALEM AIR BASE
ARIFJAN		KUWAIT	ARIFJAN
KUWAIT CITY	SHUWAIKH	KUWAIT	KUWAIT CITY
KUWAIT CITY	SHUWAIKH	KUWAIT	SHUWAIKH PORT
KUWAIT NAVAL BASE	KUWAIT NAVAL BASE	KUWAIT	KUWAIT NAVAL BASE
SHUAIBA	SHUAIBA	KUWAIT	MINA ABDULLAH
SHUAIBA	SHUAIBA	KUWAIT	SHUAIBA PORT
AL JABER AIR BASE		KUWAIT	AHMED AL JABER AIR BASE
AL JABER AIR BASE		KUWAIT	AL JABER AIR BASE
UDAIRI RANGE		KUWAIT	CAMP BUEHRING
UDAIRI RANGE		KUWAIT	CAMP UDAIRI
UDAIRI RANGE		KUWAIT	UDAIRI RANGE
BISHKEK		KYRGYZSTAN	BISHKEK
BISHKEK		KYRGYZSTAN	MANAS AIR BASE
RIGA	RIGA	LATVIA	MARUPE
RIGA	RIGA	LATVIA	RIGA
RIGA	RIGA	LATVIA	STOPINU
BEIRUT	BEIRUT	LEBANON	BEIRUT
BEIRUT	BEIRUT	LEBANON	YARZEH

MASERU		LESOTHO		MASERU
MONROVIA	MONROVIA	LIBERIA		MONROVIA
ALYTUS		LITHUANIA		ALYTUS
VILNIUS		LITHUANIA		VILNIUS
KLAIPEDA	KLAIPEDA	LITHUANIA		KLAIPEDA
HOSINGEN		LUXEMBOURG		HOSINGEN
LUXEMBOURG		LUXEMBOURG		BELVAUX
LUXEMBOURG		LUXEMBOURG		BETTEMBOURG
LUXEMBOURG		LUXEMBOURG		CAPELLEN
LUXEMBOURG		LUXEMBOURG		DUDELANGE
LUXEMBOURG		LUXEMBOURG		LUXEMBOURG
LUXEMBOURG		LUXEMBOURG		NIEDERKORN
LUXEMBOURG		LUXEMBOURG		SANEM
LUXEMBOURG		LUXEMBOURG		SOLEUVRE
GEVGELIJA		MACEDONIA		GEVGELIJA
SKOPJE		MACEDONIA		KUMANOVA
SKOPJE		MACEDONIA		KUMANOVO
SKOPJE		MACEDONIA		SKOPJE
SKOPJE		MACEDONIA		TETOVO
LILONGWE		MALAWI		LILONGWE
KUALA LUMPUR		MALAYSIA		KUALA LUMPUR
ANSONGO		MALI		ANSONGO
BAMAKO		MALI		BAMAKO
GAO		MALI		GAO
TESSALIT		MALI		TESSALIT
VALLETA	VALETTA	MALTA		VALETTA
MAJURO	MAJURO	MARSHALL ISLANDS		MAJURO
NEMA		MAURITANIA		NEMA
NOUAKCHOTT	NOUAKCHOTT	MAURITANIA		NOUAKCHOTT
PORT LOUIS	PORT LOUIS	MAURITIUS		PORT LOUIS
APODACA		MEXICO		APODACA
MEXICO CITY		MEXICO		MEXICO CITY
CHISINAU		MOLDOVA		CHISINAU
ULAAN BAATAR		MONGOLIA		ULAAN BATAAR
KOLASIN		MONTENEGRO		KOLASIN
AGADIR	AGADIR	MOROCCO		AGADIR
RABAT	RABAT	MOROCCO		RABAT
TAN TAN		MOROCCO		TAN TAN
TIMIDERT		MOROCCO		TIMIDERT
MAPUTO	MAPUTO	MOZAMBIQUE		MAPUTO
LUDERITZ	LUDERITZ	NAMIBIA		LUDERITZ
OPUWO		NAMIBIA		OPUWO
WINDHOEK		NAMIBIA		WINDHOEK
COEVORDEN		NETHERLANDS		ALMELO
COEVORDEN		NETHERLANDS		COEVORDEN
COEVORDEN		NETHERLANDS		EMMEN
COEVORDEN		NETHERLANDS		TER APEL
COEVORDEN		NETHERLANDS		TWENTE

COEVORDEN		NETHERLANDS	VRIEZENVEEN
DORDRECHT		NETHERLANDS	DORDRECHT
HOENSBROEK		NETHERLANDS	BRUNSSUM
HOENSBROEK		NETHERLANDS	EYGELSHOVEN
HOENSBROEK		NETHERLANDS	HENDRICK BRUNSSUM
HOENSBROEK		NETHERLANDS	HOENSBROEK
HOENSBROEK		NETHERLANDS	MAASTRICHT
HOENSBROEK		NETHERLANDS	SCHINNEN
ROTTERDAM	ROTTERDAM	NETHERLANDS	CAPELLE AAN DEN IJSSEL
ROTTERDAM	ROTTERDAM	NETHERLANDS	ROTTERDAM
ROTTERDAM	ROTTERDAM	NETHERLANDS	SCHIEDAM
WILLEMSTAD	WILLEMSTAD	NETHERLANDS ANTILLES	WILLEMSTAD
AUCKLAND	AUCKLAND	NEW ZEALAND	AUCKLAND
CHRISTCHURCH	CHRISTCHURCH	NEW ZEALAND	CHRIST CHURCH
PORT LYTTLETON	PORT LYTTLETON	NEW ZEALAND	PORT LYTTLETON
WELLINGTON	WELLINGTON	NEW ZEALAND	WELLINGTON
MANAGUA	MANAGUA	NICARAGUA	MANAGUA
AGADEV		NIGER	AGADEV
NIAMEY		NIGER	NIAMEY
ABUJA		NIGERIA	ABUJA
LAGOS	LAGOS	NIGERIA	LAGOS
SAIPAN	GARAPAN	NORTHERN MARIANA ISLANDS	GARAPAN
BJUGN		NORWAY	BJUGN
BREKSTAD		NORWAY	BREKSTAD
EVENES		NORWAY	ANDOYA
EVENES		NORWAY	BODO
EVENES		NORWAY	EVENES
EVENES		NORWAY	HARSTAD
EVENES		NORWAY	SKODDBERG VATN
OSLO	OSLO	NORWAY	KJELLER
OSLO	OSLO	NORWAY	KOLSAAS
OSLO	OSLO	NORWAY	KONGSBERG
OSLO	OSLO	NORWAY	LARKOLLEN
OSLO	OSLO	NORWAY	OSLO
OSLO	OSLO	NORWAY	OSTERAAS
STAVANGER	STAVANGER	NORWAY	SANDNES
STAVANGER	STAVANGER	NORWAY	SOLA
STAVANGER	STAVANGER	NORWAY	STAVANGER
STAVANGER	STAVANGER	NORWAY	TANANGER
TROMSO	TROMSO	NORWAY	TROMSO
TRONDHEIM	TRONDHEIM	NORWAY	HELL
TRONDHEIM	TRONDHEIM	NORWAY	HOMMELVIK
TRONDHEIM	TRONDHEIM	NORWAY	MALVIK
TRONDHEIM	TRONDHEIM	NORWAY	STJORDAL
TRONDHEIM	TRONDHEIM	NORWAY	TRONDHEIM
VERDAL		NORWAY	VERDAL
KIN		OKINAWA	CAMP COURTNEY
KIN		OKINAWA	CAMP HANSEN

KIN		OKINAWA	CAMP SCHWAB
KIN		OKINAWA	CHIBANA
KIN		OKINAWA	KIN
KIN		OKINAWA	WHITE BEACH NAVAL BASE
NAHA	NAHA	OKINAWA	CAMP BUTLER
NAHA	NAHA	OKINAWA	CAMP FOSTER
NAHA	NAHA	OKINAWA	CAMP KINSER
NAHA	NAHA	OKINAWA	CAMP KUWAE
NAHA	NAHA	OKINAWA	CAMP LESTER
NAHA	NAHA	OKINAWA	CAMP SHIELDS
NAHA	NAHA	OKINAWA	CAMP SMEDLEY
NAHA	NAHA	OKINAWA	FUTENMA
NAHA	NAHA	OKINAWA	GINOWAN
NAHA	NAHA	OKINAWA	KADENA
NAHA	NAHA	OKINAWA	MAKIMINATO
NAHA	NAHA	OKINAWA	MARINE CORP AIR STATION FUTENMA
NAHA	NAHA	OKINAWA	NAHA
NAHA	NAHA	OKINAWA	OKINAWA CITY
NAHA	NAHA	OKINAWA	TORII STATION
NAHA	NAHA	OKINAWA	URASOE CITY
NAHA	NAHA	OKINAWA	US NAVAL HOSPITAL
NAHA	NAHA	OKINAWA	ZUKERAN
MASIRAH		OMAN	JAZIRAT MASIRAH
MASIRAH		OMAN	MASIRAH
MASIRAH		OMAN	MASIRAH ISLAND AIR BASE
MUSCAT	MUSCAT	OMAN	MINA QABOOS
MUSCAT	MUSCAT	OMAN	MUSCAT
MUSCAT	MUSCAT	OMAN	MUSCAT INTERNATIONAL AIRPORT
MUSCAT	MUSCAT	OMAN	SEEB
SALALAH	SALALAH	OMAN	MINA AL RAYSUT
SALALAH	SALALAH	OMAN	SALALAH
THUMRAIT		OMAN	THUMRAIT
CHAMAN		PAKISTAN	CHAMAN
ISLAMABAD		PAKISTAN	CHAKLALA AIR BASE
ISLAMABAD		PAKISTAN	ISLAMABAD
ISLAMABAD		PAKISTAN	RAWALPINDI
JACOBABAD		PAKISTAN	JACOBABAD
KARACHI	KARACHI	PAKISTAN	KARACHI
PASNI		PAKISTAN	PASNI
PESHAWAR		PAKISTAN	PESHAWAR
PESHAWAR		PAKISTAN	WARSAK COLLEGE
QUETTA		PAKISTAN	QUETTA
SHAMSI		PAKISTAN	SHAMSI
KOROR	KOROR	PALAU	KOROR
PANAMA CITY	PANAMA ZONE 1	PANAMA	AMADOR
PANAMA CITY	PANAMA ZONE 1	PANAMA	ANCON
PANAMA CITY	PANAMA ZONE 1	PANAMA	BALBOA
PANAMA CITY	PANAMA ZONE 1	PANAMA	BALBOA HEIGHTS

PANAMA CITY	PANAMA ZONE 1	PANAMA	COCOLI
PANAMA CITY	PANAMA ZONE 1	PANAMA	COROZAL
PANAMA CITY	PANAMA ZONE 2	PANAMA	PANAMA
PANAMA CITY	PANAMA ZONE 2	PANAMA	PANAMA CITY
PANAMA CITY	PANAMA ZONE 1	PANAMA	QUARRY HEIGHTS
PANAMA CITY	PANAMA ZONE 1	PANAMA	RODMAN
PANAMA CITY	PANAMA ZONE 1	PANAMA	SUMMIT
ASCUNION		PARAGUAY	ASUNCION
LIMA	LIMA	PERU	CALLAO
LIMA	LIMA	PERU	LIMA
ANGELES CITY		PHILIPPINES	CLARK FREEPORT
CALAMBA CITY		PHILIPPINES	CALAMBA CITY
MANILA	MANILA	PHILIPPINES	CAVITE
MANILA	MANILA	PHILIPPINES	MANILA
MANILA	MANILA	PHILIPPINES	PASAY CITY
MANILA	MANILA	PHILIPPINES	QUEZON CITY
MARIVELES		PHILIPPINES	MARIVELES
SUBIC BAY	SUBIC BAY	PHILIPPINES	CUBI POINT
TERNATE		PHILIPPINES	TERNATE
ZAMBOANGA	ZAMBOANGA	PHILIPPINES	EDWIN ANDREWS AIR BASE
ZAMBOANGA	ZAMBOANGA	PHILIPPINES	ZAMBOANGA
ANGELES CITY		PHILIPPINES	ANGELES CITY
ANGELES CITY		PHILIPPINES	CLARK AIR BASE
MANILA	MANILA	PHILIPPINES	SANGLEY POINT
NUEVA ECIJA		PHILIPPINES	FORT MAGSAYSAY
NUEVA ECIJA		PHILIPPINES	NUEVA ECIJA
SUBIC BAY	SUBIC BAY	PHILIPPINES	SUBIC BAY
GDYNIA	GDYNIA	POLAND	GDYNIA
LASK		POLAND	LASK
POZNAN		POLAND	POZNAN
WARSAW		POLAND	WARSAW
DRAWSKO POMORSKIE		POLAND	DRAWSKO POMORSKIE
DRAWSKO POMORSKIE		POLAND	OLESZNO
POWIDZ		POLAND	POWIDZ
POWIDZ		POLAND	POWIDZ AIR BASE
LISBON	LISBON	PORTUGAL	LISBON
LISBON	LISBON	PORTUGAL	LINHO
PUERTO RICO ZONE 1	SAN JUAN	PUERTO RICO	CATANO
PUERTO RICO ZONE 1	SAN JUAN	PUERTO RICO	FORT BUCHANAN
PUERTO RICO ZONE 1	SAN JUAN	PUERTO RICO	PUERTA DE TIERRA
PUERTO RICO ZONE 1	SAN JUAN	PUERTO RICO	PUERTO NUEVO
PUERTO RICO ZONE 1	SAN JUAN	PUERTO RICO	SAN JUAN
PUERTO RICO ZONE 10		PUERTO RICO	COTO LAUREL
PUERTO RICO ZONE 10		PUERTO RICO	ISABELA
PUERTO RICO ZONE 10		PUERTO RICO	MERCEDITA
PUERTO RICO ZONE 10		PUERTO RICO	PONCE
PUERTO RICO ZONE 10		PUERTO RICO	SAN ANTONIO
PUERTO RICO ZONE 10		PUERTO RICO	VILLALBA

PUERTO RICO ZONE 11		PUERTO RICO	AGUADA
PUERTO RICO ZONE 11		PUERTO RICO	AGUADILLA
PUERTO RICO ZONE 11		PUERTO RICO	ANGELES
PUERTO RICO ZONE 11		PUERTO RICO	GUAYANILLA
PUERTO RICO ZONE 11		PUERTO RICO	JAYUYA
PUERTO RICO ZONE 11		PUERTO RICO	LA PLATA
PUERTO RICO ZONE 11		PUERTO RICO	LARES
PUERTO RICO ZONE 11		PUERTO RICO	MOCA
PUERTO RICO ZONE 11		PUERTO RICO	PENUELAS
PUERTO RICO ZONE 11		PUERTO RICO	SAN SEBASTIAN
PUERTO RICO ZONE 11		PUERTO RICO	UTUADO
PUERTO RICO ZONE 11		PUERTO RICO	YAUCO
PUERTO RICO ZONE 12		PUERTO RICO	ADJUNTAS
PUERTO RICO ZONE 12		PUERTO RICO	ANASCO
PUERTO RICO ZONE 12		PUERTO RICO	GUANICA
PUERTO RICO ZONE 12		PUERTO RICO	MAYAGUEZ
PUERTO RICO ZONE 12		PUERTO RICO	RINCON
PUERTO RICO ZONE 12		PUERTO RICO	SABANA GRANDE
PUERTO RICO ZONE 13		PUERTO RICO	BOQUERON
PUERTO RICO ZONE 13		PUERTO RICO	CABO ROJO
PUERTO RICO ZONE 13		PUERTO RICO	HORMIGUEROS
PUERTO RICO ZONE 13		PUERTO RICO	LAJAS
PUERTO RICO ZONE 13		PUERTO RICO	LAS MARIAS
PUERTO RICO ZONE 13		PUERTO RICO	MARICAO
PUERTO RICO ZONE 2		PUERTO RICO	BAYAMON
PUERTO RICO ZONE 2		PUERTO RICO	GUAYNABO
PUERTO RICO ZONE 3		PUERTO RICO	CANOVANAS
PUERTO RICO ZONE 3	SAN JUAN	PUERTO RICO	CAROLINA
PUERTO RICO ZONE 4		PUERTO RICO	CAGUAS
PUERTO RICO ZONE 4		PUERTO RICO	DORADO
PUERTO RICO ZONE 4		PUERTO RICO	LOIZA
PUERTO RICO ZONE 4		PUERTO RICO	RIO GRANDE
PUERTO RICO ZONE 4		PUERTO RICO	TOA ALTA
PUERTO RICO ZONE 4		PUERTO RICO	TOA BAJA
PUERTO RICO ZONE 4		PUERTO RICO	VEGA ALTA
PUERTO RICO ZONE 5		PUERTO RICO	AGUAS BUENAS
PUERTO RICO ZONE 5		PUERTO RICO	CAYEY
PUERTO RICO ZONE 5		PUERTO RICO	GURABO
PUERTO RICO ZONE 5		PUERTO RICO	JUNCOS
PUERTO RICO ZONE 5		PUERTO RICO	LAS PIEDRAS
PUERTO RICO ZONE 5		PUERTO RICO	LUQUILLO
PUERTO RICO ZONE 5		PUERTO RICO	SAN LORENZO
PUERTO RICO ZONE 5		PUERTO RICO	VEGA BAJA
PUERTO RICO ZONE 6		PUERTO RICO	BARCELONETA
PUERTO RICO ZONE 6		PUERTO RICO	CEIBA
PUERTO RICO ZONE 6		PUERTO RICO	CIDRA
PUERTO RICO ZONE 6		PUERTO RICO	COROZAL
PUERTO RICO ZONE 6		PUERTO RICO	FAJARDO

PUERTO RICO ZONE 6		PUERTO RICO	HUMACAO
PUERTO RICO ZONE 6		PUERTO RICO	MANATI
PUERTO RICO ZONE 6		PUERTO RICO	NAGUABO
PUERTO RICO ZONE 6		PUERTO RICO	NARANJITO
PUERTO RICO ZONE 6		PUERTO RICO	RIO BLANCO
PUERTO RICO ZONE 7		PUERTO RICO	ARECIBO
PUERTO RICO ZONE 7		PUERTO RICO	ARROYO
PUERTO RICO ZONE 7		PUERTO RICO	BAJADERO
PUERTO RICO ZONE 7		PUERTO RICO	CIALES
PUERTO RICO ZONE 7		PUERTO RICO	COMERIO
PUERTO RICO ZONE 7		PUERTO RICO	FLORIDA
PUERTO RICO ZONE 7		PUERTO RICO	GARROCHALES
PUERTO RICO ZONE 7		PUERTO RICO	GUAYAMA
PUERTO RICO ZONE 7		PUERTO RICO	MAUNABO
PUERTO RICO ZONE 7		PUERTO RICO	PATILLAS
PUERTO RICO ZONE 7		PUERTO RICO	PUERTO REAL
PUERTO RICO ZONE 7		PUERTO RICO	PUNTA SANTIAGO
PUERTO RICO ZONE 7		PUERTO RICO	ROOSEVELT ROADS
PUERTO RICO ZONE 7		PUERTO RICO	SABANA HOYOS
PUERTO RICO ZONE 7		PUERTO RICO	SALINAS
PUERTO RICO ZONE 7		PUERTO RICO	YABUCOA
PUERTO RICO ZONE 8		PUERTO RICO	BARRANQUITAS
PUERTO RICO ZONE 8		PUERTO RICO	CAMUY
PUERTO RICO ZONE 8		PUERTO RICO	HATILLO
PUERTO RICO ZONE 8		PUERTO RICO	MOROVIS
PUERTO RICO ZONE 8		PUERTO RICO	SANTA ISABEL
PUERTO RICO ZONE 9		PUERTO RICO	COAMO
PUERTO RICO ZONE 9		PUERTO RICO	JUANA DIAZ
PUERTO RICO ZONE 9		PUERTO RICO	ORCOVIS
PUERTO RICO ZONE 9		PUERTO RICO	QUEBRADILLAS
DOHA	MESSAIEED	QATAR	AL UDEID AIR BASE
DOHA	MESSAIEED	QATAR	CAMP AS SAYLIYAH
DOHA	MESSAIEED	QATAR	DOHA
DOHA	MESSAIEED	QATAR	MESSAIEED
DOHA	MESSAIEED	QATAR	HAMAD
BUCHAREST		ROMANIA	BUCHAREST
CONSTANTA	CONSTANTA	ROMANIA	CONSTANTA
CONSTANTA	CONSTANTA	ROMANIA	MIHAIL KOGALNICEANU
DEVESELU		ROMANIA	DEVESELU
SEBES		ROMANIA	SEBES
BORCEA		ROMANIA	BORCEA
MOSCOW		RUSSIA	MOSCOW
VLADIVOSTOK	VLADIVOSTOK	RUSSIA	VLADIVOSTOK
GITARAMA		RWANDA	GITARAMA
KIGALI		RWANDA	KIGALI
MATARE		RWANDA	MATARE
APIA	APIA	SAMOA	APIA
SAO TOME	SAO TOME	SAO TOME AND PRINCIPE	SAO TOME

AL KHARJ		SAUDI ARABIA		AL KHARJ
AL KHARJ		SAUDI ARABIA		PRINCE SULTAN AIR BASE
DAMMAM	DAMMAM	SAUDI ARABIA		DHAHRAN
DAMMAM	DAMMAM	SAUDI ARABIA		KHOBAR
JEDDAH	JEDDAH	SAUDI ARABIA		JEDDAH
RIYADH		SAUDI ARABIA		RIYADH
RIYADH		SAUDI ARABIA		ESKAN VILLAGE
TABUK		SAUDI ARABIA		TABUK
TAIF		SAUDI ARABIA		TAIF
DAMMAM	DAMMAM	SAUDI ARABIA		DAMMAM
DAKAR	DAKAR	SENEGAL		DAKAR
DAKAR	DAKAR	SENEGAL		THIES
DJIBIDIONE		SENEGAL		DJIBIDIONE
FREETOWN	FREETOWN	SIERRA LEONE		FREETOWN
SINGAPORE	SINGAPORE	SINGAPORE		PAYA LEBAR
SINGAPORE	SINGAPORE	SINGAPORE		SELETAR AIR BASE
SINGAPORE	SINGAPORE	SINGAPORE		SEMBAWANG
SINGAPORE	SINGAPORE	SINGAPORE		SINGAPORE
BRATISLAVA		SLOVAKIA		BRATISLAVA
KOPER	KOPER	SLOVENIA		KOPER
LJUBLJANA		SLOVENIA		LJUBLJANA
MOGADISHU	MOGADISHU	SOMALIA		MOGADISHU
DURBAN	DURBAN	SOUTH AFRICA		DURBAN
GRAHAMSTOWN		SOUTH AFRICA		GRAHAMSTOWN
JOHANNESBURG		SOUTH AFRICA		BENONI
JOHANNESBURG		SOUTH AFRICA		BOKSBURG
JOHANNESBURG		SOUTH AFRICA		JOHANNESBURG
PORT ELIZABETH	PORT ELIZABETH	SOUTH AFRICA		PORT ELIZABETH
PRETORIA		SOUTH AFRICA		PRETORIA
JUBA		SOUTH SUDAN		JUBA
ALGECIRAS	ALGECIRAS	SPAIN		ALGECIRAS
ALICANTE	ALICANTE	SPAIN		ALICANTE
BARCELONA	BARCELONA	SPAIN		BARCELONA
MADRID		SPAIN		MADRID
MORON AIR BASE		SPAIN		MORON AIR BASE
MORON AIR BASE		SPAIN		SEVILLA
ROTA	ROTA	SPAIN		CADIZ
ROTA	ROTA	SPAIN		ROTA
TORREJON DE ARDOZ		SPAIN		TORREJON DE ARDOZ
ZARAGOZA		SPAIN		ZARAGOZA
MORON AIR BASE		SPAIN		MORON DE LA FRONTERA
COLOMBO	COLOMBO	SRI LANKA		COLOMBO
PARAMARIBO	PARAMARIBO	SURINAME		PARAMARIBO
LAVUMISA SHISELWINE		SWAZILAND		LAVUMISA
STOCKHOLM	STOCKHOLM	SWEDEN		STOCKHOLM
VISLANDA		SWEDEN		VISLANDA
BERN		SWITZERLAND		BERN
GENEVA		SWITZERLAND		GENEVA

KREUZLINGEN		SWITZERLAND		KREUZLINGEN
KAOHSIUNG	KAOHSIUNG	TAIWAN		KAOHSIUNG
TAICHUNG CITY	TAICHUNG CITY	TAIWAN		TAICHUNG CITY
TAIPEI	TAIPEI	TAIWAN		TAIPEI
DUSHANBE		TAJIKISTAN		DUSHANBE
KULYAB		TAJIKISTAN		KULYAB
DAR ES SALAAM	DAR ES SALAAM	TANZANIA		DAR ES SALAAM
BAN CHAN KREM		THAILAND		BAN CHAN KREM
BAN THUNG PRONG		THAILAND		BAN THUNG PRONG
BANGKOK	BANGKOK	THAILAND		BANGKOK
CP SAN SAMAE		THAILAND		CP SAN SAMAE
KANCHANABURI		THAILAND		KANCHANABURI
KHORAT		THAILAND		KHORAT
KORAT		THAILAND		KORAT
LAEM CHABANG	LAEM CHABANG	THAILAND		LAEM CHABANG
LOP BURI		THAILAND		LOP BURI
PHETCHABURI		THAILAND		PHETCHABURI
SAMESAN		THAILAND		SAMESAN
SATTAHIP		THAILAND		SATTAHIP
U TAPAO		THAILAND		U TAPAO
LOME	LOME	TOGO		LOME
NUKUALOFA	NUKUALOFA	TONGA		NUKUALOFA
PORT OF SPAIN	PORT OF SPAIN	TRINIDAD AND TOBAGO		PORT OF SPAIN
TUNIS	TUNIS	TUNISIA		MERGRINE
TUNIS	TUNIS	TUNISIA		TUNIS
ADANA		TURKEY		ADANA
ADANA		TURKEY		INCIRLIK AIR BASE
ANKARA		TURKEY		AKINCILAR ANKARA
ANKARA		TURKEY		ANKARA
ANKARA		TURKEY		BAKANLIKLAR ANKARA
ANKARA		TURKEY		BALGAT
DIYARBAKIR		TURKEY		DIYARBAKIR
DIYARBAKIR		TURKEY		PIRINCLIK AIR BASE
GAZIANTEP		TURKEY		GAZIANTEP
ISKENDERUN	ISKENDERUN	TURKEY		ISKENDERUN
ISTANBUL	ISTANBUL	TURKEY		CAKMAKLI
ISTANBUL	ISTANBUL	TURKEY		ISTANBUL
IZMIR	IZMIR	TURKEY		ALSANCAK
IZMIR	IZMIR	TURKEY		BAYRAKLI
IZMIR	IZMIR	TURKEY		IZMIR
IZMIR	IZMIR	TURKEY		YAMANLAR
KIRKKALE		TURKEY		KIRIKKALE
MARDIN		TURKEY		MARDIN
MERSIN	MERSIN	TURKEY		MERSIN
ARUA DISTRICT		UGANDA		ARUA DISTRICT
KAMPALA		UGANDA		ENTEBBE
KAMPALA		UGANDA		KAMPALA
KAWEWETA		UGANDA		KAWEWETA

KITGUM		UGANDA		KITGUM
KIEV		UKRAINE		KIEV
LVIV		UKRAINE		LVIV
ODESSA	ODESSA	UKRAINE		ODESSA
ABU DHABI	ABU DHABI	UNITED ARAB EMIRATES		ABU DHABI
ABU DHABI	ABU DHABI	UNITED ARAB EMIRATES		AL DHAFRA AIR BASE
DUBAI	JEBEL ALI	UNITED ARAB EMIRATES		DUBAI
DUBAI	JEBEL ALI	UNITED ARAB EMIRATES		JEBEL ALI
DUBAI	JEBEL ALI	UNITED ARAB EMIRATES		SHARJAH
FUJAIRAH	FUJAIRAH	UNITED ARAB EMIRATES		FUJAIRAH
AL MINHAD AIR BASE	AL MINHAD AIR BASE	UNITED ARAB EMIRATES		AL MINHAD AIR BASE
AL MINHAD AIR BASE	AL MINHAD AIR BASE	UNITED ARAB EMIRATES		CAMP REDLEG
COTTESMORE		UNITED KINGDOM		COTTESMORE
COULPORT		UNITED KINGDOM		CLYDE SUB BASE SCOTLAND
COULPORT		UNITED KINGDOM		COULPORT
FELIXSTOWE	FELIXSTOWE	UNITED KINGDOM		BENTWATERS
FELIXSTOWE	FELIXSTOWE	UNITED KINGDOM		IPSWITCH
FELIXSTOWE	FELIXSTOWE	UNITED KINGDOM		FELIXSTOWE
GLOUCESTER		UNITED KINGDOM		GLOUCESTER
HUNTINGDON		UNITED KINGDOM		ALCONBURY
HUNTINGDON		UNITED KINGDOM		HUNTINGDON
HUNTINGDON		UNITED KINGDOM		MOLESWORTH
LAKENHEATH		UNITED KINGDOM		BRANDON SUFFOLK
LAKENHEATH		UNITED KINGDOM		BURY SAINT EDMONDS
LAKENHEATH		UNITED KINGDOM		FELTWELL
LAKENHEATH		UNITED KINGDOM		LAKENHEATH
LAKENHEATH		UNITED KINGDOM		MILDENHALL
LAKENHEATH		UNITED KINGDOM		NEWMARKET
LAKENHEATH		UNITED KINGDOM		RAF FELTWELL
LAKENHEATH		UNITED KINGDOM		RAF LAKENHEATH
LAKENHEATH		UNITED KINGDOM		RAF MILDENHALL
LAKENHEATH		UNITED KINGDOM		RAF NOCTON HALL
LAKENHEATH		UNITED KINGDOM		SUFFOLK
LAKENHEATH		UNITED KINGDOM		THETFORD NORFOLK
LEAMINGTON SPA		UNITED KINGDOM		LEAMINGTON SPA
LEEDS		UNITED KINGDOM		HARROGATE
LEEDS		UNITED KINGDOM		LEEDS
LEEDS		UNITED KINGDOM		MENWITH HILL STATION
LONDON	LONDON	UNITED KINGDOM		LONDON
LONDON	LONDON	UNITED KINGDOM		RUISLIP
MANCHESTER		UNITED KINGDOM		MANCHESTER
MANCHESTER		UNITED KINGDOM		STOCKPORT
NEWPORT SOUTH WALES		UNITED KINGDOM		NEWPORT SOUTH WALES
OXFORD		UNITED KINGDOM		CARTERTON
OXFORD		UNITED KINGDOM		CROUGHTON RAF
OXFORD		UNITED KINGDOM		FAIRFORD
OXFORD		UNITED KINGDOM		KEMBLE
OXFORD		UNITED KINGDOM		LITTLE RISSINGTON

OXFORD		UNITED KINGDOM		OXFORD
OXFORD		UNITED KINGDOM		RAF BARFORD
OXFORD		UNITED KINGDOM		RAF BRIZE NORTON
OXFORD		UNITED KINGDOM		RAF CROUGHTON
OXFORD		UNITED KINGDOM		UPPER HEYFORD
SOUTHAMPTON	SOUTHAMPTON	UNITED KINGDOM		HAVANT
SOUTHAMPTON	SOUTHAMPTON	UNITED KINGDOM		HYPHE
SOUTHAMPTON	SOUTHAMPTON	UNITED KINGDOM		SOUTHAMPTON
ST. MAWGAN		UNITED KINGDOM		SAINT MAWGAN
WITTERING		UNITED KINGDOM		WITTERING
ANNISTON		UNITED STATES	AL	ALEXANDRIA
ANNISTON		UNITED STATES	AL	ANNISTON
ANNISTON		UNITED STATES	AL	BYNUM
ANNISTON		UNITED STATES	AL	CHOCOLOCCO
ANNISTON		UNITED STATES	AL	DE ARMANVILLE
ANNISTON		UNITED STATES	AL	EASTABOGA
ANNISTON		UNITED STATES	AL	WEAVER
BAY MINETTE		UNITED STATES	AL	BAY MINETTE
BAY MINETTE		UNITED STATES	AL	STAPLETON
BAYOU LA BATRE		UNITED STATES	AL	BAYOU LA BATRE
BAYOU LA BATRE		UNITED STATES	AL	THEODORE
BIRMINGHAM		UNITED STATES	AL	ADAMSVILLE
BIRMINGHAM		UNITED STATES	AL	ALTON
BIRMINGHAM		UNITED STATES	AL	BESSEMER
BIRMINGHAM		UNITED STATES	AL	BIRMINGHAM
BIRMINGHAM		UNITED STATES	AL	BROOKSIDE
BIRMINGHAM		UNITED STATES	AL	CARDIFF
BIRMINGHAM		UNITED STATES	AL	DOCENA
BIRMINGHAM		UNITED STATES	AL	DOLOMITE
BIRMINGHAM		UNITED STATES	AL	FAIRFIELD
BIRMINGHAM		UNITED STATES	AL	FULTONDALE
BIRMINGHAM		UNITED STATES	AL	GARDENDALE
BIRMINGHAM		UNITED STATES	AL	GRAYSVILLE
BIRMINGHAM		UNITED STATES	AL	LEEDS
BIRMINGHAM		UNITED STATES	AL	MADISON
BIRMINGHAM		UNITED STATES	AL	MOUNT OLIVE
BIRMINGHAM		UNITED STATES	AL	MULGA
BIRMINGHAM		UNITED STATES	AL	NEW CASTLE
BIRMINGHAM		UNITED STATES	AL	PELHAM
BIRMINGHAM		UNITED STATES	AL	PLEASANT GROVE
BIRMINGHAM		UNITED STATES	AL	SHANNON
BIRMINGHAM		UNITED STATES	AL	TRUSSVILLE
BIRMINGHAM		UNITED STATES	AL	WATSON
COLUMBUS		UNITED STATES	AL	FORT MITCHELL
COLUMBUS		UNITED STATES	AL	PHENIX CITY
COLUMBUS		UNITED STATES	AL	SALEM
COLUMBUS		UNITED STATES	AL	SMITHS
FORT RUCKER		UNITED STATES	AL	ENTERPRISE

FORT RUCKER		UNITED STATES	AL	FORT RUCKER
FORT RUCKER		UNITED STATES	AL	NEW BROCKTON
HUNTSVILLE		UNITED STATES	AL	HUNTSVILLE
TALLADEGA		UNITED STATES	AL	TALLADEGA
MEMPHIS		UNITED STATES	AR	CRAWFORDSVILLE
MEMPHIS		UNITED STATES	AR	DRIVER
MEMPHIS		UNITED STATES	AR	FRENCHMANS BAYOU
MEMPHIS		UNITED STATES	AR	GILMORE
MEMPHIS		UNITED STATES	AR	JOINER
MEMPHIS		UNITED STATES	AR	MARION
MEMPHIS		UNITED STATES	AR	PROCTOR
MEMPHIS		UNITED STATES	AR	TURRELL
MEMPHIS		UNITED STATES	AR	WEST MEMPHIS
PINE BLUFF		UNITED STATES	AR	PINE BLUFF
PINE BLUFF		UNITED STATES	AR	WHITE HALL
RUSSELLVILLE		UNITED STATES	AR	RUSSELLVILLE
SPRINGDALE		UNITED STATES	AR	SPRINGDALE
STUTT GART		UNITED STATES	AR	STUTT GART
PHOENIX		UNITED STATES	AZ	GOODYEAR
PHOENIX		UNITED STATES	AZ	LUKE AIR FORCE BASE
PHOENIX		UNITED STATES	AZ	PHOENIX
PHOENIX		UNITED STATES	AZ	SCOTTSDALE
PHOENIX		UNITED STATES	AZ	TEMPE
PHOENIX		UNITED STATES	AZ	TOLLESON
YUMA		UNITED STATES	AZ	YUMA
ARBUCKLE		UNITED STATES	CA	COLUSA
BARSTOW		UNITED STATES	CA	BARSTOW
BARSTOW		UNITED STATES	CA	YERMO
CONCORD		UNITED STATES	CA	CONCORD
FAIRFIELD		UNITED STATES	CA	FAIRFIELD
FAIRFIELD		UNITED STATES	CA	TRAVIS AIR FORCE BASE
FAIRFIELD		UNITED STATES	CA	VACAVILLE
FAIRFIELD		UNITED STATES	CA	WINTERS
FORT IRWIN		UNITED STATES	CA	FORT IRWIN
FREMONT		UNITED STATES	CA	FREMONT
FREMONT		UNITED STATES	CA	NEWARK
FREMONT		UNITED STATES	CA	SUNOL
FRESNO		UNITED STATES	CA	CARUTHERS
FRESNO		UNITED STATES	CA	CLOVIS
FRESNO		UNITED STATES	CA	DEL REY
FRESNO		UNITED STATES	CA	FOWLER
FRESNO		UNITED STATES	CA	FRESNO
FRESNO		UNITED STATES	CA	FRIANT
FRESNO		UNITED STATES	CA	HELM
FRESNO		UNITED STATES	CA	KERMAN
FRESNO		UNITED STATES	CA	KINGSBURG
FRESNO		UNITED STATES	CA	LATON
FRESNO		UNITED STATES	CA	MADERA

FRESNO		UNITED STATES	CA	PARLIER
FRESNO		UNITED STATES	CA	RAISIN
FRESNO		UNITED STATES	CA	RIVERDALE
FRESNO		UNITED STATES	CA	SAN JOAQUIN
FRESNO		UNITED STATES	CA	SANGER
FRESNO		UNITED STATES	CA	SELMA
GABILAN		UNITED STATES	CA	APTOS
GABILAN		UNITED STATES	CA	AROMAS
GABILAN		UNITED STATES	CA	CAPITOLA
GABILAN		UNITED STATES	CA	CASTROVILLE
GABILAN		UNITED STATES	CA	CHUALAR
GABILAN		UNITED STATES	CA	FREEDOM
GABILAN		UNITED STATES	CA	GILROY
GABILAN		UNITED STATES	CA	GONZALES
GABILAN		UNITED STATES	CA	HOLLISTER
GABILAN		UNITED STATES	CA	MARINA
GABILAN		UNITED STATES	CA	MONTEREY
GABILAN		UNITED STATES	CA	SALINAS
GABILAN		UNITED STATES	CA	SAN JUAN BAUTISTA
GABILAN		UNITED STATES	CA	SEASIDE
GABILAN		UNITED STATES	CA	SOQUEL
GABILAN		UNITED STATES	CA	WATSONVILLE
GRASS VALLEY		UNITED STATES	CA	GRASS VALLEY
GRASS VALLEY		UNITED STATES	CA	ROUGH AND READY
HERLONG		UNITED STATES	CA	HERLONG
LAGUNA BEACH		UNITED STATES	CA	CAMP PENDLETON
LAGUNA BEACH		UNITED STATES	CA	EL TORO
LAGUNA BEACH		UNITED STATES	CA	FALLBROOK
LAGUNA BEACH		UNITED STATES	CA	FOOTHILL RANCH
LAGUNA BEACH		UNITED STATES	CA	LAGUNA BEACH
LAGUNA BEACH		UNITED STATES	CA	LAKE ELSINORE
LAGUNA BEACH		UNITED STATES	CA	LAKE FOREST
LAGUNA BEACH		UNITED STATES	CA	MURRIETA
LAGUNA BEACH		UNITED STATES	CA	SAN CLEMENTE
LAGUNA BEACH		UNITED STATES	CA	SAN JUAN CAPISTRANO
LAGUNA BEACH		UNITED STATES	CA	TEMECULA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	ALHAMBRA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	ALTADENA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	ANAHEIM
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	ARCADIA
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	ARTESIA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	BELL
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	BELLFLOWER
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	BEVERLY HILLS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	BREA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	BUENA PARK
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	BURBANK
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	CALABASAS

LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	CANOGA PARK
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	CANYON COUNTRY
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	CARSON
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	CERRITOS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	CHATSWORTH
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	COMMERCE
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	COMPTON
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	CULVER CITY
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	CYPRESS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	DOWNEY
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	DUARTE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	EL MONTE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	EL SEGUNDO
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	ENCINO
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	FOUNTAIN VALLEY
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	FULLERTON
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	GARDEN GROVE
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	GARDENA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	GLENDALE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	GRANADA HILLS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	HACIENDA HEIGHTS
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	HARBOR CITY
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	HAWAIIAN GARDENS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	HAWTHORNE
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	HERMOSA BEACH
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	HUNTINGTON BEACH
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	HUNTINGTON PARK
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	INGLEWOOD
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	LA CANADA FLINTRIDGE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	LA CRESCENTA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	LA HABRA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	LA MIRADA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	LA PALMA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	LA PUENTE
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	LAKELAND
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	LAKELAND
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	LAWDALE
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	LOMITA
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	LONG BEACH
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	LOS ALAMITOS
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	LOS ANGELES
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	LYNWOOD
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	MANHATTAN BEACH
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	MARINA DEL REY
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	MAYWOOD
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	MIDWAY CITY
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	MISSION HILLS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	MONROVIA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	MONTEBELLO

LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	MONTEREY PARK
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	MONTROSE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	NEWHALL
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	NORTH HILLS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	NORTH HOLLYWOOD
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	NORTHRIDGE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	NORWALK
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	PACIFIC PALISADES
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	PACOIMA
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	PALOS VERDES PENINSULA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	PANORAMA CITY
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	PARAMOUNT
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	PASADENA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	PICO RIVERA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	PLACENTIA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	PLAYA DEL REY
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	REDONDO BEACH
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	RESEDA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	ROSEMEAD
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	ROWLAND HEIGHTS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SAN FERNANDO
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SAN GABRIEL
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SAN MARINO
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	SAN PEDRO
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SANTA ANA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SANTA FE SPRINGS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SANTA MONICA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SEAL BEACH
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SHERMAN OAKS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SIERRA MADRE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SOUTH EL MONTE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SOUTH GATE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SOUTH PASADENA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	STANTON
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	STUDIO CITY
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SUN VALLEY
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SUNLAND
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	SYLMAR
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	TARZANA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	TEMPLE CITY
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	TOPANGA
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	TORRANCE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	TUJUNGA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	VALLEY VILLAGE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	VAN NUYS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	VENICE
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	VERNON
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	WALNUT

LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	WEST COVINA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	WESTMINSTER
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	WHITTIER
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	WILMINGTON
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	WINNETKA
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	WOODLAND HILLS
LOS ANGELES	LOS ANGELES COMM	UNITED STATES	CA	YORBA LINDA
MARYSVILLE		UNITED STATES	CA	BEALE AIR FORCE BASE
MARYSVILLE		UNITED STATES	CA	MARYSVILLE
MARYSVILLE		UNITED STATES	CA	YUBA CITY
MODESTO		UNITED STATES	CA	BALLICO
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	PATTERSON
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
ORLAND		UNITED STATES	CA	ORLAND
POMONA		UNITED STATES	CA	AGOURA HILLS
POMONA		UNITED STATES	CA	ATWOOD
POMONA		UNITED STATES	CA	AZUSA
POMONA		UNITED STATES	CA	BALDWIN PARK
POMONA		UNITED STATES	CA	CITY OF INDUSTRY
POMONA		UNITED STATES	CA	COVINA
POMONA		UNITED STATES	CA	GLENDORA
POMONA		UNITED STATES	CA	GUASTI
POMONA		UNITED STATES	CA	IRWINDALE
POMONA		UNITED STATES	CA	ORANGE
POMONA		UNITED STATES	CA	THORNTON
POMONA		UNITED STATES	CA	VILLA PARK
PORT HUENEME	PORT HUENEME	UNITED STATES	CA	NAVAL BASE VENTURA COUNTY
PORT HUENEME	PORT HUENEME	UNITED STATES	CA	OXNARD
PORT HUENEME	PORT HUENEME	UNITED STATES	CA	PORT HUENEME
PORT HUENEME	PORT HUENEME	UNITED STATES	CA	VENTURA
RIVERSIDE		UNITED STATES	CA	ALTA LOMA
RIVERSIDE		UNITED STATES	CA	CALIMESA
RIVERSIDE		UNITED STATES	CA	CHINO
RIVERSIDE		UNITED STATES	CA	CHINO HILLS
RIVERSIDE		UNITED STATES	CA	CLAREMONT
RIVERSIDE		UNITED STATES	CA	COLTON

RIVERSIDE		UNITED STATES	CA	CORONA
RIVERSIDE		UNITED STATES	CA	DIAMOND BAR
RIVERSIDE		UNITED STATES	CA	FONTANA
RIVERSIDE		UNITED STATES	CA	HIGHLAND
RIVERSIDE		UNITED STATES	CA	HOMELAND
RIVERSIDE		UNITED STATES	CA	LA VERNE
RIVERSIDE		UNITED STATES	CA	LOMA LINDA
RIVERSIDE		UNITED STATES	CA	MENTONE
RIVERSIDE		UNITED STATES	CA	MIRA LOMA
RIVERSIDE		UNITED STATES	CA	MONTCLAIR
RIVERSIDE		UNITED STATES	CA	MORENO VALLEY
RIVERSIDE		UNITED STATES	CA	NORCO
RIVERSIDE		UNITED STATES	CA	NUEVO
RIVERSIDE		UNITED STATES	CA	ONTARIO
RIVERSIDE		UNITED STATES	CA	PERRIS
RIVERSIDE		UNITED STATES	CA	POMONA
RIVERSIDE		UNITED STATES	CA	RANCHO CUCAMONGA
RIVERSIDE		UNITED STATES	CA	REDLANDS
RIVERSIDE		UNITED STATES	CA	RIALTO
RIVERSIDE		UNITED STATES	CA	RIVERSIDE
RIVERSIDE		UNITED STATES	CA	SAN BERNARDINO
RIVERSIDE		UNITED STATES	CA	SAN DIMAS
RIVERSIDE		UNITED STATES	CA	SAN JACINTO
RIVERSIDE		UNITED STATES	CA	SUN CITY
RIVERSIDE		UNITED STATES	CA	UPLAND
RIVERSIDE		UNITED STATES	CA	YUCAIPA
SACRAMENTO		UNITED STATES	CA	BRODERICK
SACRAMENTO		UNITED STATES	CA	CARMICHAEL
SACRAMENTO		UNITED STATES	CA	CITRUS HEIGHTS
SACRAMENTO		UNITED STATES	CA	EL MACERO
SACRAMENTO		UNITED STATES	CA	ELK GROVE
SACRAMENTO		UNITED STATES	CA	ELVERTA
SACRAMENTO		UNITED STATES	CA	FAIR OAKS
SACRAMENTO		UNITED STATES	CA	FOLSOM
SACRAMENTO		UNITED STATES	CA	MATHER
SACRAMENTO		UNITED STATES	CA	MCCLELLAN AIR FORCE BASE
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
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
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	S F EAST BAY	UNITED STATES	CA	ALAMEDA
SAN FRANCISCO	S F EAST BAY	UNITED STATES	CA	ALBANY
SAN FRANCISCO	S F EAST BAY	UNITED STATES	CA	BERKELEY
SAN FRANCISCO	S F WEST BAY	UNITED STATES	CA	BRISBANE
SAN FRANCISCO	S F WEST BAY	UNITED STATES	CA	BURLINGAME
SAN FRANCISCO	S F WEST BAY	UNITED STATES	CA	DALY CITY
SAN FRANCISCO	S F EAST BAY	UNITED STATES	CA	EL CERRITO
SAN FRANCISCO	S F EAST BAY	UNITED STATES	CA	EMERYVILLE
SAN FRANCISCO	S F EAST BAY	UNITED STATES	CA	HAYWARD
SAN FRANCISCO	S F EAST BAY	UNITED STATES	CA	OAKLAND
SAN FRANCISCO	S F EAST BAY	UNITED STATES	CA	RICHMOND
SAN FRANCISCO	S F WEST BAY	UNITED STATES	CA	SAN BRUNO
SAN FRANCISCO	S F WEST BAY	UNITED STATES	CA	SAN FRANCISCO
SAN FRANCISCO	S F EAST BAY	UNITED STATES	CA	SAN LEANDRO
SAN FRANCISCO	S F EAST BAY	UNITED STATES	CA	SAN LORENZO
SAN FRANCISCO	S F EAST BAY	UNITED STATES	CA	SAN PABLO
SAN FRANCISCO	S F WEST BAY	UNITED STATES	CA	SOUTH SAN FRANCISCO
SAN FRANCISCO	S F EAST BAY	UNITED STATES	CA	UNION CITY
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
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
STOCKTON		UNITED STATES	CA	FRENCH CAMP
STOCKTON		UNITED STATES	CA	HOLT
STOCKTON		UNITED STATES	CA	LATHROP
STOCKTON		UNITED STATES	CA	LINDEN
STOCKTON		UNITED STATES	CA	LODI
STOCKTON		UNITED STATES	CA	MANTECA
STOCKTON		UNITED STATES	CA	STOCKTON
STOCKTON		UNITED STATES	CA	TRACY
COLORADO SPRINGS		UNITED STATES	CO	CALHAN
COLORADO SPRINGS		UNITED STATES	CO	CASCADE
COLORADO SPRINGS		UNITED STATES	CO	CHEYENNE MOUNTAIN AIR FORCE BASE
COLORADO SPRINGS		UNITED STATES	CO	COLORADO SPRINGS
COLORADO SPRINGS		UNITED STATES	CO	DIVIDE
COLORADO SPRINGS		UNITED STATES	CO	ELBERT
COLORADO SPRINGS		UNITED STATES	CO	FLORISSANT
COLORADO SPRINGS		UNITED STATES	CO	FORT CARSON
COLORADO SPRINGS		UNITED STATES	CO	FOUNTAIN
COLORADO SPRINGS		UNITED STATES	CO	LARKSPUR
COLORADO SPRINGS		UNITED STATES	CO	MANITOU SPRINGS
COLORADO SPRINGS		UNITED STATES	CO	MONUMENT
COLORADO SPRINGS		UNITED STATES	CO	PALMER LAKE
COLORADO SPRINGS		UNITED STATES	CO	PEYTON
COLORADO SPRINGS		UNITED STATES	CO	PUEBLO
COLORADO SPRINGS		UNITED STATES	CO	UNITED STATES AIR FORCE ACADEMY
COLORADO SPRINGS		UNITED STATES	CO	WOODLAND PARK
COLORADO SPRINGS		UNITED STATES	CO	YODER
DENVER		UNITED STATES	CO	ARVADA
DENVER		UNITED STATES	CO	AURORA
DENVER		UNITED STATES	CO	BRIGHTON
DENVER		UNITED STATES	CO	BROOMFIELD
DENVER		UNITED STATES	CO	COMMERCE CITY
DENVER		UNITED STATES	CO	DENVER
DENVER		UNITED STATES	CO	EASTLAKE

DENVER		UNITED STATES	CO	ENGLEWOOD
DENVER		UNITED STATES	CO	GOLDEN
DENVER		UNITED STATES	CO	HENDERSON
DENVER		UNITED STATES	CO	LAFAYETTE
DENVER		UNITED STATES	CO	LAKEWOOD
DENVER		UNITED STATES	CO	LITTLETON
DENVER		UNITED STATES	CO	LONGMONT
DENVER		UNITED STATES	CO	WESTMINSTER
DENVER		UNITED STATES	CO	WHEAT RIDGE
DAYVILLE		UNITED STATES	CT	ABINGTON
DAYVILLE		UNITED STATES	CT	BALLOUVILLE
DAYVILLE		UNITED STATES	CT	BROOKLYN
DAYVILLE		UNITED STATES	CT	CENTRAL VILLAGE
DAYVILLE		UNITED STATES	CT	DANIELSON
DAYVILLE		UNITED STATES	CT	DAYVILLE
DAYVILLE		UNITED STATES	CT	EAST KILLINGLY
DAYVILLE		UNITED STATES	CT	MOOSUP
DAYVILLE		UNITED STATES	CT	NORTH GROSVENORDALE
DAYVILLE		UNITED STATES	CT	POMFRET
DAYVILLE		UNITED STATES	CT	PUTNAM
DAYVILLE		UNITED STATES	CT	ROGERS
DAYVILLE		UNITED STATES	CT	SOUTH WOODSTOCK
DAYVILLE		UNITED STATES	CT	STERLING
DAYVILLE		UNITED STATES	CT	THOMPSON
DAYVILLE		UNITED STATES	CT	WAUREGAN
DAYVILLE		UNITED STATES	CT	WOODSTOCK
WASHINGTON		UNITED STATES	DC	WASHINGTON
DOVER		UNITED STATES	DE	BRIDGEVILLE
DOVER		UNITED STATES	DE	CAMDEN WYOMING
DOVER		UNITED STATES	DE	DOVER
DOVER		UNITED STATES	DE	DOVER AIR FORCE BASE
DOVER		UNITED STATES	DE	SEAFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	DE	CLAYMONT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	DE	WILMINGTON
FORT MCCOY		UNITED STATES	FL	FORT MCCOY
GAINESVILLE		UNITED STATES	FL	EARLETON
GAINESVILLE		UNITED STATES	FL	GAINESVILLE
GAINESVILLE		UNITED STATES	FL	WALDO
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	ATLANTIC BEACH
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	BRYCEVILLE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	CALLAHAN
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	FERNANDINA BEACH
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	GLEN SAINT MARY
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	GREEN COVE SPRINGS
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	HILLIARD
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	JACKSONVILLE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	LAWTEY
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	MACCLENNY

JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	MIDDLEBURG
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	NEPTUNE BEACH
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	ORANGE PARK
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	PONTE VEDRA BEACH
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	RAIFORD
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	SAINT AUGUSTINE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	STARKE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	YULEE
LAKE WALES		UNITED STATES	FL	LAKE WALES
MELBOURNE	PORT CANAVERAL	UNITED STATES	FL	CAPE CANAVERAL
MELBOURNE	PORT CANAVERAL	UNITED STATES	FL	MELBOURNE
MELBOURNE	PORT CANAVERAL	UNITED STATES	FL	PATRICK AIR FORCE BASE
MELBOURNE	PORT CANAVERAL	UNITED STATES	FL	PORT CANAVERAL
MIAMI	MIAMI ZONE 2	UNITED STATES	FL	DANIA
MIAMI	MIAMI ZONE 2	UNITED STATES	FL	DEERFIELD BEACH
MIAMI	MIAMI ZONE 2	UNITED STATES	FL	FORT LAUDERDALE
MIAMI	MIAMI ZONE 2	UNITED STATES	FL	HALLANDALE
MIAMI	MIAMI ZONE 1	UNITED STATES	FL	HIALEAH
MIAMI	MIAMI ZONE 2	UNITED STATES	FL	HOLLYWOOD
MIAMI	MIAMI ZONE 1	UNITED STATES	FL	HOMESTEAD
MIAMI	MIAMI ZONE 1	UNITED STATES	FL	MIAMI
MIAMI	MIAMI ZONE 2	UNITED STATES	FL	POMPANO BEACH
ORLANDO		UNITED STATES	FL	ALTAMONTE SPRINGS
ORLANDO		UNITED STATES	FL	APOPKA
ORLANDO		UNITED STATES	FL	ASTATULA
ORLANDO		UNITED STATES	FL	CASSELBERRY
ORLANDO		UNITED STATES	FL	CLERMONT
ORLANDO		UNITED STATES	FL	GOLDENROD
ORLANDO		UNITED STATES	FL	GOHA
ORLANDO		UNITED STATES	FL	HOWEY IN THE HILLS
ORLANDO		UNITED STATES	FL	KILLARNEY
ORLANDO		UNITED STATES	FL	KISSIMMEE
ORLANDO		UNITED STATES	FL	LAKE MARY
ORLANDO		UNITED STATES	FL	LAKE MONROE
ORLANDO		UNITED STATES	FL	LONGWOOD
ORLANDO		UNITED STATES	FL	MAITLAND
ORLANDO		UNITED STATES	FL	MONTVERDE
ORLANDO		UNITED STATES	FL	MOUNT DORA
ORLANDO		UNITED STATES	FL	OAKLAND
ORLANDO		UNITED STATES	FL	OCOE
ORLANDO		UNITED STATES	FL	ORLANDO
ORLANDO		UNITED STATES	FL	OVIDO
ORLANDO		UNITED STATES	FL	PLYMOUTH
ORLANDO		UNITED STATES	FL	SANFORD
ORLANDO		UNITED STATES	FL	TAVARES
ORLANDO		UNITED STATES	FL	WINDERMERE
ORLANDO		UNITED STATES	FL	WINTER GARDEN
ORLANDO		UNITED STATES	FL	WINTER PARK

ORLANDO		UNITED STATES	FL	WINTER SPRINGS
ORLANDO		UNITED STATES	FL	YALAHA
ORLANDO		UNITED STATES	FL	ZELLWOOD
PENSACOLA		UNITED STATES	FL	EGLIN AIR FORCE BASE
PENSACOLA		UNITED STATES	FL	HURLBURT FIELD
PENSACOLA		UNITED STATES	FL	PENSACOLA
TAMPA		UNITED STATES	FL	BALM
TAMPA		UNITED STATES	FL	BAY PINES
TAMPA		UNITED STATES	FL	BRADENTON
TAMPA		UNITED STATES	FL	BRANDON
TAMPA		UNITED STATES	FL	CLEARWATER
TAMPA		UNITED STATES	FL	CLEARWATER BEACH
TAMPA		UNITED STATES	FL	CRYSTAL BEACH
TAMPA		UNITED STATES	FL	DOVER
TAMPA		UNITED STATES	FL	DUNEDIN
TAMPA		UNITED STATES	FL	GIBSONTON
TAMPA		UNITED STATES	FL	LAND O LAKES
TAMPA		UNITED STATES	FL	LARGO
TAMPA		UNITED STATES	FL	LUTZ
TAMPA		UNITED STATES	FL	MANGO
TAMPA		UNITED STATES	FL	ODESSA
TAMPA		UNITED STATES	FL	OLDSMAR
TAMPA		UNITED STATES	FL	OZONA
TAMPA		UNITED STATES	FL	PALM HARBOR
TAMPA		UNITED STATES	FL	PLANT CITY
TAMPA		UNITED STATES	FL	RIVERVIEW
TAMPA		UNITED STATES	FL	RUSKIN
TAMPA		UNITED STATES	FL	SAFETY HARBOR
TAMPA		UNITED STATES	FL	SAINT PETERSBURG
TAMPA		UNITED STATES	FL	SEFFNER
TAMPA		UNITED STATES	FL	SUN CITY
TAMPA		UNITED STATES	FL	SYDNEY
TAMPA		UNITED STATES	FL	TAMPA
TAMPA		UNITED STATES	FL	THONOTOSASSA
TAMPA		UNITED STATES	FL	VALRICO
TYNDALL AFB		UNITED STATES	FL	PANAMA CITY
TYNDALL AFB		UNITED STATES	FL	SUNNYSIDE
TYNDALL AFB		UNITED STATES	FL	TYNDALL AIR FORCE BASE
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
ATLANTA		UNITED STATES	GA	ALPHARETTA
ATLANTA		UNITED STATES	GA	ATLANTA
ATLANTA		UNITED STATES	GA	AUSTELL
ATLANTA		UNITED STATES	GA	AVONDALE ESTATES
ATLANTA		UNITED STATES	GA	CLARKSTON
ATLANTA		UNITED STATES	GA	COLLEGE PARK
ATLANTA		UNITED STATES	GA	CONLEY
ATLANTA		UNITED STATES	GA	DECATUR
ATLANTA		UNITED STATES	GA	DOUGLASVILLE
ATLANTA		UNITED STATES	GA	DULUTH
ATLANTA		UNITED STATES	GA	ELLENWOOD
ATLANTA		UNITED STATES	GA	FAIRBURN
ATLANTA		UNITED STATES	GA	FOREST PARK
ATLANTA		UNITED STATES	GA	LAWRENCEVILLE
ATLANTA		UNITED STATES	GA	LILBURN
ATLANTA		UNITED STATES	GA	LITHIA SPRINGS
ATLANTA		UNITED STATES	GA	MABLETON
ATLANTA		UNITED STATES	GA	MARIETTA
ATLANTA		UNITED STATES	GA	MORROW
ATLANTA		UNITED STATES	GA	NORCROSS
ATLANTA		UNITED STATES	GA	PALMETTO
ATLANTA		UNITED STATES	GA	REX
ATLANTA		UNITED STATES	GA	RIVERDALE
ATLANTA		UNITED STATES	GA	ROSWELL
ATLANTA		UNITED STATES	GA	SCOTTDALE
ATLANTA		UNITED STATES	GA	SMYRNA
ATLANTA		UNITED STATES	GA	STONE MOUNTAIN
ATLANTA		UNITED STATES	GA	SUWANEE
ATLANTA		UNITED STATES	GA	TUCKER
ATLANTA		UNITED STATES	GA	UNION CITY
AUGUSTA		UNITED STATES	GA	AUGUSTA
AUGUSTA		UNITED STATES	GA	EVANS
AUGUSTA		UNITED STATES	GA	FORT GORDON
AUGUSTA		UNITED STATES	GA	GROVETOWN
BLUE RIDGE		UNITED STATES	GA	BLUE RIDGE
COLUMBUS		UNITED STATES	GA	CATAULA
COLUMBUS		UNITED STATES	GA	COLUMBUS
COLUMBUS		UNITED STATES	GA	FORT BENNING
COLUMBUS		UNITED STATES	GA	FORTSON
COLUMBUS		UNITED STATES	GA	MIDLAND
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

DUBLIN		UNITED STATES	GA	DUBLIN
GAINESVILLE		UNITED STATES	GA	GAINESVILLE
GAINESVILLE		UNITED STATES	GA	PENDERGRASS
JACKSONVILLE	JACKSONVILLE	UNITED STATES	GA	SAINT GEORGE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	GA	SAINT MARYS
MACON		UNITED STATES	GA	FORT VALLEY
MACON		UNITED STATES	GA	MACON
MACON		UNITED STATES	GA	ROBINS AIR FORCE BASE
MACON		UNITED STATES	GA	UNADILLA
MACON		UNITED STATES	GA	WARNER ROBINS
ROME		UNITED STATES	GA	CALHOUN
ROME		UNITED STATES	GA	CARTERSVILLE
ROME		UNITED STATES	GA	CEDARTOWN
ROME		UNITED STATES	GA	ROME
SAVANNAH	SAVANNAH	UNITED STATES	GA	BLOOMINGDALE
SAVANNAH	SAVANNAH	UNITED STATES	GA	FORT STEWART
SAVANNAH	SAVANNAH	UNITED STATES	GA	POOLER
SAVANNAH	SAVANNAH	UNITED STATES	GA	RICHMOND HILL
SAVANNAH	SAVANNAH	UNITED STATES	GA	SAVANNAH
VALDOSTA		UNITED STATES	GA	VALDOSTA
CEDAR RAPIDS		UNITED STATES	IA	CEDAR RAPIDS
CEDAR RAPIDS		UNITED STATES	IA	ELY
CEDAR RAPIDS		UNITED STATES	IA	FAIRFAX
CEDAR RAPIDS		UNITED STATES	IA	HIAWATHA
CEDAR RAPIDS		UNITED STATES	IA	MARION
CEDAR RAPIDS		UNITED STATES	IA	ROBINS
CEDAR RAPIDS		UNITED STATES	IA	SWISHER
CEDAR RAPIDS		UNITED STATES	IA	TODDVILLE
DENISON		UNITED STATES	IA	ARION
DENISON		UNITED STATES	IA	DENISON
DENISON		UNITED STATES	IA	DOW CITY
DENISON		UNITED STATES	IA	SCHLESWIG
DENISON		UNITED STATES	IA	VAIL
JOHNSTON		UNITED STATES	IA	JOHNSTON
LAURENS		UNITED STATES	IA	LAURENS
OMAHA		UNITED STATES	IA	CARTER LAKE
OMAHA		UNITED STATES	IA	COUNCIL BLUFFS
OMAHA		UNITED STATES	IA	CRESCENT
OMAHA		UNITED STATES	IA	HONEY CREEK
QUAD CITIES		UNITED STATES	IA	BETTENDORF
QUAD CITIES		UNITED STATES	IA	BLUE GRASS
QUAD CITIES		UNITED STATES	IA	BUFFALO
QUAD CITIES		UNITED STATES	IA	DAVENPORT
QUAD CITIES		UNITED STATES	IA	DONAHUE
QUAD CITIES		UNITED STATES	IA	ELDRIDGE
QUAD CITIES		UNITED STATES	IA	LE CLAIRE
QUAD CITIES		UNITED STATES	IA	LONG GROVE
QUAD CITIES		UNITED STATES	IA	MC CAUSLAND

QUAD CITIES		UNITED STATES	IA	MONTPELIER
QUAD CITIES		UNITED STATES	IA	PLEASANT VALLEY
QUAD CITIES		UNITED STATES	IA	PRINCETON
QUAD CITIES		UNITED STATES	IA	STOCKTON
QUAD CITIES		UNITED STATES	IA	WALCOTT
SIOUX CITY		UNITED STATES	IA	SIOUX CITY
STORM LAKE		UNITED STATES	IA	STORM LAKE
BOISE		UNITED STATES	ID	BOISE
BOISE		UNITED STATES	ID	EAGLE
BOISE		UNITED STATES	ID	KUNA
BOISE		UNITED STATES	ID	MERIDIAN
BURLEY		UNITED STATES	ID	BURLEY
BURLEY		UNITED STATES	ID	HEYBURN
CALDWELL		UNITED STATES	ID	CALDWELL
CALDWELL		UNITED STATES	ID	GREENLEAF
CALDWELL		UNITED STATES	ID	HOMEDALE
CALDWELL		UNITED STATES	ID	HUSTON
CALDWELL		UNITED STATES	ID	MARSING
CALDWELL		UNITED STATES	ID	MOSCOW
CALDWELL		UNITED STATES	ID	NAMPA
CALDWELL		UNITED STATES	ID	NOTUS
CALDWELL		UNITED STATES	ID	PARMA
CALDWELL		UNITED STATES	ID	STAR
CALDWELL		UNITED STATES	ID	WILDER
IDAHO FALLS		UNITED STATES	ID	IDAHO FALLS
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	AURORA
CHICAGO		UNITED STATES	IL	BARRINGTON
CHICAGO		UNITED STATES	IL	BARTLETT
CHICAGO		UNITED STATES	IL	BELLWOOD
CHICAGO		UNITED STATES	IL	BENSENVILLE
CHICAGO		UNITED STATES	IL	BERKELEY
CHICAGO		UNITED STATES	IL	BERWYN
CHICAGO		UNITED STATES	IL	BLOOMINGDALE
CHICAGO		UNITED STATES	IL	BLUE ISLAND
CHICAGO		UNITED STATES	IL	BOLINGBROOK
CHICAGO		UNITED STATES	IL	BRIDGEVIEW
CHICAGO		UNITED STATES	IL	BROOKFIELD
CHICAGO		UNITED STATES	IL	BUFFALO GROVE
CHICAGO		UNITED STATES	IL	BURBANK
CHICAGO		UNITED STATES	IL	CALUMET CITY
CHICAGO		UNITED STATES	IL	CAROL STREAM
CHICAGO		UNITED STATES	IL	CARPENTERSVILLE
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	IL	DEERFIELD
CHICAGO		UNITED STATES	IL	DES PLAINES
CHICAGO		UNITED STATES	IL	DOLTON
CHICAGO		UNITED STATES	IL	DOWNERS GROVE
CHICAGO		UNITED STATES	IL	ELGIN
CHICAGO		UNITED STATES	IL	ELK GROVE VILLAGE
CHICAGO		UNITED STATES	IL	ELMHURST
CHICAGO		UNITED STATES	IL	EVANSTON
CHICAGO		UNITED STATES	IL	EVERGREEN PARK
CHICAGO		UNITED STATES	IL	FLOSSMOOR
CHICAGO		UNITED STATES	IL	FOREST PARK
CHICAGO		UNITED STATES	IL	FORT SHERIDAN
CHICAGO		UNITED STATES	IL	FOX LAKE
CHICAGO		UNITED STATES	IL	FOX RIVER GROVE
CHICAGO		UNITED STATES	IL	FRANKFORT
CHICAGO		UNITED STATES	IL	FRANKLIN PARK
CHICAGO		UNITED STATES	IL	GLEN ELLYN
CHICAGO		UNITED STATES	IL	GLENCOE
CHICAGO		UNITED STATES	IL	GLENDALE HEIGHTS
CHICAGO		UNITED STATES	IL	GLENVIEW
CHICAGO		UNITED STATES	IL	GLENWOOD
CHICAGO		UNITED STATES	IL	GRAYSLAKE
CHICAGO		UNITED STATES	IL	GREAT LAKES
CHICAGO		UNITED STATES	IL	GURNEE
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	IL	HOMETOWN
CHICAGO		UNITED STATES	IL	HOMEWOOD
CHICAGO		UNITED STATES	IL	INGLESIDE
CHICAGO		UNITED STATES	IL	ISLAND LAKE
CHICAGO		UNITED STATES	IL	ITASCA
CHICAGO		UNITED STATES	IL	JOLIET
CHICAGO		UNITED STATES	IL	JUSTICE
CHICAGO		UNITED STATES	IL	KENILWORTH
CHICAGO		UNITED STATES	IL	LA GRANGE
CHICAGO		UNITED STATES	IL	LAKE BLUFF
CHICAGO		UNITED STATES	IL	LAKE FOREST

CHICAGO		UNITED STATES	IL	LAKE VILLA
CHICAGO		UNITED STATES	IL	LAKE ZURICH
CHICAGO		UNITED STATES	IL	LANSING
CHICAGO		UNITED STATES	IL	LEMONT
CHICAGO		UNITED STATES	IL	LIBERTYVILLE
CHICAGO		UNITED STATES	IL	LINCOLNSHIRE
CHICAGO		UNITED STATES	IL	LISLE
CHICAGO		UNITED STATES	IL	LOCKPORT
CHICAGO		UNITED STATES	IL	LOMBARD
CHICAGO		UNITED STATES	IL	LYONS
CHICAGO		UNITED STATES	IL	MATTESON
CHICAGO		UNITED STATES	IL	MAYWOOD
CHICAGO		UNITED STATES	IL	MCCOOK
CHICAGO		UNITED STATES	IL	MEDINAH
CHICAGO		UNITED STATES	IL	MELROSE PARK
CHICAGO		UNITED STATES	IL	MIDLOTHIAN
CHICAGO		UNITED STATES	IL	MOKENA
CHICAGO		UNITED STATES	IL	MONEE
CHICAGO		UNITED STATES	IL	MONTGOMERY
CHICAGO		UNITED STATES	IL	MORTON GROVE
CHICAGO		UNITED STATES	IL	MOUNT PROSPECT
CHICAGO		UNITED STATES	IL	MUNDELEIN
CHICAGO		UNITED STATES	IL	NAPERVILLE
CHICAGO		UNITED STATES	IL	NEW LENOX
CHICAGO		UNITED STATES	IL	NORTH CHICAGO
CHICAGO		UNITED STATES	IL	NORTHBROOK
CHICAGO		UNITED STATES	IL	OAK FOREST
CHICAGO		UNITED STATES	IL	OAK LAWN
CHICAGO		UNITED STATES	IL	OAK PARK
CHICAGO		UNITED STATES	IL	OLYMPIA FIELDS
CHICAGO		UNITED STATES	IL	ORLAND PARK
CHICAGO		UNITED STATES	IL	OSWEGO
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	PLAINFIELD
CHICAGO		UNITED STATES	IL	POSEN
CHICAGO		UNITED STATES	IL	PROSPECT HEIGHTS
CHICAGO		UNITED STATES	IL	RIGHTON 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	ROMEOVILLE
CHICAGO		UNITED STATES	IL	ROSELLE
CHICAGO		UNITED STATES	IL	ROUND LAKE
CHICAGO		UNITED STATES	IL	SCHAUMBURG
CHICAGO		UNITED STATES	IL	SCHILLER PARK
CHICAGO		UNITED STATES	IL	SKOKIE
CHICAGO		UNITED STATES	IL	SOUTH ELGIN
CHICAGO		UNITED STATES	IL	SOUTH HOLLAND
CHICAGO		UNITED STATES	IL	STEGER
CHICAGO		UNITED STATES	IL	STONE PARK
CHICAGO		UNITED STATES	IL	STREAMWOOD
CHICAGO		UNITED STATES	IL	SUMMIT ARGO
CHICAGO		UNITED STATES	IL	TECHNY
CHICAGO		UNITED STATES	IL	THORNTON
CHICAGO		UNITED STATES	IL	TINLEY PARK
CHICAGO		UNITED STATES	IL	VERNON HILLS
CHICAGO		UNITED STATES	IL	VILLA PARK
CHICAGO		UNITED STATES	IL	WADSWORTH
CHICAGO		UNITED STATES	IL	WARRENVILLE
CHICAGO		UNITED STATES	IL	WAUCONDA
CHICAGO		UNITED STATES	IL	WAUKEGAN
CHICAGO		UNITED STATES	IL	WEST CHICAGO
CHICAGO		UNITED STATES	IL	WESTCHESTER
CHICAGO		UNITED STATES	IL	WESTERN SPRINGS
CHICAGO		UNITED STATES	IL	WESTMONT
CHICAGO		UNITED STATES	IL	WHEATON
CHICAGO		UNITED STATES	IL	WHEELING
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
KANKAKEE		UNITED STATES	IL	KANKAKEE
QUAD CITIES		UNITED STATES	IL	ANDALUSIA
QUAD CITIES		UNITED STATES	IL	ANDOVER
QUAD CITIES		UNITED STATES	IL	BARSTOW
QUAD CITIES		UNITED STATES	IL	CARBON CLIFF
QUAD CITIES		UNITED STATES	IL	COAL VALLEY
QUAD CITIES		UNITED STATES	IL	COLONA
QUAD CITIES		UNITED STATES	IL	CORDOVA
QUAD CITIES		UNITED STATES	IL	GENESEO
QUAD CITIES		UNITED STATES	IL	HAMPTON
QUAD CITIES		UNITED STATES	IL	HILLSDALE
QUAD CITIES		UNITED STATES	IL	LYNN CENTER
QUAD CITIES		UNITED STATES	IL	MATHERVILLE

QUAD CITIES		UNITED STATES	IL	MILAN
QUAD CITIES		UNITED STATES	IL	MOLINE
QUAD CITIES		UNITED STATES	IL	ORION
QUAD CITIES		UNITED STATES	IL	OSCO
QUAD CITIES		UNITED STATES	IL	PORT BYRON
QUAD CITIES		UNITED STATES	IL	PREEMPTION
QUAD CITIES		UNITED STATES	IL	RAPIDS CITY
QUAD CITIES		UNITED STATES	IL	REYNOLDS
QUAD CITIES		UNITED STATES	IL	ROCK ISLAND
QUAD CITIES		UNITED STATES	IL	SHERRARD
QUAD CITIES		UNITED STATES	IL	SILVIS
QUAD CITIES		UNITED STATES	IL	TAYLOR RIDGE
ROCKFORD		UNITED STATES	IL	BELVIDERE
ROCKFORD		UNITED STATES	IL	DE KALB
ROCKFORD		UNITED STATES	IL	GENOA
ROCKFORD		UNITED STATES	IL	ROCHELLE
ROCKFORD		UNITED STATES	IL	ROCKFORD
ROCKFORD		UNITED STATES	IL	SYCAMORE
SPRINGFIELD		UNITED STATES	IL	SPRINGFIELD
ST LOUIS		UNITED STATES	IL	ALTON
ST LOUIS		UNITED STATES	IL	BELLEVILLE
ST LOUIS		UNITED STATES	IL	BETHALTO
ST LOUIS		UNITED STATES	IL	CASEYVILLE
ST LOUIS		UNITED STATES	IL	COLLINSVILLE
ST LOUIS		UNITED STATES	IL	COLUMBIA
ST LOUIS		UNITED STATES	IL	COTTAGE HILLS
ST LOUIS		UNITED STATES	IL	DUPO
ST LOUIS		UNITED STATES	IL	EAST ALTON
ST LOUIS		UNITED STATES	IL	EAST CARONDELET
ST LOUIS		UNITED STATES	IL	EAST SAINT LOUIS
ST LOUIS		UNITED STATES	IL	EDWARDSVILLE
ST LOUIS		UNITED STATES	IL	FAIRVIEW HEIGHTS
ST LOUIS		UNITED STATES	IL	GLEN CARBON
ST LOUIS		UNITED STATES	IL	GRANITE CITY
ST LOUIS		UNITED STATES	IL	HARTFORD
ST LOUIS		UNITED STATES	IL	MADISON
ST LOUIS		UNITED STATES	IL	MILLSTADT
ST LOUIS		UNITED STATES	IL	ROXANA
ST LOUIS		UNITED STATES	IL	VENICE
ST LOUIS		UNITED STATES	IL	WOOD RIVER
CHICAGO		UNITED STATES	IN	CEDAR LAKE
CHICAGO		UNITED STATES	IN	CROWN POINT
CHICAGO		UNITED STATES	IN	DYER
CHICAGO		UNITED STATES	IN	EAST CHICAGO
CHICAGO		UNITED STATES	IN	GARY
CHICAGO		UNITED STATES	IN	GRIFFITH
CHICAGO		UNITED STATES	IN	HAMMOND
CHICAGO		UNITED STATES	IN	HOBART

CHICAGO		UNITED STATES	IN	MERRILLVILLE
CHICAGO		UNITED STATES	IN	MUNSTER
CHICAGO		UNITED STATES	IN	SAINT JOHN
CHICAGO		UNITED STATES	IN	SCHERERVILLE
CHICAGO		UNITED STATES	IN	WHITING
CORYDON		UNITED STATES	IN	CENTRAL
CORYDON		UNITED STATES	IN	CORYDON
CORYDON		UNITED STATES	IN	CRANDALL
CORYDON		UNITED STATES	IN	DEPAUW
CORYDON		UNITED STATES	IN	MARENGO
CORYDON		UNITED STATES	IN	NEW MIDDLETOWN
CORYDON		UNITED STATES	IN	NEW SALISBURY
CORYDON		UNITED STATES	IN	RAMSEY
CRANE		UNITED STATES	IN	CRANE
EVANSVILLE		UNITED STATES	IN	EVANSVILLE
FERDINAND		UNITED STATES	IN	FERDINAND
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
LOUISVILLE		UNITED STATES	IN	ELIZABETH
LOUISVILLE		UNITED STATES	IN	JEFFERSONVILLE
LOUISVILLE		UNITED STATES	IN	LANESVILLE
LOUISVILLE		UNITED STATES	IN	NEW ALBANY
LOUISVILLE		UNITED STATES	IN	SELLERSBURG
SOUTH BEND		UNITED STATES	IN	MISHAWAKA
SOUTH BEND		UNITED STATES	IN	SOUTH BEND
FORT RILEY		UNITED STATES	KS	FORT RILEY
FORT RILEY		UNITED STATES	KS	JUNCTION CITY
FORT RILEY		UNITED STATES	KS	MANHATTAN
FORT RILEY		UNITED STATES	KS	OGDEN
KANSAS CITY		UNITED STATES	KS	BASEHOR
KANSAS CITY		UNITED STATES	KS	BONNER SPRINGS
KANSAS CITY		UNITED STATES	KS	FORT LEAVENWORTH
KANSAS CITY		UNITED STATES	KS	KANSAS CITY
KANSAS CITY		UNITED STATES	KS	LANSING
KANSAS CITY		UNITED STATES	KS	LEAVENWORTH
KANSAS CITY		UNITED STATES	KS	LINWOOD
KANSAS CITY		UNITED STATES	KS	OLATHE
KANSAS CITY		UNITED STATES	KS	SHAWNEE MISSION
KANSAS CITY		UNITED STATES	KS	SPRING HILL
KANSAS CITY		UNITED STATES	KS	STILWELL

