SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS

OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, AND 30

1. REQUISITION NUMBER: W80YCG50728003

2. CONTRACT NO.	3. AWARD/EFFECTIVE DATE	4. ORDER NUMBER	5. SOLICITATION NUMBER	6. SOLICITATION ISSUE DATE
[redacted]	01-Mar-2016		HTC711-15-R-W002	13-May-2015

7. FOR SOLICITATION INFORMATION CALL:	a. NAME	b. TELEPHONE NUMBER (No Collect Calls)	8. OFFER DUE DATE/LOCAL TIME
	[redacted]	618-220-7081	12:00 PM 08 Sep 2015

9. ISSUED BY — CODE HTC711

USTRANSCOM-AQ - HTC711
508 SCOTT DR
SCOTT AFB IL 62225-5357

TEL: CONTACT BUYER
FAX: CONTACT BUYER

10. THIS ACQUISITION IS
- [X] UNRESTRICTED
- [ ] SET ASIDE: % FOR
  - [ ] SB
  - [ ] HUBZONE SB
  - [ ] 8(A)
  - [ ] SVC-DISABLED VET-OWNED SB
  - [ ] EMERGING SB

SIZE STD: 500 NAICS: 483111

11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED
- [ ] SEE SCHEDULE

12. DISCOUNT TERMS: Net 30 Days

- [ ] 13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700)

13b. RATING

14. METHOD OF SOLICITATION
- [ ] RFQ
- [ ] IFB
- [X] RFP

15. DELIVER TO — CODE

SEE SCHEDULE

16. ADMINISTERED BY — CODE

SEE ITEM 9

17a. CONTRACTOR/OFFEROR — CODE [redacted]

[redacted]

TEL. [redacted]

FACILITY CODE

- [ ] 17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER

18a. PAYMENT WILL BE MADE BY — CODE

18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a. UNLESS BLOCK BELOW IS CHECKED
- [ ] SEE ADDENDUM

19. ITEM NO.	20. SCHEDULE OF SUPPLIES/ SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT
	SEE SCHEDULE				

25. ACCOUNTING AND APPROPRIATION DATA

26. TOTAL AWARD AMOUNT (For Govt. Use Only): [redacted]

- [ ] 27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1. 52.212-4. FAR 52.212-3. 52.212-5 ARE ATTACHED. ADDENDA [ ] ARE [ ] ARE NOT ATTACHED
- [X] 27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA [X] ARE [ ] ARE NOT ATTACHED

28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN 0 COPIES
- [ ] TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.

29. AWARD OF CONTRACT: REFERENCE
- [X] OFFER DATED 05-Nov-2015 . YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS: SEE SCHEDULE

30a. SIGNATURE OF OFFEROR/CONTRACTOR

31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER)

31c. DATE SIGNED: 06-Jan-2016

30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)

30c. DATE SIGNED

31b. NAME OF CONTRACTING OFFICER (TYPE OR PRINT)

[redacted]

TEL: [redacted] EMAIL: [redacted]

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS (CONTINUED)

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

☐ RECEIVED ☐ INSPECTED ☐ ACCEPTED, AND CONFORMS TO THE CONTRACT, EXCEPT AS NOTED: _____

32b. SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE	32c. DATE	32d. PRINTED NAME AND TITLE OF AUTHORIZED GOVERNMENT REPRESENTATIVE

32e. MAILING ADDRESS OF AUTHORIZED GOVERNMENT REPRESENTATIVE	32f. TELEPHONE NUMBER OF AUTHORIZED GOVERNMENT REPRESENTATIVE
	32g. E-MAIL OF AUTHORIZED GOVERNMENT REPRESENTATIVE

33. SHIP NUMBER	34. VOUCHER NUMBER	35. AMOUNT VERIFIED CORRECT FOR	36. PAYMENT	37. CHECK NUMBER
☐ PARTIAL ☐ FINAL			☐ COMPLETE ☐ PARTIAL ☐ FINAL	

38. S/R ACCOUNT NUMBER	39. S/R VOUCHER NUMBER	40. PAID BY

41a. I CERTIFY THIS ACCOUNT IS CORRECT AND PROPER FOR PAYMENT		42a. RECEIVED BY *(Print)*	
41b. SIGNATURE AND TITLE OF CERTIFYING OFFICER	41c. DATE	42b. RECEIVED AT *(Location)*	
		42c. DATE REC'D *(YY/MM/DD)*	42d. TOTAL CONTAINERS