SALINA		UNITED STATES	KS	SALINA
CINCINNATI		UNITED STATES	KY	BELLEVUE
CINCINNATI		UNITED STATES	KY	COVINGTON
CINCINNATI		UNITED STATES	KY	DAYTON
CINCINNATI		UNITED STATES	KY	ERLANGER
CINCINNATI		UNITED STATES	KY	FLORENCE
CINCINNATI		UNITED STATES	KY	FORT MITCHELL
CINCINNATI		UNITED STATES	KY	FORT THOMAS
CINCINNATI		UNITED STATES	KY	HEBRON
CINCINNATI		UNITED STATES	KY	LATONIA
CINCINNATI		UNITED STATES	KY	MELBOURNE
CINCINNATI		UNITED STATES	KY	NEWPORT
CINCINNATI		UNITED STATES	KY	SILVER GROVE
FORT CAMPBELL		UNITED STATES	KY	FORT CAMPBELL
FORT CAMPBELL		UNITED STATES	KY	LA FAYETTE
LEXINGTON		UNITED STATES	KY	GEORGETOWN
LEXINGTON		UNITED STATES	KY	KEENE
LEXINGTON		UNITED STATES	KY	LEXINGTON
LEXINGTON		UNITED STATES	KY	MIDWAY
LEXINGTON		UNITED STATES	KY	NICHOLASVILLE
LEXINGTON		UNITED STATES	KY	RICHMOND
LEXINGTON		UNITED STATES	KY	VERSAILLES
LOUISVILLE		UNITED STATES	KY	BARDSTOWN
LOUISVILLE		UNITED STATES	KY	BROOKS
LOUISVILLE		UNITED STATES	KY	CLERMONT
LOUISVILLE		UNITED STATES	KY	CRESTWOOD
LOUISVILLE		UNITED STATES	KY	FAIRDALE
LOUISVILLE		UNITED STATES	KY	FINCHVILLE
LOUISVILLE		UNITED STATES	KY	FISHERVILLE
LOUISVILLE		UNITED STATES	KY	FORT KNOX
LOUISVILLE		UNITED STATES	KY	LEBANON JUNCTION
LOUISVILLE		UNITED STATES	KY	LOUISVILLE
LOUISVILLE		UNITED STATES	KY	MOUNT WASHINGTON
LOUISVILLE		UNITED STATES	KY	PROSPECT
LOUISVILLE		UNITED STATES	KY	RADCLIFF
LOUISVILLE		UNITED STATES	KY	SHEPHERDSVILLE
LOUISVILLE		UNITED STATES	KY	SIMPSONVILLE
LOUISVILLE		UNITED STATES	KY	WEST POINT
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
LAFAYETTE		UNITED STATES	LA	LAFAYETTE
LAKE CHARLES	LAKE CHARLES	UNITED STATES	LA	LAKE CHARLES
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	AMA
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	ARABI
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	CHALMETTE
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	DESTREHAN

NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	GRETNA
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	HARVEY
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	KENNER
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	LULING
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	MARRERO
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	MERAUX
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	METAIRIE
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	NEW ORLEANS
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	SAINT ROSE
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	VIOLET
NEW ORLEANS	NEW ORLEANS	UNITED STATES	LA	WESTWEGO
SHREVEPORT		UNITED STATES	LA	BARKSDALE AIR FORCE BASE
SHREVEPORT		UNITED STATES	LA	SHREVEPORT
BOSTON	BOSTON	UNITED STATES	MA	ABINGTON
BOSTON	BOSTON	UNITED STATES	MA	ALLSTON
BOSTON	BOSTON	UNITED STATES	MA	ARLINGTON
BOSTON	BOSTON	UNITED STATES	MA	AUBURNDALE
BOSTON	BOSTON	UNITED STATES	MA	AVON
BOSTON	BOSTON	UNITED STATES	MA	BEDFORD
BOSTON	BOSTON	UNITED STATES	MA	BELMONT
BOSTON	BOSTON	UNITED STATES	MA	BEVERLY
BOSTON	BOSTON	UNITED STATES	MA	BOSTON
BOSTON	BOSTON	UNITED STATES	MA	BRAINTREE
BOSTON	BOSTON	UNITED STATES	MA	BRIGHTON
BOSTON	BOSTON	UNITED STATES	MA	BROCKTON
BOSTON	BOSTON	UNITED STATES	MA	BROOKLINE
BOSTON	BOSTON	UNITED STATES	MA	BURLINGTON
BOSTON	BOSTON	UNITED STATES	MA	CAMBRIDGE
BOSTON	BOSTON	UNITED STATES	MA	CANTON
BOSTON	BOSTON	UNITED STATES	MA	CHARLESTOWN
BOSTON	BOSTON	UNITED STATES	MA	CHELSEA
BOSTON	BOSTON	UNITED STATES	MA	CHESTNUT HILL
BOSTON	BOSTON	UNITED STATES	MA	COHASSET
BOSTON	BOSTON	UNITED STATES	MA	CONCORD
BOSTON	BOSTON	UNITED STATES	MA	DANVERS
BOSTON	BOSTON	UNITED STATES	MA	DEDHAM
BOSTON	BOSTON	UNITED STATES	MA	DORCHESTER
BOSTON	BOSTON	UNITED STATES	MA	DOVER
BOSTON	BOSTON	UNITED STATES	MA	EAST WALPOLE
BOSTON	BOSTON	UNITED STATES	MA	EVERETT
BOSTON	BOSTON	UNITED STATES	MA	HANOVER
BOSTON	BOSTON	UNITED STATES	MA	HINGHAM
BOSTON	BOSTON	UNITED STATES	MA	HOLBROOK
BOSTON	BOSTON	UNITED STATES	MA	HULL
BOSTON	BOSTON	UNITED STATES	MA	HYDE PARK
BOSTON	BOSTON	UNITED STATES	MA	JAMAICA PLAIN
BOSTON	BOSTON	UNITED STATES	MA	LEXINGTON
BOSTON	BOSTON	UNITED STATES	MA	LINCOLN

BOSTON	BOSTON	UNITED STATES	MA	LYNN
BOSTON	BOSTON	UNITED STATES	MA	LYNNFIELD
BOSTON	BOSTON	UNITED STATES	MA	MALDEN
BOSTON	BOSTON	UNITED STATES	MA	MARBLEHEAD
BOSTON	BOSTON	UNITED STATES	MA	MATTAPAN
BOSTON	BOSTON	UNITED STATES	MA	MEDFIELD
BOSTON	BOSTON	UNITED STATES	MA	MEDFORD
BOSTON	BOSTON	UNITED STATES	MA	MELROSE
BOSTON	BOSTON	UNITED STATES	MA	MIDDLETON
BOSTON	BOSTON	UNITED STATES	MA	MILLIS
BOSTON	BOSTON	UNITED STATES	MA	MILTON
BOSTON	BOSTON	UNITED STATES	MA	NAHANT
BOSTON	BOSTON	UNITED STATES	MA	NATICK
BOSTON	BOSTON	UNITED STATES	MA	NEEDHAM
BOSTON	BOSTON	UNITED STATES	MA	NEWTON
BOSTON	BOSTON	UNITED STATES	MA	NORFOLK
BOSTON	BOSTON	UNITED STATES	MA	NORTH EASTON
BOSTON	BOSTON	UNITED STATES	MA	NORTH READING
BOSTON	BOSTON	UNITED STATES	MA	NORWELL
BOSTON	BOSTON	UNITED STATES	MA	NORWOOD
BOSTON	BOSTON	UNITED STATES	MA	PEABODY
BOSTON	BOSTON	UNITED STATES	MA	QUINCY
BOSTON	BOSTON	UNITED STATES	MA	RANDOLPH
BOSTON	BOSTON	UNITED STATES	MA	READING
BOSTON	BOSTON	UNITED STATES	MA	REVERE
BOSTON	BOSTON	UNITED STATES	MA	ROCKLAND
BOSTON	BOSTON	UNITED STATES	MA	ROSLINDALE
BOSTON	BOSTON	UNITED STATES	MA	ROXBURY
BOSTON	BOSTON	UNITED STATES	MA	SALEM
BOSTON	BOSTON	UNITED STATES	MA	SAUGUS
BOSTON	BOSTON	UNITED STATES	MA	SCITUATE
BOSTON	BOSTON	UNITED STATES	MA	SHARON
BOSTON	BOSTON	UNITED STATES	MA	SHERBORN
BOSTON	BOSTON	UNITED STATES	MA	SOMERVILLE
BOSTON	BOSTON	UNITED STATES	MA	SOUTH WALPOLE
BOSTON	BOSTON	UNITED STATES	MA	STONEHAM
BOSTON	BOSTON	UNITED STATES	MA	STOUGHTON
BOSTON	BOSTON	UNITED STATES	MA	SWAMPSCOTT
BOSTON	BOSTON	UNITED STATES	MA	WABAN
BOSTON	BOSTON	UNITED STATES	MA	WAKEFIELD
BOSTON	BOSTON	UNITED STATES	MA	WALPOLE
BOSTON	BOSTON	UNITED STATES	MA	WALTHAM
BOSTON	BOSTON	UNITED STATES	MA	WATERTOWN
BOSTON	BOSTON	UNITED STATES	MA	WAYLAND
BOSTON	BOSTON	UNITED STATES	MA	WELLESLEY
BOSTON	BOSTON	UNITED STATES	MA	WENHAM
BOSTON	BOSTON	UNITED STATES	MA	WEST ROXBURY
BOSTON	BOSTON	UNITED STATES	MA	WESTON

BOSTON	BOSTON	UNITED STATES	MA	WESTWOOD
BOSTON	BOSTON	UNITED STATES	MA	WEYMOUTH
BOSTON	BOSTON	UNITED STATES	MA	WHITMAN
BOSTON	BOSTON	UNITED STATES	MA	WILMINGTON
BOSTON	BOSTON	UNITED STATES	MA	WINCHESTER
BOSTON	BOSTON	UNITED STATES	MA	WINTHROP
BOSTON	BOSTON	UNITED STATES	MA	WOBBURN
NEW BEDFORD		UNITED STATES	MA	NEW BEDFORD
PROVIDENCE		UNITED STATES	MA	ATTLEBORO
PROVIDENCE		UNITED STATES	MA	RAYNHAM
PROVIDENCE		UNITED STATES	MA	TAUNTON
WESTBORO		UNITED STATES	MA	FAYVILLE
WESTBORO		UNITED STATES	MA	GRAFTON
WESTBORO		UNITED STATES	MA	HOPKINTON
WESTBORO		UNITED STATES	MA	NORTH GRAFTON
WESTBORO		UNITED STATES	MA	NORTHBOROUGH
WESTBORO		UNITED STATES	MA	SHREWSBURY
WESTBORO		UNITED STATES	MA	SOUTHBOROUGH
WESTBORO		UNITED STATES	MA	UPTON
WESTBORO		UNITED STATES	MA	WESTBOROUGH
WESTBORO		UNITED STATES	MA	WORCESTER
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
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 TIMONIUM
BALTIMORE	BALTIMORE	UNITED STATES	MD	MARRIOTTSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	MILLERSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	OWINGS MILLS
BALTIMORE	BALTIMORE	UNITED STATES	MD	PASADENA
BALTIMORE	BALTIMORE	UNITED STATES	MD	PERRY HALL
BALTIMORE	BALTIMORE	UNITED STATES	MD	PHOENIX
BALTIMORE	BALTIMORE	UNITED STATES	MD	RANDALLSTOWN
BALTIMORE	BALTIMORE	UNITED STATES	MD	REISTERSTOWN
BALTIMORE	BALTIMORE	UNITED STATES	MD	ROSDALE
BALTIMORE	BALTIMORE	UNITED STATES	MD	SAVAGE
BALTIMORE	BALTIMORE	UNITED STATES	MD	SEVERN
BALTIMORE	BALTIMORE	UNITED STATES	MD	SEVERNA PARK
BALTIMORE	BALTIMORE	UNITED STATES	MD	SPARKS GLENCOE
BALTIMORE	BALTIMORE	UNITED STATES	MD	UPPER FALLS
BALTIMORE	BALTIMORE	UNITED STATES	MD	WEST FRIENDSHIP
BALTIMORE	BALTIMORE	UNITED STATES	MD	WHITE MARSH
BALTIMORE	BALTIMORE	UNITED STATES	MD	WOODSTOCK
BALTIMORE	BALTIMORE	UNITED STATES	MD	ELK RIDGE
POCOMOKE CITY		UNITED STATES	MD	BETHLEHEM
POCOMOKE CITY		UNITED STATES	MD	FEDERALSBURG
POCOMOKE CITY		UNITED STATES	MD	HURLOCK
POCOMOKE CITY		UNITED STATES	MD	POCOMOKE CITY
POCOMOKE CITY		UNITED STATES	MD	PRESTON
POCOMOKE CITY		UNITED STATES	MD	RHODESDALE
SOLOMONS		UNITED STATES	MD	PATUXENT RIVER
SOLOMONS		UNITED STATES	MD	SOLOMONS
WASHINGTON		UNITED STATES	MD	ANDREWS AIR FORCE BASE
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
WASHINGTON		UNITED STATES	MD	BRENTWOOD
WASHINGTON		UNITED STATES	MD	BURTONSVILLE
WASHINGTON		UNITED STATES	MD	CABIN JOHN
WASHINGTON		UNITED STATES	MD	CAPITOL HEIGHTS
WASHINGTON		UNITED STATES	MD	CHELTENHAM
WASHINGTON		UNITED STATES	MD	CHEVY CHASE
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	MD	FORT WASHINGTON
WASHINGTON		UNITED STATES	MD	FULTON

WASHINGTON		UNITED STATES	MD	GAMBRILLS
WASHINGTON		UNITED STATES	MD	GLEN ECHO
WASHINGTON		UNITED STATES	MD	GLENN DALE
WASHINGTON		UNITED STATES	MD	GREENBELT
WASHINGTON		UNITED STATES	MD	HYATTSVILLE
WASHINGTON		UNITED STATES	MD	KENSINGTON
WASHINGTON		UNITED STATES	MD	LANHAM
WASHINGTON		UNITED STATES	MD	LAUREL
WASHINGTON		UNITED STATES	MD	MOUNT RAINIER
WASHINGTON		UNITED STATES	MD	ODENTON
WASHINGTON		UNITED STATES	MD	OXON HILL
WASHINGTON		UNITED STATES	MD	POTOMAC
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	MD	SUITLAND
WASHINGTON		UNITED STATES	MD	TAKOMA PARK
WASHINGTON		UNITED STATES	MD	TEMPLE HILLS
WASHINGTON		UNITED STATES	MD	UPPER MARLBORO
FORT KENT		UNITED STATES	ME	FORT KENT
LIMESTONE		UNITED STATES	ME	EASTON
LIMESTONE		UNITED STATES	ME	LIMESTONE
PORTLAND		UNITED STATES	ME	PORTLAND
CADILLAC		UNITED STATES	MI	CADILLAC
CADILLAC		UNITED STATES	MI	MANTON
COLOMA		UNITED STATES	MI	BENTON HARBOR
COLOMA		UNITED STATES	MI	COLOMA
COLOMA		UNITED STATES	MI	COVERT
COLOMA		UNITED STATES	MI	HAGAR SHORES
COLOMA		UNITED STATES	MI	HARTFORD
COLOMA		UNITED STATES	MI	WATERVLIT
DETROIT		UNITED STATES	MI	ALLEN PARK
DETROIT		UNITED STATES	MI	AUBURN HILLS
DETROIT		UNITED STATES	MI	BELLEVILLE
DETROIT		UNITED STATES	MI	BERKLEY
DETROIT		UNITED STATES	MI	BIRMINGHAM
DETROIT		UNITED STATES	MI	BLOOMFIELD HILLS
DETROIT		UNITED STATES	MI	CANTON
DETROIT		UNITED STATES	MI	CARLETON
DETROIT		UNITED STATES	MI	CENTER LINE
DETROIT		UNITED STATES	MI	CLAWSON
DETROIT		UNITED STATES	MI	CLINTON
DETROIT		UNITED STATES	MI	DEARBORN
DETROIT		UNITED STATES	MI	DEARBORN HEIGHTS
DETROIT		UNITED STATES	MI	DETROIT
DETROIT		UNITED STATES	MI	EASTPONTE

DETROIT		UNITED STATES	MI	ECORSE
DETROIT		UNITED STATES	MI	FARMINGTON
DETROIT		UNITED STATES	MI	FERNDALE
DETROIT		UNITED STATES	MI	FLAT ROCK
DETROIT		UNITED STATES	MI	FRANKLIN
DETROIT		UNITED STATES	MI	FRASER
DETROIT		UNITED STATES	MI	GARDEN CITY
DETROIT		UNITED STATES	MI	GROSSE ILE
DETROIT		UNITED STATES	MI	GROSSE POINTE
DETROIT		UNITED STATES	MI	HARPER WOODS
DETROIT		UNITED STATES	MI	HARRISON TOWNSHIP
DETROIT		UNITED STATES	MI	HAZEL PARK
DETROIT		UNITED STATES	MI	HUNTINGTON WOODS
DETROIT		UNITED STATES	MI	INKSTER
DETROIT		UNITED STATES	MI	KEEGO HARBOR
DETROIT		UNITED STATES	MI	LINCOLN PARK
DETROIT		UNITED STATES	MI	LIVONIA
DETROIT		UNITED STATES	MI	MACOMB
DETROIT		UNITED STATES	MI	MADISON HEIGHTS
DETROIT		UNITED STATES	MI	MELVINDALE
DETROIT		UNITED STATES	MI	MOUNT CLEMENS
DETROIT		UNITED STATES	MI	NEW BOSTON
DETROIT		UNITED STATES	MI	NORTHVILLE
DETROIT		UNITED STATES	MI	NOVI
DETROIT		UNITED STATES	MI	OAK PARK
DETROIT		UNITED STATES	MI	PLEASANT RIDGE
DETROIT		UNITED STATES	MI	PLYMOUTH
DETROIT		UNITED STATES	MI	PONTIAC
DETROIT		UNITED STATES	MI	REDFORD
DETROIT		UNITED STATES	MI	RIVER ROUGE
DETROIT		UNITED STATES	MI	ROCHESTER
DETROIT		UNITED STATES	MI	ROCKWOOD
DETROIT		UNITED STATES	MI	ROMULUS
DETROIT		UNITED STATES	MI	ROSEVILLE
DETROIT		UNITED STATES	MI	ROYAL OAK
DETROIT		UNITED STATES	MI	SAINT CLAIR SHORES
DETROIT		UNITED STATES	MI	SOUTH ROCKWOOD
DETROIT		UNITED STATES	MI	SOUTHFIELD
DETROIT		UNITED STATES	MI	SOUTHGATE
DETROIT		UNITED STATES	MI	STERLING HEIGHTS
DETROIT		UNITED STATES	MI	TAYLOR
DETROIT		UNITED STATES	MI	TRENTON
DETROIT		UNITED STATES	MI	TROY
DETROIT		UNITED STATES	MI	UTICA
DETROIT		UNITED STATES	MI	WALLED LAKE
DETROIT		UNITED STATES	MI	WARREN
DETROIT		UNITED STATES	MI	WATERFORD
DETROIT		UNITED STATES	MI	WAYNE

DETROIT		UNITED STATES	MI	WEST BLOOMFIELD
DETROIT		UNITED STATES	MI	WESTLAND
DETROIT		UNITED STATES	MI	WIXOM
DETROIT		UNITED STATES	MI	WYANDOTTE
DETROIT		UNITED STATES	MI	YPSILANTI
GRAND RAPIDS		UNITED STATES	MI	ADA
GRAND RAPIDS		UNITED STATES	MI	ALLENDALE
GRAND RAPIDS		UNITED STATES	MI	BELMONT
GRAND RAPIDS		UNITED STATES	MI	BYRON CENTER
GRAND RAPIDS		UNITED STATES	MI	COMSTOCK PARK
GRAND RAPIDS		UNITED STATES	MI	COOPERSVILLE
GRAND RAPIDS		UNITED STATES	MI	GRAND HAVEN
GRAND RAPIDS		UNITED STATES	MI	GRAND RAPIDS
GRAND RAPIDS		UNITED STATES	MI	GRANDVILLE
GRAND RAPIDS		UNITED STATES	MI	HOLLAND
GRAND RAPIDS		UNITED STATES	MI	HUDSONVILLE
GRAND RAPIDS		UNITED STATES	MI	JENISON
GRAND RAPIDS		UNITED STATES	MI	MARNE
GRAND RAPIDS		UNITED STATES	MI	WEST OLIVE
GRAND RAPIDS		UNITED STATES	MI	ZEELAND
TRAVERSE CITY		UNITED STATES	MI	ELK RAPIDS
TRAVERSE CITY		UNITED STATES	MI	TRAVERSE CITY
LAKEVILLE		UNITED STATES	MN	ELKO
LAKEVILLE		UNITED STATES	MN	FARMINGTON
LAKEVILLE		UNITED STATES	MN	LAKEVILLE
LAKEVILLE		UNITED STATES	MN	NEW MARKET
LAKEVILLE		UNITED STATES	MN	PRIOR LAKE
LAKEVILLE		UNITED STATES	MN	ROSEMOUNT
MINNEAPOLIS		UNITED STATES	MN	BURNSVILLE
MINNEAPOLIS		UNITED STATES	MN	CHAMPLIN
MINNEAPOLIS		UNITED STATES	MN	CIRCLE PINES
MINNEAPOLIS		UNITED STATES	MN	EDEN PRAIRIE
MINNEAPOLIS		UNITED STATES	MN	GAYLORD
MINNEAPOLIS		UNITED STATES	MN	HOPKINS
MINNEAPOLIS		UNITED STATES	MN	MENDOTA
MINNEAPOLIS		UNITED STATES	MN	MINNEAPOLIS
MINNEAPOLIS		UNITED STATES	MN	MONTICELLO
MINNEAPOLIS		UNITED STATES	MN	OSSEO
MINNEAPOLIS		UNITED STATES	MN	SAINT PAUL
MINNEAPOLIS		UNITED STATES	MN	SAVAGE
MINNEAPOLIS		UNITED STATES	MN	SOUTH SAINT PAUL
MINNEAPOLIS		UNITED STATES	MN	WAYZATA
PERHAM		UNITED STATES	MN	PERHAM
ROCHESTER		UNITED STATES	MN	OWATONNA
ROCHESTER		UNITED STATES	MN	PLAINVIEW
ROCHESTER		UNITED STATES	MN	ROCHESTER
BONNE TERRE		UNITED STATES	MO	BONNE TERRE
KANSAS CITY		UNITED STATES	MO	BELTON

KANSAS CITY		UNITED STATES	MO	BLUE 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	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	MO	KEARNEY
KANSAS CITY		UNITED STATES	MO	LEES SUMMIT
KANSAS CITY		UNITED STATES	MO	LIBERTY
KANSAS CITY		UNITED STATES	MO	OAK GROVE
KANSAS CITY		UNITED STATES	MO	PLATTE CITY
KANSAS CITY		UNITED STATES	MO	RAYMORE
KANSAS CITY		UNITED STATES	MO	SIBLEY
KANSAS CITY		UNITED STATES	MO	SMITHVILLE
KANSAS CITY		UNITED STATES	MO	TRIMBLE
ST LOUIS		UNITED STATES	MO	ARNOLD
ST LOUIS		UNITED STATES	MO	BALLWIN
ST LOUIS		UNITED STATES	MO	BRIDGETON
ST LOUIS		UNITED STATES	MO	CHESTERFIELD
ST LOUIS		UNITED STATES	MO	EARTH CITY
ST LOUIS		UNITED STATES	MO	FENTON
ST LOUIS		UNITED STATES	MO	FLORISSANT
ST LOUIS		UNITED STATES	MO	HAZELWOOD
ST LOUIS		UNITED STATES	MO	HIGH RIDGE
ST LOUIS		UNITED STATES	MO	MARYLAND HEIGHTS
ST LOUIS		UNITED STATES	MO	SAINT ANN
ST LOUIS		UNITED STATES	MO	SAINT LOUIS
ST LOUIS		UNITED STATES	MO	VALLEY PARK
ST LOUIS		UNITED STATES	MO	WEST ALTON
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	HOUSTON
CALHOUN CITY		UNITED STATES	MS	PITTSBORO
CALHOUN CITY		UNITED STATES	MS	SLATE SPRING
CALHOUN CITY		UNITED STATES	MS	VARDAMAN
GULFPORT	GULFPORT	UNITED STATES	MS	BAY SAINT LOUIS
GULFPORT	GULFPORT	UNITED STATES	MS	BILOXI
GULFPORT	GULFPORT	UNITED STATES	MS	GULFPORT
GULFPORT	GULFPORT	UNITED STATES	MS	LONG BEACH
HATTIESBURG		UNITED STATES	MS	BEAUMONT
HATTIESBURG		UNITED STATES	MS	BROOKLYN

HATTIESBURG		UNITED STATES	MS	HATTIESBURG
HATTIESBURG		UNITED STATES	MS	WIGGINS
HAZELHURST		UNITED STATES	MS	HAZLEHURST
LELAND		UNITED STATES	MS	GREENVILLE
LELAND		UNITED STATES	MS	LELAND
MEMPHIS		UNITED STATES	MS	BYHALIA
MEMPHIS		UNITED STATES	MS	HERNANDO
MEMPHIS		UNITED STATES	MS	HORN LAKE
MEMPHIS		UNITED STATES	MS	LAKE CORMORANT
MEMPHIS		UNITED STATES	MS	NESBIT
MEMPHIS		UNITED STATES	MS	OLIVE BRANCH
MEMPHIS		UNITED STATES	MS	SOUTHAVEN
MEMPHIS		UNITED STATES	MS	WALLS
NEW ALBANY		UNITED STATES	MS	BLUE MOUNTAIN
NEW ALBANY		UNITED STATES	MS	MYRTLE
NEW ALBANY		UNITED STATES	MS	NEW ALBANY
PICAYUNE		UNITED STATES	MS	PICAYUNE
TUPELO		UNITED STATES	MS	PONTOTOC
TUPELO		UNITED STATES	MS	TUPELO
TUPELO		UNITED STATES	MS	VERONA
WEST POINT		UNITED STATES	MS	WEST POINT
ASHEBORO		UNITED STATES	NC	ASHEBORO
ASHEBORO		UNITED STATES	NC	CEDAR FALLS
ASHEBORO		UNITED STATES	NC	FRANKLINVILLE
ASHEBORO		UNITED STATES	NC	RANDLEMAN
CAMP LEJEUNE		UNITED STATES	NC	CAMP LEJEUNE
CAMP LEJEUNE		UNITED STATES	NC	JACKSONVILLE
CHARLOTTE		UNITED STATES	NC	CHARLOTTE
CHARLOTTE		UNITED STATES	NC	CONCORD
CHARLOTTE		UNITED STATES	NC	MONROE
DURHAM		UNITED STATES	NC	APEX
DURHAM		UNITED STATES	NC	BYNUM
DURHAM		UNITED STATES	NC	CARY
DURHAM		UNITED STATES	NC	CHAPEL HILL
DURHAM		UNITED STATES	NC	DURHAM
DURHAM		UNITED STATES	NC	GARNER
DURHAM		UNITED STATES	NC	KNIGHTDALE
DURHAM		UNITED STATES	NC	MORRISVILLE
DURHAM		UNITED STATES	NC	RALEIGH
FAYETTEVILLE		UNITED STATES	NC	DUNN
FAYETTEVILLE		UNITED STATES	NC	FAYETTEVILLE
FAYETTEVILLE		UNITED STATES	NC	FORT BRAGG
FAYETTEVILLE		UNITED STATES	NC	LILLINGTON
FAYETTEVILLE		UNITED STATES	NC	POPE AIR FORCE BASE
FAYETTEVILLE		UNITED STATES	NC	SANFORD
FAYETTEVILLE		UNITED STATES	NC	SPRING LAKE
FAYETTEVILLE		UNITED STATES	NC	VASS
HICKORY		UNITED STATES	NC	BOOMER

HICKORY		UNITED STATES	NC	CATAWBA
HICKORY		UNITED STATES	NC	CLAREMONT
HICKORY		UNITED STATES	NC	COLLETTSVILLE
HICKORY		UNITED STATES	NC	CONNELLYS SPRINGS
HICKORY		UNITED STATES	NC	CONOVER
HICKORY		UNITED STATES	NC	GRANITE FALLS
HICKORY		UNITED STATES	NC	HARMONY
HICKORY		UNITED STATES	NC	HICKORY
HICKORY		UNITED STATES	NC	HIDDENITE
HICKORY		UNITED STATES	NC	HUDSON
HICKORY		UNITED STATES	NC	LENOIR
HICKORY		UNITED STATES	NC	MAIDEN
HICKORY		UNITED STATES	NC	MORAVIAN FALLS
HICKORY		UNITED STATES	NC	NEWTON
HICKORY		UNITED STATES	NC	OLIN
HICKORY		UNITED STATES	NC	SHERRILLS FORD
HICKORY		UNITED STATES	NC	STATESVILLE
HICKORY		UNITED STATES	NC	STONY POINT
HICKORY		UNITED STATES	NC	TAYLORSVILLE
HICKORY		UNITED STATES	NC	TERRELL
HICKORY		UNITED STATES	NC	TROUTMAN
HICKORY		UNITED STATES	NC	UNION GROVE
HICKORY		UNITED STATES	NC	VALDESE
HIGH POINT		UNITED STATES	NC	GREENSBORO
HIGH POINT		UNITED STATES	NC	HIGH POINT
HIGH POINT		UNITED STATES	NC	JAMESTOWN
HIGH POINT		UNITED STATES	NC	LEXINGTON
HIGH POINT		UNITED STATES	NC	LINWOOD
HIGH POINT		UNITED STATES	NC	SALISBURY
HIGH POINT		UNITED STATES	NC	SOPHIA
HIGH POINT		UNITED STATES	NC	SPENCER
HIGH POINT		UNITED STATES	NC	THOMASVILLE
HIGH POINT		UNITED STATES	NC	TRINITY
LUMBERTON		UNITED STATES	NC	LUMBERTON
MOREHEAD CITY		UNITED STATES	NC	ATLANTIC BEACH
MOREHEAD CITY		UNITED STATES	NC	BEAUFORT
MOREHEAD CITY		UNITED STATES	NC	CHERRY POINT
MOREHEAD CITY		UNITED STATES	NC	GLOUCESTER
MOREHEAD CITY		UNITED STATES	NC	HARKERS ISLAND
MOREHEAD CITY		UNITED STATES	NC	HAVELOCK
MOREHEAD CITY		UNITED STATES	NC	MARSHALLBERG
MOREHEAD CITY		UNITED STATES	NC	MOREHEAD CITY
MOREHEAD CITY		UNITED STATES	NC	NEWPORT
MOREHEAD CITY		UNITED STATES	NC	SALTER PATH
MOREHEAD CITY		UNITED STATES	NC	SMYRNA
MOREHEAD CITY		UNITED STATES	NC	WILLISTON
REIDSVILLE		UNITED STATES	NC	EDEN
REIDSVILLE		UNITED STATES	NC	REIDSVILLE

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
FARGO		UNITED STATES	ND	FARGO
OMAHA		UNITED STATES	NE	ARLINGTON
OMAHA		UNITED STATES	NE	BELLEVUE
OMAHA		UNITED STATES	NE	BENNINGTON
OMAHA		UNITED STATES	NE	ELKHORN
OMAHA		UNITED STATES	NE	FORT CALHOUN
OMAHA		UNITED STATES	NE	LAVISTA
OMAHA		UNITED STATES	NE	OMAHA
OMAHA		UNITED STATES	NE	PAPILLION
OMAHA		UNITED STATES	NE	RICHFIELD
OMAHA		UNITED STATES	NE	SPRINGFIELD
WAKEFIELD		UNITED STATES	NE	WAKEFIELD
LISBON		UNITED STATES	NH	LISBON
SALEM		UNITED STATES	NH	MANCHESTER
SALEM		UNITED STATES	NH	NASHUA
SALEM		UNITED STATES	NH	SALEM
FORT DIX		UNITED STATES	NJ	JOINT BASE MCGUIRE DIX LAKEHURST
NEW YORK	NEW YORK	UNITED STATES	NJ	ALLENDALE
NEW YORK	NEW YORK	UNITED STATES	NJ	ALLENHURST
NEW YORK	NEW YORK	UNITED STATES	NJ	ALPINE
NEW YORK	NEW YORK	UNITED STATES	NJ	ASBURY PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	ATLANTIC HIGHLANDS
NEW YORK	NEW YORK	UNITED STATES	NJ	AVENEL
NEW YORK	NEW YORK	UNITED STATES	NJ	BASKING RIDGE
NEW YORK	NEW YORK	UNITED STATES	NJ	BAYONNE
NEW YORK	NEW YORK	UNITED STATES	NJ	BEDMINSTER
NEW YORK	NEW YORK	UNITED STATES	NJ	BELFORD
NEW YORK	NEW YORK	UNITED STATES	NJ	BELLE MEAD
NEW YORK	NEW YORK	UNITED STATES	NJ	BELLEVILLE
NEW YORK	NEW YORK	UNITED STATES	NJ	BERGENFIELD
NEW YORK	NEW YORK	UNITED STATES	NJ	BERKELEY HEIGHTS
NEW YORK	NEW YORK	UNITED STATES	NJ	BERNARDSVILLE
NEW YORK	NEW YORK	UNITED STATES	NJ	BLOOMFIELD
NEW YORK	NEW YORK	UNITED STATES	NJ	BOGOTA
NEW YORK	NEW YORK	UNITED STATES	NJ	BOONTON
NEW YORK	NEW YORK	UNITED STATES	NJ	BOUND BROOK

NEW YORK	NEW YORK	UNITED STATES	NJ	BRIDGEWATER
NEW YORK	NEW YORK	UNITED STATES	NJ	BUDD LAKE
NEW YORK	NEW YORK	UNITED STATES	NJ	BUTLER
NEW YORK	NEW YORK	UNITED STATES	NJ	CALDWELL
NEW YORK	NEW YORK	UNITED STATES	NJ	CARLSTADT
NEW YORK	NEW YORK	UNITED STATES	NJ	CARTERET
NEW YORK	NEW YORK	UNITED STATES	NJ	CEDAR GROVE
NEW YORK	NEW YORK	UNITED STATES	NJ	CEDAR KNOLLS
NEW YORK	NEW YORK	UNITED STATES	NJ	CHATHAM
NEW YORK	NEW YORK	UNITED STATES	NJ	CHESTER
NEW YORK	NEW YORK	UNITED STATES	NJ	CLARK
NEW YORK	NEW YORK	UNITED STATES	NJ	CLIFFSIDE PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	CLIFFWOOD
NEW YORK	NEW YORK	UNITED STATES	NJ	CLIFTON
NEW YORK	NEW YORK	UNITED STATES	NJ	CLOSTER
NEW YORK	NEW YORK	UNITED STATES	NJ	COLONIA
NEW YORK	NEW YORK	UNITED STATES	NJ	COLTS NECK
NEW YORK	NEW YORK	UNITED STATES	NJ	CRANFORD
NEW YORK	NEW YORK	UNITED STATES	NJ	CRESSKILL
NEW YORK	NEW YORK	UNITED STATES	NJ	DAYTON
NEW YORK	NEW YORK	UNITED STATES	NJ	DEAL
NEW YORK	NEW YORK	UNITED STATES	NJ	DEMAREST
NEW YORK	NEW YORK	UNITED STATES	NJ	DENVILLE
NEW YORK	NEW YORK	UNITED STATES	NJ	DOVER
NEW YORK	NEW YORK	UNITED STATES	NJ	DUMONT
NEW YORK	NEW YORK	UNITED STATES	NJ	DUNELLEN
NEW YORK	NEW YORK	UNITED STATES	NJ	EAST BRUNSWICK
NEW YORK	NEW YORK	UNITED STATES	NJ	EAST HANOVER
NEW YORK	NEW YORK	UNITED STATES	NJ	EAST ORANGE
NEW YORK	NEW YORK	UNITED STATES	NJ	EAST RUTHERFORD
NEW YORK	NEW YORK	UNITED STATES	NJ	EATONTOWN
NEW YORK	NEW YORK	UNITED STATES	NJ	EDGEWATER
NEW YORK	NEW YORK	UNITED STATES	NJ	EDISON
NEW YORK	NEW YORK	UNITED STATES	NJ	ELIZABETH
NEW YORK	NEW YORK	UNITED STATES	NJ	ELMWOOD PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	EMERSON
NEW YORK	NEW YORK	UNITED STATES	NJ	ENGLEWOOD
NEW YORK	NEW YORK	UNITED STATES	NJ	ENGLEWOOD CLIFFS
NEW YORK	NEW YORK	UNITED STATES	NJ	ENGLISHTOWN
NEW YORK	NEW YORK	UNITED STATES	NJ	ESSEX FELLS
NEW YORK	NEW YORK	UNITED STATES	NJ	FAIR HAVEN
NEW YORK	NEW YORK	UNITED STATES	NJ	FAIR LAWN
NEW YORK	NEW YORK	UNITED STATES	NJ	FAIRFIELD
NEW YORK	NEW YORK	UNITED STATES	NJ	FAIRVIEW
NEW YORK	NEW YORK	UNITED STATES	NJ	FANWOOD
NEW YORK	NEW YORK	UNITED STATES	NJ	FAR HILLS
NEW YORK	NEW YORK	UNITED STATES	NJ	FLANDERS
NEW YORK	NEW YORK	UNITED STATES	NJ	FLORHAM PARK

NEW YORK	NEW YORK	UNITED STATES	NJ	FORDS
NEW YORK	NEW YORK	UNITED STATES	NJ	FORT LEE
NEW YORK	NEW YORK	UNITED STATES	NJ	FORT MONMOUTH
NEW YORK	NEW YORK	UNITED STATES	NJ	FRANKLIN PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	GARFIELD
NEW YORK	NEW YORK	UNITED STATES	NJ	GARWOOD
NEW YORK	NEW YORK	UNITED STATES	NJ	GILLETTE
NEW YORK	NEW YORK	UNITED STATES	NJ	GLADSTONE
NEW YORK	NEW YORK	UNITED STATES	NJ	GLEN RIDGE
NEW YORK	NEW YORK	UNITED STATES	NJ	GLEN ROCK
NEW YORK	NEW YORK	UNITED STATES	NJ	GREEN VILLAGE
NEW YORK	NEW YORK	UNITED STATES	NJ	HACKENSACK
NEW YORK	NEW YORK	UNITED STATES	NJ	HALEDON
NEW YORK	NEW YORK	UNITED STATES	NJ	HARRINGTON PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	HARRISON
NEW YORK	NEW YORK	UNITED STATES	NJ	HASBROUCK HEIGHTS
NEW YORK	NEW YORK	UNITED STATES	NJ	HAWORTH
NEW YORK	NEW YORK	UNITED STATES	NJ	HAWTHORNE
NEW YORK	NEW YORK	UNITED STATES	NJ	HAZLET
NEW YORK	NEW YORK	UNITED STATES	NJ	HELMETTA
NEW YORK	NEW YORK	UNITED STATES	NJ	HIGHLAND PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	HIGHLANDS
NEW YORK	NEW YORK	UNITED STATES	NJ	HILLSDALE
NEW YORK	NEW YORK	UNITED STATES	NJ	HILLSIDE
NEW YORK	NEW YORK	UNITED STATES	NJ	HO HO KUS
NEW YORK	NEW YORK	UNITED STATES	NJ	HOBOKEN
NEW YORK	NEW YORK	UNITED STATES	NJ	HOLMDEL
NEW YORK	NEW YORK	UNITED STATES	NJ	HOPATCONG
NEW YORK	NEW YORK	UNITED STATES	NJ	IRVINGTON
NEW YORK	NEW YORK	UNITED STATES	NJ	ISELIN
NEW YORK	NEW YORK	UNITED STATES	NJ	JAMESBURG
NEW YORK	NEW YORK	UNITED STATES	NJ	JERSEY CITY
NEW YORK	NEW YORK	UNITED STATES	NJ	KEANSBURG
NEW YORK	NEW YORK	UNITED STATES	NJ	KEARNY
NEW YORK	NEW YORK	UNITED STATES	NJ	KEASBEY
NEW YORK	NEW YORK	UNITED STATES	NJ	KENDALL PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	KENILWORTH
NEW YORK	NEW YORK	UNITED STATES	NJ	KENVIL
NEW YORK	NEW YORK	UNITED STATES	NJ	KEYPORT
NEW YORK	NEW YORK	UNITED STATES	NJ	KINGSTON
NEW YORK	NEW YORK	UNITED STATES	NJ	LAKE HIAWATHA
NEW YORK	NEW YORK	UNITED STATES	NJ	LAKE HOPATCONG
NEW YORK	NEW YORK	UNITED STATES	NJ	LANDING
NEW YORK	NEW YORK	UNITED STATES	NJ	LEDGEWOOD
NEW YORK	NEW YORK	UNITED STATES	NJ	LEONARDO
NEW YORK	NEW YORK	UNITED STATES	NJ	LEONIA
NEW YORK	NEW YORK	UNITED STATES	NJ	LINCOLN PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	LINCROFT

NEW YORK	NEW YORK	UNITED STATES	NJ	LINDEN
NEW YORK	NEW YORK	UNITED STATES	NJ	LITTLE FALLS
NEW YORK	NEW YORK	UNITED STATES	NJ	LITTLE FERRY
NEW YORK	NEW YORK	UNITED STATES	NJ	LITTLE SILVER
NEW YORK	NEW YORK	UNITED STATES	NJ	LIVINGSTON
NEW YORK	NEW YORK	UNITED STATES	NJ	LODI
NEW YORK	NEW YORK	UNITED STATES	NJ	LONG BRANCH
NEW YORK	NEW YORK	UNITED STATES	NJ	LONG VALLEY
NEW YORK	NEW YORK	UNITED STATES	NJ	LYNDHURST
NEW YORK	NEW YORK	UNITED STATES	NJ	MADISON
NEW YORK	NEW YORK	UNITED STATES	NJ	MANVILLE
NEW YORK	NEW YORK	UNITED STATES	NJ	MAPLEWOOD
NEW YORK	NEW YORK	UNITED STATES	NJ	MARLBORO
NEW YORK	NEW YORK	UNITED STATES	NJ	MARTINSVILLE
NEW YORK	NEW YORK	UNITED STATES	NJ	MATAWAN
NEW YORK	NEW YORK	UNITED STATES	NJ	MAYWOOD
NEW YORK	NEW YORK	UNITED STATES	NJ	MENDHAM
NEW YORK	NEW YORK	UNITED STATES	NJ	METUCHEN
NEW YORK	NEW YORK	UNITED STATES	NJ	MIDDLESEX
NEW YORK	NEW YORK	UNITED STATES	NJ	MIDDLETOWN
NEW YORK	NEW YORK	UNITED STATES	NJ	MIDLAND PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	MILLBURN
NEW YORK	NEW YORK	UNITED STATES	NJ	MILLINGTON
NEW YORK	NEW YORK	UNITED STATES	NJ	MILLTOWN
NEW YORK	NEW YORK	UNITED STATES	NJ	MONMOUTH BEACH
NEW YORK	NEW YORK	UNITED STATES	NJ	MONMOUTH JUNCTION
NEW YORK	NEW YORK	UNITED STATES	NJ	MONTCLAIR
NEW YORK	NEW YORK	UNITED STATES	NJ	MONTVALE
NEW YORK	NEW YORK	UNITED STATES	NJ	MONTVILLE
NEW YORK	NEW YORK	UNITED STATES	NJ	MOONACHIE
NEW YORK	NEW YORK	UNITED STATES	NJ	MORGANVILLE
NEW YORK	NEW YORK	UNITED STATES	NJ	MORRIS PLAINS
NEW YORK	NEW YORK	UNITED STATES	NJ	MORRISTOWN
NEW YORK	NEW YORK	UNITED STATES	NJ	MOUNT ARLINGTON
NEW YORK	NEW YORK	UNITED STATES	NJ	MOUNTAIN LAKES
NEW YORK	NEW YORK	UNITED STATES	NJ	MOUNTAINSIDE
NEW YORK	NEW YORK	UNITED STATES	NJ	NEPTUNE
NEW YORK	NEW YORK	UNITED STATES	NJ	NESHANIC STATION
NEW YORK	NEW YORK	UNITED STATES	NJ	NETCONG
NEW YORK	NEW YORK	UNITED STATES	NJ	NEW BRUNSWICK
NEW YORK	NEW YORK	UNITED STATES	NJ	NEW MILFORD
NEW YORK	NEW YORK	UNITED STATES	NJ	NEW PROVIDENCE
NEW YORK	NEW YORK	UNITED STATES	NJ	NEW VERNON
NEW YORK	NEW YORK	UNITED STATES	NJ	NEWARK
NEW YORK	NEW YORK	UNITED STATES	NJ	NORTH ARLINGTON
NEW YORK	NEW YORK	UNITED STATES	NJ	NORTH BERGEN
NEW YORK	NEW YORK	UNITED STATES	NJ	NORTH BRUNSWICK
NEW YORK	NEW YORK	UNITED STATES	NJ	NORTHVALE

NEW YORK	NEW YORK	UNITED STATES	NJ	NORWOOD
NEW YORK	NEW YORK	UNITED STATES	NJ	NUTLEY
NEW YORK	NEW YORK	UNITED STATES	NJ	OAK RIDGE
NEW YORK	NEW YORK	UNITED STATES	NJ	OAKHURST
NEW YORK	NEW YORK	UNITED STATES	NJ	OCEANPORT
NEW YORK	NEW YORK	UNITED STATES	NJ	OLD BRIDGE
NEW YORK	NEW YORK	UNITED STATES	NJ	ORADELL
NEW YORK	NEW YORK	UNITED STATES	NJ	ORANGE
NEW YORK	NEW YORK	UNITED STATES	NJ	PALISADES PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	PARAMUS
NEW YORK	NEW YORK	UNITED STATES	NJ	PARK RIDGE
NEW YORK	NEW YORK	UNITED STATES	NJ	PARLIN
NEW YORK	NEW YORK	UNITED STATES	NJ	PARSIPPANY
NEW YORK	NEW YORK	UNITED STATES	NJ	PASSAIC
NEW YORK	NEW YORK	UNITED STATES	NJ	PATERSON
NEW YORK	NEW YORK	UNITED STATES	NJ	PEQUANNOCK
NEW YORK	NEW YORK	UNITED STATES	NJ	PERTH AMBOY
NEW YORK	NEW YORK	UNITED STATES	NJ	PICATINNY ARSENAL
NEW YORK	NEW YORK	UNITED STATES	NJ	PINE BROOK
NEW YORK	NEW YORK	UNITED STATES	NJ	PISCATAWAY
NEW YORK	NEW YORK	UNITED STATES	NJ	PLAINFIELD
NEW YORK	NEW YORK	UNITED STATES	NJ	POMPTON PLAINS
NEW YORK	NEW YORK	UNITED STATES	NJ	PORT MONMOUTH
NEW YORK	NEW YORK	UNITED STATES	NJ	PORT READING
NEW YORK	NEW YORK	UNITED STATES	NJ	PRINCETON
NEW YORK	NEW YORK	UNITED STATES	NJ	RAHWAY
NEW YORK	NEW YORK	UNITED STATES	NJ	RANDOLPH
NEW YORK	NEW YORK	UNITED STATES	NJ	RARITAN
NEW YORK	NEW YORK	UNITED STATES	NJ	RED BANK
NEW YORK	NEW YORK	UNITED STATES	NJ	RIDGEFIELD
NEW YORK	NEW YORK	UNITED STATES	NJ	RIDGEFIELD PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	RIDGEWOOD
NEW YORK	NEW YORK	UNITED STATES	NJ	RIVER EDGE
NEW YORK	NEW YORK	UNITED STATES	NJ	RIVERDALE
NEW YORK	NEW YORK	UNITED STATES	NJ	ROCHELLE PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	ROCKAWAY
NEW YORK	NEW YORK	UNITED STATES	NJ	ROCKY HILL
NEW YORK	NEW YORK	UNITED STATES	NJ	ROSELAND
NEW YORK	NEW YORK	UNITED STATES	NJ	ROSELLE
NEW YORK	NEW YORK	UNITED STATES	NJ	ROSELLE PARK
NEW YORK	NEW YORK	UNITED STATES	NJ	RUMSON
NEW YORK	NEW YORK	UNITED STATES	NJ	RUTHERFORD
NEW YORK	NEW YORK	UNITED STATES	NJ	SADDLE BROOK
NEW YORK	NEW YORK	UNITED STATES	NJ	SADDLE RIVER
NEW YORK	NEW YORK	UNITED STATES	NJ	SAYREVILLE
NEW YORK	NEW YORK	UNITED STATES	NJ	SCOTCH PLAINS
NEW YORK	NEW YORK	UNITED STATES	NJ	SECAUCUS
NEW YORK	NEW YORK	UNITED STATES	NJ	SEWAREN

NEW YORK	NEW YORK	UNITED STATES	NJ	SHORT HILLS
NEW YORK	NEW YORK	UNITED STATES	NJ	SHREWSBURY
NEW YORK	NEW YORK	UNITED STATES	NJ	SOMERSET
NEW YORK	NEW YORK	UNITED STATES	NJ	SOMERVILLE
NEW YORK	NEW YORK	UNITED STATES	NJ	SOUTH AMBOY
NEW YORK	NEW YORK	UNITED STATES	NJ	SOUTH BOUND BROOK
NEW YORK	NEW YORK	UNITED STATES	NJ	SOUTH HACKENSACK
NEW YORK	NEW YORK	UNITED STATES	NJ	SOUTH ORANGE
NEW YORK	NEW YORK	UNITED STATES	NJ	SOUTH PLAINFIELD
NEW YORK	NEW YORK	UNITED STATES	NJ	SOUTH RIVER
NEW YORK	NEW YORK	UNITED STATES	NJ	SPOTSWOOD
NEW YORK	NEW YORK	UNITED STATES	NJ	SPRINGFIELD
NEW YORK	NEW YORK	UNITED STATES	NJ	STANHOPE
NEW YORK	NEW YORK	UNITED STATES	NJ	STIRLING
NEW YORK	NEW YORK	UNITED STATES	NJ	SUCCASUNNA
NEW YORK	NEW YORK	UNITED STATES	NJ	SUMMIT
NEW YORK	NEW YORK	UNITED STATES	NJ	TEANECK
NEW YORK	NEW YORK	UNITED STATES	NJ	TENAFLY
NEW YORK	NEW YORK	UNITED STATES	NJ	TETERBORO
NEW YORK	NEW YORK	UNITED STATES	NJ	TOTOWA
NEW YORK	NEW YORK	UNITED STATES	NJ	TOWACO
NEW YORK	NEW YORK	UNITED STATES	NJ	UNION
NEW YORK	NEW YORK	UNITED STATES	NJ	UNION CITY
NEW YORK	NEW YORK	UNITED STATES	NJ	VAUXHALL
NEW YORK	NEW YORK	UNITED STATES	NJ	VERONA
NEW YORK	NEW YORK	UNITED STATES	NJ	WALDWICK
NEW YORK	NEW YORK	UNITED STATES	NJ	WALLINGTON
NEW YORK	NEW YORK	UNITED STATES	NJ	WARREN
NEW YORK	NEW YORK	UNITED STATES	NJ	WAYNE
NEW YORK	NEW YORK	UNITED STATES	NJ	WEST LONG BRANCH
NEW YORK	NEW YORK	UNITED STATES	NJ	WEST NEW YORK
NEW YORK	NEW YORK	UNITED STATES	NJ	WEST ORANGE
NEW YORK	NEW YORK	UNITED STATES	NJ	WESTFIELD
NEW YORK	NEW YORK	UNITED STATES	NJ	WESTWOOD
NEW YORK	NEW YORK	UNITED STATES	NJ	WHARTON
NEW YORK	NEW YORK	UNITED STATES	NJ	WHIPPANY
NEW YORK	NEW YORK	UNITED STATES	NJ	WOOD RIDGE
NEW YORK	NEW YORK	UNITED STATES	NJ	WOODBIDGE
NEW YORK	NEW YORK	UNITED STATES	NJ	WYCKOFF
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	ATCO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	AUDUBON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BARRINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BELLMAWR
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BERLIN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BEVERLY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BLACKWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BORDENTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BRIDGEPORT

PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BURLINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CAMDEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CHERRY HILL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CLARKSBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CLAYTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CLEMENTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	COLLINGSWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	COLUMBUS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	COOKSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CROSSWICKS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	FLORENCE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GIBBSBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GIBBSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GLASSBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GLENDORA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GLOUCESTER CITY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	HADDON HEIGHTS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	HADDONFIELD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	JOBSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	LAMBERTVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	LAWNSIDE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	LUMBERTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MAGNOLIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MANTUA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MAPLE SHADE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MARLTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MEDFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MERCHANTVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MICKLETON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MONROEVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MOORESTOWN
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	NJ	NATIONAL PARK
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	OAKLYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PALMYRA
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	NJ	PITMAN
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	NJ	RUNNEMEDE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SEWELL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SICKLERVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SOMERDALE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	STRATFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SWEDESBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	THOROFARE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	TITUSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	TRENTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	VOORHEES
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WATERFORD WORKS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WENONAH
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WEST BERLIN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WESTHAMPTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WESTVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WILLINGBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WOODBURY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WOODBURY HEIGHTS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WOODSTOWN
BEATTY		UNITED STATES	NV	BEATTY
CARSON CITY		UNITED STATES	NV	CARSON CITY
LAS VEGAS		UNITED STATES	NV	HENDERSON
LAS VEGAS		UNITED STATES	NV	LAS VEGAS
LAS VEGAS		UNITED STATES	NV	NELLIS AIR FORCE BASE
RENO		UNITED STATES	NV	RENO
RENO		UNITED STATES	NV	SPARKS
BALDWINSVILLE		UNITED STATES	NY	BALDWINSVILLE
CANANDAIGUA		UNITED STATES	NY	CANANDAIGUA
CANANDAIGUA		UNITED STATES	NY	FARMINGTON
DUNKIRK		UNITED STATES	NY	DUNKIRK
NEW YORK	NEW YORK	UNITED STATES	NY	ALBERTSON
NEW YORK	NEW YORK	UNITED STATES	NY	AMITYVILLE
NEW YORK	NEW YORK	UNITED STATES	NY	ARDSLEY
NEW YORK	NEW YORK	UNITED STATES	NY	ATLANTIC BEACH
NEW YORK	NEW YORK	UNITED STATES	NY	BABYLON
NEW YORK	NEW YORK	UNITED STATES	NY	BALDWIN
NEW YORK	NEW YORK	UNITED STATES	NY	BAYVILLE
NEW YORK	NEW YORK	UNITED STATES	NY	BELLMORE
NEW YORK	NEW YORK	UNITED STATES	NY	BETHPAGE
NEW YORK	NEW YORK	UNITED STATES	NY	BLAUVELT
NEW YORK	NEW YORK	UNITED STATES	NY	BRIGHTWATERS
NEW YORK	NEW YORK	UNITED STATES	NY	BRONX
NEW YORK	NEW YORK	UNITED STATES	NY	BRONXVILLE
NEW YORK	NEW YORK	UNITED STATES	NY	BROOKLYN
NEW YORK	NEW YORK	UNITED STATES	NY	CARLE PLACE
NEW YORK	NEW YORK	UNITED STATES	NY	CEDARHURST

NEW YORK	NEW YORK	UNITED STATES	NY	CENTERPORT
NEW YORK	NEW YORK	UNITED STATES	NY	COLD SPRING HARBOR
NEW YORK	NEW YORK	UNITED STATES	NY	COPIAGUE
NEW YORK	NEW YORK	UNITED STATES	NY	CORONA
NEW YORK	NEW YORK	UNITED STATES	NY	DEER PARK
NEW YORK	NEW YORK	UNITED STATES	NY	DOBBS FERRY
NEW YORK	NEW YORK	UNITED STATES	NY	EAST MEADOW
NEW YORK	NEW YORK	UNITED STATES	NY	EAST NORTHPORT
NEW YORK	NEW YORK	UNITED STATES	NY	EAST NORWICH
NEW YORK	NEW YORK	UNITED STATES	NY	EAST ROCKAWAY
NEW YORK	NEW YORK	UNITED STATES	NY	EASTCHESTER
NEW YORK	NEW YORK	UNITED STATES	NY	ELMONT
NEW YORK	NEW YORK	UNITED STATES	NY	ELMSFORD
NEW YORK	NEW YORK	UNITED STATES	NY	FAR ROCKAWAY
NEW YORK	NEW YORK	UNITED STATES	NY	FARMINGDALE
NEW YORK	NEW YORK	UNITED STATES	NY	FLORAL PARK
NEW YORK	NEW YORK	UNITED STATES	NY	FLUSHING
NEW YORK	NEW YORK	UNITED STATES	NY	FRANKLIN SQUARE
NEW YORK	NEW YORK	UNITED STATES	NY	FREEPORT
NEW YORK	NEW YORK	UNITED STATES	NY	GARDEN CITY
NEW YORK	NEW YORK	UNITED STATES	NY	GLEN COVE
NEW YORK	NEW YORK	UNITED STATES	NY	GLEN HEAD
NEW YORK	NEW YORK	UNITED STATES	NY	GLEN OAKS
NEW YORK	NEW YORK	UNITED STATES	NY	GREAT NECK
NEW YORK	NEW YORK	UNITED STATES	NY	GREENLAWN
NEW YORK	NEW YORK	UNITED STATES	NY	GREENVALE
NEW YORK	NEW YORK	UNITED STATES	NY	HARRISON
NEW YORK	NEW YORK	UNITED STATES	NY	HARTSDALE
NEW YORK	NEW YORK	UNITED STATES	NY	HASTINGS ON HUDSON
NEW YORK	NEW YORK	UNITED STATES	NY	HEMPSTEAD
NEW YORK	NEW YORK	UNITED STATES	NY	HEWLETT
NEW YORK	NEW YORK	UNITED STATES	NY	HICKSVILLE
NEW YORK	NEW YORK	UNITED STATES	NY	HUNTINGTON
NEW YORK	NEW YORK	UNITED STATES	NY	HUNTINGTON STATION
NEW YORK	NEW YORK	UNITED STATES	NY	INWOOD
NEW YORK	NEW YORK	UNITED STATES	NY	IRVINGTON
NEW YORK	NEW YORK	UNITED STATES	NY	ISLAND PARK
NEW YORK	NEW YORK	UNITED STATES	NY	JAMAICA
NEW YORK	NEW YORK	UNITED STATES	NY	JERICO
NEW YORK	NEW YORK	UNITED STATES	NY	LARCHMONT
NEW YORK	NEW YORK	UNITED STATES	NY	LAWRENCE
NEW YORK	NEW YORK	UNITED STATES	NY	LEVITTOWN
NEW YORK	NEW YORK	UNITED STATES	NY	LINDENHURST
NEW YORK	NEW YORK	UNITED STATES	NY	LOCUST VALLEY
NEW YORK	NEW YORK	UNITED STATES	NY	LONG BEACH
NEW YORK	NEW YORK	UNITED STATES	NY	LONG ISLAND CITY
NEW YORK	NEW YORK	UNITED STATES	NY	LYNBROOK
NEW YORK	NEW YORK	UNITED STATES	NY	MALVERNE

NEW YORK	NEW YORK	UNITED STATES	NY	MAMARONECK
NEW YORK	NEW YORK	UNITED STATES	NY	MANHASSET
NEW YORK	NEW YORK	UNITED STATES	NY	MASSAPEQUA
NEW YORK	NEW YORK	UNITED STATES	NY	MASSAPEQUA PARK
NEW YORK	NEW YORK	UNITED STATES	NY	MELVILLE
NEW YORK	NEW YORK	UNITED STATES	NY	MERRICK
NEW YORK	NEW YORK	UNITED STATES	NY	MILL NECK
NEW YORK	NEW YORK	UNITED STATES	NY	MINEOLA
NEW YORK	NEW YORK	UNITED STATES	NY	MOUNT VERNON
NEW YORK	NEW YORK	UNITED STATES	NY	NEW HYDE PARK
NEW YORK	NEW YORK	UNITED STATES	NY	NEW ROCHELLE
NEW YORK	NEW YORK	UNITED STATES	NY	NEW YORK
NEW YORK	NEW YORK	UNITED STATES	NY	NORTH BABYLON
NEW YORK	NEW YORK	UNITED STATES	NY	OCEANSIDE
NEW YORK	NEW YORK	UNITED STATES	NY	OLD BETHPAGE
NEW YORK	NEW YORK	UNITED STATES	NY	OLD WESTBURY
NEW YORK	NEW YORK	UNITED STATES	NY	ORANGEBURG
NEW YORK	NEW YORK	UNITED STATES	NY	OYSTER BAY
NEW YORK	NEW YORK	UNITED STATES	NY	PALISADES
NEW YORK	NEW YORK	UNITED STATES	NY	PEARL RIVER
NEW YORK	NEW YORK	UNITED STATES	NY	PELHAM
NEW YORK	NEW YORK	UNITED STATES	NY	PIERMONT
NEW YORK	NEW YORK	UNITED STATES	NY	PLAINVIEW
NEW YORK	NEW YORK	UNITED STATES	NY	PORT CHESTER
NEW YORK	NEW YORK	UNITED STATES	NY	PORT WASHINGTON
NEW YORK	NEW YORK	UNITED STATES	NY	PURCHASE
NEW YORK	NEW YORK	UNITED STATES	NY	ROCKVILLE CENTRE
NEW YORK	NEW YORK	UNITED STATES	NY	ROOSEVELT
NEW YORK	NEW YORK	UNITED STATES	NY	ROSLYN
NEW YORK	NEW YORK	UNITED STATES	NY	ROSLYN HEIGHTS
NEW YORK	NEW YORK	UNITED STATES	NY	RYE
NEW YORK	NEW YORK	UNITED STATES	NY	SCARSDALE
NEW YORK	NEW YORK	UNITED STATES	NY	SEA CLIFF
NEW YORK	NEW YORK	UNITED STATES	NY	SEAFORD
NEW YORK	NEW YORK	UNITED STATES	NY	SPARKILL
NEW YORK	NEW YORK	UNITED STATES	NY	STATEN ISLAND
NEW YORK	NEW YORK	UNITED STATES	NY	SYOSSET
NEW YORK	NEW YORK	UNITED STATES	NY	TAPPAN
NEW YORK	NEW YORK	UNITED STATES	NY	TUCKAHOE
NEW YORK	NEW YORK	UNITED STATES	NY	UNIONDALE
NEW YORK	NEW YORK	UNITED STATES	NY	VALLEY STREAM
NEW YORK	NEW YORK	UNITED STATES	NY	WANTAGH
NEW YORK	NEW YORK	UNITED STATES	NY	WEST BABYLON
NEW YORK	NEW YORK	UNITED STATES	NY	WEST HEMPSTEAD
NEW YORK	NEW YORK	UNITED STATES	NY	WEST ISLIP
NEW YORK	NEW YORK	UNITED STATES	NY	WESTBURY
NEW YORK	NEW YORK	UNITED STATES	NY	WHITE PLAINS
NEW YORK	NEW YORK	UNITED STATES	NY	WILLISTON PARK

NEW YORK	NEW YORK	UNITED STATES	NY	WOODBURY
NEW YORK	NEW YORK	UNITED STATES	NY	WOODMERE
NEW YORK	NEW YORK	UNITED STATES	NY	WYANDANCH
NEW YORK	NEW YORK	UNITED STATES	NY	YONKERS
ROCHESTER		UNITED STATES	NY	ROCHESTER
SCHENECTADY		UNITED STATES	NY	ALBANY
SCHENECTADY		UNITED STATES	NY	SCHENECTADY
SCHENECTADY		UNITED STATES	NY	SLOANSVILLE
SCHENECTADY		UNITED STATES	NY	TROY
SYRACUSE		UNITED STATES	NY	LIVERPOOL
SYRACUSE		UNITED STATES	NY	PENN YAN
SYRACUSE		UNITED STATES	NY	SYRACUSE
UTICA		UNITED STATES	NY	FRANKFORT
UTICA		UNITED STATES	NY	MARCY
UTICA		UNITED STATES	NY	ROME
UTICA		UNITED STATES	NY	UTICA
UTICA		UNITED STATES	NY	YORKVILLE
WATERTOWN		UNITED STATES	NY	FORT DRUM
WATERTOWN		UNITED STATES	NY	WATERTOWN
AKRON		UNITED STATES	OH	AKRON
AKRON		UNITED STATES	OH	BARBERTON
AKRON		UNITED STATES	OH	CANTON
AKRON		UNITED STATES	OH	HUDSON
AKRON		UNITED STATES	OH	KIDRON
AKRON		UNITED STATES	OH	MASSILLON
AKRON		UNITED STATES	OH	NORTH CANTON
AKRON		UNITED STATES	OH	ORRVILLE
AKRON		UNITED STATES	OH	WADSWORTH
ASHLAND		UNITED STATES	OH	ASHLAND
CINCINNATI		UNITED STATES	OH	ADDYSTON
CINCINNATI		UNITED STATES	OH	CAMP DENNISON
CINCINNATI		UNITED STATES	OH	CINCINNATI
CINCINNATI		UNITED STATES	OH	FAIRFIELD
CINCINNATI		UNITED STATES	OH	HARRISON
CINCINNATI		UNITED STATES	OH	LOVELAND
CINCINNATI		UNITED STATES	OH	MAINEVILLE
CINCINNATI		UNITED STATES	OH	MASON
CINCINNATI		UNITED STATES	OH	MIAMITOWN
CINCINNATI		UNITED STATES	OH	MIAMIVILLE
CINCINNATI		UNITED STATES	OH	MILFORD
CINCINNATI		UNITED STATES	OH	MOUNT SAINT JOSEPH
CINCINNATI		UNITED STATES	OH	NORTH BEND
CINCINNATI		UNITED STATES	OH	ROSS
CINCINNATI		UNITED STATES	OH	TERRACE PARK
CINCINNATI		UNITED STATES	OH	WEST CHESTER
CLEVELAND		UNITED STATES	OH	AVON
CLEVELAND		UNITED STATES	OH	AVON LAKE
CLEVELAND		UNITED STATES	OH	BAY VILLAGE

CLEVELAND		UNITED STATES	OH	BEACHWOOD
CLEVELAND		UNITED STATES	OH	BEDFORD
CLEVELAND		UNITED STATES	OH	BEREA
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	SOLOM
CLEVELAND		UNITED STATES	OH	STREETSBORO
CLEVELAND		UNITED STATES	OH	STRONGSVILLE
CLEVELAND		UNITED STATES	OH	TWINSBURG
CLEVELAND		UNITED STATES	OH	WESTLAKE
CLEVELAND		UNITED STATES	OH	WICKLIFFE
CLEVELAND		UNITED STATES	OH	WILLOUGHBY
COLUMBUS		UNITED STATES	OH	ALEXANDRIA
COLUMBUS		UNITED STATES	OH	AMLIN
COLUMBUS		UNITED STATES	OH	ASHVILLE
COLUMBUS		UNITED STATES	OH	BALTIMORE
COLUMBUS		UNITED STATES	OH	BLACKLICK
COLUMBUS		UNITED STATES	OH	CANAL WINCHESTER
COLUMBUS		UNITED STATES	OH	CARROLL
COLUMBUS		UNITED STATES	OH	COLUMBUS
COLUMBUS		UNITED STATES	OH	CROTON
COLUMBUS		UNITED STATES	OH	DUBLIN
COLUMBUS		UNITED STATES	OH	GALENA
COLUMBUS		UNITED STATES	OH	GALLOWAY
COLUMBUS		UNITED STATES	OH	GROVE CITY
COLUMBUS		UNITED STATES	OH	GROVEPORT
COLUMBUS		UNITED STATES	OH	HILLIARD

COLUMBUS		UNITED STATES	OH	JOHNSTOWN
COLUMBUS		UNITED STATES	OH	LOCKBOURNE
COLUMBUS		UNITED STATES	OH	MILLERSPORT
COLUMBUS		UNITED STATES	OH	NEW ALBANY
COLUMBUS		UNITED STATES	OH	ORIENT
COLUMBUS		UNITED STATES	OH	PATASKALA
COLUMBUS		UNITED STATES	OH	PICKERINGTON
COLUMBUS		UNITED STATES	OH	PLAIN CITY
COLUMBUS		UNITED STATES	OH	POWELL
COLUMBUS		UNITED STATES	OH	RAYMOND
COLUMBUS		UNITED STATES	OH	REYNOLDSBURG
COLUMBUS		UNITED STATES	OH	SUNBURY
COLUMBUS		UNITED STATES	OH	WEST JEFFERSON
COLUMBUS		UNITED STATES	OH	WESTERVILLE
DAYTON		UNITED STATES	OH	DAYTON
DAYTON		UNITED STATES	OH	WRIGHT PATTERSON AIR FORCE BASE
HEBRON		UNITED STATES	OH	HEBRON
WOOSTER		UNITED STATES	OH	WOOSTER
LAWTON		UNITED STATES	OK	FORT SILL
LAWTON		UNITED STATES	OK	LAWTON
MCALESTER		UNITED STATES	OK	MCALESTER
OKLAHOMA CITY		UNITED STATES	OK	EL RENO
OKLAHOMA CITY		UNITED STATES	OK	OKLAHOMA CITY
BOARDMAN		UNITED STATES	OR	BOARDMAN
PORTLAND	PORTLAND	UNITED STATES	OR	BEAVERTON
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	OR	SCAPPOOSE
PORTLAND	PORTLAND	UNITED STATES	OR	SHERWOOD
PORTLAND	PORTLAND	UNITED STATES	OR	TROUTDALE
PORTLAND	PORTLAND	UNITED STATES	OR	TUALATIN
PORTLAND	PORTLAND	UNITED STATES	OR	WEST LINN
PORTLAND	PORTLAND	UNITED STATES	OR	WILSONVILLE
SALEM		UNITED STATES	OR	MOLALLA
SALEM		UNITED STATES	OR	SALEM
SALEM		UNITED STATES	OR	WOODBURN
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	FOGELSVILLE
ALLENTOWN		UNITED STATES	PA	HELLERTOWN
ALLENTOWN		UNITED STATES	PA	HEREFORD
ALLENTOWN		UNITED STATES	PA	MACUNGIE
ALLENTOWN		UNITED STATES	PA	NORTHAMPTON
ALLENTOWN		UNITED STATES	PA	OREFIELD
ALLENTOWN		UNITED STATES	PA	PALM
ALLENTOWN		UNITED STATES	PA	RED HILL
ALLENTOWN		UNITED STATES	PA	RICHLANDTOWN
ALLENTOWN		UNITED STATES	PA	RIEGELSVILLE
ALLENTOWN		UNITED STATES	PA	SCHNECKSVILLE
ALLENTOWN		UNITED STATES	PA	TOPTON
ALLENTOWN		UNITED STATES	PA	TREXLERTOWN
ALLENTOWN		UNITED STATES	PA	WALNUTPORT
ALLENTOWN		UNITED STATES	PA	WHITEHALL
ALLENTOWN		UNITED STATES	PA	ZIONSVILLE
CHAMBERSBURG		UNITED STATES	PA	CHAMBERSBURG
CHAMBERSBURG		UNITED STATES	PA	FAYETTEVILLE
CHAMBERSBURG		UNITED STATES	PA	MARION
CHAMBERSBURG		UNITED STATES	PA	MONT ALTO
CHAMBERSBURG		UNITED STATES	PA	PLEASANT HALL
CHAMBERSBURG		UNITED STATES	PA	QUINCY
CHAMBERSBURG		UNITED STATES	PA	SAINT THOMAS
CHAMBERSBURG		UNITED STATES	PA	SCOTLAND
CHAMBERSBURG		UNITED STATES	PA	WILLIAMSON
HANOVER		UNITED STATES	PA	ABBOTTSTOWN
HANOVER		UNITED STATES	PA	CODORUS
HANOVER		UNITED STATES	PA	HANOVER
HANOVER		UNITED STATES	PA	LITTLESTOWN
HANOVER		UNITED STATES	PA	MC SHERRYSTOWN
HANOVER		UNITED STATES	PA	MENGES MILLS
HANOVER		UNITED STATES	PA	NEW OXFORD
HANOVER		UNITED STATES	PA	PORTERS SIDELING
HAZLETON		UNITED STATES	PA	HAZLETON
HYDE		UNITED STATES	PA	HYDE
MECHANICSBURG		UNITED STATES	PA	BOILING SPRINGS
MECHANICSBURG		UNITED STATES	PA	CAMP HILL
MECHANICSBURG		UNITED STATES	PA	DAUPHINE
MECHANICSBURG		UNITED STATES	PA	DILLSBURG
MECHANICSBURG		UNITED STATES	PA	ENOLA

MECHANICSBURG		UNITED STATES	PA	ETTERS
MECHANICSBURG		UNITED STATES	PA	GRANTVILLE
MECHANICSBURG		UNITED STATES	PA	HARRISBURG
MECHANICSBURG		UNITED STATES	PA	HIGHSPIRE
MECHANICSBURG		UNITED STATES	PA	HUMMELSTOWN
MECHANICSBURG		UNITED STATES	PA	LEMOYNE
MECHANICSBURG		UNITED STATES	PA	LEWISBERRY
MECHANICSBURG		UNITED STATES	PA	MARYSVILLE
MECHANICSBURG		UNITED STATES	PA	MECHANICSBURG
MECHANICSBURG		UNITED STATES	PA	MIDDLETOWN
MECHANICSBURG		UNITED STATES	PA	NEW CUMBERLAND
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ABINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	AMBLER
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ARDMORE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ASTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BALA CYNWYD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BENSALEM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BERWYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BLUE BELL
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	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	PA	CHESTER
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CHEYNEY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CLIFTON HEIGHTS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	COLLEGEVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	COLMAR
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CONSHOHOCKEN
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 TREVISE
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	PA	GLADWYNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GLEN MILLS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GLENOLDEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GLENSIDE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GWYNEDD
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	PA	KING OF PRUSSIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LAFAYETTE HILL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LANGHORNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LANSDALE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LANSDOWNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LEVITTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LINE LEXINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LUMBERVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MALVERN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MARCUS HOOK
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MECHANICSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MEDIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MERION STATION
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MONT CLARE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MONTGOMERYVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MORRISVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MORTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NARBERTH
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	PA	ORELAND
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PAOLI
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PHILADELPHIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PHOENIXVILLE
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	PA	ROYERSFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SCHWENKSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SHARON HILL
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	PA	SWARTHMORE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	TELFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	THORNTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	UPPER DARBY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	VILLANOVA
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	PA	WAYNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WILLOW GROVE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WOODLYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WYNCOTE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WYNNEWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ZIEGLERVILLE
READING		UNITED STATES	PA	BOWMANSVILLE
READING		UNITED STATES	PA	READING
TOBYHANNA		UNITED STATES	PA	STARLIGHT
TOBYHANNA		UNITED STATES	PA	TOBYHANNA
DAYVILLE		UNITED STATES	RI	CHEPACHET
DAYVILLE		UNITED STATES	RI	FOSTER
PROVIDENCE		UNITED STATES	RI	PAWTUCKET
PROVIDENCE		UNITED STATES	RI	PROVIDENCE
AUGUSTA		UNITED STATES	SC	GRANITEVILLE
AUGUSTA		UNITED STATES	SC	NORTH AUGUSTA
AUGUSTA		UNITED STATES	SC	WARRENVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	ADAMS RUN
CHARLESTON	CHARLESTON	UNITED STATES	SC	AWENDAW
CHARLESTON	CHARLESTON	UNITED STATES	SC	BONNEAU
CHARLESTON	CHARLESTON	UNITED STATES	SC	CHARLESTON
CHARLESTON	CHARLESTON	UNITED STATES	SC	CHARLESTON AIR FORCE BASE
CHARLESTON	CHARLESTON	UNITED STATES	SC	CORDESVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	CROSS
CHARLESTON	CHARLESTON	UNITED STATES	SC	DORCHESTER
CHARLESTON	CHARLESTON	UNITED STATES	SC	GOOSE CREEK
CHARLESTON	CHARLESTON	UNITED STATES	SC	HANAHAN
CHARLESTON	CHARLESTON	UNITED STATES	SC	HARLEYVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	HOLLYWOOD

CHARLESTON	CHARLESTON	UNITED STATES	SC	HUGER
CHARLESTON	CHARLESTON	UNITED STATES	SC	ISLE OF PALMS
CHARLESTON	CHARLESTON	UNITED STATES	SC	JOHNS ISLAND
CHARLESTON	CHARLESTON	UNITED STATES	SC	LADSON
CHARLESTON	CHARLESTON	UNITED STATES	SC	MONCK'S CORNER
CHARLESTON	CHARLESTON	UNITED STATES	SC	MOUNT PLEASANT
CHARLESTON	CHARLESTON	UNITED STATES	SC	PINOPOLIS
CHARLESTON	CHARLESTON	UNITED STATES	SC	RAVENEL
CHARLESTON	CHARLESTON	UNITED STATES	SC	REEVESVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	RIDGEVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	ROUND O
CHARLESTON	CHARLESTON	UNITED STATES	SC	SAINT GEORGE
CHARLESTON	CHARLESTON	UNITED STATES	SC	SULLIVANS ISLAND
CHARLESTON	CHARLESTON	UNITED STATES	SC	SUMMERVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	WADMALAW ISLAND
FLORENCE		UNITED STATES	SC	FLORENCE
MULLINS		UNITED STATES	SC	MULLINS
SPARTANBURG		UNITED STATES	SC	SPARTANBURG
SUMTER		UNITED STATES	SC	DALZELL
SUMTER		UNITED STATES	SC	SHAW AIR FORCE BASE
SUMTER		UNITED STATES	SC	SUMTER
RAPID CITY		UNITED STATES	SD	ELLSWORTH AIR FORCE BASE
RAPID CITY		UNITED STATES	SD	RAPID CITY
SIOUX FALLS		UNITED STATES	SD	SIOUX FALLS
CHATTANOOGA		UNITED STATES	TN	CHATTANOOGA
FORT CAMPBELL		UNITED STATES	TN	CLARKSVILLE
FORT CAMPBELL		UNITED STATES	TN	FORT CAMPBELL
JACKSON		UNITED STATES	TN	JACKSON
LIVINGSTON		UNITED STATES	TN	COOKEVILLE
LIVINGSTON		UNITED STATES	TN	LIVINGSTON
MEMPHIS		UNITED STATES	TN	ARLINGTON
MEMPHIS		UNITED STATES	TN	ATOKA
MEMPHIS		UNITED STATES	TN	COLLIERVILLE
MEMPHIS		UNITED STATES	TN	CORDOVA
MEMPHIS		UNITED STATES	TN	DRUMMONDS
MEMPHIS		UNITED STATES	TN	EADS
MEMPHIS		UNITED STATES	TN	MEMPHIS
MEMPHIS		UNITED STATES	TN	MILLINGTON
MEMPHIS		UNITED STATES	TN	OAKLAND
MEMPHIS		UNITED STATES	TN	ROSSVILLE
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
AUSTIN		UNITED STATES	TX	AUSTIN
AUSTIN		UNITED STATES	TX	TAYLOR
BEAUMONT	BEAUMONT	UNITED STATES	TX	BEAUMONT

BEAUMONT	BEAUMONT	UNITED STATES	TX	ORANGE
BEAUMONT	BEAUMONT	UNITED STATES	TX	PORT ARTHUR
DALLAS		UNITED STATES	TX	ALLEN
DALLAS		UNITED STATES	TX	CARROLLTON
DALLAS		UNITED STATES	TX	CEDAR HILL
DALLAS		UNITED STATES	TX	COPPELL
DALLAS		UNITED STATES	TX	CRANDALL
DALLAS		UNITED STATES	TX	DALLAS
DALLAS		UNITED STATES	TX	DE SOTO
DALLAS		UNITED STATES	TX	DUNCANVILLE
DALLAS		UNITED STATES	TX	FERRIS
DALLAS		UNITED STATES	TX	FORNEY
DALLAS		UNITED STATES	TX	FRISCO
DALLAS		UNITED STATES	TX	GARLAND
DALLAS		UNITED STATES	TX	GRAND PRAIRIE
DALLAS		UNITED STATES	TX	HUTCHINS
DALLAS		UNITED STATES	TX	IRVING
DALLAS		UNITED STATES	TX	LAKE DALLAS
DALLAS		UNITED STATES	TX	LANCASTER
DALLAS		UNITED STATES	TX	LEWISVILLE
DALLAS		UNITED STATES	TX	MESQUITE
DALLAS		UNITED STATES	TX	MIDLOTHIAN
DALLAS		UNITED STATES	TX	PALMER
DALLAS		UNITED STATES	TX	PLANO
DALLAS		UNITED STATES	TX	PROSPER
DALLAS		UNITED STATES	TX	RED OAK
DALLAS		UNITED STATES	TX	RICHARDSON
DALLAS		UNITED STATES	TX	ROCKWALL
DALLAS		UNITED STATES	TX	ROWLETT
DALLAS		UNITED STATES	TX	ROYSE CITY
DALLAS		UNITED STATES	TX	SCURRY
DALLAS		UNITED STATES	TX	SEAGOVILLE
DALLAS		UNITED STATES	TX	TERRELL
DALLAS		UNITED STATES	TX	WILMER
DALLAS		UNITED STATES	TX	WYLIE
EL PASO		UNITED STATES	TX	EL PASO
EL PASO		UNITED STATES	TX	FORT BLISS
FORT WORTH		UNITED STATES	TX	ALEDO
FORT WORTH		UNITED STATES	TX	ARLINGTON
FORT WORTH		UNITED STATES	TX	AZLE
FORT WORTH		UNITED STATES	TX	BEDFORD
FORT WORTH		UNITED STATES	TX	BURLESON
FORT WORTH		UNITED STATES	TX	CARSWELL AFB
FORT WORTH		UNITED STATES	TX	COLLEYVILLE
FORT WORTH		UNITED STATES	TX	CRESSON
FORT WORTH		UNITED STATES	TX	CROWLEY
FORT WORTH		UNITED STATES	TX	EULESS
FORT WORTH		UNITED STATES	TX	FORT WORTH