Section SF 1449 - CONTINUATION SHEET

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0001		1	Lot	[redacted]	[redacted]

Ocean and Intermodal Svcs (Base Period)

FP-EPA

Provide Ocean and Intermodal Distribution Services (Base Period)

Rates are contained in the CARE SA (Carrier Analysis and Rate Evaluation System)

FOB: Destination

SIGNAL CODE: A

MAX NET AMT [redacted]

PSC Code: V115

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0002		1	Lot	[redacted]	[redacted]

Minimum Guarantee

FP-EPA

This CLIN is to facilitate payment of Contract Minimum Guarantee. Payment of Minimum Guarantee will be made via Delivery order if Minimum is not met via ordering of transportation services.

FOB: Destination

PURCHASE REQUEST NUMBER: W80YCG50728003

SIGNAL CODE: A

MAX NET AMT [redacted]

PSC Code: V115

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
1001		1	Lot	[redacted]	[redacted]
OPTION	Ocean and Intermodal Svcs (Opt Year 1)				
	FP-EPA				
	Provide Ocean and Intermodal Distribution Services (Option Year 1)				
	Rates are contained in the CARE SA (Carrier Analysis and Rate Evaluation System)				
	FOB: Destination				
	SIGNAL CODE: A				
				MAX NET AMT	[redacted]

PSC Code: V115

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
2001		1	Lot	[redacted]	[redacted]
OPTION	Ocean and Intermodal Svcs (Opt Year 2)				
	FP-EPA				
	Provide Ocean and Intermodal Distribution Services (Option Year 2)				
	Rates are contained in the CARE SA (Carrier Analysis and Rate Evaluation System)				
	FOB: Destination				
	SIGNAL CODE: A				
				MAX NET AMT	[redacted]

PSC Code: V115

CONTRACT MINIMUM/MAXIMUM QUANTITY AND CONTRACT VALUE

The minimum quantity and contract value for all orders issued against this contract shall not be less than the minimum quantity and contract value stated in the following table. The maximum quantity and contract value for all orders issued against this contract shall not exceed the maximum quantity and contract value stated in the following table.

MINIMUM QUANTITY	MINIMUM AMOUNT	MAXIMUM QUANTITY	MAXIMUM AMOUNT
	$5,000.00		$3,000,000,000.00

DELIVERY/TASK ORDER MINIMUM/MAXIMUM QUANTITY AND ORDER VALUE

The minimum quantity and order value for each Delivery/Task Order issued shall not be less than the minimum quantity and order value stated in the following table. The maximum quantity and order value for each Delivery/Task Order issued shall not exceed the maximum quantity and order value stated in the following table.

MINIMUM QUANTITY	MINIMUM AMOUNT	MAXIMUM QUANTITY	MAXIMUM AMOUNT
	$5,000.00		$3,000,000,000.00

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

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

CLIN	MINIMUM QUANTITY	MINIMUM AMOUNT	MAXIMUM QUANTITY	MAXIMUM AMOUNT
0001		$		$
0002		$		$
1001		$		$
2001		$		$

INSPECTION AND ACCEPTANCE TERMS

Supplies/services will be inspected/accepted at:

CLIN	INSPECT AT	INSPECT BY	ACCEPT AT	ACCEPT BY
0001	Destination	Government	Destination	Government
0002	Destination	Government	Destination	Government
1001	Destination	Government	Destination	Government
2001	Destination	Government	Destination	Government

DELIVERY INFORMATION

CLIN	DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
0001	POP 01-MAR-2016 TO 28-FEB-2017	N/A	N/A FOB: Destination	
0002	POP 01-MAR-2016 TO 28-FEB-2017	N/A	N/A FOB: Destination	
1001	POP 01-MAR-2017 TO 28-FEB-2018	N/A	N/A FOB: Destination	
2001	POP 01-MAR-2018 TO 28-FEB-2019	N/A	N/A FOB: Destination	

CLAUSES INCORPORATED BY REFERENCE

52.203-3	Gratuities	APR 1984
52.203-6	Restrictions On Subcontractor Sales To The Government	SEP 2006
52.203-6 Alt I	Restrictions On Subcontractor Sales To The Government (Sep 2006) -- Alternate I	OCT 1995
52.203-13	Contractor Code of Business Ethics and Conduct	APR 2010
52.204-10	Reporting Executive Compensation and First-Tier Subcontract Awards	JUL 2013
52.209-6	Protecting the Government's Interest When Subcontracting With Contractors Debarred, Suspended, or Proposed for Debarment	AUG 2013
52.209-9	Updates of Publicly Available Information Regarding Responsibility Matters	JUL 2013
52.209-10	Prohibition on Contracting With Inverted Domestic Corporations	DEC 2014
52.212-4	Contract Terms and Conditions--Commercial Items	DEC 2014
52.219-8	Utilization of Small Business Concerns	OCT 2014

52.219-9	Small Business Subcontracting Plan	OCT 2014
52.219-9 (Dev)	Small Business Subcontracting Plan (Deviation 2013-O0014)	OCT 2014
52.219-9 Alt II	Small Business Subcontracting Plan (JULY 2013) Alternate II	OCT 2001
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	APR 2015
52.222-35	Equal Opportunity for Veterans	JUL 2014
52.222-36	Equal Opportunity for Workers with Disabilities	JUL 2014
52.222-37	Employment Reports on Veterans	JUL 2014
52.222-40	Notification of Employee Rights Under the National Labor Relations Act	DEC 2010
52.222-41	Service Contract Labor Standards	MAY 2014
52.222-43	Fair Labor Standards Act And Service Contract Labor Standards - Price Adjustment (Multiple Year And Option Contracts)	MAY 2014
52.222-50	Combating Trafficking in Persons	MAR 2015
52.222-54	Employment Eligibility Verification	AUG 2013
52.222-55	Minimum Wages Under Executive Order 13658	DEC 2014
52.223-18	Encouraging Contractor Policies To Ban Text Messaging While Driving	AUG 2011
52.225-26	Contractors Performing Private Security Functions Outside the United States	JUL 2013
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
52.232-40	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
52.247-64	Preference for Privately Owned U.S. - Flag Commercial Vessels	FEB 2006
252.203-7000	Requirements Relating to Compensation of Former DoD Officials	SEP 2011
252.203-7003	Agency Office of the Inspector General	DEC 2012
252.204-7012	Safeguarding of Unclassified Controlled Technical Information	NOV 2013
252.205-7000	Provision Of Information To Cooperative Agreement Holders	DEC 1991
252.219-7003 (Dev)	Small Business Subcontracting Plan (DOD Contracts) (Deviation 2013-O0014)	SEP 2013
252.222-7002	Compliance With Local Labor Laws (Overseas)	JUN 1997
252.225-7039	Defense Contractors Performing Private Security Functions Outside the United States	JAN 2015
252.225-7048	Export-Controlled Items	JUN 2013
252.225-7997 (Dev)	Contractor Demoblization (Deviation)	AUG 2013
252.226-7001	Utilization of Indian Organizations and Indian-Owned Economic Enterprises, and Native Hawaiian Small Business Concerns	SEP 2004
252.229-7999 (Dev)	Foreign Contracts in Afghanistan (Deviation)	JUL 2013
252.232-7003	Electronic Submission of Payment Requests and Receiving Reports	JUN 2012
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	OCT 2011

CLAUSES INCORPORATED BY FULL TEXT

52.212-5 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS—COMMERCIAL ITEMS (DEVIATION 2013-O0019) (APR 2015)

(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 (Apr 2010) (Pub. L. 110-252, Title VI, Chapter 1 (41 U.S.C. 251 note)).

(ii) 52.219-8, Utilization of Small Business Concerns (Dec 2010) (15 U.S.C. 637(d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds $650,000 ($1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(iii) 52.222-17, Nondisplacement of Qualified Workers (Jan 2013) (E.O. 13495). Flow down required in accordance with paragraph (1) of FAR clause 52.222-17.

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

(v) 52.222-35, Equal Opportunity for Veterans (Sep 2010) (38 U.S.C. 4212).