FORT WORTH		UNITED STATES	TX	GODLEY
FORT WORTH		UNITED STATES	TX	GRAPEVINE
FORT WORTH		UNITED STATES	TX	HASLET
FORT WORTH		UNITED STATES	TX	HURST
FORT WORTH		UNITED STATES	TX	JOSHUA
FORT WORTH		UNITED STATES	TX	KELLER
FORT WORTH		UNITED STATES	TX	KENNEDALE
FORT WORTH		UNITED STATES	TX	MANSFIELD
FORT WORTH		UNITED STATES	TX	WEATHERFORD
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	ALVIN
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	BACLIFF
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	BAYTOWN
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	BELLAIRE
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	CHANNELVIEW
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	CLEVELAND
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	CONROE
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	CROSBY
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	CYPRESS
GALVESTON BAY	GALVESTON ZONE 2	UNITED STATES	TX	DANBURY
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	DAYTON
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	DEER PARK
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	DICKINSON
GALVESTON BAY	GALVESTON ZONE 2	UNITED STATES	TX	FREEPORT
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	FRESNO
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	FRIENDSWOOD
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	FULSHEAR
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	GALENA PARK
GALVESTON BAY	GALVESTON ZONE 2	UNITED STATES	TX	GALVESTON
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	HIGHLANDS
GALVESTON BAY	GALVESTON ZONE 2	UNITED STATES	TX	HITCHCOCK
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	HOCKLEY
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	HOUSTON
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	HUFFMAN
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	HUMBLE
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	KATY
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	KEMAH
GALVESTON BAY	GALVESTON ZONE 2	UNITED STATES	TX	LA MARQUE
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	LA PORTE
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	LEAGUE CITY
GALVESTON BAY	GALVESTON ZONE 2	UNITED STATES	TX	LIVERPOOL
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	MAGNOLIA
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	MANVEL
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	MISSOURI CITY
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	NEW CANEY
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	PASADENA
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	PEARLAND
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	PINEHURST
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	PORTER

GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	RICHMOND
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	ROSENBERG
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	ROSHARON
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	SANTA FE
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	SEABROOK
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	SOUTH HOUSTON
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	SPLENDORA
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	SPRING
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	STAFFORD
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	SUGAR LAND
GALVESTON BAY	GALVESTON ZONE 2	UNITED STATES	TX	TEXAS CITY
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	TOMBALL
GALVESTON BAY	GALVESTON ZONE 1	UNITED STATES	TX	WEBSTER
JACKSONVILLE		UNITED STATES	TX	JACKSONVILLE
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
MC ALLEN		UNITED STATES	TX	BROWNSVILLE
MC ALLEN		UNITED STATES	TX	HARLINGEN
MC ALLEN		UNITED STATES	TX	HIDALGO
MC ALLEN		UNITED STATES	TX	MCALLEN
MC ALLEN		UNITED STATES	TX	PHARR
MC ALLEN		UNITED STATES	TX	SAN JUAN
PARIS		UNITED STATES	TX	BLOSSOM
PARIS		UNITED STATES	TX	BROOKSTON
PARIS		UNITED STATES	TX	COOPER
PARIS		UNITED STATES	TX	DEPORT
PARIS		UNITED STATES	TX	LAKE CREEK
PARIS		UNITED STATES	TX	PARIS
PARIS		UNITED STATES	TX	PATTONVILLE
PARIS		UNITED STATES	TX	POWDERLY
PARIS		UNITED STATES	TX	ROXTON
SAN ANTONIO		UNITED STATES	TX	ADKINS
SAN ANTONIO		UNITED STATES	TX	ATASCOSA
SAN ANTONIO		UNITED STATES	TX	BERGHEIM
SAN ANTONIO		UNITED STATES	TX	BIGFOOT
SAN ANTONIO		UNITED STATES	TX	BOERNE
SAN ANTONIO		UNITED STATES	TX	BULVERDE
SAN ANTONIO		UNITED STATES	TX	CASTROVILLE
SAN ANTONIO		UNITED STATES	TX	CIBOLO
SAN ANTONIO		UNITED STATES	TX	CONVERSE
SAN ANTONIO		UNITED STATES	TX	ELMENDORF
SAN ANTONIO		UNITED STATES	TX	FLORESVILLE
SAN ANTONIO		UNITED STATES	TX	HELOTES

SAN ANTONIO		UNITED STATES	TX	KENDALIA
SAN ANTONIO		UNITED STATES	TX	LA COSTE
SAN ANTONIO		UNITED STATES	TX	LA VERNIA
SAN ANTONIO		UNITED STATES	TX	LYTLE
SAN ANTONIO		UNITED STATES	TX	MARION
SAN ANTONIO		UNITED STATES	TX	MC QUEENEY
SAN ANTONIO		UNITED STATES	TX	MICO
SAN ANTONIO		UNITED STATES	TX	NATALIA
SAN ANTONIO		UNITED STATES	TX	NEW BRAUNFELS
SAN ANTONIO		UNITED STATES	TX	PIPE CREEK
SAN ANTONIO		UNITED STATES	TX	POTEET
SAN ANTONIO		UNITED STATES	TX	RIO MEDINA
SAN ANTONIO		UNITED STATES	TX	SAINT HEDWIG
SAN ANTONIO		UNITED STATES	TX	SAN ANTONIO
SAN ANTONIO		UNITED STATES	TX	SCHERTZ
SAN ANTONIO		UNITED STATES	TX	SOMERSET
SAN ANTONIO		UNITED STATES	TX	SPRING BRANCH
SAN ANTONIO		UNITED STATES	TX	SUTHERLAND SPRINGS
SAN ANTONIO		UNITED STATES	TX	UNIVERSAL CITY
SAN ANTONIO		UNITED STATES	TX	VON ORMY
TEXARKANA		UNITED STATES	TX	TEXARKANA
WACO		UNITED STATES	TX	FORT HOOD
WACO		UNITED STATES	TX	KILLEEN
WACO		UNITED STATES	TX	TEMPLE
WACO		UNITED STATES	TX	WACO
OGDEN		UNITED STATES	UT	CLEARFIELD
OGDEN		UNITED STATES	UT	EDEN
OGDEN		UNITED STATES	UT	HILL AIR FORCE BASE
OGDEN		UNITED STATES	UT	HOOVER
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
SALT LAKE CITY		UNITED STATES	UT	ALPINE
SALT LAKE CITY		UNITED STATES	UT	AMERICAN FORK
SALT LAKE CITY		UNITED STATES	UT	BINGHAM CANYON
SALT LAKE CITY		UNITED STATES	UT	BOUNTIFUL
SALT LAKE CITY		UNITED STATES	UT	CENTERVILLE
SALT LAKE CITY		UNITED STATES	UT	DRAPER
SALT LAKE CITY		UNITED STATES	UT	FARMINGTON
SALT LAKE CITY		UNITED STATES	UT	LEHI
SALT LAKE CITY		UNITED STATES	UT	LINDON
SALT LAKE CITY		UNITED STATES	UT	MAGNA
SALT LAKE CITY		UNITED STATES	UT	MIDVALE
SALT LAKE CITY		UNITED STATES	UT	MIDWAY
SALT LAKE CITY		UNITED STATES	UT	NORTH SALT LAKE
SALT LAKE CITY		UNITED STATES	UT	OREM

SALT LAKE CITY		UNITED STATES	UT	PARK CITY
SALT LAKE CITY		UNITED STATES	UT	PEOA
SALT LAKE CITY		UNITED STATES	UT	PLEASANT GROVE
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
APPOMATTOX		UNITED STATES	VA	APPOMATTOX
APPOMATTOX		UNITED STATES	VA	CONCORD
APPOMATTOX		UNITED STATES	VA	EVERGREEN
APPOMATTOX		UNITED STATES	VA	SPOUT SPRING
BRISTOL		UNITED STATES	VA	BRISTOL
DANVILLE		UNITED STATES	VA	BLAIRS
DANVILLE		UNITED STATES	VA	DANVILLE
DANVILLE		UNITED STATES	VA	DRY FORK
DANVILLE		UNITED STATES	VA	KEELING
DANVILLE		UNITED STATES	VA	RINGGOLD
FRONT ROYAL		UNITED STATES	VA	FRONT ROYAL
HARRISONBURG		UNITED STATES	VA	BRIDGEWATER
HARRISONBURG		UNITED STATES	VA	BROADWAY
HARRISONBURG		UNITED STATES	VA	DAYTON
HARRISONBURG		UNITED STATES	VA	ELKTON
HARRISONBURG		UNITED STATES	VA	HARRISONBURG
HARRISONBURG		UNITED STATES	VA	HINTON
HARRISONBURG		UNITED STATES	VA	NEW MARKET
HARRISONBURG		UNITED STATES	VA	TIMBERVILLE
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
NORFOLK	NORFOLK ZONE 1	UNITED STATES	VA	CHESAPEAKE
NORFOLK	NORFOLK ZONE 2	UNITED STATES	VA	FORT EUSTIS
NORFOLK	NORFOLK ZONE 2	UNITED STATES	VA	HAMPTON
NORFOLK	NORFOLK ZONE 2	UNITED STATES	VA	JAMESTOWN
NORFOLK	NORFOLK ZONE 2	UNITED STATES	VA	LANGLEY AIR FORCE BASE
NORFOLK	NORFOLK ZONE 2	UNITED STATES	VA	NEWPORT NEWS
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	WILLIAMSBURG
NORFOLK	NORFOLK ZONE 2	UNITED STATES	VA	YORKTOWN
RICHMOND		UNITED STATES	VA	ASHLAND
RICHMOND		UNITED STATES	VA	CHARLES CITY
RICHMOND		UNITED STATES	VA	CHESTER

RICHMOND		UNITED STATES	VA	CHESTERFIELD
RICHMOND		UNITED STATES	VA	COLONIAL HEIGHTS
RICHMOND		UNITED STATES	VA	FORT LEE
RICHMOND		UNITED STATES	VA	GLEN ALLEN
RICHMOND		UNITED STATES	VA	HENRICO
RICHMOND		UNITED STATES	VA	HIGHLAND SPRINGS
RICHMOND		UNITED STATES	VA	HOPEWELL
RICHMOND		UNITED STATES	VA	MANAKIN SABOT
RICHMOND		UNITED STATES	VA	MECHANICSVILLE
RICHMOND		UNITED STATES	VA	MIDLOTHIAN
RICHMOND		UNITED STATES	VA	PETERSBURG
RICHMOND		UNITED STATES	VA	PROVIDENCE FORGE
RICHMOND		UNITED STATES	VA	QUINTON
RICHMOND		UNITED STATES	VA	RICHMOND
RICHMOND		UNITED STATES	VA	SANDSTON
ROANOKE		UNITED STATES	VA	BENT MOUNTAIN
ROANOKE		UNITED STATES	VA	BLUE RIDGE
ROANOKE		UNITED STATES	VA	DALEVILLE
ROANOKE		UNITED STATES	VA	HARDY
ROANOKE		UNITED STATES	VA	ROANOKE
ROANOKE		UNITED STATES	VA	SALEM
ROANOKE		UNITED STATES	VA	TROUTVILLE
ROANOKE		UNITED STATES	VA	VINTON
SMITHFIELD		UNITED STATES	VA	SMITHFIELD
WASHINGTON		UNITED STATES	VA	ALDIE
WASHINGTON		UNITED STATES	VA	ALEXANDRIA
WASHINGTON		UNITED STATES	VA	ANNANDALE
WASHINGTON		UNITED STATES	VA	ARCOLA
WASHINGTON		UNITED STATES	VA	ARLINGTON
WASHINGTON		UNITED STATES	VA	ASHBURN
WASHINGTON		UNITED STATES	VA	BRISTOW
WASHINGTON		UNITED STATES	VA	BROAD RUN
WASHINGTON		UNITED STATES	VA	BURKE
WASHINGTON		UNITED STATES	VA	CATHARPIN
WASHINGTON		UNITED STATES	VA	CENTREVILLE
WASHINGTON		UNITED STATES	VA	CHANTILLY
WASHINGTON		UNITED STATES	VA	CLIFTON
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	VA	GAINESVILLE
WASHINGTON		UNITED STATES	VA	GREAT FALLS
WASHINGTON		UNITED STATES	VA	HAYMARKET
WASHINGTON		UNITED STATES	VA	HERNDON
WASHINGTON		UNITED STATES	VA	LORTON

WASHINGTON		UNITED STATES	VA	MANASSAS
WASHINGTON		UNITED STATES	VA	MC LEAN
WASHINGTON		UNITED STATES	VA	NOKESVILLE
WASHINGTON		UNITED STATES	VA	OAKTON
WASHINGTON		UNITED STATES	VA	QUANTICO
WASHINGTON		UNITED STATES	VA	RESTON
WASHINGTON		UNITED STATES	VA	SPRINGFIELD
WASHINGTON		UNITED STATES	VA	STERLING
WASHINGTON		UNITED STATES	VA	TRIANGLE
WASHINGTON		UNITED STATES	VA	VIENNA
WASHINGTON		UNITED STATES	VA	WOODBIDGE
FOREST DALE		UNITED STATES	VT	FOREST DALE
BELLINGHAM		UNITED STATES	WA	BELLINGHAM
CASCADE		UNITED STATES	WA	ELLENSBURG
CASCADE		UNITED STATES	WA	MOXEE
CASCADE		UNITED STATES	WA	TOPPENISH
CASCADE		UNITED STATES	WA	WAPATO
CASCADE		UNITED STATES	WA	YAKIMA
CASCADE		UNITED STATES	WA	ZILLAH
CONNELL		UNITED STATES	WA	CONNELL
JOINT BASE LEWIS MCCHORD		UNITED STATES	WA	FORT LEWIS
JOINT BASE LEWIS MCCHORD		UNITED STATES	WA	MCCHORD AFB
MOUNT VERNON		UNITED STATES	WA	BOW
MOUNT VERNON		UNITED STATES	WA	BURLINGTON
MOUNT VERNON		UNITED STATES	WA	CLEARLAKE
MOUNT VERNON		UNITED STATES	WA	CONWAY
MOUNT VERNON		UNITED STATES	WA	LA CONNER
MOUNT VERNON		UNITED STATES	WA	MOUNT VERNON
OAK HARBOR		UNITED STATES	WA	OAK HARBOR
OLYMPIA		UNITED STATES	WA	LACEY
OLYMPIA		UNITED STATES	WA	OLYMPIA
OTHELLO		UNITED STATES	WA	MOSES LAKE
OTHELLO		UNITED STATES	WA	OTHELLO
OTHELLO		UNITED STATES	WA	WARDEN
PORT HADLOCK		UNITED STATES	WA	PORT HADLOCK
PORTLAND	PORTLAND	UNITED STATES	WA	BATTLE GROUND
PORTLAND	PORTLAND	UNITED STATES	WA	BRUSH PRAIRIE
PORTLAND	PORTLAND	UNITED STATES	WA	CAMAS
PORTLAND	PORTLAND	UNITED STATES	WA	RIDGEFIELD
PORTLAND	PORTLAND	UNITED STATES	WA	VANCOUVER
PUGET SOUND	PUGET SOUND ZONE 2	UNITED STATES	WA	AUBURN
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 3	UNITED STATES	WA	CAMP MURRAY
PUGET SOUND	PUGET SOUND ZONE 3	UNITED STATES	WA	CARBONADO
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 3	UNITED STATES	WA	FEDERAL WAY
PUGET SOUND	PUGET SOUND ZONE 3	UNITED STATES	WA	FIFE
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 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 3	UNITED STATES	WA	MILTON
PUGET SOUND	PUGET SOUND ZONE 1	UNITED STATES	WA	MOUNTLAKE TERRACE
PUGET SOUND	PUGET SOUND ZONE 1	UNITED STATES	WA	MUKILTEO
PUGET SOUND	PUGET SOUND ZONE 1	UNITED STATES	WA	OLALLA
PUGET SOUND	PUGET SOUND ZONE 3	UNITED STATES	WA	ORTING
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 3	UNITED STATES	WA	PUYALLUP
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 3	UNITED STATES	WA	SPANAWAY
PUGET SOUND	PUGET SOUND ZONE 1	UNITED STATES	WA	STANWOOD
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 1	UNITED STATES	WA	SUQUAMISH
PUGET SOUND	PUGET SOUND ZONE 3	UNITED STATES	WA	TACOMA
PUGET SOUND	PUGET SOUND ZONE 3	UNITED STATES	WA	UNIVERSITY PLACE
PUGET SOUND	PUGET SOUND ZONE 1	UNITED STATES	WA	WOODINVILLE
QUINCY		UNITED STATES	WA	QUINCY
RICHLAND		UNITED STATES	WA	KENNEWICK
RICHLAND		UNITED STATES	WA	PASCO
RICHLAND		UNITED STATES	WA	RICHLAND
SPOKANE		UNITED STATES	WA	CHENEY
SPOKANE		UNITED STATES	WA	SPOKANE
WALLA WALLA		UNITED STATES	WA	COLLEGE PLACE
WALLA WALLA		UNITED STATES	WA	DIXIE
WALLA WALLA		UNITED STATES	WA	WALLA WALLA
WALLA WALLA		UNITED STATES	WA	WALLULA
WENATCHEE		UNITED STATES	WA	EAST WENATCHEE
WENATCHEE		UNITED STATES	WA	WENATCHEE
ARCADIA		UNITED STATES	WI	ARCADIA
ARCADIA		UNITED STATES	WI	INDEPENDENCE
EAU CLAIRE		UNITED STATES	WI	EAU CLAIRE

FOND DU LAC		UNITED STATES	WI	BROWNSVILLE
FOND DU LAC		UNITED STATES	WI	BYRON
FOND DU LAC		UNITED STATES	WI	CAMPBELLSPORT
FOND DU LAC		UNITED STATES	WI	EDEN
FOND DU LAC		UNITED STATES	WI	ELDORADO
FOND DU LAC		UNITED STATES	WI	FOND DU LAC
FOND DU LAC		UNITED STATES	WI	LOMIRA
FOND DU LAC		UNITED STATES	WI	MALONE
FOND DU LAC		UNITED STATES	WI	MOUNT CALVARY
FOND DU LAC		UNITED STATES	WI	OAKFIELD
FOND DU LAC		UNITED STATES	WI	ROSENDALE
FOND DU LAC		UNITED STATES	WI	SAINT CLOUD
FOND DU LAC		UNITED STATES	WI	VAN DYNE
GREEN BAY		UNITED STATES	WI	GREEN BAY
MILWAUKEE		UNITED STATES	WI	BROOKFIELD
MILWAUKEE		UNITED STATES	WI	BUTLER
MILWAUKEE		UNITED STATES	WI	CALEDONIA
MILWAUKEE		UNITED STATES	WI	CUDAHY
MILWAUKEE		UNITED STATES	WI	ELM GROVE
MILWAUKEE		UNITED STATES	WI	FRANKLIN
MILWAUKEE		UNITED STATES	WI	GREENDALE
MILWAUKEE		UNITED STATES	WI	HALES CORNERS
MILWAUKEE		UNITED STATES	WI	MENOMONEE FALLS
MILWAUKEE		UNITED STATES	WI	MEQUON
MILWAUKEE		UNITED STATES	WI	MILWAUKEE
MILWAUKEE		UNITED STATES	WI	MUSKEGO
MILWAUKEE		UNITED STATES	WI	NEW BERLIN
MILWAUKEE		UNITED STATES	WI	OAK CREEK
MILWAUKEE		UNITED STATES	WI	SAINT FRANCIS
MILWAUKEE		UNITED STATES	WI	SOUTH MILWAUKEE
MILWAUKEE		UNITED STATES	WI	THIENSVILLE
MILWAUKEE		UNITED STATES	WI	WAUKESHA
OSHKOSH		UNITED STATES	WI	NEENAH
OSHKOSH		UNITED STATES	WI	OSHKOSH
OSHKOSH		UNITED STATES	WI	RIPON
SPARTA		UNITED STATES	WI	CAMP DOUGLAS
SPARTA		UNITED STATES	WI	SPARTA
STOUGHTON		UNITED STATES	WI	STOUGHTON
MOOREFIELD		UNITED STATES	WV	MOOREFIELD
MONTEVIDEO	MONTEVIDEO	URUGUAY		MONTEVIDEO
SAINT CROIX	CHRISTIANSTED	US VIRGIN ISLANDS		CHRISTIANSTED
SAINT CROIX	CHRISTIANSTED	US VIRGIN ISLANDS		FREDERIKSTED
SAINT CROIX	CHRISTIANSTED	US VIRGIN ISLANDS		KINGSHILL
SAINT THOMAS	CHARLOTTE AMALIE	US VIRGIN ISLANDS		CHARLOTTE AMALIE
SAINT THOMAS	CHARLOTTE AMALIE	US VIRGIN ISLANDS		SAINT THOMAS
KARSHI - KHANABAD		UZBEKISTAN		KARSHI
KARSHI - KHANABAD		UZBEKISTAN		KHANABAD
KARSHI - KHANABAD		UZBEKISTAN		KHASI

KOKAND		UZBEKISTAN		KOKAND
TASHKENT		UZBEKISTAN		TASHKENT
CARACAS		VENEZUELA		CARACAS
LA GUAIRA	LA GUAIRA	VENEZUELA		LA GUAIRA
LA GUAIRA	LA GUAIRA	VENEZUELA		MAIQUETIA
HAIPHONG	HAIPHONG	VIETNAM		HAIPHONG
HANOI		VIETNAM		HANOI
HO CHI MINH CITY	HO CHI MINH CITY	VIETNAM		HO CHI MINH CITY
SANAA		YEMEN		SANAA
ADEN	ADEN	YEMEN		ADEN
LUSAKA		ZAMBIA		LUSAKA
HARARE		ZIMBABWE		HARARE
(City Groups are used for Linehaul & Single Factor Rates)	(Drayage Zones are used for Drayage Rates)			

ROUTE INFORMATION

	From/To															
	Africa	Alaska	Azores	Black Sea	Caribbean	Central America/Mexico	Continental Europe, United Kingdom, Ireland	Far East	Greenland	Hawaii	Iceland	Mediterranean	Middle East, South Asia, Indian Ocean	Oceania	Scandinavia, Baltic Sea	South America
Africa	40				99		71	90				74	75			
Alaska		29						82		44			91	83		
Azores							64					70				
Black Sea				96			97					94	95			
Canada East Coast							22					21				
Caribbean	99				18	84	88						92			
Central America/Mexico					84	76	65	93				66		69		68
Continental Europe, United Kingdom, Ireland	71		64	97	88	65	48	49		27	62	34	2	72	24	
Far East	90	82				93	49	19		16		50	51	61	87	58
Hawaii		44					27	16		41		36	85	79		
Iceland							62					63				
Mediterranean	74		70	94		66	34	50		36	63	20	57	89	86	
Middle East, South Asia, Indian Ocean	75	91		95	92		2	51		85		57	4	80		
Oceania		83				69	72	61		79		89	80	81		
Scandinavia, Baltic Sea							24	87				86			98	
U.S. East Coast	60		33	52	37	39	5	8	30	9	31	6	7	77	32	55
U.S. Great Lakes							17	45				46				
U.S. Gulf Coast	73		38	59	42	43	11	14		15		12	13	78	10	56
U.S. West Coast	67	26				28	23	1		3		25	47	54		53

Route	Description
01	U.S. West Coast - Far East
02	Continental Europe, United Kingdom, Ireland - Middle East, South Asia, Indian Ocean
03	U.S. West Coast – Hawaii
04	Middle East, South Asia, Indian Ocean Interport
05	U.S. East Coast - Continental Europe, United Kingdom, Ireland
06	U.S. East Coast – Mediterranean
07	U.S. East Coast - Middle East, South Asia, Indian Ocean
08	U.S. East Coast - Far East
09	U.S. East Coast – Hawaii
10	U.S. Gulf Coast - Scandinavia, Baltic Sea
11	U.S. Gulf Coast - Continental Europe, United Kingdom, Ireland
12	U.S. Gulf Coast – Mediterranean
13	U.S. Gulf Coast - Middle East, South Asia, Indian Ocean
14	U.S. Gulf Coast - Far East
15	U.S. Gulf Coast – Hawaii
16	Hawaii - Far East
17	U.S. Great Lakes - Continental Europe, United Kingdom, Ireland
18	Caribbean Interport
19	Far East Interport
20	Mediterranean Interport
21	Canada East Coast – Mediterranean
22	Canada East Coast - Continental Europe, United Kingdom, Ireland
23	U.S. West Coast - Continental Europe, United Kingdom, Ireland
24	Scandinavia, Baltic - Continental Europe, United Kingdom, Ireland
25	U.S. West Coast – Mediterranean
26	U.S. West Coast – Alaska
27	Hawaii - Continental Europe, United Kingdom, Ireland
28	U.S. West Coast - Central America/Mexico
29	Alaska Interport
30	U.S. East Coast – Greenland
31	U.S. East Coast – Iceland
32	U.S. East Coast - Scandinavia, Baltic Sea
33	U.S. East Coast – Azores
34	Continental Europe, United Kingdom, Ireland - Mediterranean
35	U.S. West Coast - Caribbean
36	Mediterranean – Hawaii
37	U.S. East Coast – Caribbean
38	U.S. Gulf Coast – Azores
39	U.S. East Coast - Central America/Mexico
40	Africa Interport
41	Hawaii Interport
42	U.S. Gulf Coast – Caribbean
43	U.S. Gulf Coast - Central America/Mexico
44	Alaska - Hawaii

Route	Description
45	U.S. Great Lakes - Far East
46	U.S. Great Lakes – Mediterranean
47	U.S. West Coast - Middle East, South Asia, Indian Ocean
48	Continental Europe, United Kingdom, Ireland Interport
49	Far East - Continental Europe, United Kingdom, Ireland
50	Far East – Mediterranean
51	Far East - Middle East, South Asia, Indian Ocean
52	U.S. East Coast - Black Sea
53	U.S. West Coast - South America
54	U.S. West Coast – Oceania
55	U.S. East Coast - South America
56	U.S. Gulf Coast - South America
57	Mediterranean - Middle East, South Asia, Indian Ocean
58	Far East – South America
59	U.S. Gulf Coast – Black Sea
60	U.S. East Coast – Africa
61	Far East – Oceania
62	Continental Europe, United Kingdom, Ireland - Iceland
63	Iceland – Mediterranean
64	Continental Europe, United Kingdom, Ireland - Azores
65	Central America/Mexico - Continental Europe, United Kingdom, Ireland
66	Central America/Mexico – Mediterranean
67	U.S. West Coast – Africa
68	Central America/Mexico - South America
69	Central America/Mexico – Oceania
70	Azores – Mediterranean
71	Continental Europe, United Kingdom, Ireland - Africa
72	Continental Europe, United Kingdom, Ireland - Oceania
73	U.S. Gulf Coast – Africa
74	Mediterranean – Africa
75	Africa - Middle East, South Asia, Indian Ocean
76	Central America/Mexico Interport
77	U.S. East Coast – Oceania
78	U.S. Gulf Coast – Oceania
79	Hawaii – Oceania
80	Oceania - Middle East, South Asia, Indian Ocean
81	Oceania Interport
82	Alaska - Far East
83	Alaska – Oceania
84	Caribbean - Central America, Mexico
85	Hawaii - Middle East, South Asia, Indian Ocean
86	Mediterranean - Scandinavia, Baltic Sea
87	Far East – Scandinavia, Baltic Sea
88	Continental Europe, United Kingdom, Ireland - Caribbean
89	Mediterranean – Oceania

Route	Description
90	Far East – Africa
91	Alaska - Middle East, South Asia, Indian Ocean
92	Caribbean - Middle East, South Asia, Indian Ocean
93	Far East – Central America/Mexico
94	Mediterranean – Black Sea
95	Black Sea - Middle East, South Asia, Indian Ocean
96	Black Sea Interport
97	Continental Europe, United Kingdom, Ireland - Black Sea
98	Scandinavia, Baltic Sea Interport
99	Caribbean - Africa
CA	Caspian Sea Interport

Invoicing and Payment

A. General Information

A.1 Invoices shall be submitted promptly within the timeframes described in this Attachment. Invoices shall be submitted only after services included on the invoice have been satisfactorily performed per FAR 32.905. Descriptions of services rendered must match the terms used in the USC-9 contract. When carrier terminology differs from USC-9, the latter shall be used. Claims shall be submitted within three years of accrual.

A.2 Charges for services performed for containers booked under the Direct-Booking process are to be billed directly to the Shipper and are not covered under this Attachment, with the exception of services not ordered within IBS which will continue to be submitted to SDDC for validation using the procedures in Section C of this attachment and forwarded by SDDC to the direct shipper for payment upon validation. These invoices will be prominently marked as "Direct Booked". Direct Bookers require carriers to be Third Party Pay System (TPPS) capable. TPPS is an electronic freight transaction tracking and payment system. Current TPPS contact information will be provided to carriers following the award of the contract. Booking data will be made available within Syncada for carrier billing once the Lift on Board notification has been provided for the associated cargo.

A.3 Failure to provide required information and appropriate documentation for a specific container/piece of cargo shall result in a rejection of an invoice and may delay the payment process. Discrepancies in Contractor provided shipment information on submitted invoices will lead to certification delays as additional supporting documentation may be required from the Contractor.

A.4 There are five distinct invoicing categories for this contract as follows:

- 1) Invoices for Services Ordered within the SDDC Integrated Booking System (IBS)
- 2) Invoices for Services Not Ordered within the SDDC IBS system or invoices for Breakbulk Movement Services
- 3) Invoices for exception charges which require preapproval
- 4) Invoices associated with Requests for Equitable Adjustments (REA)
- 5) Invoices associated with Pass-through charges

A.5 The Government has the right to request additional information in support of the charges in the invoice. In addition, all charges for services not ordered in the Integrated Booking System (IBS) booking (and for the Enhanced ITV accessorial in the IBS Booking) will require COR review and certification via the SDDC Pipeline Asset Tool Invoice Processing Portal (PAT IPP) tool and REA invoices will require review and approval by the Contracting Officer.

A.6 The provisions of prompt payment will apply to this contract and any invoice not paid within 30 days will incur interest penalty.

A.7 Contractors are authorized to bill all charges on vessel departure.

A.8 Contractors will have the option of submitting invoices for IBS Booked Breakbulk Movement Services either manually via upload of invoice documents to the SDDC Pipeline Asset Tool Invoice Processing Portal (PAT IPP) or electronically via the Treasury Invoice Processing Portal (TIPP). Invoices submitted manually will be entitled using a Net 30 payment term, whereas invoices submitted electronically via TIPP will be entitled on a Pay Immediate payment term.

TFMS will pass booking data received from the Integrated Booking System (IBS) to Treasury IPP for use in the invoice creation process. Invoices should be input into TIPP based on receipt of an EDI Vessel Departure Notice (VD). Once invoice data is successfully input to Treasury IPP, it will pass from Treasury IPP to TFMS for entitlement processing. TFMS will match obligation data from the booking, manifest data provided by GATES and invoice data provided from Treasury IPP and create a payable record. TFMS will also return invoice status data to Treasury IPP to include invoice payment notification.

A.9 Invoices for IBS Booked Container Movement Services will be created via the Treasury Invoice Processing Portal (TIPP) using the online purchase order flip capability.

B. Invoicing Procedures for using Treasury IPP

B.1 The following procedures are applicable to invoicing and payment for Container Movement Services ordered or modified thereafter within the SDDC Integrated Booking System (IBS).

B.2 All invoices for IBS booked Container Movement Service charges shall be submitted electronically via the Treasury IPP. Once invoices are successfully uploaded to the portal, they will be interfaced into the Transportation Financial Management System (TFMS) for entitlement processing.

Contractors have the option to also input invoices for Breakbulk Movement Services into TIPP. Breakbulk purchase orders consisting of more than 10 TCNs will be loaded into Treasury IPP with summarized quantities loaded for each charge type other than other than commercial over ocean transport charges included in the booking.

B.3 A Treasury IPP invoice will contain the following information:

Header:

- Contractor Name and Address(*)
- Invoice Date and Invoice Number
- Invoice Total Amount(*)
- Contract Number(*)
- TFMS PO Number (*) (Combination of contract number + Port Call File Number (PCFN) + PCFN fiscal year + sequence number) – no more than one (1) per invoice.
- Sail Date
- Miscellaneous Cost (used to convey any net negative value associated with BAF/CAF/FAF credit lines)

Line Item Detail:

- Line Item Description(*)
- Quantity
- Unit of Measure(*)
- Unit Price(*)
- Extended price of services performed(*)
- TFMS PO Line Number(*)
- TFMS PO Schedule Number(*)
- Transportation Control Number (TCN) (*)
- Care Rate ID(*)
 - ❖ Note 2: Items marked with (*) are provided within Treasury IPP and do not require carrier input

C. Invoicing Procedures for Services Not Ordered within IBS

C.1 Procedures applicable to invoicing and payment for priced charges or Contracting Officer pre-approved charges that cannot be booked within IBS are provided below. Invoice submission shall include only one (1) category per invoice (see categories in C.3 below). Additionally, invoice submissions shall include only one (1) AOR per invoice (CENTCOM-only; AFRICOM-only; etc.)

C.2 All invoices for non-booked charges shall be submitted electronically via upload to PAT Invoice Processing Portal (IPP). Invoices containing such charges will be assigned to appropriate personnel within SDDC for validation/certification. All applicable EDI 315 transactions as outlined in Exhibit 3, PWS, and Attachment 1 are required for submission of these invoices. Failure to submit required and accurate EDI 315 transactions will result in an invoice rejection until EDI 315 requirements are performed accordingly. Once these invoices are certified, they will be passed to the G8 accounts payable section for entitlement processing.

C.3 Invoices for the following non IBS booked charges are included in this category:

- a. Carrier Holding Yard Storage (exigency areas only)
- b. Container Detention
- c. Container Purchase
- d. Extra CVED/Vet Inspections
- e. Driver Wait Time
- f. Exigent Driver Wait Time
- g. Futile Trip
- h. Port Storage
- i. Reefer Maintenance
- j. Enhanced ITV*
- k. Defense Base Act
- l. Singapore container lease
- m. Kuwait Landing Fees
- n. High Risk Waters Armed Security
- o. Dry run
- p. Blocking and Bracing
- q. Guam Customs Inspection Fee
- r. Other Inspections
- s. Cargo Recall
- t. Electronic Cargo Tracking Notes (includes: ECTNs, BIETCs, and BESC)

*** Invoices for Enhanced ITV, although booked in IBS, must be submitted to PAT IPP for validation by the applicable COR.**

C.4 A proper invoice contains the following information

- a. Contractor Name and Address
- b. Invoice Date and Invoice Number
- c. Contract Number
- d. Invoice Type (e.g. container detention, port storage, etc.)
- e. Tax Identification Number
- f. Invoice Measuring Month
- g. Port Call File Number (for IBS shipments only)
- h. Contractor Booking Number
- i. Container number (for container shipments only)
- j. Dollar Amount of Invoice
- k. Name and address of contractor official to whom payment is to be sent (must match the contract or a proper notice of assignment)
- l. Any additional information as requested under the billing procedures
- m. Exchange rate at the time expense was incurred

- n. ****Certification Statement signed by authorized contractor representative: "I hereby certify that the above bill is correct and just, and services were performed".**

Note 1: Invoices for container detention, port storage, and reefer maintenance shall be submitted per month and per AOR where charges were incurred.

Note 2: Driver wait time invoices for origin and destination shall include truck arrival date/time and departure date/time signed by a Government representative or for final destination invoices the Proof of Delivery (POD) shall be included in accordance with Exhibit 3, PWS paragraph 7.F.1.9.

C.5 Kuwait Landing Fees

Contractor will submit Kuwait Landing Fee invoices via PAT IPP as a "Pass-Through Charge". Kuwait Landing Fee invoices must be submitted per vessel and will not be consolidated per month.

Invoices for Kuwait Landing Fees shall include the following supporting documentation:

- Copy of the port invoice issued by the Kuwait Port Authority (KPA) indicating proof and date of incurred costs;
- Copy of applicable port tariff citing the applicable rate(s) for landing charges (aside from the invoice issued by the Kuwait Port);
- An excel spreadsheet for each vessel detailing Vessel Name, VOYDOC/VDN, POE, POD, Arrival Date, Lift Date, Weight and Metric Tonnage for all breakbulk cargo and the number of pieces for containerized cargo. This must include a breakdown of the different types of cargo e.g. general cargo, light vehicles, heavy vehicles, etc. to cross check the information stated in the invoice issued by the KPA.
- Proof of payment by contractor to 3rd party

C.6 Defense Base Act

Invoices submitted for Defense Base Act Insurance will be submitted via PAT IPP as a "Pass-through Charge" and accompanied by a copy of the current insurance policy and proof of payment to the insurance underwriter. Invoices with proper documentation should be submitted no later than 30 days from the date charges occur or within 5 days of payment to the 3rd party. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified. For contractors with subcontractors who purchase DBA insurance under this requirement, a copy of the subcontractor's payment to the insurance underwriter, copy of the subcontractor's invoice to the prime contractor seeking reimbursement and payment documentation of the prime contractor's reimbursement to the subcontractor shall be provided.

C.7 High Risk Waters Armed Security

Invoices for High Risk Waters Armed Security will be submitted via PAT IPP. In addition to the invoice requirements listed in paragraph D.4, documentation must also include the vessel name and voyage number(s).

D Invoices for Breakbulk Movement Services

D.1 Contractors will have the option to submit invoices for Breakbulk Movement Services via upload of invoice documents to the SDDC PAT Invoice Processing Portal (IPP).

D.2 Upon receipt of these invoice documents, SDDC accounts payable staff will manually input the invoice data into TFMS for entitlement processing. TFMS will match obligation data from the booking, manifest data provided by GATES and invoice data input by accounts payable staff to create a payable record. TFMS will also return invoice status data to the SDDC PAT Invoice Processing Portal (IPP) to include invoice payment data.

E. Exceptions

Unexpected charges are those anomalies that are not foreseen. Carriers must seek approval from the applicable Contracting Officer before an invoice containing one of these charges can be submitted.

The following are examples of the types of charges that fall into this category:

- a. Re-stenciling of containers
- b. Rework (unstuffing & restuffing of improperly-stuffed containers)
- c. Chassis Detention
- d. Vessel Demurrage

F. Requests for Equitable Adjustment (REA)

Equitable adjustments are necessitated by unforeseen situations in which Contractor feels an equitable adjustment is payable to contractor. Invoices for equitable adjustments shall be submitted in PAT IPP with the literal value "REA" in the first three positions of the invoice number and approved by the Contracting Officer in TCAQ. Approved/certified REA invoices will then be submitted by TCAQ to the G8 accounts payable branch for entitlement processing.

G. Pass-Through Charges

G.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, section 6. The pass through charges shall be allowable, reasonable, and allocable, supported by an invoice, and subject to audit. The Government reserves the right to reject any pass through charge that is not allowable, reasonable, and allocable, or is not supported by a proper invoice. Pass through charges shall include only direct reimbursable pass through costs and shall exclude overhead, general and administrative expenses, and profit.

G.2 A proper invoice for pass through charges will follow the guidelines in Attachment 6, para C.4 above. Contractor shall submit pass through charges with supporting documentation. Supporting documentation must include: notification email to the applicable COR when the additional cost/service was incurred, copy of third party invoice and basis for rate being charged (e.g. applicable port tariff) and proof of payment to third party. For re-working of containers due to rejection by port or rail authority, a copy of the inspection report identifying reasons for rejection must be provided. Invoices for pass through charges shall be submitted in the PAT IPP for COR approval. Approved/certified invoices will then be forwarded to the G8 Accounts Payable Branch for entitlement processing.

G.3 Examples of the type of additional charges that shall be paid include, but are not limited to those listed in C.3 above.

G.4 In accordance with Exhibit 3, PWS, Attachment 3, all rates shall include all costs for normal services from gate to gate. Costs or charges included in priced service shall not be invoiced as a pass-through charge.

H. Invoice Status Reporting

H.1 The Contractor shall utilize the SDDC Invoice Portal to obtain invoice status information including the following status categories:

- Invoice Received
- Invoice Returned
- Invoice Processed for Payment
- Invoice Paid

H.2 For returned invoices the portal will include both a date and an explanation of why the invoice was returned and for paid invoices the portal will include the date paid, disbursement voucher number and information explaining any applicable short payment of any charges appearing on the invoice.

Economic Price Adjustment

1. Bunker Adjustment Factor (BAF)

1.1. BAF Allowance

1.1.1. BAF is an allowance for fluctuations in marine fuel prices that shall be paid to the Contractors or to the US Government in accordance with the following process.

1.1.2. BAF has 5 fundamental inputs. These inputs are applied at different times in the three-step process outlined below.