(vi) 52.222-36, Affirmative Action for Workers with Disabilities (Oct 2010) (29 U.S.C. 793).

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

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

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

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

(x) 52.222-51, Exemption from Application of the Service Contract Act to Contracts for Maintenance, Calibration, or Repair of Certain Equipment--Requirements (Nov 2007) (41 U.S.C. 351, *et seq*.).

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

(xii) 52.222-54, Employment Eligibility Verification (Jul 2012).

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

(xiv) 52.247-64, Preference for Privately-Owned U.S.- Flag Commercial Vessels (Feb 2006) (46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631). Flow down required in accordance with paragraph (d) of FAR clause 52.247-64.

(2) While not required, the contractor may include in its subcontracts for commercial items a minimal number of additional clauses necessary to satisfy its contractual obligations.

(End of Clause)

52.216-18 ORDERING. (OCT 1995)

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from 1 Dec 2015 through 30 Nov 18.

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

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

(End of clause)

52.216-19 ORDER LIMITATIONS. (OCT 1995)

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

(b) Maximum order. 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 subparagraph (1) or (2) above.

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

(d) Notwithstanding paragraphs (b) and (c) above, the Contractor shall honor any order exceeding the maximum order limitations in paragraph (b), unless that order (or orders) is returned to the ordering office within 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 30 Nov 2018.

(End of clause)

52.217-8 OPTION TO EXTEND SERVICES (NOV 1999)

The Government may require continued performance of any services within the limits and at 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 within 30 days.

(End of clause)

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

(a) The Government may extend the term of this contract by written notice to the Contractor within 30 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 3 years and 6 months.
(End of clause)

52.222-42 STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (MAY 2014)

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

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

Employee Class	Monetary Wage-Fringe Benefits
Forklift Operator	WG-5 + 36.25% Fringe Benefits
Blocker & Bracer	WG-8 + 36.25% Fringe Benefits
Hatch Tender	WG-8 + 36.25% Fringe Benefits
Line Handler	WG-8 + 36.25% Fringe Benefits
Stevedore I	WG-7 + 36.25% Fringe Benefits
Stevedore II	WG-9 + 36.25% Fringe Benefits
Truck Driver, Light	WG-6 + 36.25% Fringe Benefits
Truck Driver, Medium	WG-7 + 36.25% Fringe Benefits
Truck Driver, Heavy	WG-8 + 36.25% Fringe Benefits

Truck Driver, Tractor-Trailer WG-8 + 36.25% Fringe Benefits

(End of clause)

52.222-50 COMBATING TRAFFICKING IN PERSONS (MAR 2015) ALTERNATE I (MAR 2015)

(a) *Definitions.* As used in this clause—

"Agent" means any individual, including a director, an officer, an employee, or an independent contractor, authorized to act on behalf of the organization.

"Coercion" means—

(1) Threats of serious harm to or physical restraint against any person;

(2) Any scheme, plan, or pattern intended to cause a person to believe that failure to perform an act would result in serious harm to or physical restraint against any person; or

(3) The abuse or threatened abuse of the legal process.

"Commercial sex act" means any sex act on account of which anything of value is given to or received by any person.

"Commercially available off-the-shelf (COTS) item" means--

(1) Any item of supply (including construction material) that is—

(i) A commercial item (as defined in paragraph (1) of the definition at FAR 2.101);

(ii) Sold in substantial quantities in the commercial marketplace; and

(iii) Offered to the Government, under a contract or subcontract at any tier, without modification, in the same form in which it is sold in the commercial marketplace; and

(2) Does not include bulk cargo, as defined in 46 U.S.C. 40102(4), such as agricultural products and petroleum products.

"Debt bondage" means the status or condition of a debtor arising from a pledge by the debtor of his or her personal services or of those of a person under his or her control as a security for debt, if the value of those services as reasonably assessed is not applied toward the liquidation of the debt or the length and nature of those services are not respectively limited and defined.

"Employee" means an employee of the Contractor directly engaged in the performance of work under the contract who has other than a minimal impact or involvement in contract performance.

"Forced labor" means knowingly providing or obtaining the labor or services of a person—

(1) By threats of serious harm to, or physical restraint against, that person or another person;

(2) By means of any scheme, plan, or pattern intended to cause the person to believe that, if the person did not perform such labor or services, that person or another person would suffer serious harm or physical restraint; or

(3) By means of the abuse or threatened abuse of law or the legal process.

"Involuntary servitude" includes a condition of servitude induced by means of—

(1) Any scheme, plan, or pattern intended to cause a person to believe that, if the person did not enter into or continue in such conditions, that person or another person would suffer serious harm or physical restraint; or

(2) The abuse or threatened abuse of the legal process.

“Severe forms of trafficking in persons” means—

(1) Sex trafficking in which a commercial sex act is induced by force, fraud, or coercion, or in which the person induced to perform such act has not attained 18 years of age; or

(2) The recruitment, harboring, transportation, provision, or obtaining of a person for labor or services, through the use of force, fraud, or coercion for the purpose of subjection to involuntary servitude, peonage, debt bondage, or slavery.

“Sex trafficking” means the recruitment, harboring, transportation, provision, or obtaining of a person for the purpose of a commercial sex act.

“Subcontract” means any contract entered into by a subcontractor to furnish supplies or services for performance of a prime contract or a subcontract.

“Subcontractor” means any supplier, distributor, vendor, or firm that furnishes supplies or services to or for a prime contractor or another subcontractor.

“United States” means the 50 States, the District of Columbia, and outlying areas.

(b) *Policy*. The United States Government has adopted a policy prohibiting trafficking in persons including the trafficking-related activities of this clause. Contractors, contractor employees, and their agents shall not—

(1) Engage in severe forms of trafficking in persons during the period of performance of the contract;

(2) Procure commercial sex acts during the period of performance of the contract;

(3) Use forced labor in the performance of the contract;

(4) Destroy, conceal, confiscate, or otherwise deny access by an employee to the employee's identity or immigration documents, such as passports or drivers' licenses, regardless of issuing authority;

(5)(i) Use misleading or fraudulent practices during the recruitment of employees or offering of employment, such as failing to disclose, in a format and language accessible to the worker, basic information or making material misrepresentations during the recruitment of employees regarding the key terms and conditions of employment, including wages and fringe benefits, the location of work, the living conditions, housing and associated costs (if employer or agent provided or arranged), any significant cost to be charged to the employee, and, if applicable, the hazardous nature of the work;

(ii) Use recruiters that do not comply with local labor laws of the country in which the recruiting takes place;

(6) Charge employees recruitment fees;

(7)(i) Fail to provide return transportation or pay for the cost of return transportation upon the end of employment--

(A) For an employee who is not a national of the country in which the work is taking place and who was brought into that country for the purpose of working on a U.S. Government contract or subcontract (for portions of contracts performed outside the United States); or

(B) For an employee who is not a United States national and who was brought into the United States for the purpose of working on a U.S. Government contract or subcontract, if the payment of such costs is required under existing

temporary worker programs or pursuant to a written agreement with the employee (for portions of contracts performed inside the United States); except that--

(ii) The requirements of paragraphs (b)(7)(i) of this clause shall not apply to an employee who is--

(A) Legally permitted to remain in the country of employment and who chooses to do so; or

(B) Exempted by an authorized official of the contracting agency from the requirement to provide return transportation or pay for the cost of return transportation;

(iii) The requirements of paragraph (b)(7)(i) of this clause are modified for a victim of trafficking in persons who is seeking victim services or legal redress in the country of employment, or for a witness in an enforcement action related to trafficking in persons. The contractor shall provide the return transportation or pay the cost of return transportation in a way that does not obstruct the victim services, legal redress, or witness activity. For example, the contractor shall not only offer return transportation to a witness at a time when the witness is still needed to testify. This paragraph does not apply when the exemptions at paragraph (b)(7)(ii) of this clause apply.

(8) Provide or arrange housing that fails to meet the host country housing and safety standards; or

(9) If required by law or contract, fail to provide an employment contract, recruitment agreement, or other required work document in writing. Such written work document shall be in a language the employee understands. If the employee must relocate to perform the work, the work document shall be provided to the employee at least five days prior to the employee relocating. The employee's work document shall include, but is not limited to, details about work description, wages, prohibition on charging recruitment fees, work location(s), living accommodations and associated costs, time off, roundtrip transportation arrangements, grievance process, and the content of applicable laws and regulations that prohibit trafficking in persons.