- a) The price of Marine Gas Oil (MGO) at Los Angeles and Houston
- b) The price of Low Sulfur Fuel Oil (LSFO) at Los Angeles and Houston
- c) The route specific percentages for sailing distance within the Emission Control Area (ECA) Zone and in open ocean
- d) The technical factors for Twenty-Foot Equivalent Units (TEUs), Forty-Foot Equivalent Units FEUs, and Measurement Tons (MTONs) on a per lane basis
- e) The set tolerance of plus or minus 15%

1.1.3. BAF shall be calculated using Houston or Los Angeles prices as indicated in the Bunker Fuel Location column of Table 1 below.

1.1.4. The BAF report shall be computed by the Military Surface Deployment and Distribution Command (SDDC) on or after the first of each month (“calculation month”) and be provided to Contractors on the SDDC website no later than the 15th of the same month. The report shall use data from the previous month (“data month”), and shall be applicable to the month which is two months after the calculation month and three months after the data month. The applicable month is determined by the sail date from port of embarkation (POE) in the initial offer. For example, the BAF calculated in July based on June data shall apply to cargo that was initially offered to sail from POE in September. If the cargo is advanced and ends up sailing in an earlier month, or sails in a later month (due to factors such as roll, shutout, or schedule change), there will be no change to the BAF. Using the above example, if the cargo was initially offered to a vessel that was scheduled to sail from POE in September, the BAF applicable to September shall be payable, even if the sails in a different month.

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

1.1.6. The source for bunker prices is Bunkerworld (<https://www.bunkerworld.com/>), which calculates bunker average monthly prices by port and fuel type. These prices are quoted in metric tons.

1.1.7. 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.

1.1.8. A baseline fuel price shall be priced annually prior to contract award and prior to the award of each option year if exercised. The baseline fuel prices shall be based on the average fuel price over a three month time frame for Houston and Los Angeles for each fuel type. The three month period will be based on the three months prior to the month the Request for Proposal is issued. In the case of the Option Periods, the three month period will be based on the three months prior to the month that CARE II is available to the Carriers to input rates. The baseline is calculated based on each route identified in Table 1 of this attachment.

1.1.9. The BAF is zero unless the one-month average fuel price is at least 15% higher or 15% lower than the baseline average fuel price, in which case, the Government (above the upper limit) or the Contractor (below the lower limit) will pay the difference between the limit and the one month average.

1.1.10. No bunker adjustment is payable on the routes not included in BAF Table 1 below.

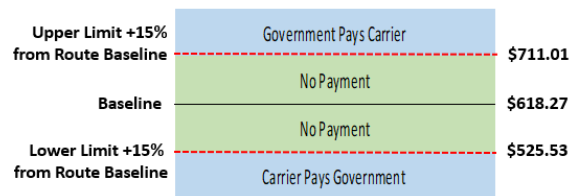
1.2. BAF Calculation and Example

1.2.1. Calculation Steps

1. Calculate the baseline and tolerance for the route.
 - a. $((3 \text{ Month Avg MGO} \times \text{Route Mix}) + (3 \text{ Month Avg LSFO} \times \text{Route Mix})) = \text{Baseline}$
 - b. $\text{Upper limit} = \text{Baseline} \times 1.15$; $\text{Lower Limit} = \text{Baseline} \times .85$
2. Calculate the monthly value for the route.
 - a. $((\text{Monthly Avg MGO} \times \text{Route Mix}) + (\text{Monthly Avg LSFO} \times \text{Route Mix})) = \text{Monthly Value}$
3. Calculate the payment.
 - a. If the Monthly Value is outside of the tolerance limits, the difference between the Monthly Value and the limit of the tolerance range is multiplied by the technical factors to arrive at the payable amount per unit of freight. For containerized goods, these units are TEUs and FEUs. For breakbulk cargo, they are measurement tons.
 - b. If the Monthly Value does not exceed the tolerance limits, then there is no BAF payable to either party.

1.2.2. Government Pays Example Step 1:

Month	Price MGO – LA	Price LSFO - LA
Dec 20	\$670	\$570
Jan 20	\$610	\$600
Feb 20	\$660	\$650
Average	\$647	\$607



Calculate the baseline for Route 1 – USWC to Far East:
 $((\$647 \times .29) + (\$607 \times .71)) = \$618.27$

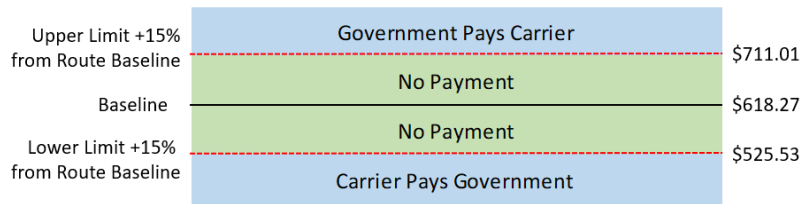
Calculate tolerance:
 $\$618.27 \times 1.15 = \711.01 is the upper limit
 $\$618.27 \times .85 = \525.53 is the lower limit

1.2.3. Government Pays Example Step 2:

Month	Price MGO – LA	Price LSFO - LA
May 20	800	750

Calculate the monthly value for Route 1 for cargo sailing in August:
 $((\$800 \times .29) + (\$750 \times .71)) = \$764.50$

1.2.4. Government Pays Example Step 3:



The monthly value is **above** the tolerance: $\$764.50 - \$711.01 = \$53.49$

The Government will pay the carrier. To find the amount, multiply the difference by the tech factor:

TEU: $\$53.49 \times .242 = \12.95

FEU: $\$53.49 \times .472 = \25.25

MTON: $\$53.49 \times .015 = \0.80

1.2.5. Carrier Pays Example Step 1 is the same as 1.2.2 above.

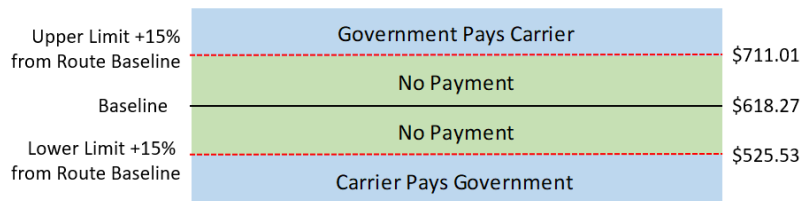
1.2.6. Carrier Pays Example Step 2:

Month	Price MGO – LA	Price LSFO - LA
May 20	550	500

Calculate the monthly value for Route 1 for cargo sailing in August:

$$((\$550 \times .29) + (\$500 \times .71)) = \$514.50$$

1.2.7. Carrier Pays Example Step 3:



The monthly value is **below** the tolerance: $\$525.53 - \$514.50 = \$11.03$. The Carrier will pay the

Government. To find the amount, multiply the difference by the tech factor:

TEU: $\$11.03 \times .242 = \2.67

FEU: $\$11.03 \times .472 = \5.20

MTON: $\$11.03 \times .015 = \0.17

1.3. Payment procedures

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.

1.4. Tables for Fuel Mixtures and Technical Factors by Lane

The bunker fuel mixture and bunker fuel location for each route is shown below in BAF Table 1.

BAF Table 1 Fuel Mixtures

Lane	Name	Bunker Fuel Location	Over Ocean Share	ECA Share
1	U.S. West Coast - Far East	Los Angeles	71%	29%
2	Continental Europe, United Kingdom, Ireland - Middle East, South Asia, Indian Ocean	Houston	85%	15%
3	U.S. West Coast - Hawaii	Los Angeles	44%	56%
4	Middle East, South Asia, Indian Ocean Interport	Houston	95%	5%
5	U.S. East Coast - Continental Europe, United Kingdom, Ireland	Houston	36%	64%
6	U.S. East Coast - Mediterranean	Houston	71%	29%
7	U.S. East Coast - Middle East, South Asia, Indian Ocean	Houston	81%	19%
8	U.S. East Coast - Far East	Houston	87%	13%
10	U.S. Gulf Coast - Scandinavia, Baltic Sea	Houston	39%	61%
11	U.S. Gulf Coast - Continental Europe, United Kingdom, Ireland	Houston	63%	37%
12	U.S. Gulf Coast - Mediterranean	Houston	81%	19%
13	U.S. Gulf Coast - Middle East, South Asia, Indian Ocean	Houston	85%	15%
14	U.S. Gulf Coast - Far East	Houston	90%	10%
15	U.S. Gulf Coast - Hawaii	Houston	84%	16%
16	Hawaii - Far East	Los Angeles	89%	11%
18	Caribbean Interport	Houston	0%	100%
19	Far East Interport	Los Angeles	95%	5%
20	Mediterranean Interport	Houston	95%	5%
23	U.S. West Coast-Continental Europe, United Kingdom, Ireland	Los Angeles	95%	5%
24	Scandinavia, Baltic Sea - Continental Europe, United Kingdom, Ireland	Houston	6%	94%
25	U.S. West Coast - Mediterranean	Los Angeles	89%	11%
26	U.S. West Coast - Alaska	Los Angeles	41%	59%
27	Hawaii - Continental Europe, United Kingdom, Ireland	Los Angeles	84%	16%
28	U.S. West Coast - Central America/Mexico	Los Angeles	63%	37%
29	Alaska Interport	Los Angeles	87%	13%
31	U.S. East Coast - Iceland	Houston	27%	73%
32	U.S. East Coast - Scandinavia, Baltic Sea	Houston	32%	68%
33	U.S. East Coast - Azores	Houston	70%	30%
34	Continental Europe, United Kingdom, Ireland - Mediterranean	Houston	78%	22%
35	U.S. West Coast - Caribbean	Los Angeles	74%	26%
36	Mediterranean - Hawaii	Houston	91%	9%
37	U.S. East Coast - Caribbean	Houston	57%	43%
39	U.S. East Coast - Central America/Mexico	Houston	41%	59%
40	Africa Interport	Houston	95%	5%
41	Hawaii Interport	Los Angeles	0%	100%
42	U.S. Gulf Coast - Caribbean	Houston	59%	41%

43	U.S. Gulf Coast - Central America/Mexico	Houston	55%	45%
44	Alaska - Hawaii	Los Angeles	78%	22%
47	U.S. West Coast - Middle East, South Asia, Indian Ocean	Los Angeles	82%	18%
48	Continental Europe, United Kingdom, Ireland Interport	Houston	40%	60%
49	Far East - Continental Europe, United Kingdom, Ireland	Houston	89%	11%
50	Far East - Mediterranean	Houston	95%	5%
51	Far East - Middle East, South Asia, Indian Ocean	Los Angeles	95%	5%
52	U.S. East Coast - Black Sea	Houston	75%	25%
53	U.S. West Coast - South America	Los Angeles	92%	8%
54	U.S. West Coast - Oceania	Los Angeles	80%	20%
55	U.S. East Coast - South America	Houston	82%	18%
56	U.S. Gulf Coast - South America	Houston	81%	19%
57	Mediterranean - Middle East, South Asia, Indian Ocean	Houston	95%	5%
58	Far East - South America	Los Angeles	95%	5%
59	U.S. Gulf Coast - Black Sea	Houston	80%	20%
60	U.S. East Coast - Africa	Houston	79%	21%
61	Far East - Oceania	Los Angeles	95%	5%
64	Continental Europe, United Kingdom, Ireland - Azores	Houston	68%	32%
65	Central America/Mexico - Continental Europe, United Kingdom, Ireland	Houston	82%	18%
67	U.S. West Coast - Africa	Los Angeles	85%	15%
68	Central America/Mexico - South America	Houston	95%	5%
70	Azores - Mediterranean	Houston	95%	5%
71	Continental Europe, United Kingdom, Ireland - Africa	Houston	81%	19%
72	Continental Europe, United Kingdom, Ireland - Oceania	Houston	90%	10%
73	U.S. Gulf Coast - Africa	Houston	85%	15%
74	Mediterranean - Africa	Houston	95%	5%
75	Africa - Middle East, South Asia, Indian Ocean	Houston	95%	5%
76	Central America/Mexico Interport	Houston	95%	5%
77	U.S. East Coast - Oceania	Houston	89%	11%
78	U.S. Gulf Coast - Oceania	Houston	92%	8%
79	Hawaii - Oceania	Los Angeles	87%	13%
80	Oceania - Middle East, South Asia, Indian Ocean	Los Angeles	95%	5%
81	Oceania Interport	Los Angeles	95%	5%
82	Alaska - Far East	Los Angeles	91%	9%
83	Alaska - Oceania	Los Angeles	91%	9%
84	Caribbean - Central America, Mexico	Houston	86%	14%
85	Hawaii - Middle East, South Asia, Indian Ocean	Los Angeles	92%	8%
86	Mediterranean - Scandinavia, Baltic Sea	Houston	74%	26%
87	Far East - Scandinavia, Baltic Sea	Houston	84%	16%
88	Continental Europe, United Kingdom, Ireland - Caribbean	Houston	80%	20%
89	Mediterranean - Oceania	Houston	95%	5%
90	Far East - Africa	Los Angeles	95%	5%
91	Alaska - Middle East, South Asia, Indian Ocean	Los Angeles	93%	7%

92	Caribbean - Middle East, South Asia, Indian Ocean	Los Angeles	94%	6%
93	Far East - Central America/Mexico	Los Angeles	95%	5%
94	Mediterranean-Black Sea	Houston	95%	5%
95	Black Sea - Middle East, South Asia, Indian Ocean	Houston	95%	5%
96	Black Sea Interport	Houston	95%	5%
97	Continental Europe, United Kingdom, Ireland - Black Sea	Houston	78%	22%
98	Scandinavia, Baltic Sea Interport	Houston	0%	100%
99	Caribbean - Africa	Houston	92%	8%

The technical factors and their freight payable units are shown in BAF Table 2 below:

BAF Table 2 – Technical Factors

Lane	Lane Description	TEU	FEU1	MT
01	U.S. West Coast - Far East	0.242	0.472	0.0148
02	Continental Europe, United Kingdom, Ireland - Middle East, South Asia, Indian Ocean	0.256	0.498	0.0155
03	U.S. West Coast - Hawaii	0.171	0.334	0.0071
04	Middle East, South Asia, Indian Ocean Interport	0.115	0.224	0.0057
05	U.S. East Coast - Continental Europe, United Kingdom, Ireland	0.163	0.319	0.0071
06	U.S. East Coast - Mediterranean	0.219	0.426	0.0133
07	U.S. East Coast - Middle East, South Asia, Indian Ocean	0.348	0.679	0.0199
08	U.S. East Coast - Far East	0.405	0.790	0.0296
10	U.S. Gulf Coast - Scandinavia, Baltic Sea	0.249	0.486	0.0113
11	U.S. Gulf Coast - Continental Europe, United Kingdom, Ireland	0.207	0.403	0.0089
12	U.S. Gulf Coast - Mediterranean	0.254	0.496	0.0126
13	U.S. Gulf Coast - Middle East, South Asia, Indian Ocean	0.398	0.776	0.0228
14	U.S. Gulf Coast - Far East	0.373	0.728	0.0266
15	U.S. Gulf Coast - Hawaii	0.235	0.458	0.0125
16	Hawaii - Far East	0.218	0.425	0.0128
18	Caribbean Interport	0.058	0.113	0.0018
19	Far East Interport	0.103	0.202	0.0060
20	Mediterranean Interport	0.079	0.155	0.0051
23	U.S. West Coast - Continental Europe, United Kingdom, Ireland	0.341	0.665	0.0181

24	Scandinavia, Baltic Sea - Continental Europe, United Kingdom, Ireland	0.066	0.128	0.0027
25	U.S. West Coast - Mediterranean	0.348	0.678	0.0185
26	U.S. West Coast - Alaska	0.088	0.172	0.0035
27	Hawaii - Continental Europe, United Kingdom, Ireland	0.355	0.693	0.0199
28	U.S. West Coast - Central America/Mexico	0.126	0.245	0.0067
29	Alaska Interport	0.088	0.171	0.0047
31	U.S. East Coast - Iceland	0.115	0.225	0.0061
32	U.S. East Coast - Scandinavia, Baltic Sea	0.208	0.405	0.0098
33	U.S. East Coast - Azores	0.143	0.279	0.0066
34	Continental Europe, United Kingdom, Ireland - Mediterranean	0.133	0.259	0.0087
35	U.S. West Coast - Caribbean	0.209	0.407	0.0111
36	Mediterranean - Hawaii	0.483	0.943	0.0208
37	U.S. East Coast - Caribbean	0.091	0.177	0.0040
39	U.S. East Coast - Central America/Mexico	0.067	0.130	0.0035
40	Africa Interport	0.226	0.440	0.0120
41	Hawaii Interport	0.016	0.032	0.0009
42	U.S. Gulf Coast - Caribbean	0.082	0.160	0.0044
43	U.S. Gulf Coast - Central America/Mexico	0.066	0.128	0.0030
44	Alaska - Hawaii	0.118	0.230	0.0050
47	U.S. West Coast - Middle East, South Asia, Indian Ocean	0.509	0.993	0.0290
48	Continental Europe, United Kingdom, Ireland Interport	0.028	0.055	0.0016
49	Far East - Continental Europe, United Kingdom, Ireland	0.381	0.743	0.0258
50	Far East - Mediterranean	0.422	0.822	0.0215
51	Far East - Middle East, South Asia, Indian Ocean	0.292	0.569	0.0153
52	U.S. East Coast - Black Sea	0.247	0.482	0.0097
53	U.S. West Coast - South America	0.157	0.305	0.0107

54	U.S. West Coast - Oceania	0.390	0.760	0.0203
55	U.S. East Coast - South America	0.186	0.362	0.0118
56	U.S. Gulf Coast - South America	0.104	0.203	0.0064
57	Mediterranean - Middle East, South Asia, Indian Ocean	0.251	0.490	0.0141
58	Far East - South America	0.453	0.883	0.0240
59	U.S. Gulf Coast - Black Sea	0.280	0.545	0.0148
60	U.S. East Coast - Africa	0.278	0.542	0.0136
61	Far East - Oceania	0.332	0.648	0.0174
64	Continental Europe, United Kingdom, Ireland - AZORES	0.136	0.266	0.0056
65	Central America/Mexico - Continental Europe, United Kingdom, Ireland	0.211	0.412	0.0116
67	U.S. West Coast - Africa	0.502	0.979	0.0267
68	Central America/Mexico - South America	0.073	0.143	0.0039
70	Azores - Mediterranean	0.157	0.305	0.0064
71	Continental Europe, United Kingdom, Ireland - Africa	0.245	0.478	0.0130
72	Continental Europe, United Kingdom, Ireland - Oceania	0.509	0.993	0.0296
73	U.S. Gulf Coast - Africa	0.322	0.628	0.0201
74	Mediterranean - Africa	0.193	0.377	0.0087
75	Africa - Middle East, South Asia, Indian Ocean	0.202	0.394	0.0117
76	Central America/Mexico Interport	0.066	0.128	0.0035
77	U.S. East Coast - Oceania	0.350	0.682	0.0231
78	U.S. Gulf Coast - Oceania	0.356	0.694	0.0189
79	Hawaii - Oceania	0.258	0.503	0.0144
80	Oceania - Middle East, South Asia, Indian Ocean	0.399	0.778	0.0212
81	Oceania Interport	0.078	0.153	0.0036
82	Alaska - Far East	0.175	0.342	0.0097
83	Alaska - Oceania	0.195	0.380	0.0103

84	Caribbean - Central America, Mexico	0.070	0.136	0.0030
85	Hawaii - Middle East, South Asia, Indian Ocean	0.471	0.919	0.0210
86	Mediterranean - Scandinavia, Baltic Sea	0.161	0.315	0.0113
87	FAR EAST - Scandinavia, Baltic Sea	0.395	0.770	0.0250
88	Continental Europe, United Kingdom, Ireland - Caribbean	0.164	0.320	0.0073
89	Mediterranean - Oceania	0.508	0.991	0.0228
90	Far East - Africa	0.256	0.499	0.0174
91	Alaska - Middle East, South Asia, Indian Ocean	0.371	0.723	0.0206
92	Caribbean - Middle East, South Asia, Indian Ocean	0.339	0.661	0.0174
93	Far East - Central America/Mexico	0.269	0.525	0.0203
94	Mediterranean - Black Sea	0.152	0.296	0.0070
95	Black Sea - Middle East, South Asia, Indian Ocean	0.192	0.374	0.0114
96	Black Sea Interport	0.027	0.053	0.0014
97	Continental Europe, United Kingdom, Ireland - Black Sea	0.124	0.242	0.0088
98	Scandinavia, Baltic Sea Interport	0.018	0.036	0.0008
99	Caribbean - Africa	0.295	0.575	0.0157

2. Currency Adjustment Factor (CAF)

2.1. Allowance

CAF only applies to the ocean portion of the transportation and is intended to offset the local currency exchange rate fluctuations for terminal services. An allowance for fluctuations in foreign currency exchange rates shall be paid to Contractors or to the Government for routes designated to a superlane as shown in the CAF Table 1 below. The allowance shall be paid per dollar of the Contractor's base ocean rate.

2.2. Calculation Overview

2.2.1. The compensation per U.S. Dollar (USD) of the basic ocean rate shall be derived by implementing the calculation process in paragraph 2.3 below. Note that the basic ocean freight is used to calculate CAF for all eligible shipments. The basic ocean freight does not include BAF in the calculation of CAF. Exchange rates are expressed as foreign currency per dollar.

2.2.2. The Currency Adjustment Factor is zero unless the one-month average exchange rate is at least 6% higher or 6% lower than the baseline average currency exchange rate. No CAF is payable on

routes/countries if “No CAF payable” is listed in CAF Table 1 below.

2.2.3. The technical factor represents the costs incurred in foreign currency. The technical factor is 7%.

2.2.4. The risk sharing factor represents the degree of risk borne by USTRANSCOM on currency fluctuations outside of the buffer zone. The risk sharing factor is 0.9. The base rate is the carrier’s ocean rate.

2.2.5. Base rates and differentials in currency exchange rates shall be computed for the currencies shown in CAF Table 2. The applicable currency for payment shall be determined by the foreign port of discharge or load.

2.2.6. The source for exchange rates is XE.com. The base rate is the exchange rate published on the Monday which immediately precedes the date proposals are due for base or option periods.

2.2.7. A one-month average exchange rate shall be computed by SDDC for the currencies shown in CAF Table 2. This average price shall be calculated on or after the first day of the month (“calculation month”) and be provided to Contractors no later than the 15th of the same month. The calculation shall use data from the previous month (“data month”), and shall be applicable to the month which is two months after the calculation month, and three months after the data month. The applicable month is determined by the sail date from POE in the initial offer. For example, the CAF calculated in July based on June data shall apply to cargo that was initially offered to sail from POE in September. If the cargo is advanced and ends up sailing in an earlier month, or sails in a later month (due to factors such as roll, shutout, or schedule change), there will be no change to the CAF. Using the above example, if the cargo was initially offered to a VOYDOC that was scheduled to sail from POE in September, the CAF applicable to September shall be payable, even if the cargo sails in a different month.

2.3. Calculation Process

Calculation of the CAF is a three-step process. First, the currency is compared to the list of 17 currencies for which a CAF is calculated and then grouped into a superlane. If so, in step 2, the decision of whether or not to apply a CAF is made. If so, in step 3, the value of the surcharge is calculated.

2.3.1. Step 1: Determine if currency is in a superlane.

If currency is listed in Table 2 below, note the superlane and go to step 2. If the currency is not on the list, then CAF does not apply (i.e. CAF = \$0).

Example: Japanese Yen (JPY) is noted in Table 2 below and is in the Eastern Asia superlane.

2.3.2. Step 2: Find the currency buffer and determine if the average exchange rate for the currency exceeds the buffer.

Example: The baseline exchange rate for JPY was set at 100 JPY per USD. The buffer is 6%; therefore, it is from 94 JPY to 106 JPY per USD. This month’s average exchange rate was 110 JPY per USD. Because this exceeds the buffer, CAF is payable to the Carrier. (Note: if the monthly average exchange rate was below the buffer, then the Carrier would pay the Government)

2.3.3. Step 3: Calculate the CAF.

1. Determine the exchange rate ratio:

(monthly average exchange rate – baseline exchange rate)/ baseline exchange rate

Example: (110 -100)/100= 10%)

2. CAF = exchange rate ratio x .9 (risk sharing factor) x .07 (technical factor) x base ocean rate

2.3.4. CAF can be either positive or negative. If CAF > 0, then the foreign currency has depreciated, the CAF is a payment to the Government. If CAF < 0, then the foreign currency has appreciated, the CAF is a payment to the carrier.

2.4. Payment Procedures

2.4.1. For shipments paid using the Third Party Payment System (TPPS), CAF shall be fixed at the time of booking and shall be based on the date the booked vessel is scheduled to depart. When CAF is payable, shippers shall include the applicable CAF amount (plus or minus) to all shipments paid to the Contractor via their own documentation and payment system at the time that the original transactions are sent to TPPS. Contractors using the TPPS invoice procedure shall include the applicable CAF amount (plus or minus) in their invoice.

2.4.2. For all shipments other than those paid using TPPS, Contractors are responsible for indicating on their shipment invoice whether a currency adjustment payment is due them, whether no currency adjustment payment is to be made or whether a currency adjustment payment is due SDDC. If a currency adjustment payment is due the Contractor or SDDC, the Contractor shall compute the value of the payment (or credit) and indicate this on the shipment invoice. If there is no currency adjustment payment, the Contractor shall indicate on the invoice “No Currency Adjustment Payment”. CAF for authorized agent shipments shall be paid using this process.

CAF TABLE 1

Route	Name	Superlane
1	U.S. West Coast - Far East	Eastern Asia
2	Continental Europe, United Kingdom, Ireland – Middle East, South Asia, Indian Ocean	No CAF payable
3	U.S. West Coast - Hawaii	No CAF payable
4	Middle East, South Asia, Indian Ocean Interport	No CAF payable
5	U.S. East Coast - Continental Europe, United Kingdom, Ireland	Europe/Mediterranean
6	U.S. East Coast - Mediterranean	Europe/Mediterranean
7	U.S. East Coast - Middle East, South Asia, Indian Ocean	Western Indian Ocean
8	U.S. East Coast - Far East	Eastern Asia
9	U.S. East Coast - Hawaii	No CAF payable
10	U.S. Gulf Coast - Scandinavia, Baltic Sea	Europe/Mediterranean
11	U.S. Gulf Coast - Continental Europe, United Kingdom, Ireland	Europe/Mediterranean
12	U.S. Gulf Coast - Mediterranean	Europe/Mediterranean
13	U.S. Gulf Coast - Middle East, South Asia, Indian Ocean	Western Indian Ocean
14	U.S. Gulf Coast - Far East	Eastern Asia
15	U.S. Gulf Coast - Hawaii	No CAF payable
16	Hawaii - Far East	Eastern Asia
17	U.S. Great Lakes - Continental Europe, United Kingdom, Ireland	Europe/Mediterranean
18	Caribbean Interport	No CAF payable
19	Far East Interport	No CAF payable

20	Mediterranean Interport	No CAF payable
21	Canada East Coast - Mediterranean	No CAF payable
22	Canada East Coast - Continental Europe, United Kingdom, Ireland	No CAF payable
23	U.S. West Coast - Continental Europe, United Kingdom, Ireland	Europe/Mediterranean
24	Scandinavia, Baltic Sea - Continental Europe, United Kingdom, Ireland	No CAF payable
25	U.S. West Coast - Mediterranean	Europe/Mediterranean
26	U.S. West Coast - Alaska	No CAF payable
27	Hawaii - Continental Europe, United Kingdom, Ireland	Europe/Mediterranean
28	U.S. West Coast - Central America/Mexico	No CAF payable
29	Alaska Interport	No CAF payable
30	U.S. East Coast - Greeland	No CAF payable
31	U.S. East Coast - Iceland	No CAF payable
32	U.S. East Coast - Scandinavia, Baltic Sea	Europe/Mediterranean
33	U.S. East Coast - Azores	Europe/Mediterranean
34	Continental Europe, United Kingdom, Ireland - Mediterranean	No CAF payable
35	U.S. West Coast - Caribbean	No CAF payable
36	Mediterranean - Hawaii	Europe/Mediterranean
37	U.S. East Coast - Caribbean	No CAF payable
38	U.S. Gulf Coast - Azores	Europe/Mediterranean
39	U.S. East Coast - Central America/Mexico	No CAF payable
40	Africa Interport	No CAF payable
41	Hawaii Interport	No CAF payable
42	U.S. Gulf Coast - Caribbean	No CAF payable
43	U.S. Gulf Coast - Central America/Mexico	No CAF payable
44	Alaska - Hawaii	No CAF payable
45	U.S. Great Lakes - Far East	Eastern Asia
46	U.S. Great Lakes - Mediterranean	Europe/Mediterranean
47	U.S. West Coast - Middle East, South Asia, Indian Ocean	Western Indian Ocean
48	Continental Europe, United Kingdom, Ireland Interport	No CAF payable
49	Far East - Continental Europe, United Kingdom, Ireland	No CAF payable
50	Far East - Mediterranean	No CAF payable
51	Far East - Middle East, South Asia, Indian Ocean	No CAF payable
52	U.S. East Coast - Black Sea	No CAF payable
53	U.S. West Coast - South America	No CAF payable
54	U.S. West Coast - Oceania	No CAF payable
55	U.S. East Coast - South America	No CAF payable
56	U.S. Gulf Coast - South America	No CAF payable

57	Mediterranean - Middle East, South Asia, Indian Ocean	No CAF payable
58	Far East - South America	No CAF payable
59	U.S. Gulf Coast - Black Sea	No CAF payable
60	U.S. East Coast - Africa	No CAF payable
61	Far East - Oceania	No CAF payable
62	Continental Europe, United Kingdom, Ireland - Iceland	No CAF payable
63	Iceland - Mediterranean	No CAF payable
64	Continental Europe, United Kingdom, Ireland - Azores	No CAF payable
65	Central America/Mexico - Continental Europe, United Kingdom, Ireland	No CAF payable
66	Central America/Mexico - Mediterranean	No CAF payable
67	U.S. West Coast - Africa	No CAF payable
68	Central America/Mexico - South America	No CAF payable
69	Central America/Mexico - Oceania	No CAF payable
70	Azores - Mediterranean	No CAF payable
71	Continental Europe, United Kingdom, Ireland - Africa	No CAF payable
72	Continental Europe, United Kingdom, Ireland - Oceania	No CAF payable
73	U.S. Gulf Coast - Africa	No CAF payable
74	Mediterranean - Africa	No CAF payable
75	Africa - Middle East, South Asia, Indian Ocean	No CAF payable
76	Central America/Mexico Interport	No CAF payable
77	U.S. East Coast - Oceania	No CAF payable
78	U.S. Gulf Coast - Oceania	No CAF payable
79	U.S. Hawaii - Oceania	No CAF payable
80	Oceania - Middle East, South Asia, Indian Ocean	No CAF payable
81	Oceania Interport	No CAF payable
82	Alaska - Far East	Eastern Asia
83	Alaska - Oceania	No CAF payable
84	Caribbean - Central America/Mexico	No CAF payable
85	Hawaii - Middle East, South Asia, Indian Ocean	Western Indian Ocean
86	Mediterranean - Scandinavia, Baltic Sea	No CAF payable
87	Far East - Scandinavia, Baltic Sea	No CAF payable
88	Continental Europe, United Kingdom, Ireland - Caribbean	No CAF payable
89	Mediterranean - Oceania	No CAF payable
90	Far East - Africa	No CAF payable
91	Alaska - Middle East, South Asia, Indian Ocean	Western Indian Ocean
92	Caribbean - Middle East, South Asia, Indian Ocean	No CAF payable
93	Far East - Central America/Mexico	No CAF payable
94	Mediterranean - Black Sea	No CAF payable

95	Black Sea - Middle East, South Asia, Indian Ocean	No CAF payable
96	Black Sea Interport	No CAF payable
97	Continental Europe, United Kingdom, Ireland – Black Sea	No CAF payable
98	Scandinavia, Baltic Sea Interport	No CAF payable
99	Caribbean - Africa	No CAF payable

CAF TABLE 2

Superlane Name	Currency Abbreviation	Currency
Eastern Asia	JPY	Japanese yen
	KRW	Korean won
	SGD	Singapore dollar
Western Indian Ocean	DJF	Djibouti franc
	KWD	Kuwaiti dinar
	PKR	Pakistani rupee
Europe/Mediterranean	EUR	European euro
	GBP	Pound sterling
	MAD	Moroccan dirham
	PLN	Polish zloty
	TRY	Turkish lira

3. Fuel Adjustment Factor (FAF)

3.1. Fuel Adjustment Surcharge

A Fuel Adjustment for inland transportation will be calculated and updated monthly and based on the U.S. monthly average On-Highway Diesel fuel price as determined by the Department of Energy, Energy Information Administration (EIA). The diesel fuel prices published by the EIA may be found via the following website: https://www.eia.gov/dnav/pet/pet_PRI_GND_DCUS_nus_m.htm

3.2. Baseline

3.2.1. The base period for determining the baseline diesel fuel price will be the month prior to the month the solicitation was issued. For option years the baseline will be the month prior to the month the Carrier Analysis & Rate Evaluation (CARE) systems is opened for carriers to submit rates for that option year. In both cases the baseline used will be the national monthly average diesel fuel price from the EIA.

3.2.2. A monthly national average diesel fuel price shall be posted by SDDC using the price published by the EIA. This average price shall be calculated on or after the first of each month (“calculation month”) and be provided to Contractors no later than the 15th of the same month. The calculation shall use data from the previous month (“data month”), and shall be applicable to the month which is two months after the calculation month and three months after the data month. The applicable month is determined by the sail date from POE in the initial offer. For example, the FAF calculated in July based on June data shall

apply to cargo that was initially offered to sail from POE in September. If the cargo is advanced and ends up sailing in an earlier month, or sails in a later month (due to factors such as roll, shutout, or schedule change), there will be no change to the FAF. Using the above example, if the cargo was initially offered to a VOYDOC that was schedule to sail from POE in September, the FAF applicable to September shall be payable, even if the cargo sails in a different month.

3.3. Fuel Adjustment Application

3.3.1. The fuel adjustment surcharge on the inland CONUS portion of shipments will be based on the shipment's origin state and POE (port of embarkation) or the POD (port of debarkation) and the shipment's destination state.

3.3.2. For the purpose of determining the surcharge East Coast ports will include those within the states of Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North/South Carolina, Georgia, and Florida; Gulf Coast ports will include those within the states of Texas, Louisiana, Mississippi and Alabama; and West Coast ports will include those within the states of California, Oregon and Washington.

3.3.3. A different fuel adjustment surcharge will apply, depending on the type of shipment. A shipment may be a container shipment, a refrigerated container shipment, a breakbulk shipment with a weight/shipment unit less than or equal to 50,000 lbs., or breakbulk shipment where the weight/shipment unit exceeds 50,000 lbs. Carriers will select the appropriate table for determining the FAF applicable to a given shipment. FAF is payable per conveyance.

3.3.4. The Fuel Adjustment Surcharge will be calculated on six zones. The zones encompass movements from West Coast ports to West Coast states, movements from West Coast ports to rest of US, movements from East Coast ports to East Coast states, movements from East Coast ports to rest of US, movements from Gulf Coast ports to Gulf Coast states, and movements from Gulf Coast ports to rest of US. Additionally, the Fuel Adjustment Surcharge will be broken out by:

- Container Shipments
- Refrigerated Container Shipments
- Breakbulk Shipments
- Breakbulk Shipments Exceeding 50,000 lbs.

3.3.5. The equations for calculating the Fuel Adjustment Surcharge are:

3.3.5.1. Container Shipments

EC to EC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)*Truck gallons/
container mile*Average haul EC ports to EC points

GC to GC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)*Truck
gallons/container mile*Average haul GC ports to GC points

WC to WC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)*Truck
gallons/container mile*Average haul WC ports to WC points

EC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)* Intermodal

rail gallons/container mile *Average haul EC ports to Rest of US + (Monthly Average Fuel Price - Baseline Fuel Price)* Truck gallons/container mile *Average Truck component EC ports to Rest of US

GC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)*Intermodal rail gallons/container mile *Average haul GC ports to Rest of US + (Monthly Average Fuel Price - Baseline Fuel Price)* Truck gallons/container mile *Average Truck component GC ports to Rest of US

WC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)*Intermodal rail gallons/container mile *Average haul WC ports to Rest of US + (Monthly Average Fuel Price - Baseline Fuel Price)* Truck gallons/container mile *Average Truck component WC ports to Rest of US

Container Shipment Fixed Input Values for the Equations:

Average haul EC ports to EC points	137
Average haul GC ports to GC points	303
Average haul WC ports to WC points	76
Average haul EC ports to rest of US	908
Truck Component EC ports to rest of US	56
Average haul GC ports to rest of US	1647
Truck Component GC ports to rest of US	93
Average haul WC ports to rest of US	2064
Truck Component WC ports to rest of US	53
Truck fuel factor gallons/container mile	0.1426
Intermodal rail fuel factor gallons/container mile	0.0356

3.3.5.2. Refrigerated Container Shipments

EC to EC Surcharge= (Monthly Average Fuel Price - Baseline Fuel Price)*(Truck gallons/container mile*Average haul EC ports to EC points + Average haul EC ports to EC points/Average speed*Reefer unit gallons/hour)

GC to GC Surcharge= (Monthly Average Fuel Price - Baseline Fuel Price)*(Truck gallons/container mile*Average haul GC ports to GC points +Average haul GC ports to GC points/Average speed*Reefer unit gallons/hour)

WC to WC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)*(Truck gallons/container mile*Average haul WC ports to WC points +Average haul WC ports to WC points/Average speed*Reefer unit gallons/hour)

EC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)* (Truck gallons/container mile *Average haul EC ports to Rest of US + Average haul EC ports to Rest of US/Average speed*Reefer unit gallons/hour+Off duty time*Reefer unit gallons/hour)

GC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)*(Truck gallons/container mile
 *Average haul GC ports to Rest of US + Average haul GC ports to Rest of US/Average speed*Reefer unit
 gallons/hour+Off duty time*Reefer unit gallons/hour)

WC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)*(Truck gallons/container mile
 *Average haul WC ports to Rest of US + Average haul WC ports to Rest of US/Average speed*Reefer unit
 gallons/hour+Off duty time*Reefer unit gallons/hour)

Refrigerated Container Shipment Fixed Input Values for the Equations:

Average haul EC ports to EC points	89
Average haul GC ports to GC points	275
Average haul WC ports to WC points	41
Average haul EC ports to Rest of US	1421
Average haul GC ports to Rest of US	1167
Average haul WC ports to Rest of US	1806
Truck fuel factor gallons/container mile	0.1426
Reefer unit fuel factor gallons/hour	0.8
Average speed miles/hour	50

3.3.5.3. Breakbulk Shipments Less than 50,000 lbs.

EC to EC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)*Truck gallons/
 trailer mile*Average haul EC ports to EC points

GC to GC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)*Truck
 gallons/trailer mile*Average haul GC ports to GC points

WC to WC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)*Truck
 gallons/trailer mile*Average haul WC ports to WC points

EC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)* Intermodal
 rail gallons/trailer mile *Average haul EC ports to Rest of US

GC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)*Intermodal
 rail gallons/trailer mile *Average haul GC ports to Rest of US

WC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)*Intermodal
 rail gallons/trailer mile *Average haul WC ports to Rest of US

Breakbulk Shipments Less than 50,000 lbs Fixed Input Values for the Equations:

Average haul EC ports to EC points	218
Average haul GC ports to GC points	429

Average haul WC ports to WC points	204
Average haul EC ports to Rest of US	1076
Average haul GC ports to Rest of US	1071
Average haul WC ports to Rest of US	1789
Truck fuel factor gallons/trailer mile	0.1426

3.3.5.4. Breakbulk Shipments Exceeding 50,000 lbs.

EC to EC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)*Truck gallons/ mile*Average haul EC ports to EC points

GC to GC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)*Truck gallons/ mile*Average haul GC ports to GC points

WC to WC Surcharge = (Monthly Average Fuel Price - Baseline Fuel Price)*Truck gallons/ mile*Average haul WC ports to WC points

EC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)* Conventional rail gallons/car mile *Average haul EC ports to Rest of US

GC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)* Conventional rail gallons/car mile *Average haul GC ports to Rest of US

WC to Rest of US = (Monthly Average Fuel Price - Baseline Fuel Price)* Conventional rail gallons/car mile *Average haul WC ports to Rest of US

Breakbulk Shipments Exceeding 50,000 lbs Fixed Input Values for the Equations:

Average haul EC ports to EC points	202
Average haul GC ports to GC points	456
Average haul WC ports to WC points	163
Average haul EC ports to Rest of US	1253
Average haul GC ports to Rest of US	973
Average haul WC ports to Rest of US	1574
Truck fuel factor gallons/trailer mile	0.2192

3.3.6. Payment procedures.

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

3.3.6.2. For all shipments other than those paid using Syncada/U.S. Bank, Contractors are responsible for indicating on their shipment invoice whether a Fuel Adjustment Surcharge payment is due them, whether no Fuel Adjustment Surcharge payment is to be made or whether a Fuel Adjustment Surcharge payment is due SDDC. If a Fuel Adjustment Surcharge payment is due the Contractor or SDDC, the Contractor shall compute the value of the payment (or credit) and indicate this on the shipment invoice. If there is no Fuel Adjustment Surcharge payment, the Contractor shall indicate on the invoice "No Fuel Adjustment Surcharge". Fuel Adjustment Surcharge for authorized agent shipments shall be paid using this process.