(c) *Contractor requirements*. The Contractor shall—

(1) Notify its employees of—

(i) (A) The United States Government's policy prohibiting trafficking in persons described in paragraph (b) of this clause; and

(B) The following directive(s) or notice(s) applicable to employees performing work at the contract place(s) of performance as indicated below:

Document Title	**Document may be obtained from:**	**Applies to performance in/at:**
USFK Safety Information	http://www.usfk.mil/usfk/off-limits	Korea
Japan Off-Limit Areas	http://www.usfj.mil/LibertyPolicy.aspx	Japan

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

(2) Take appropriate action, up to and including termination, against employees, agents, or subcontractors that violate the policy in paragraph (b) of this clause.

(d) *Notification*. (1) The Contractor shall inform the Contracting Officer and the agency Inspector General immediately of—

(i) Any credible information it receives from any source (including host country law enforcement) that alleges a Contractor employee, subcontractor, subcontractor employee, or their agent has engaged in conduct that violates the

policy in paragraph (b) of this clause (see also 18 U.S.C. 1351, Fraud in Foreign Labor Contracting, and 52.203-13(b)(3)(i)(A), if that clause is included in the solicitation or contract, which requires disclosure to the agency Office of the Inspector General when the Contractor has credible evidence of fraud); and

(ii) Any actions taken against a Contractor employee, subcontractor, subcontractor employee, or their agent pursuant to this clause.

(2) If the allegation may be associated with more than one contract, the Contractor shall inform the contracting officer for the contract with the highest dollar value.

(e) *Remedies*. In addition to other remedies available to the Government, the Contractor's failure to comply with the requirements of paragraphs (c), (d), (g), (h), or (i) of this clause may result in—

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

(2) Requiring the Contractor to terminate a subcontract;

(3) Suspension of contract payments until the Contractor has taken appropriate remedial action;

(4) Loss of award fee, consistent with the award fee plan, for the performance period in which the Government determined Contractor non-compliance;

(5) Declining to exercise available options under the contract;

(6) Termination of the contract for default or cause, in accordance with the termination clause of this contract; or

(7) Suspension or debarment.

(f) *Mitigating and aggravating factors*. When determining remedies, the Contracting Officer may consider the following:

(1) *Mitigating factors*. The Contractor had a Trafficking in Persons compliance plan or an awareness program at the time of the violation, was in compliance with the plan, and has taken appropriate remedial actions for the violation, that may include reparation to victims for such violations.

(2) Aggravating factors. The Contractor failed to abate an alleged violation or enforce the requirements of a compliance plan, when directed by the Contracting Officer to do so.

(g) *Full cooperation*.

(1) The Contractor shall, at a minimum—

(i) Disclose to the agency Inspector General information sufficient to identify the nature and extent of an offense and the individuals responsible for the conduct;

(ii) Provide timely and complete responses to Government auditors' and investigators' requests for documents;

(iii) Cooperate fully in providing reasonable access to its facilities and staff (both inside and outside the U.S.) to allow contracting agencies and other responsible Federal agencies to conduct audits, investigations, or other actions to ascertain compliance with the Trafficking Victims Protection Act of 2000 (22 U.S.C. chapter 78), E.O. 13627, or any other applicable law or regulation establishing restrictions on trafficking in persons, the procurement of commercial sex acts, or the use of forced labor; and

(iv) Protect all employees suspected of being victims of or witnesses to prohibited activities, prior to returning to the country from which the employee was recruited, and shall not prevent or hinder the ability of these employees from cooperating fully with Government authorities.

(2) The requirement for full cooperation does not foreclose any Contractor rights arising in law, the FAR, or the terms of the contract. It does not—

(i) Require the Contractor to waive its attorney-client privilege or the protections afforded by the attorney work product doctrine;

(ii) Require any officer, director, owner, employee, or agent of the Contractor, including a sole proprietor, to waive his or her attorney client privilege or Fifth Amendment rights; or

(iii) Restrict the Contractor from—

(A) Conducting an internal investigation; or

(B) Defending a proceeding or dispute arising under the contract or related to a potential or disclosed violation.