SHIPMENTS OF DLA PRIME VENDOR CARGO

1. Special Provisions for Defense Logistics Agency (DLA) Prime Vendor Program

1.1 Contractual Intent. Generally, the terms, conditions and prices of this contract shall apply equally to the transportation of both Government owned and non-Government owned cargo. For example, the standard of liability of a USC Contractor for loss/damage to cargo is the same in both situations. Also, compensation due the USC Contractor for detention of carrier containers, for port storage, for reefer maintenance, and other matters is the same in both situations. However, experience has demonstrated to the Government that certain matters are properly handled directly between a Prime Vendor and a USC Contractor (the real parties in interest) where non-Government cargo is involved. These matters include, but are not limited to:

- a) Claims procedures and claims dispute resolution procedures related to Prime Vendor cargo and Prime Vendor claims against a USC Contractor for loss/damage to Prime Vendor cargo;
- b) USC Contractor claims against a Prime Vendor for loss/damage to USC Contractor equipment;
- c) USC Contractor claims against a Prime Vendor for detention of USC Contractor equipment;
- d) USC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor);
- e) USC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor);
- f) USC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and,
- g) Claims between the Prime Vendor and USC Contractor for services not ordered by the Government

This stands to reason because the Prime Vendor owns the cargo and because only the Prime Vendor and a USC Contractor have specific, factual knowledge and evidence related to such matters and the delivery location, DLA's Prime Vendor contracts involving the cargo movements outside of the Continental United States (OCONUS) require the Prime Vendor to sign an agreement (which the USC Contractor may accept and seek to supplement) establishing a minimum level of claims processing and dispute resolution procedures. This contract requires the carrier to accept a minimum level agreement to be eligible for the carriage of Prime Vendor cargo OCONUS. The contractual intent is for the Prime Vendor and the USC Contractor to address/resolve such matters directly with each other. The Government customer can be harmed when procedures for resolving such matters between the Prime Vendor and a USC Contractor are not established and problems are not resolved directly between the Prime Vendor and the USC Contractor. However, the USC Contractor may submit claims for issues arising out of the control of both the Prime Vendor and the USC Contractor.

1.1.1 The following are the responsibility of the USC Contractor and any costs incurred by the Prime Vendor as a result of the USC Contractor's failure to properly perform these services, in accordance with this PWS, shall be borne by the USC Contractor, as shall any other failure of the USC Contractor to perform in accordance with the requirements of this PWS that results in a loss by the Prime Vendor:

- a. Spotting equipment at the date and time agreed upon by the Vendor and the Carrier
- b. Picking-up cargo at the date and time agreed upon by the Vendor and the Carrier
- c. Allowing 2 business days to schedule delivery appointments.
- d. Providing an accurate Bill of Lading (B/L)
- e. Notifying the Government within 24 hours of discovering a seal on any unit of cargo has been broken and/or replaced.
- f. Ensuring refrigerated containers maintain a temperature within three degrees Fahrenheit for chilled cargo, or five degrees Fahrenheit for frozen cargo, of the temperature requested in the booking.

The Prime Vendor will submit any claims related to the above directly to the USC Carrier. The U.S. Government shall not be liable for loss or damage to Prime Vendor cargo. Any discrepancy report or notice of claim for such loss or damage shall be submitted by the DLA Prime Vendor directly to the USC Contractor for resolution, not to DLA

or USTRANSCOM. The USC Contractor shall accept such discrepancy report or notice of claim for such loss or damage from the DLA Prime Vendor, as well as any other communications regarding such loss or damage.

1.1.2 The following are the responsibility of the Prime Vendor Contractor and any costs incurred by the USC Contractor resulting from the Prime Vendor's failure to properly perform these services, in accordance with the Prime Vendor Contract, shall be borne by the Prime Vendor:

- a. Loading containers at the date and time agreed upon by the Vendor and the Carrier
- b. Providing accurate and timely Health Certificates and Commercial Invoices and Packing Lists
- c. Receiving and unloading of cargo at the date and time agreed upon by the Vendor and the Carrier

The Carrier shall submit any claims related to the above directly to the Prime Vendor. The U.S Government shall not be liable for USC Contractor claims against a Prime Vendor for loss/damage to USC Contractor equipment; USC Contractor claims against a Prime Vendor for detention of USC Contractor equipment; USC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and claims between the Prime Vendor and USC Contractor for services not ordered by the Government).

1.1.3 The Government may be responsible for the following and any costs incurred by the USC Contractor resulting from the Government's failure to properly perform these services:

- a. Clearing Customs
- b. Providing accurate and timely shipping instructions

The carrier shall submit claims related to the above directly to the Government.

1.1.4 The Contractor and the Prime Vendor should include any common issues not delineated above in their Prime Vendor/USC Carrier Agreements for resolution in accordance with the Agreements.

1.2 Prime Vendor and USC Contractor Agreements for OCONUS: The USC Contractor is required, after notification of an award of any route for Prime Vendor cargo movement, to enter into a written agreement with the Prime Vendor which shall, at a minimum, include the content in the sample Prime Vendor/USC Carrier Agreement in 2 below. The agreement provides procedures to submit and process claims and resolve disputes arising in connection with U.S. Government ordered transportation services for non-Government owned cargo. The sample Prime Vendor/USC Carrier Agreement is the minimum instrument required to address the matters described in 1.1.1 and 1.1.2. A copy of the agreement and any negotiated supplemental language in respect thereof or changes thereto, shall be furnished to the USC Contracting Officer.

1.3 Supplementation Encouraged. The USC Contractor is encouraged, but not required, to supplement the terms of the sample agreement located in paragraph 2 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 this Attachment. A copy of any supplemental terms must be provided to the USC Contracting Officer. In negotiating any agreement, the USC Contractor should consider that the Prime Vendor may exercise a right of setoff, if any exists, involving a commercial contract or other remedial action against the USC Contractor. Similarly, the USC Contractor may take remedial action or other actions to protect its interests against the Prime Vendor, including the assertion of a lien, if any exists, on Prime Vendor cargo.

2. Sample Prime Vendor Carrier Agreement

PRIME VENDOR/USC CARRIER AGREEMENT

WHEREAS, components of the Defense Logistics Agency (DLA) have entered into contracts with various suppliers and distributors under a “Prime Vendor” (PV) program to supply various commodities to U.S. Government agencies and under this program the PVs retain title to such commodities until final delivery;

WHEREAS, DLA’s PV contracts permit components of DLA to order transportation services from commercial carriers under a contract with the United States Transportation Command (USTRANSCOM) known as the Universal Services Contract (USC);

WHEREAS, USC carriers transport PV commodities and return them to PVs at a different location prior to delivery of same by the PV to U.S. Government agencies;

WHEREAS, past experience has demonstrated that PVs and carriers may disagree about claims procedures and claims dispute resolution procedures related to PV cargo, including PV claims against a USC Contractor for loss/damage to PV cargo; USC Contractor claims against a PV for loss/damage to USC Contractor equipment; USC Contractor claims against a PV for detention of USC Contractor equipment; USC Contractor claims against a PV for port storage charges (e.g. while cargo delayed through fault of PV or request of PV); USC Contractor claims against a PV for trucker wait time (e.g. while cargo delayed through fault of PV or request of PV); USC Contractor claims against a PV for reefer maintenance (e.g. while reefer in custody of PV, or cargo delayed through fault of PV or request of PV); and claims between the PV and USC Contractor for services not ordered by the Government;

WHEREAS, _____ (hereinafter referred to as The PV) has been awarded contract number _____ by _____ for the supply of PV cargo;

WHEREAS, one or more carriers under the USC may serve the geographical area covered by said contract and transport PV commodities intended for performance of said contract;

NOW, THEREFORE, in consideration of the mutual promises herein and for the purpose of facilitating minimum standards for the processing of claims and the resolution of disputes between the PV and applicable USC carriers, the PV and any USC carrier accepting the terms of this Agreement (hereinafter referred to as Accepting USC Carrier) agree as follows:

1. The PV and Accepting USC Carrier agree to adhere to the booking requirements of the transportation services ordered. Cargo ordered for delivery to a PV location shall be accepted by the PV upon delivery by the USC carrier. The PV and USC carrier will abide by the destination services requirements for delivery and receipt notifications. If the PV finds the cargo to be in an unacceptable condition for receipt, the PV and the USC carrier will agree to a joint inspection. If the joint inspection determines the cargo to be in an unacceptable condition, the PV and USC Carrier agree to resolve these claims after delivery and subsequent destruction of the cargo.
2. The PV will submit directly to the Accepting USC Carrier (not to DLA or USTRANSCOM) for resolution any discrepancy report or notice of claim for loss/damage to PV cargo, for services not ordered by DLA/USTRANSCOM, or for ending container detention charges or other matters. The Accepting USC Carrier shall accept such report/notice and both parties agree to communicate with each other regarding the processing of claims. The parties may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and Attachment of the USC contract.
3. The Accepting USC Carrier will submit to the PV (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 PV 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 of the Exhibit 3, PWS in the USC contract.

4. When the claims process does not lead to resolution of the claim, the parties agree to initiate some form of dispute resolution process (such as, but not limited to, direct negotiation, alternative dispute resolution, binding arbitration, and/or court action) that does not involve the U.S. Government as a party (including DLA/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 of the Exhibit 3, PWS in the USC contract.

5. The PV and the Accepting USC Carrier will notify their respective Contracting Officers of any refusal to communicate regarding the processing of a claim and of any failure to attempt to resolve a dispute.

6. The PV and the Accepting USC Carrier acknowledge that the terms of their contracts with the U.S. Government (DLA and USTRANSCOM respectively) generally preclude liability of the Government for the following: PV claims against a USC Contractor for loss/damage to PV cargo; USC Contractor claims against a PV for loss/damage to USC Contractor equipment; USC Contractor claims against a PV for detention of USC Contractor equipment; USC Contractor claims against a PV for port storage charges (e.g. while cargo delayed through fault of PV or request of PV); USC Contractor claims against a PV for trucker wait time (e.g. while cargo delayed through fault of PV or request of PV); USC Contractor claims against a PV for reefer maintenance (e.g. while reefer in custody of PV, or cargo delayed through fault of PV or request of PV); and claims between the PV and USC Contractor for services not ordered by the Government.

7. The parties acknowledge that the terms of the USC contract are applicable to this Agreement and incorporate by reference into this Agreement the USC contract in force at the time PV cargo is booked. For example, the standard of liability of an Accepting USC Carrier for loss/damage to PV cargo is the same as the standard of liability of a USC carrier for loss/damage to government-owned cargo under USC. Similarly, the compensation due an Accepting USC Carrier for damage to its equipment, detention of its containers, port storage of its equipment, and maintenance of its refrigerated containers is the same as the compensation due to a USC Carrier for such matters under USC. Attachment 8 to the USC contract describes specific provisions of the USC contract that are modified to acknowledge that the transportation described herein involves PV cargo, not government-owned cargo; that USC carriers deliver cargo back to the PV, not to the Government; and that the real parties in interest for PV cargo movements are generally the PV and the USC carrier, not the Government.

XXXXXXXX XXXXXXXXXX, INC.
"The Prime Vendor

Date:

By:
Title:

The undersigned, an authorized representative of YYYYYYYYYYYYYYYY YYYYYYYYYY, INC., hereby accepts and agrees to the terms and provisions above of this Agreement.

YYYYYYYYYYYYYYYYYYY YYYYYYYYYY, INC.
"Accepting USC Carrier"

Date:

By:
Title:

SUPPLEMENTAL TERMS AND CONDITIONS

(If the parties agree to supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and Attachment of the PWS in the USC contract, the parties may record their supplemental agreement below OR may record it elsewhere.)

Note: Certain areas of each sheet are not editable. These include "control compliance", "control/objective number", "control family", "DIBCAC score", "control/objective text" and "control type" (columns A through F). These are all locked out.



USTRANSCOM NIST 800-171 POAM (USC-9 PWS Attachment 9, Rev 2, effective 1-SEP-2021)

INSTRUCTIONS

Each tab across the bottom of this workbook contains a NIST 800-171 control family.

Note: Certain areas of each sheet are not editable. These include "control compliance", "control/objective number", "control family", "DIBCAC score", "control/objective text" and "control type" (columns A through F). These are all locked out.

Overarching control compliance status is controlled by the subobjectives under each control number. Example: 3.1.1 can only be compliant ("yes") if objectives 3.1.1[a] through [f] are all compliant ("yes"). A noncompliant ("no") in any subobjective will automatically render the objective as noncompliant ("no"). Thus, when all subobjectives are in compliance ("yes"), the objective automatically is compliant ("yes").

Noncompliance Detection Date: self explanatory

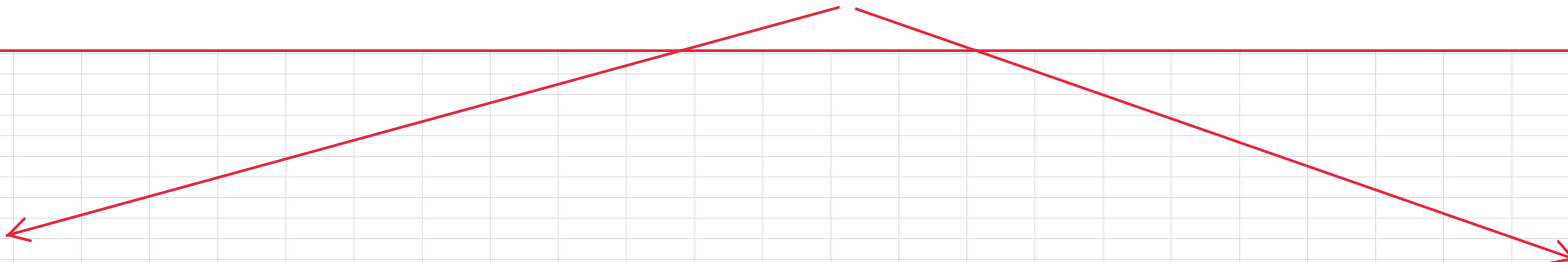
Scheduled Completion Date: please provide an estimated time the noncompliant control/objective will be corrected.

Actual Completion Date: please annotate the date the noncompliant control/objective was corrected.

Supporting Documentation/System Controls: briefly describe those technology controls and/or process documents that will be used to achieve compliance with the control/objective requirement. Include details of the implementation/deployment plans and associated milestones. Description should be complete enough so assessors can clearly see a pathway to compliance.

Status/Comments: additional amplifying information regarding the control, objective, documentation, and/or the POAM itself.

This is a PDF image only. When submitting the annual POAM, please use the actual MS Excel Workbook which has various sheets ("tabs") that need to be filled out.



Month DD, YYYY

From: (Commercial Carrier)
To: SDDC G3 (POC)
Subj: (COMPANY NAME) AUTHORIZED YUBIKEY APPROVER LIST
Ref: (a) Universal Service Contract Performance Work Statement

Name	Company Position	Signature

(Signature)
(Name)
(Company Title)

ATTACHMENT 11 – DEFINITIONS

The following terms have the meaning as set forth below:

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

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

Ammunition Linehaul: Linehaul for ammunition requires use of a Contractor approved by DoD for the transport of this commodity and includes, satellite tracking as part of the basic service.

Authorized Agent of the United States Government: An entity authorized to book shipments under this contract on behalf of the Government in accordance with terms and conditions listed in Exhibit 4.

Available Date: The date on which the shipper can make cargo available to the carrier. For door bookings, this is the date on which cargo is available to be picked-up. For port bookings, this is the earliest date the shipper can deliver cargo to the port.

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. A booking is an order.

Breakbulk/RORO Cargo: All cargo that is not containerized. For the purposes of this contract the Government categorizes breakbulk into the following rate types: General, Heavy Vehicles, Light Vehicles, Helicopters, and Shipper Owned Containers moved on a breakbulk or RO/RO vessel.

Cargo Cleaning Service:

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

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

Cargo Handling: Cargo Handling (Container) Accessorial service provided by the Contractor for cargoes that are containerized by the Contractor. Cargo handling services include all labor, material, and equipment necessary to receive cargo; unload from inbound conveyance; tally cargo; load and secure cargo into containers; provide intra-terminal transfers; supply necessary blocking, bracing, and dunnage; supply and apply seals to container doors; and submit reports in accordance with Attachment 2. Accessorial includes all services from in-gate and receipt of cargo through stuffing of container at the POE and from unstuffing of the container to out-gate at POD.

Cities: A specific location where DoD cargo can originate or terminate.

City Group: Two or more cities, close in proximity, that are grouped together to provide an aggregation for simplifying rate structure.

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

Concealing (Tarping) Service: Covering and protecting of cargo using weather resistant, non-transparent, durable material.

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

Consignor: The person or activity that prepares the shipment of cargo/personal property and releases it to the carrier for movement to the consignee.

Constructive Staging: [REMOVED]

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

Contingencies: Military operations that 1) are designated by the Secretary of Defense as an operation in which members of the armed forces are or may become involved in military actions, operations, or hostilities against an enemy of the United States or against an opposing military force; or 2) results in the call or order to, or retention on, active duty of members of the uniformed services under section 688, 12301(a), 12302, 12304, 12305, or 12406 of 10 USC., chapter 15 of 10 USC or any other provision of law during a war or during a national emergency declared by the President or Congress. In such cases, and in some other cases, the SDDC CG may designate certain areas as Exigency Areas in accordance with the Exigency Annex.

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 Government reports; certifying invoices; and reviewing Contractor claims.

Contractor: An entity in private industry, which enters into contracts with the Government to provide goods or services. For purposes of this 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.

Conveyance: A means of transporting cargo. Under this contract, a conveyance can be used when describing either a container or a vehicle.

Country: An internationally recognized sovereign state.

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

Cutoffs:

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

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

Defense Table of Official Distances (DTOD): The source for computing the number of miles for any overland moves, when the number of miles is needed to determine the applicable rate.

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

Drayage: The movement of cargo between the Contractor's terminal at the port where the cargo is loaded to, or discharged from, the vessel and another place by means other than the Contractor's principal vessels, such as by

highway or railway, either (if in the United States) within the commercial zone or modified zone of that United States port city and/or any location listed in the Drayage Zone of Attachment 4, or (if in other countries) within a ten-mile radius of the city limits of that foreign port city, and/or any location listed in the Drayage Zone of Attachment 4. In the case of Bahrain and Singapore, all locations in the country shall be considered part of the Drayage Zone.

Drop and Pick: See Spotting of Containers

Dry Cargo Container: A completely enclosed weatherproof container.

Excepted Cargoes Breakbulk: Aircraft (unboxed), helicopters, boats over 40 ft., oversized cargo, bulk cargo, and heavy lift cargo and explosives (excluding IMO Class 1.4), except where a specific CLIN has been included for the commodity.

Excepted Cargoes Container: Heavy lift cargo, oversized cargo (with the exception of cargo that meets the definition of over dimensional cargo or super load), explosives (excluding IMO Class 1.4) and all containers other than dry, reefer, ISO tank, open tops and flatrack containers, except where a specific CLIN has been included for the commodity.

Exclusive Use: When linehaul service is provided, the Contractor will devote the entire conveyance for cargo booked under this contract and shall be prohibited from loading cargo not booked under this contract either on the conveyance or on the government cargo except as provided in Exhibit 3, PWS, paragraph 7.A.1.

Explosives: Includes all military explosives (IMO Class 1.1, 1.2, 1.3 and 1.4), military lethal chemicals, and other items included in Title 49 Code of Federal Regulations, Part 171 et seq (CFR et seq).

Extra Driver Service: Contractor will provide an extra driver for continuous linehaul service within legal parameters.

Feeder Vessel (Shipping): A vessel used to provide ocean service to a port which is not served directly by the mainline vessel.

Flatrack (Platform) Container: A container without weatherproof sides and/or top to include platforms, which have no sides or ends and flatracks with rigid or collapsible ends. Depending on the configuration, they can be loaded from the end, side, or top.

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 Government shippers and receivers to load or unload Contractor equipment (e.g. containers) before detention charges begin to accrue.

Futile trip: When, due to the fault of the Government, the Contractor incurs costs on trucks that are dispatched but not used.

General Cargo:

Breakbulk: All static (non-wheeled cargo) except the following:

- explosives (excluding IMO Class 1.4),
- helicopters,
- shipper owned containers (SOC),
- excepted cargo, and
- hazardous cargo precluded from carriage by a Contractor under a Contractor's policy.

Container: All container cargo except the following:

- 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 (Title 49 CFR Parts 171-180) or International Maritime Organization (IMO) to be capable of posing an unreasonable risk to health, safety and property when transported in commerce. For purposes of applying Hazardous surcharges or the use of Hazardous commodity rates, Hazardous cargo is required to be stowed on deck per United States Coast Guard Regulations.

Heavy Lift Cargo: Pieces and packages having a gross weight in excess of 112,000 lbs excluding wheeled or tracked vehicles on RO/RO vessels.

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

Household Goods: Shipments of household goods and baggage.

Intermodal Move: Being or involving transportation by more than one mode of transportation or type of Contractor during a single journey. An intermodal move occurs when two or more different modes such as rail, truck, barge and/or sealift are used to move cargo from origin to destination. The term “intermodal move” can be used interchangeably with “multi-modal service”. Where intermodal service is required, the prime Contractor maintains responsibility and liability for entire movement until delivered to final destination.

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

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

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

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

Liner Terms – Breakbulk: The Contractor provides all services from receipt of cargo at POE to load of cargo on the vessel (liner in) or from discharge of the vessel at POD to loading cargo onto a conveyance (liner out). The Contractor is responsible for the loading and discharging of inland transport within the Contractor's terminal, along with associated costs, which includes but not limited to any inoperable vehicles fees, whether booked as inoperable or not.

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. Any costs for the loading or discharging of inland transport within the Contractor's terminal are for the account of the Contractor.

Live Load: See Spotting of Containers

Live Unload: Contractor delivers a loaded container and the driver waits while the receiver unloads the container

Measurement Ton (MTON): 40 cubic feet per ton or 2240 lbs. per ton

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

Ocean Cargo Booking Office (OCBO): A SDDC activity subordinate to the OCCA that has Ordering authority to book cargo under this contract, performs related contract administration and export/import ocean traffic management functions for DoD cargo moving within the DTS. May also perform authorized Customs Entries. Normally at a Battalion or Detachment location.

Ocean Cargo Clearance Authority (OCCA): An SDDC activity, normally at the Brigade level, that has Ordering Authority to book cargo under this contract, performs contract administration and export/import ocean traffic management functions for cargo moving under this contract.

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

Ordering Officer (OO): An individual authorized to place orders against indefinite delivery indefinite quantity transportation or transportation-related services contracts awarded by USTRANSCOM, provided the contract terms and monetary limitations specified in the contract are met. The OO is:

- (1) Responsible for distributing and administering orders for services that are placed.
- (2) Responsible for the oversight, management, and control of the distributing and administering of orders for services that the staff has placed.
- (3) Responsible for establishing controls necessary to ensure that all contract terms and conditions are met and that transportation services ordered conform to contract requirements before acceptance is made or payment authorized.
- (4) Responsible for reporting deficiencies in contractor performance promptly to the Contracting Officer's Representative or the Program Management Office.

Ordering Officers may not make any changes in the terms and conditions of any contracts against which orders are placed.

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

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

Oversized 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.

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."

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

Port Area: Two or more water ports, close in proximity, that are grouped together to provide an aggregation for simplifying rate structure.

QUADCON: Shipper Owned Container; four QUADCONs have the same external dimensions as a 20-foot shipping container when linked. For rate calculation purposes, linehaul rates will be applied in accordance with Attachment 3, paragraph 1.2.10, and individual accessorials will be applied if booked as breakbulk.

Quality Assurance Office (QA): An SDDC activity within to the OCCA that has authority to ensure contract compliance and perform related contract administration for cargo moving under this contract.

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, which is the latest date that cargo must be delivered.

Round Robin: See Spotting of Containers

Route: A connection between one or two trade areas.

Route Index: A connection between two zones that includes the direction of travel.

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

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

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

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

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

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

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

Shipper Owned 20/40 foot Containers (SOC): Breakbulk– Government owned/leased container cargo carried by breakbulk and/or RORO operators under the Breakbulk/RORO section.

Short Stop: A change to the terms of a specific booking whereby the Government orders the Contractor to cease further movement beyond the port of debarkation (or a relay port). Usually, the Government takes delivery at such a port. Occasionally, a new booking may be created with movement originating at such a port.

Shutout: Cargo in Contractor's possession that is available for loading onto the booked vessel, but Contractor failed to load onto said vessel. Shutouts are considered Contractor failures for which an Ordering Officer (OO) may not authorize an extended RDD.

Single Factor Rates: Rates that include all charges except for Currency Adjustment Factor (CAF), Bunker Adjustment (BAF), and accessorials ordered in the booking. Single factor rates can apply to point-to-point, point-to-port, or port-to-point movements, but not to port-to-port movements intended for high-volume, high-frequency lanes, Single Factor Rates may not exceed the associated Multi-Factor Rate.

Spotting containers: Positioning empty containers at shipper's facility for loading by the shipper:

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

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.

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.

Staging: A delay in commencement of drayage, linehaul or on-carriage transit requested by the Government. Cargo may be staged at the Contractor's terminal, port facility, or at any other location chosen by the Contractor or Government, such as a railhead or barge terminal.

Constructive Staging: When the government requests cargo be kept in an intermediate location after release and commencement of on-carriage from the discharge port. Cargo may be staged at any location chosen by the Contractor or Government, such as carrier holding yard, railhead or barge terminal.

Port Staging: A delay in commencement of drayage, linehaul or any other transportation mode prior to the cargo departing from the port. Cargo may be staged at the Contractor's terminal, port facility, or at any other location chosen by the Contractor or Government within the port area.

Swing Cargo: Any cargo which may be containerized or shipped breakbulk/RORO.

Trade Area: A geographic area used to establish routes.

Transloading service: Accessorial service provided by the Contractor. Transloading services include all labor, material, and equipment necessary to transfer cargo from one conveyance to another, to include intra-terminal transfers.

TRICON: Shipper Owned Container; three TRICONS have the same external dimensions as a 20-foot shipping container when linked. For rate calculation purposes, linehaul rates will be applied in accordance with Attachment 3, paragraph 1.2.10, and individual accessorials will be applied if booked as breakbulk.

US Flag Service:

Full Service (P1): Service where cargo is only loaded on US Flag ships between ports of embarkation and final port of debarkation.

Combination Service (P2): Service where the cargo is loaded on two or more vessels to complete the ocean movement, at least one of which is a US Flag ship and at least one of which is a Foreign-Flag ship.

Vessel Demurrage: The charge assessed by the Contractor for vessel delays due to delayed loading or discharge operations at government operated terminals.

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

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.

Zone: A group of water ports within a trade area that proved endpoints for route indices.

ATTACHMENT 12 TRADE AREAS AND ZONES

1. Trade Areas

Africa: Includes all ports on the continent of Africa, and nearby islands detailed in paragraph 2.9 of this attachment.

Alaska: Includes all ports in the state of Alaska, including all islands within the state.

Azores: Includes all ports in Azores Islands.

Black Sea: Includes all ports in Bulgaria, Romania, Ukraine, Georgia, and Black Sea ports in Russia and Turkey.

Caribbean: Includes ports in the Caribbean Area and the following countries/islands: Bahamas, Turks and Caicos, Aruba, Curacao, Bonaire, Bermuda Islands, Cuba, Caymans, Dominican Republic, Haiti, Jamaica, Lesser Antilles, Puerto Rico, Grenadines, Barbados, Grenada, St Vincent, St Lucia, Martinique, Dominica, Guadeloupe, Antigua, Barbuda, Montserrat, Saba, St Kitts/Nevis, St Barthelemy, Anguilla, St Martin/Maarten, Trinidad, Tobago, US Virgin Islands (St. Croix, St. Thomas, St. John), Antigua.

Central America/Mexico: Includes ports within the following countries: Belize, Costa Rica, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, and Panama.

Continental Europe & United Kingdom & Ireland: Includes all ports within the British Isles (England, Scotland, Wales, Northern Ireland and Republic of Ireland, and nearby islands in the territory of the United Kingdom or Ireland including but not limited to the Isle of Man and the Shetland Islands) and ports on the north and west coasts of continental Europe from Germany to the northwestern junction of Spain and Portugal – including all ports in Germany, Netherlands, Belgium, France (excluding Mediterranean Coast), and Spain (Bay Biscay and northwestern ports only). Also includes Faroe Islands, and the Channel Islands including Jersey and Guernsey

Far East Area: Includes ports within the following countries, areas, islands and island groups; Japan including Ryukyu Islands (Okinawa) and Bonin Islands; Russian Far East; North and South Korea; China (PRC, Hong Kong, Macau, Taiwan); Philippines, Indonesia, Malaysia, Singapore, Vietnam, Cambodia, Thailand, and East Timor/Timor Leste.

Hawaii: Includes all ports on the islands of: Kahoolawe, Kauai, Kure Island, Lanai, Hawaii, Maui, Molokai, Niihau, Oahu and Tern Island.

Iceland: Includes all ports in Iceland.

Mediterranean Area: Includes ports in Portugal, Spanish ports between the boundary of Portugal and Gibraltar, ports of the Mediterranean and arms thereof, including the Bosphorus and inlands or island groups within the Mediterranean, but does not include ports of the Black Sea: The Mediterranean is subdivided into three zones Adriatic Sea, Eastern Mediterranean and Western Mediterranean.

Middle East, South Asia and Indian Ocean: Includes ports in the Red Sea (Excluding Africa), Gulf of Aqaba, Gulf of Suez, Gulf of Aden, Arabian Sea, Gulf of Oman, Persian Gulf, Bay of Bengal, Andaman Sea; and Indian Ocean ports in India, Sri Lanka, Yemen, and Oman. Includes Maldives and Burma/Myanmar.

Oceania: Includes ports in American Samoa, Australia, New Zealand, Micronesia, Northern Marianas Islands, Kiribati, Marshall Islands, Johnston Island, Marcus Island, Palau, French Polynesia, Cook Islands, Tonga, Samoa, Tuvalu, Fiji, Wallis and Futuna, Papua New Guinea, Solomon Islands, New Caledonia, Vanuatu, Guam, Federated States of Micronesia.

Scandinavia/Baltic: Includes ports in Estonia, Latvia, Lithuania, Poland, Norway, Denmark, Finland, Sweden and Russian ports on the Gulf of Finland and Baltic Sea (Kaliningrad region).

South America: Includes ports in Venezuela Colombia, Ecuador (including Galapagos Islands), Peru, Chile, Argentina, Falkland Islands, Uruguay, Brazil, Suriname, French Guiana, and Guyana.

US East Coast: Includes ports in Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, and Maryland, Virginia, North Carolina, South Carolina, Georgia, and the Atlantic coast of Florida as far south as Key West (inclusive). Excludes Great Lakes ports in New York and Pennsylvania. When liner term service is ordered and provided, the US East Coast (North) includes all locations

from Maine to Maryland, and the US East Coast (South) includes all locations from Virginia to Key West, Florida (inclusive).

US Gulf Coast: Includes ports in Texas, Louisiana, Mississippi, Alabama, and the Gulf Coast ports of Florida.

US West Coast: Includes ports in California, Oregon, and the State of Washington.

2. Zones

The routes in this contract have been structured into zones so that countries/ports can be grouped to best reflect market conditions and minimize the number of rates to be submitted by Contractors. Ocean rates apply on a zone to zone basis. Below is a description of the zones included in each area and of the ports that are included in each zone. The zones in each list are numbered. This numbering does not match the naming of Route Index /Zone used in the CARE and the Rate Guide.

The rates are directional for service between different zones of the same area. Rates for service within zones are non-directional except for intra-zone N.E. Asia.

The service provided by Contractors who provide rates for specific zones shall be reflected in service profiles as described in proposals and vessel schedules maintained within the booking office.

2.1 Far East

2.1.1 Applies for service to/from CONUS and North East Asia intrazone

	Country/Port Description
1	South Korea
2	Okinawa
3	Philippines
4	Malaysia
5	Singapore
6	Thailand
7	China
8	Hong Kong and Macau
9	Indonesia and East Timor
10	Taiwan
11	Vietnam
12	Japan
13	Cambodia
14	Russian Far East

2.1.2 Applies to all other service

<u>Group Zone</u>	<u>Countries</u>
N.E. Asia:	Japan (incl. Okinawa), Korea, & Russian Far East
Chinas:	China, including Hong Kong, Macau & Taiwan
S.E. Asia:	Indonesia, East Timor, Malaysia, Philippines, Singapore, Thailand, Vietnam, Cambodia & Laos

The rates are directional between Group zones and within intra-zone N.E. Asia. Within Intra-zones Chinas and Southeast Asia rates are “between rates.”

2.2 Continental Europe and United Kingdom and Ireland

Includes all ports within the British Isles (England, Scotland, Wales, Northern Ireland and Republic of Ireland, and nearby islands in the territory of the United Kingdom or Ireland including but not limited to the Isle of Man and the Shetland Islands) and ports on the north and west coasts of continental Europe from Germany to the northwestern junction of Spain and Portugal – including all ports in Germany, Netherlands, Belgium, France (excluding

Mediterranean Coast), and Spain (Bay Biscay and northwestern ports only). Also includes Faroe Islands, and the Channel Islands including Jersey and Guernsey)

2.3 Mediterranean

The Mediterranean area is divided into three zones:

- 2.3.1 Western Mediterranean shall embrace the coastline from the north Portugal - Spain border until the southernmost point on mainland Italy and includes ports in:

Portugal

Spain (excluding north and northwest coasts, includes Spain's Mediterranean islands, and Spanish North African enclaves of Ceuta and Melilla)

Gibraltar

France (Mediterranean coast and islands, including Corsica)

Monaco

Italy (Tyrrhenian and Ligurian coasts, West Coast of Italy as far south as Melito di Porto Salvo inclusive, and islands to the west of the mainland, including Sardinia and Sicily,)

Malta

Other islands lying within the zone except those in the territory of Morocco, Algeria, and Tunisia

- 2.3.2 Eastern Mediterranean shall embrace the remaining area in the Mediterranean located east of Melito di Porto Salvo, Italy, except for (a) ports in Africa, (b) ports in the Black Sea, and (c) those areas identified in Zone 3 (Adriatic Sea) and includes ports in:

Cyprus (entire island)

Greece (including Crete and all other Greek islands)

Israel (Mediterranean coast, excludes Eilat)

Italy (south coast only, between Melito di Porto Salvo and Otranto. Includes Otranto.)

Lebanon

Syria

Turkey (Mediterranean ports including the Bosphorus but not including the Black Sea)

Other islands lying within the zone

- 2.3.3 Adriatic Sea includes ports in:

Italy (Adriatic coast only, north of Otranto, excluding Otranto)

Croatia

Slovenia

Montenegro

Albania

Islands lying within the Adriatic Sea

2.4 Central America/Mexico

Central America/Mexico is divided into zones as follows.

- 2.4.1 Central America/Mexico West Coast

Mexico (WC)

Guatemala (WC)

El Salvador

Honduras (WC)

Nicaragua (WC)

- 2.4.2 Central America/Mexico East Coast (except Honduras)

Mexico (EC)

Belize

Guatemala (EC)
 2.4.3 Nicaragua (EC) \Honduras East Coast

2.4.4 Panama/Costa Rica
 Panama
 Costa Rica

2.5 Caribbean

The Caribbean is divided into zones as follows:

<u>Zone</u>	<u>Includes</u>
1 Bahamas Area	Bahamas Turks and Caicos
2 Eastern Caribbean	Aruba Curacao Bonaire Trinidad & Tobago Grenadines Barbados Grenada St Vincent St Lucia Martinique Dominica Guadeloupe Barbuda Montserrat Saba St Kitts/Nevis St Barthelemy Anguilla St Martin/Maarten British Virgin Islands
3 Jamaica/Cayman Islands/ Dominican Republic/Cuba	Cayman Islands Jamaica Dominican Republic Cuba
4 Haiti	Haiti
5 Puerto Rico	Puerto Rico
6 US Virgin Islands	US Virgin Islands

2.6 Scandinavia/Baltic

<u>Zone</u>	
1	Norway East: South Norway ports east of and including Kristiansand

- 2 Norway West: Norway ports North of Kristiansand (not inclusive) to Trondheim area (inclusive)
- 3 Norway North: Norway ports north of Trondheim (not inclusive) and including Tromso port range
- 4 Sweden
- 5 Finland
- 6 Denmark
- 7 Estonia
- 8 Latvia
- 9 Lithuania
- 10 Poland
- 11 Russian West Coast (ports on the Gulf of Finland and Baltic Sea / Kaliningrad region)

2.7 Middle East, South Asia and Indian Ocean Area

	<u>Zone</u>	<u>Description</u>
1	Kuwait	Kuwait
2	Persian Gulf and Gulf of Oman	Saudi Arabia (Persian Gulf Ports) United Arab Emirates (UAE) Bahrain , and Oman north of Muscat (includes Port of Sultan Qaboos / Muscat)
3	Arabian Sea	Oman (south of Muscat) Yemen
4	Pakistan and India West Coast Ports	Pakistan India (West Coast)
5	Reserved	Reserved
6	Gulf of Aqaba, Gulf of Suez and Red Sea	Jordan Saudi Arabia (West Coast/Red Sea ports) Eilat, Israel
7	Bay of Bengal and Andaman Sea	India (East Coast), Burma (Myanmar) Sri Lanka Bangladesh Maldives
8	Iraq	Iraq
9	Qatar	Qatar

2.8 South America

South America includes the following zones:

2.8.1 East Coast of South America (zone/countries):

- 1 Colombia (Caribbean ports)
- 2 Brazil
- 3 Uruguay
- 4 Argentina
- 5 French Guiana/Guyana/Suriname
- 6 Venezuela

2.8.2 West Coast of South America (zone/countries):

- 7 Colombia (Pacific ports)
- 8 Ecuador
- 9 Peru
- 10 Chile

2.9 Oceania

Oceania includes the following zones:

<u>Zone</u>	<u>Includes</u>
1 Australia	Australia
2 New Zealand	New Zealand
3 Northern Marianas Islands	Saipan Tinian Rota
4 Guam	Guam
5 American Samoa	American Samoa
6 Kwajalein	Kwajalein Atoll, Marshall Islands
7 North Central Pacific	Johnston Island Marcus Island
8 Micronesia	Federated States of Micronesia
9 Marshall Islands	Marshall Islands except Kwajalein Atoll
10 Coral Sea	Papua New Guinea Solomon Islands New Caledonia Vanuatu
11 South Pacific	French Polynesia Cook Islands Tonga Samoa Tuvalu Fiji

		Wallis and Futuna
12	Palau	Palau
13	Kiribati	Kiribati

2.10 Africa

Africa includes the following zones:

	<u>Zone</u>	<u>Includes</u>
1	North Africa	Morocco (Mediterranean ports only up to but not including Tangier), Egypt (Mediterranean ports Only), Algeria, Tunisia, and Libya
2	East Africa	Egypt (excluding Mediterranean ports), Sudan, Eritrea, Djibouti, Somalia, Kenya, Tanzania
3	Southern Africa	Mozambique, South Africa, Namibia
4	Central Africa	Angola to Cameroon
5	West Africa	Nigeria to Morocco (Atlantic Ocean Ports Only up to and including Tangier). Includes ports in Sao Tome and Principe
6	Madagascar	Madagascar, Mauritius, Mayotte, Comoros, Reunion & Seychelles
7	Ascension Island	Ascension Island & Saint Helena
8	Cape Verde	Cape Verde, Madeira & Canary Islands

3. Designated Ports with Port Arbitraries

Contractors may establish port arbitraries, by the effective date of the contract, for selected countries/ports when ocean rates have not been provided for the route/zone designated to service this area (Group A) or the Contractor's service profile for a route/zone does not include regular service to the specific country/port (Group B). The port arbitrary surcharge is used in conjunction with an accepted ocean rate for a route/zone to link the service on the route/zone with the feeder service to the area (Group A) or port (Group B) covered by the port arbitrary. Arbitraries established after the effective date of the contract are subject to the Contractor Protection from Competition Clause. Port arbitraries may be provided for the following countries/ports:

3.1 Port Arbitrary Group A (areas)

1. Black Sea Ports (Bulgaria, Romania, Georgia, Ukraine, and ports on the Black Sea in Turkey and Russia)
2. Cyprus
3. Iraq
4. Areas in Scandinavia/Baltic:
 - a. Denmark

- b. Sweden
 - c. Finland
 - d. Estonia
 - e. Latvia
 - f. Lithuania
 - g. Poland
 - h. Russian West Coast (as defined in 2.5)
 - i. Norway East (as defined in 2.5)
 - j. Norway North (as defined in 2.5)
 - k. Norway West (as defined in 2.5)
5. Qatar

3.2 Port Arbitrary Group B (specific ports)

- 1. Darwin (Australia)
- 2. Zamboanga (Philippines)

Carrier SCAC						
VESSEL	DESCRIPTION OF QUALIFYING U.S. SHIPYARD WORK PERFORMED	COST OF WORK PERFORMED	DESCRIPTION OF QUALIFYING FOREIGN SHIPYARD WORK PERFORMED	COST OF WORK PERFORMED	SHIPYARD NAME AND ADDRESS	INCLUSIVE DATES OF WORK PERFORMED
	Approximate Total	\$0.00	Approximate Total	\$0.00		

Sexual Assault and Sexual Harassment Policy

1. Definitions. As used in this policy

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

1.B. "Sexual Harassment" is a form of sex discrimination that involves unwelcome sexual advances, requests for sexual favors, and other verbal or physical conduct of a sexual nature when:

1.B.1. Submission to such conduct is made either explicitly or implicitly a term or condition of a person's job, pay, or career, or

1.B.2. Submission to or rejection of such conduct by a person is used as a basis for career or employment decisions affecting that person, or

1.B.3. Such conduct has the purpose or effect of unreasonably interfering with an individual's work performance or creates an intimidating, hostile, or offensive working environment. This definition emphasizes that workplace conduct, to be actionable as "abusive work environment" harassment, need not result in concrete psychological harm to the victim, but rather need only be so severe or pervasive that a reasonable person would perceive, and the victim does perceive, the work environment as hostile or offensive. Any person in a supervisory or command position who uses or condones any form of sexual behavior to control, influence, or affect the career, pay, or job of an employee is engaging in sexual harassment. Similarly, any employee who makes deliberate or repeated unwelcome verbal comments, gestures, or physical contact of a sexual nature in the workplace is also engaging in sexual harassment.

1.C. Categories of sexual harassment are:

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

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

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

2. Policy

- 2.A. The Department of Defense has adopted a policy to prevent sexual assault and sexual harassment.
- 2.B. Contractors and contractor employees working in Afghanistan shall not:
 - 2.B.1. Commit acts of sexual assault against any person on any camp, post, installation, or other United States enclave; or
 - 2.B.2. Sexually harass any person on any camp, post, installation, or other United States enclave.
3. Contractor Requirements.
 - 3.A. The Contractor shall have a written Sexual Assault/Sexual Harassment Policy
 - 3.A.1. The contractor shall have a written sexual assault/sexual harassment policy published to all employees performing work in Afghanistan that addresses, at a minimum, the following: (i) the definitions of sexual assault and sexual harassment as defined above in paragraph 1.A; (ii) a description of sexual harassment (iii) the Company's internal complaint process and the company's internal process for adjudication; (iv) the available channels through which an employee can report a sexual assault; and (v) protection against retaliation, coercion, and reprisal.
 - 3.A.2. The policy shall address that victims of sexual assault shall be protected, treated with dignity and respect, and shall receive timely access to comprehensive healthcare (medical and mental health) treatment, including emergency care treatment and services. Emergency care consists of emergency healthcare and the offer of a sexual assault forensic examination (SAFE) consistent with the Department of Justice protocol. The victim shall be advised that even if a SAFE is declined, the victim is encouraged (but not mandated) to seek medical care. Contractor employees are only eligible to file an Unrestricted Report. Contractor employees will also be offered LIMITED Sexual Assault Prevention and Response or SAPR services, meaning the assistance of a Sexual Assault Response Coordinator (SARC) and a SAPR Victim Advocate (VA) while undergoing emergency care OCONUS. These limited emergency medical services (at a Military Treatment Facility) and SAPR services shall be provided at no cost by the USG to all DoD contractor personnel. Limited medical services are: a SAFE exam and consultation regarding further care in accordance with DoDI 6495.02.
 - 3.A.3. The contractor shall designate an employee credentialed in Victim Advocacy as the company POC (for more information regarding credentialing as a Victim Advocate visit the National Advocate Credentialing Program (NACP): <https://www.thenacp.org/>).
 - 3.A.4. The Contractor shall provide a Sexual Assault/Sexual Harassment and Awareness Training Plan that includes a schedule for all training. The Plan shall identify the methods of training (e.g. classroom, on-line, etc), as well as intervals (e.g. quarterly) for refresher training, as applicable. The plan shall address (but not be limited to) such things as: procedures for training each employee, training record retention, method/mode of instruction, instructor accreditation, on-line/web-based resources/training aids. The Contractor's Training shall address, at a minimum, the following:
 - 3.A.4.1. Defining what constitutes sexual assault and sexual harassment.
 - 3.A.4.2. Explaining sexual assault is a crime.

3.A.4.3. Defining the meaning of “consent” as defined in DoDD 6495.01 (Sexual Assault Prevention and Response Program, SAPR).

3.A.4.4. Addressing individual accountability and the potential for Uniformed Code of Military Justice (UCMJ) violations.

3.A.4.5. Explaining victims rights under the UCMJ (to include consideration of the victim's preference whether the offense should be prosecuted by court-martial or in a civilian court).

3.A.4.6. Explaining the distinction between sexual harassment and sexual assault and that both are unacceptable forms of behavior even though they may have different penalties. Emphasizing the distinction between civil and criminal actions.

3.A.4.7. Explaining Unrestricted Reporting

3.A.4.8. Providing an awareness of the SAPR program, as well as the roles and responsibilities of company managers, including all available resources for victims.

3.B. The Contractor shall notify its employees of:

3.B.1. The Department of Defense's policies regarding Sexual Assault/Sexual Harassment; and

3.B.2. The actions that will be taken against employees for violations of this policy. Such actions may include, but are not limited to, removal from the contract, reduction in benefits, or termination of employment;

3.C. The Contractor shall take appropriate action, up to and including termination, against employees or Subcontractors that violate the policy in paragraph 2.

4. Notification

4.A. The Contractor shall inform the Contracting Officer immediately of

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

4.A.2. Any actions taken against Contractor employees, Subcontractors, or Subcontractor employees pursuant to this policy.

5. Remedies.

5.A. In addition to other remedies available to the Government, the Contractor's failure to comply with the requirements of paragraphs 3, 4, or 6 of this policy may result in:

5.A.1. Requiring the Contractor to remove a Contractor employee or employees from the performance of the contract;

5.A.2. Requiring the Contractor to terminate a subcontract;

5.A.3. Suspension of contract payments;

5.A.4. Loss of award fee, consistent with the award fee plan, for the performance period in which the Government determined Contractor non-compliance;

5.A.5. Termination of the contract for default or cause, in accordance with the termination clause of this contract; or

5.A.6. Suspension or debarment.

6. Subcontracts

The Contractor shall include the substance of this policy, including this paragraph (f), in all subcontracts.

7. Mitigating Factor.

The Contracting Officer may consider whether the Contractor had a Sexual Assault Prevention and Response training program at the time of the violation as a mitigating factor when determining remedies. Additional information about Sexual Assault Prevention and Response training programs can be found at the Department of Defense Sexual Assault Prevention and Response Home Page, <http://www.sapr.mil>."

**DEPARTMENT OF DEFENSE
CONTRACT SECURITY CLASSIFICATION SPECIFICATION**

(The requirements of the National Industrial Security Program (NISP) apply to all security aspects of this effort involving classified information.)

OMB No. 0704-0567
OMB approval expires:
20220531

The public reporting burden for this collection of information, 0704-0567, is estimated to average 70 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

RETURN COMPLETED FORM AS DIRECTED IN THE INSTRUCTIONS.

1. CLEARANCE AND SAFEGUARDING

a. LEVEL OF FACILITY SECURITY CLEARANCE (FCL) REQUIRED
(See Instructions)

**b. LEVEL OF SAFEGUARDING FOR CLASSIFIED INFORMATION/
MATERIAL REQUIRED AT CONTRACTOR FACILITY**

2. THIS SPECIFICATION IS FOR: *(X and complete as applicable.)*

- a. PRIME CONTRACT NUMBER** *(See instructions.)*
- b. SUBCONTRACT NUMBER**
- c. SOLICITATION OR OTHER NUMBER DUE DATE** *(YYYYMMDD)*

3. THIS SPECIFICATION IS: *(X and complete as applicable.)*

- a. ORIGINAL** *(Complete date in all cases.)* **DATE** *(YYYYMMDD)*
- b. REVISED** *(Supersedes all previous specifications.)*
REVISION NO. **DATE** *(YYYYMMDD)*
- c. FINAL** *(Complete Item 5 in all cases.)* **DATE** *(YYYYMMDD)*

4. IS THIS A FOLLOW-ON CONTRACT? No Yes *If yes, complete the following:*

Classified material received or generated under _____ *(Preceding Contract Number)* **is transferred to this follow-on contract.**

5. IS THIS A FINAL DD FORM 254? No Yes *If yes, complete the following:*

In response to the contractor's request dated _____ **, retention of the classified material is authorized for the period of:** _____

6. CONTRACTOR *(Include Commercial and Government Entity (CAGE) Code)*

a. NAME, ADDRESS, AND ZIP CODE

b. CAGE CODE

c. COGNIZANT SECURITY OFFICE(S) (CSO)

(Name, Address, ZIP Code, Telephone required; Email Address optional)

7. SUBCONTRACTOR(S) *(Click button if you choose to add or list the subcontractors -- but will still require a separate DD Form 254 issued by a prime contractor to each subcontractor)*

a. NAME, ADDRESS, AND ZIP CODE

b. CAGE CODE

c. COGNIZANT SECURITY OFFICE(S) (CSO)

(Name, Address, ZIP Code, Telephone required; Email Address optional)

8. ACTUAL PERFORMANCE *(Click button to add more locations.)*

a. LOCATION(S) *(For actual performance, see instructions.)*

b. CAGE CODE
(If applicable, see Instructions.)

c. COGNIZANT SECURITY OFFICE(S) (CSO)

(Name, Address, ZIP Code, Telephone required; Email Address optional)

9. GENERAL UNCLASSIFIED DESCRIPTION OF THIS PROCUREMENT

Incomplete DD254 Sample for USC9 conformed contract purposes only. If completing, please use PDF fillable version (Contact TCAQ).

10. CONTRACTOR WILL REQUIRE ACCESS TO: (X all that apply. Provide details in Blocks 13 or 14 as set forth in the instructions.)

- | | |
|---|---|
| <input type="checkbox"/> a. COMMUNICATIONS SECURITY (COMSEC) INFORMATION | <input type="checkbox"/> f. SPECIAL ACCESS PROGRAM (SAP) INFORMATION |
| <input type="checkbox"/> b. RESTRICTED DATA | <input type="checkbox"/> g. NORTH ATLANTIC TREATY ORGANIZATION (NATO) INFORMATION |
| <input type="checkbox"/> c. CRITICAL NUCLEAR WEAPON DESIGN INFORMATION (CNWDI)
<i>(If CNWDI applies, RESTRICTED DATA must also be marked.)</i> | <input type="checkbox"/> h. FOREIGN GOVERNMENT INFORMATION |
| <input type="checkbox"/> d. FORMERLY RESTRICTED DATA | <input type="checkbox"/> i. ALTERNATIVE COMPENSATORY CONTROL MEASURES (ACCM) INFORMATION |
| <input type="checkbox"/> e. NATIONAL INTELLIGENCE INFORMATION: | <input type="checkbox"/> j. CONTROLLED UNCLASSIFIED INFORMATION (CUI)
<i>(See instructions.)</i> |
| <input type="checkbox"/> (1) Sensitive Compartmented Information (SCI) | <input type="checkbox"/> k. OTHER (Specify) <i>(See instructions.)</i> |
| <input type="checkbox"/> (2) Non-SCI | |

11. IN PERFORMING THIS CONTRACT, THE CONTRACTOR WILL: (X all that apply. See instructions. Provide details in Blocks 13 or 14 as set forth in the instructions.)

- | | |
|--|---|
| <input type="checkbox"/> a. HAVE ACCESS TO CLASSIFIED INFORMATION ONLY AT ANOTHER CONTRACTOR'S FACILITY OR A GOVERNMENT ACTIVITY
<i>(Applicable only if there is no access or storage required at contractor facility. See instructions.)</i> | <input type="checkbox"/> g. BE AUTHORIZED TO USE THE SERVICES OF DEFENSE TECHNICAL INFORMATION CENTER (DTIC) OR OTHER SECONDARY DISTRIBUTION CENTER |
| <input type="checkbox"/> b. RECEIVE AND STORE CLASSIFIED DOCUMENTS ONLY | <input type="checkbox"/> h. REQUIRE A COMSEC ACCOUNT |
| <input type="checkbox"/> c. RECEIVE, STORE, AND GENERATE CLASSIFIED INFORMATION OR MATERIAL | <input type="checkbox"/> i. HAVE A TEMPEST REQUIREMENT |
| <input type="checkbox"/> d. FABRICATE, MODIFY, OR STORE CLASSIFIED HARDWARE | <input type="checkbox"/> j. HAVE OPERATIONS SECURITY (OPSEC) REQUIREMENTS |
| <input type="checkbox"/> e. PERFORM SERVICES ONLY | <input type="checkbox"/> k. BE AUTHORIZED TO USE DEFENSE COURIER SERVICE |
| <input type="checkbox"/> f. HAVE ACCESS TO U.S. CLASSIFIED INFORMATION OUTSIDE THE U.S., PUERTO RICO, U.S. POSSESSIONS AND TRUST TERRITORIES | <input type="checkbox"/> l. RECEIVE, STORE, OR GENERATE CONTROLLED UNCLASSIFIED INFORMATION (CUI).
<i>(DoD Components: refer to DoDM 5200.01, Volume 4 only for specific CUI protection requirements. Non-DoD Components: see instructions.)</i> |
| | <input type="checkbox"/> m. OTHER (Specify) <i>(See instructions.)</i> |

12. PUBLIC RELEASE

Any information (classified or unclassified) pertaining to this contract shall not be released for public dissemination except as provided by the National Industrial Security Program Operating Manual (NISPO) or unless it has been approved for public release by appropriate U.S. Government authority. Proposed public releases shall be submitted for review and approval prior to release to the appropriate government approval authority identified here with at least office and phone contact information and if available, an e-mail address. *(See instructions)*

- DIRECT THROUGH *(Specify below)*

Public Release Authority:

13. SECURITY GUIDANCE

The security classification guidance for classified information needed for this effort is identified below. If any difficulty is encountered in applying this guidance or if any other contributing factor indicates a need for changes in this guidance, the contractor is authorized and encouraged to provide recommended changes; to challenge the guidance or the classification assigned to any information or material furnished or generated under this contract; and to submit any questions for interpretation of this guidance to the official identified below. Pending final decision, the information involved shall be handled and protected at the highest level of classification assigned or recommended.

(Fill in as appropriate for the classified effort. Attach, or forward under separate correspondence, any documents/guides/extracts referenced herein. The field will expand as text is added. When removing any expanded text area, use delete key or backspace key, then click out of the text field for it to shrink after the text has been deleted. Also allows for up to 6 internal reviewers to digitally sign. See instructions for additional guidance or use of the fillable PDF.)

List of Attachments (All Files Must be Attached Prior to Signing, i.e., for any digital signature on the form)

Incomplete DD254 Sample for USC9 conforming contract purposes only; If complete, please use PDF fillable version contact (CPO).

NAME & TITLE OF REVIEWING OFFICIAL

SIGNATURE

14. ADDITIONAL SECURITY REQUIREMENTS

Requirements, in addition to NISPOM requirements for classified information, are established for this contract.

No Yes *If Yes, identify the pertinent contractual clauses in the contract document itself, or provide an appropriate statement which identifies the additional requirements. Provide a copy of the requirements to the CSO. The field will expand as text is added or you can also use item 13. When removing any expanded text area, use delete key or backspace key, then click out of the text field for it to shrink after the text has been deleted. (See instructions for additional guidance or use of the fillable PDF.)*

15. INSPECTIONS

Elements of this contract are outside the inspection responsibility of the CSO.

No Yes *If Yes, explain and identify specific areas and government activity responsible for inspections. The field will expand as text is added or you can also use item 13. When removing any expanded text area, use delete key or backspace key, then click out of the text field for it to shrink after the text has been deleted. (See instructions for additional guidance or use of the fillable PDF.)*

16. GOVERNMENT CONTRACTING ACTIVITY (GCA) AND POINT OF CONTACT (POC)

a. GCA NAME	c. ADDRESS (Include ZIP Code)	d. POC NAME
b. ACTIVITY ADDRESS CODE (AAC) OF THE CONTRACTING OFFICE (See Instructions)		e. POC TELEPHONE (Include Area Code)
		f. EMAIL ADDRESS (See Instructions)

17. CERTIFICATION AND SIGNATURES

Security requirements stated herein are complete and adequate for safeguarding the classified information to be released or generated under this classified effort. All questions shall be referred to the official named below. Upon digitally signing Item 17h, no changes can be made as the form will be locked.

a. TYPED NAME OF CERTIFYING OFFICIAL (Last, First, Middle Initial) (See Instructions)	d. AAC OF THE CONTRACTING OFFICE (See Instructions)	h. SIGNATURE
b. TITLE	e. CAGE CODE OF THE PRIME CONTRACTOR (See Instructions.)	
c. ADDRESS (Include ZIP Code)	f. TELEPHONE (Include Area Code)	i. DATE SIGNED (See Instructions)
	g. EMAIL ADDRESS (See Instructions)	

18. REQUIRED DISTRIBUTION BY THE CERTIFYING OFFICIAL

- a. CONTRACTOR
- b. SUBCONTRACTOR
- c. COGNIZANT SECURITY OFFICE FOR PRIME AND SUBCONTRACTOR
- d. U.S. ACTIVITY RESPONSIBLE FOR OVERSEAS SECURITY ADMINISTRATION
- e. ADMINISTRATIVE CONTRACTING OFFICER
- f. OTHER AS NECESSARY (If more room is needed, continue in Item 13 or on additional page if necessary.)

Incomplete DD254 Sample for USC9 conformed contract purposes only; If completing, please use PDF fillable version (contact TCAG)

Exhibit 3, Attachment 16 – Authorization to Use DoD Air Transportation

1. Background:

1.1 Due to the global COVID-19 pandemic, international travel has been severely impeded. Particularly hard hit is the availability of commercial air transportation. The extent of travel challenges, and host-nation imposed travel restrictions, mandatory quarantine requirements, etc., varies greatly from country to country. This has negatively affected the ability of some USC-9 contractors to relocate their employees around the world so as to crew vessels and to timely meet contract requirements.

1.2 Pursuant to DoDI 4515.13, *Air Transportation Eligibility* and DoDI 3020.41, *Operational Contract Support (OCS)*, DoD contractor employees may be provided DoD transportation when there is a contractual requirement for the transportation services and when commercial transportation is not available, obtainable, or capable of meeting the transportation requirement.

2. Purpose: As set out herein below, this *PWS Attachment 16* authorizes DoD air transportation of contractor employees when commercial transportation is not available, obtainable, or capable of meeting the transportation requirement.

3. Air Transportation Eligibility:

3.1. To request DoD air transportation, each contractor employee/traveler must log into the Synchronized Predeployment and Operational Tracker (SPOT) website at <https://spot.dmdc.mil> and submit a letter of authorization (LOA) for Contracting Officer consideration and approval. The LOA must contain a certification that commercial transportation is not available, obtainable, or capable of meeting the transportation requirement.

3.2. Contractor shall separately identify in writing the DoD cargo movement operation(s) the DoD air transportation supports and certify that all its employee/travelers requesting LOAs are necessary to support said operations.

3.3. Requests for DoD air transportation will be determined on a case-by-case basis by the USC-9 Contracting Officer. When authorized by the Contracting Officer, contractor employee/travelers will fly DoD air transportation on a space-required basis in accordance with DoDI 4515.13 and the Joint Travel Regulation. Contractor employee/travelers who are issued LOAs will carry the LOAs with them at all times during the DoD air transportation process.

3.4. Contractor may use cash or credit card to pay for travel at the time of booking. If not using cash or credit card, the contractor's LOA shall specify the billing information to allow the Passenger Terminal to direct bill the contractor and receive an electronic funds transfer payment. Transportation of contractor employee/travelers to and from DoD air terminals is not the US Government's responsibility.

3.5. Unless established by other authority, the status of the contractor employee/traveler will be "non-CAAF" pursuant to DFARS 252.225-7040. Contractor employee/traveler clothing should be accepted attire in the overseas country of departure, transit, or destination.

3.6. DoD Passenger Service Personnel will deny transportation when an order or authorization for movement is neither authorized by DoDI 4515.13 nor approved according to the policies therein.

3.7. Contractor shall abide by all applicable laws, regulations, DoD policies (including DoDI 4515.13 and DoDI 3020.41) and international agreements to fly on U.S. Government flights, including all requirements relating to passenger eligibility.

3.8. Contractor shall not separately invoice, claim, or request an equitable adjustment for any of the costs or expenses associated with the transportation.

**ORDERING PROCEDURES
CONTRACTOR SELECTION
“FAIR OPPORTUNITY PROCESS”**

1. Fair Opportunity to Compete

1.1. Fair Opportunity to Compete for Task Order (booking) Awards: Under the USC-9 multiple award contracts, fair opportunity for booking awards is provided through a “best value” booking process detailed below. Only appointed Ordering Officers are authorized to book orders. The ordering officers are responsible for evaluating shipment requirements and for making independent best value booking decisions.

1.2. Ordering: IAW FAR 16.505, Ordering, all multiple award contractors shall be provided a fair opportunity to be considered for each order in excess of \$3,000 pursuant to the procedures established in this section, unless the Contracting Officer (or Ordering Officer) 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 contractors enrolled in Voluntary Intermodal Sealift Agreement (VISA).

2. Ordering Process for Cargo Bookings:

2.1. USC-9 allows for cargo bookings based on a “best value” concept.

2.2. The best value analysis will consider the following factors and sub-factors:

a. Technical—the Ordering Officer first evaluates potential contractors on a pass/fail basis to determine which contractors can meet the following technical requirements for the shipment or group of shipments that the Ordering Officer requires to move together:

- (1) Can meet or exceed RDD based on contractor submitted vessel schedules in IBS.
- (2) Has awarded rates for all required services and accessories
- (3) Has required equipment and vessel type
- (4) Meets international, national, local and DoD statutory and regulatory requirements for the commodity, hazard and security classification, category or threat

b. U.S. Flag and VISA Priorities – Contractors offering a higher U.S. Flag priority and (if equal U.S. Flag priorities) are a VISA participant will be given priority. The order of service priority is U.S. Flag service (P1), combination of U.S. Flag and foreign flag service (P2), and foreign flag service (P3).

c. In accordance with DFARS 252.247-7026, the Government must provide 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. U.S. Domestic Shipyard preferences and evaluation will be applied at the task order (booking) level. The preference applied at the Task Order (booking) level will be applied as follows:

(1) Offerors will be evaluated as “1” (highest) or “2” (lowest) based on the formula below:

$$\frac{((\text{Repair Money Spent in US}/\text{Total Repair Money Spent}) + (\text{Days of Repair in US}/\text{Total Days of Repair}))/2}{\text{Preference Category "1" or "2."}}$$

- (i) All calculations are based on total number of ships owned by the carrier – whether used on this contract or not.
- (ii) Calculation will NOT include any days or money falling under the exceptions listed at PGI 247.573(b)(2)(iii)(C)(1) and (2) – this means excluding the amount from the “total” as well as from the “in US” numbers.
- (iii) The calculation will be rounded to the nearest tenth (i.e. – 38.7%)

(2) The following will be the criteria followed in determining carrier evaluation under the Jones Act:

- (i) 15% or more of vessels serviced within US Shipyards would receive a preference of “1” and 14.9% and below would receive a preference of “2.”

d. Best Value Determination – if two or more contractors meet above criteria (a) (b) and (c) (as applicable), bookings shall be awarded based on the best (lowest) Best Value Number (BVN). BVN is calculated as the numerical value of the total dollar cost of the task order (to include accessorials) divided by the Composite Score. The Composite score (except for certain low volume lanes as described in Exhibit 3, PWS, Section 3) consists of two scores: a Lane Score (LS) weighted at 90%, typically COCOM to COCOM, and a Worldwide Score (WS) weighted at 10%. The score is a number ranging from 0 to 1; for example, it would be 0.84 (=84%) if carrier’s worldwide score were 75%, and score on the lane in question were 85%. $(.9*.85) + (.1*.75) = .84$

e. The Ordering Officer reserves the right to book orders to other than the lowest BVN carrier.

3. Ordering Process for Cargo Bookings Incorporating Readiness Evaluation Factors:

3.1. Enclosure 6.3 of Department of Defense Instruction (DoDI) 4500.57, Transportation and Traffic Management (August 31, 2018) states: "The DoD relies on TSPs for the transportation of a significant portion of its wartime and peacetime cargo. The relationship between the DoD and the commercial sector is critical to mobilization, deployment, and sustainment of military forces. VISA provides assured access to U.S.-flag commercial ocean transportation to support emergency deployment and sustainment of U.S. military forces. VISA carriers contractually pledge their vessels and intermodal systems capacities in return for priority of DoD peacetime business. "

3.2. In accordance with DoD Directive 5158.4, the Commander, U.S. Transportation Command (USTRANSCOM) is responsible for sealift and airlift readiness and assigned the mission to "Provide effective and efficient air, land and sea transportation for the Department of Defense (DoD), in times of peace and war". In support of the assigned readiness requirement, USTRANSCOM, may include an additional strategic readiness evaluation factor on individual task orders. The strategic readiness evaluation factor will evaluate the capability a carrier brings in support of the USTRANSCOM readiness mission to provide commercial sea transportation and terminal capability to support the global deployment, employment, sustainment, and redeployment of U.S. forces pursuant to the Unified Command Plan.

3.3. Cargo bookings which include a readiness evaluation factor will not be booked in accordance with Exhibit 4, Section 2. A Best Value determination will be made based on the criteria identified at the time the readiness evaluation factor is incorporated.

4. Ordering Process for One-Time-Only Task Order/Bookings:

4.1. If no one contractor has all required rates or meets the technical requirements listed in para 2.2(a) to receive a task order (booking), a one-time-only (OTO) rate shall be solicited via a Request for Quote (RFQ). The RFQ shall be sent to all Contractors for quote. Contractors shall return the RFQ by the closing date specified in the RFQ. Contractor shall furnish a vessel sharing agreement or equivalent document, if the quote includes a vessel owned/operated by another USC-9 contractor. Failure to provide all required information with the quote may cause the quote to be non-compliant and not considered further.

4.2. One-Time-Only Task Orders are evaluated and booked in accordance with the following:

a. Technical—the Ordering Officer first evaluates potential contractors on a pass/fail basis to determine which contractors can meet the following technical requirements for the shipment or group of shipments that the Ordering Officer requires to move together:

- (1) Can meet or exceed RDD based on contractor submitted vessel schedules in IBS.
- (2) Has required equipment and vessel type
- (3) Meets international, national, local and DoD statutory and regulatory requirements for the commodity, hazard and security classification, category or threat

b. U.S. Flag and VISA Priorities – Contractors offering a higher U.S. Flag priority and (if equal U.S. Flag priorities) are a VISA participant will be given priority. The order of service priority is U.S. Flag service (P1), combination of U.S. Flag and foreign flag service (P2), and foreign flag service (P3).

c. Domestic Shipyard Preference - In accordance with DFARS 252.247-7026, the Government must provide 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. U.S. Domestic Shipyard preferences and evaluation will be applied at the task order (booking) level. The preference applied at the Task Order (booking) level will be applied as follows:

(1) Offerors will be evaluated as “1” (highest) or “2” (lowest) based on the formula below:

$$((\text{Repair Money Spent in US}/\text{Total Repair Money Spent}) + (\text{Days of Repair in US}/\text{Total Days of Repair}))/2 =$$
 Preference Category “1” or “2.”

- (i) All calculations are based on total number of ships owned by the carrier – whether used on this contract or not.
- (ii) Calculation will NOT include any days or money falling under the exceptions listed at PGI 247.573(b)(2)(iii)(C)(1) and (2) – this means excluding the amount from the “total” as well as from the “in US” numbers.
- (iii) The calculation will be rounded to the nearest tenth (i.e. – 38.7%)

(2) The following will be the criteria followed in determining carrier evaluation under the Jones Act:

- (i) 15% or more of vessels serviced within US Shipyards would receive a preference of “1” and 14.9% and below would receive a preference of “2.”

d. Best Value Determination – if two or more contractors meet above criteria (a) (b) and (c) (as applicable), bookings shall be awarded based on the best (lowest) Best Value Number (BVN). BVN is calculated as the numerical value of the total dollar cost of the task order (to include accessorials) divided by the Composite Score. The Composite score (except for certain low volume lanes as described in Exhibit 3, PWS, Section 3) consists of two scores: a Lane Score (LS) weighted at 90%, typically COCOM to COCOM, and a Worldwide Score (WS) weighted at 10%. The score is a number ranging from 0 to 1; for example, it would be 0.84 (=84%) if carrier’s worldwide score were 75%, and score on the lane in question were 85%. $(.9*.85) + (.1*.75) = .84$.

e. The Ordering Officer reserves the right to book orders to other than the lowest BVN carrier.

4.3 The Contractor shall submit a vessel schedule in IBS and provide the VOYDOC within 24 hours of notification by the Government. Failure to provide the vessel schedule within 24 hours of notification may result in the Contractor losing the booking.

4.4 A notification will be sent to all Contractors stating which Contractor received the Task Order, flag of service, and total awarded price.

"REGISTER OF WAGE DETERMINATIONS UNDER THE SERVICE CONTRACT ACT By direction of the Secretary of Labor	U.S. DEPARTMENT OF LABOR EMPLOYMENT STANDARDS ADMINISTRATION WAGE AND HOUR DIVISION WASHINGTON D.C. 20210
Daniel W. Simms Director	Division of Wage Determinations

Wage Determination No.: 2010-0147
 Revision No.: 13
 Date Of Last Revision: 12/21/2020

Note: Under Executive Order (EO) 13658 an hourly minimum wage of \$10.95 for calendar year 2021 applies to all contracts subject to the Service Contract Act for which the contract is awarded (and any solicitation was issued) on or after January 1 2015. If this contract is covered by the EO the contractor must pay all workers in any classification listed on this wage determination at least \$10.95 per hour (or the applicable wage rate listed on this wage determination if it is higher) for all hours spent performing on the contract in calendar year 2021. The EO minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

NATIONWIDE: This wage determination applies to the United States East Gulf and West Coasts

Fringe Benefits Required Follow the Occupational Listing

Employed on contract for operation and maintenance of deep sea vessels in the above locality (based on Union Dominance (Seafarers International Union):

UNLICENSED EMPLOYEES:

OCCUPATION CODE - TITLE	FOOTNOTE	RATE
47010 - Boatswains		
Freight Tanker		180.82 Daily
Tanker		186.34 Daily
47020 - Chief Cook/Steward		
Chief Cook - Freight		142.15 Daily
Chief Cook - Tanker		146.54 Daily
Steward Assistant - Freight		94.43 Daily
Steward Assistant - Tanker		93.53 Daily
Steward/Baker - Freight		180.82 Daily
Steward/Baker - Tanker		186.34 Daily
47050 - Electrician		193.46 Daily
47060 - Engine Utilityman		
General Utility Deck/Engine - Freight		112.02 Daily
General Utility Deck/Engine - Tanker		113.10 Daily
QMED (Unlicensed Junior Engineers) - Freight		180.82 Daily
QMED (Unlicensed Junior Engineers) - Tanker		186.34 Daily
47090 - Oiler/Diesel Oiler		
Oiler - Freight		121.76 Daily
Oiler - Tanker		122.01 Daily
47401 - Seaman		
Ab Dayworker - Freight		135.98 Daily
Ab Dayworker - Tanker		138.64 Daily

Able Seaman - Freight	121.76 Daily
Able Seaman - Tanker	122.01 Daily
Ordinary Seaman - Freight	95.18 Daily
Ordinary Seaman - Tanker	96.75 Daily
47801 - Wiper	112.02 Daily

Note: Executive Order (EO) 13706 Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Service Contract Act for which the contract is awarded (and any solicitation was issued) on or after January 1 2017. If this contract is covered by the EO the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness injury or other health-related needs including preventive care; to assist a family member (or person who is like family to the employee) who is ill injured or has other health-related needs including preventive care; or for reasons resulting from or to assist a family member (or person who is like family to the employee) who is the victim of domestic violence sexual assault or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

ALL OCCUPATIONS LISTED ABOVE RECEIVE THE FOLLOWING BENEFITS:

- 1/ Health and welfare pension and training contribution of \$99.21 per day per man.
- 2/ Paid Vacation: Employer contribution of 58 percent of base pay per may per day.
- 3/ 10 Paid holidays per year: New Year's Day Labor Day Martin Luther King's Birthday Independence Day Columbus Day President's Day Veterans Day Memorial Day Thanksgiving Day Christmas Day
- 4/ Training and Hiring Fund: \$22.50 per man per day.
- 5/ Money Purchase Pension Contribution: Five (5%) of base wage per man per day.
- 6/ Penalty Rate: The rates specified below shall be paid for following work.

- (a) Penalty cargoes longshore work restriction to ship removing soot from the stack; cleaning bilges and oil spills tank cleaning Steering Engine

Room

and Bow Truster Room.

When the Unlicensed personnel is required to work explosives at any time they shall be paid for such work in addition to their regular monthly wages at the rate of ten dollars (\$10.00) per hour unless a higher rate is specified.

7/ OFF WATCH: Monday through Friday Group I \$38.36; Group II \$27.46 Group III \$24.01.

8/ ON WATCH: Saturdays Sundays and Holidays Group I \$51.66; Group II \$35.29 Group III \$31.26.

9/ Tank Cleaning:

(a) OFF WATCH: Monday through Friday Group I \$38.40; Group II \$26.66; Group III \$24.41.

(b) ON WATCH: Saturdays Sundays and Holidays Group I \$50.43; Group II \$35.29; Group III \$30.56.

GENERAL NOTE

I. In determining the class of vessel horsepower shall be taken from the Record of the American Bureau of Shipping and admeasurement of tonnage as determined by the U. S. Coast Guard Marine Inspection Admeasurement Section. Power tonnage is the sum of the gross tons figure added to the horsepower figure.

Classification of Vessels

CLASS

SINGLE SCREW

POWER TONNAGE

A-4
001 AND OVER

70

A-3			45
001 TO	70000		
A-2			35
001 TO	45000		
A-1			25
001 TO	35000		
A			17
001 TO	25000		
B			12
001 TO	17000		
C			
7501 TO	12000		
D			
5001 TO	7500		
E	TWIN SCREW	LESS THAN	5
001			
A-4			51
000 AND OVER			
A-3			35
001 TO	51000		
A-2			28
001 TO	35000		
A-1			20
001 TO	28000		
A			
15001 TO	20000		
B			
9001 TO	15000		
C			
5501 TO	9000		
D			
3501 TO	5500		
E			
LESS THAN	3501		

II. Terms utilized in this wage determination not otherwise defined herein shall have meanings and definitions as utilized in the U.S. Coast Guard Regulations and Policy issued pursuant to Title 46 USC and as published by the U.S. Coast Guard in the following publications and others:

1. 46 CFR Parts 1 10 15 26 35 157 175 185 186 and 187 as published in the U.S. Federal Register.
2. U.S. Coast Guard Commandant Instruction COMDTINST MI6000.3 Marine Safety Manual Volume III-Marine Industry Personnel.

III. The term ""service employee"" does not include any employee who qualifies as an executive administrative or professional employee as those terms are identified in Regulations Part 541 issued under the Fair Standards Act. (See CFR Part 541.)

IV. Subsistence and Quarters: Subsistence and quarters of equivalent value thereof may not be credited toward the provision of minimum wages and fringe benefits required herein.

V. This wage determination applies to United States East West and Gulf Coasts.

**** UNIFORM ALLOWANCE ****

If employees are required to wear uniforms in the performance of this contract (either by the terms of the Government contract by the employer by the state or local law etc.) the cost of furnishing such uniforms and maintaining (by laundering or dry cleaning) such uniforms is an expense that may not be borne by an employee where such cost reduces the hourly rate below that required by the wage determination. The Department of Labor will accept payment in accordance with the following standards as compliance:

The contractor or subcontractor is required to furnish all employees with an adequate number of uniforms without cost or to reimburse employees for the actual cost of the uniforms. In addition where uniform cleaning and maintenance is made the responsibility of the employee all contractors and subcontractors subject to this wage determination shall (in the absence of a bona fide collective bargaining agreement providing for a different amount or the furnishing of contrary affirmative proof as to the actual cost) reimburse all employees for such cleaning and maintenance at a rate of \$3.35 per week (or \$.67 cents per day). However in those instances where the uniforms furnished are made of ""wash and wear"" materials may be routinely washed and dried with other personal garments and do not require any special treatment such as dry cleaning daily washing or commercial laundering in order to meet the cleanliness or appearance standards set by the terms of the Government contract by the contractor by law or by the nature of the work there is no requirement that employees be reimbursed for uniform maintenance costs.

**** SERVICE CONTRACT ACT DIRECTORY OF OCCUPATIONS ****

The duties of employees under job titles listed are those described in the ""Service Contract Act Directory of Occupations"" Fifth Edition (Revision 1) dated September 2015 unless otherwise indicated.

REQUEST FOR AUTHORIZATION OF ADDITIONAL CLASSIFICATION AND WAGE RATE

Standard Form 1444 (SF-1444)

Conformance Process:

The contracting officer shall require that any class of service employee which is not listed herein and which is to be employed under the contract (i.e. the work to be performed is not performed by any classification listed in the wage determination) be classified by the contractor so as to provide a reasonable relationship (i.e. appropriate level of skill comparison) between such unlisted classifications and the classifications listed in the wage determination. Such conformed classes of employees shall be paid the monetary wages and furnished the fringe benefits as are determined (See 29 CFR 4.6(b)(2)(i)). Such conforming procedures shall be initiated by the contractor prior to the performance of contract work by such unlisted class(es) of employees (See 29 CFR 4.6(b)(2)(ii)). The Wage and Hour Division shall make a final determination of conformed classification wage rate and/or fringe benefits which shall be retroactive to the commencement date of the contract (See 29 CFR 4.6(b)(2)(iv)(C)(vi)). When multiple wage determinations are included in a contract a separate SF-1444 should be prepared for each wage determination to which a class(es) is to be conformed.

The process for preparing a conformance request is as follows:

- 1) When preparing the bid the contractor identifies the need for a conformed occupation(s) and computes a proposed rate(s).
- 2) After contract award the contractor prepares a written report listing in order the proposed classification title(s) a Federal grade equivalency (FGE) for each proposed classification(s) job description(s) and rationale for proposed wage rate(s) including information regarding the agreement or disagreement of the authorized representative of the employees involved or where there is no authorized representative the employees themselves. This report should be submitted to the contracting officer no later than 30 days after such unlisted class(es) of employees performs any contract work.
- 3) The contracting officer reviews the proposed action and promptly submits a report of the action together with the agency's recommendations and pertinent information including the position of the contractor and the employees to the Wage and Hour Division U.S. Department of Labor for review (See 29 CFR 4.6(b)(2)(ii)).
- 4) Within 30 days of receipt the Wage and Hour Division approves modifies or disapproves the action via transmittal to the agency contracting officer or notifies the contracting officer that additional time will be required to process

the request.

5) The contracting officer transmits the Wage and Hour decision to the contractor.

6) The contractor informs the affected employees.

Information required by the Regulations must be submitted on SF-1444 or bond paper.

When preparing a conformance request the ""Service Contract Act Directory of Occupations"" (the Directory) should be used to compare job definitions to ensure that duties requested are not performed by a classification already listed in the wage determination. Remember it is not the job title but the required tasks that determine whether a class is included in an established wage determination. Conformances may not be used to artificially split combine or subdivide classifications listed in the wage determination."