(h) *Compliance plan*.

(1) This paragraph (h) applies to any portion of the contract that—

(i) Is for supplies, other than commercially available off-the-shelf items, acquired outside the United States, or services to be performed outside the United States; and

(ii) Has an estimated value that exceeds $500,000.

(2) The Contractor shall maintain a compliance plan during the performance of the contract that is appropriate—

(i) To the size and complexity of the contract; and

(ii) To the nature and scope of the activities to be performed for the Government, including the number of non-United States citizens expected to be employed and the risk that the contract or subcontract will involve services or supplies susceptible to trafficking in persons.

(3) *Minimum requirements.* The compliance plan must include, at a minimum, the following:

(i) An awareness program to inform contractor employees about the Government's policy prohibiting trafficking-related activities described in paragraph (b) of this clause, the activities prohibited, and the actions that will be taken against the employee for violations. Additional information about Trafficking in Persons and examples of awareness programs can be found at the Web site for the Department of State's Office to Monitor and Combat Trafficking in Persons at http://www.state.gov/j/tip/.

(ii) A process for employees to report, without fear of retaliation, activity inconsistent with the policy prohibiting trafficking in persons, including a means to make available to all employees the hotline phone number of the Global Human Trafficking Hotline at 1-844-888-FREE and its email address at help@befree.org.

(iii) A recruitment and wage plan that only permits the use of recruitment companies with trained employees, prohibits charging recruitment fees to the employee, and ensures that wages meet applicable host-country legal requirements or explains any variance.

(iv) A housing plan, if the Contractor or subcontractor intends to provide or arrange housing, that ensures that the housing meets host-country housing and safety standards.

(v) Procedures to prevent agents and subcontractors at any tier and at any dollar value from engaging in trafficking in persons (including activities in paragraph (b) of this clause) and to monitor, detect, and terminate any agents, subcontracts, or subcontractor employees that have engaged in such activities.

(4) *Posting*.

(i) The Contractor shall post the relevant contents of the compliance plan, no later than the initiation of contract performance, at the workplace (unless the work is to be performed in the field or not in a fixed location) and on the Contractor's Web site (if one is maintained). If posting at the workplace or on the Web site is impracticable, the Contractor shall provide the relevant contents of the compliance plan to each worker in writing.

(ii) The Contractor shall provide the compliance plan to the Contracting Officer upon request.

(5) *Certification*. Annually after receiving an award, the Contractor shall submit a certification to the Contracting Officer that—

(i) It has implemented a compliance plan to prevent any prohibited activities identified at paragraph (b) of this clause and to monitor, detect, and terminate any agent, subcontract or subcontractor employee engaging in prohibited activities; and

(ii) After having conducted due diligence, either—

(A) To the best of the Contractor's knowledge and belief, neither it nor any of its agents, subcontractors, or their agents is engaged in any such activities; or

(B) If abuses relating to any of the prohibited activities identified in paragraph (b) of this clause have been found, the Contractor or subcontractor has taken the appropriate remedial and referral actions.

(i) *Subcontracts*.

(1) The Contractor shall include the substance of this clause, including this paragraph (i), in all subcontracts and in all contracts with agents. The requirements in paragraph (h) of this clause apply only to any portion of the subcontract that—

(A) Is for supplies, other than commercially available off-the-shelf items, acquired outside the United States, or services to be performed outside the United States; and

(B) Has an estimated value that exceeds $500,000.

(2) If any subcontractor is required by this clause to submit a certification, the Contractor shall require submission prior to the award of the subcontract and annually thereafter. The certification shall cover the items in paragraph (h)(5) of this clause.

(End of clause)

252.203-7999 PROHIBITION ON CONTRACTING WITH ENTITIES THAT REQUIRE CERTAIN INTERNAL CONFIDENTIALITY AGREEMENTS (DEVIATION 2015-O0010)(FEB 2015)

(a) The Contractor shall not require employees or subcontractors seeking to report fraud, waste, or abuse to sign or comply with internal confidentiality agreements or statements prohibiting or otherwise restricting such employees or contactors from lawfully reporting such waste, fraud, or abuse to a designated investigative or law enforcement representative of a Federal department or agency authorized to receive such information.
(b) The Contractor shall notify employees that the prohibitions and restrictions of any internal confidentiality agreements covered by this clause are no longer in effect. (c) The prohibition in paragraph (a) of this clause does not contravene requirements applicable to Standard Form 312, Form 4414, or any other form issued by a Federal department or agency governing the nondisclosure of classified information.
(d)(1) In accordance with section 743 of Division E, Title VIII, of the Consolidated and Further Continuing Resolution Appropriations Act, 2015, (Pub. L. 113-235), use of funds appropriated (or otherwise made available)

under that or any other Act may be prohibited, if the Government determines that the Contractor is not in compliance with the provisions of this clause.
(2) The Government may seek any available remedies in the event the Contractor fails to perform in accordance with the terms and conditions of the contract as a result of Government action under this clause.
(End of clause)

252.222-7007 REPRESENTATION REGARDING COMBATING TRAFFICKING IN PERSONS (JAN 2015)

By submission of its offer, the Offeror represents that it--

(a) Will not engage in any trafficking in persons or related activities, including but not limited to the use of forced labor, in the performance of this contract;

(b) Has hiring and subcontracting policies to protect the rights of its employees and the rights of subcontractor employees and will comply with those policies in the performance of this contract; and

(c) Has notified its employees and subcontractors of--

(1) The responsibility to report trafficking in persons violations by the Contractor, Contractor employees, or subcontractor employees, at any tier; and

(2) Employee protection under 10 U.S.C. 2409, as implemented in DFARS subpart 203.9, from reprisal for whistleblowing on trafficking in persons violations.

(End of provision)

252.225-7040 CONTRACTOR PERSONNEL SUPPORTING U.S. ARMED FORCES DEPLOYED OUTSIDE THE UNITED STATES (JAN 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) Humanitarian assistance operations;

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

(iv) 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 authorized to accompany the U.S. Armed Forces can subject such personnel to United States or host nation prosecution and civil liability (see paragraphs (d) and (j)(3) of this clause).

(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 are aware--

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

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

(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 Public Health Service Form 791, "International Certificate of Vaccination" 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 4500.54, Official Temporary Duty Abroad, and DoD 4500.54-G, DoD Foreign Clearance Guide. For this purpose, CAAF are considered non-DoD contactor 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/default.aspx 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.

(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. 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) Humanitarian assistance operations;

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

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

(End of clause)

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

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

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

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

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

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

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

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

(1) A foreign government;

(2) A representative of a foreign government; or

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

(d) Information and guidance pertaining to DoD antiterrorism/force protection can be obtained from the appropriate Antiterrorism Force Protection Office at the Command Headquarters. Also see https://atep.dtic mil.

(End of clause)

252.225-7993 PROHIBITION ON CONTRACTING WITH THE ENEMY (DEVIATION 2014-O0020) (SEP 2014)

(a) The Contractor shall exercise due diligence to ensure that none of the funds received under this contract are provided directly or indirectly to a person or entity who is actively 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 Contractor shall exercise due diligence to ensure that none of their subcontracts are associated with a person or entities listed as a prohibited/restricted source in the System for Award Management at www.sam.gov.

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

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

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

(d) The substance of this clause, including this paragraph (d), is required to be included in subcontracts under this contract that have an estimated value over $50,000.

(End of clause)

252.225-7994 ADDITIONAL ACCESS TO CONTRACTOR AND SUBCONTRACTOR RECORDS IN THE UNITED STATES CENTRAL COMMAND THEATER OF OPERATIONS (DEVIATION 2015-O0013) (MAR 2015)

(a) In addition to any other existing examination-of-records authority, the Department of Defense is authorized to examine any records of the Contractor to the extent necessary to ensure that funds available under this contract are not—

(1) Subject to extortion or corruption; or

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

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

(End of clause)

252.225-7995 CONTRACTOR PERSONNEL PERFORMING IN THE UNITED STATES CENTRAL COMMAND AREA OF RESPONSIBILITY (DEVIATION 2014-O0018)(JUN 2014)

(a) Definitions. As used in this clause—

“Combatant Commander” means the Commander of the United States Central Command Area of Responsibility.

“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 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 the United States Central Command (USCENTCOM) Area of Responsibility (AOR)

(2) Contract performance in USCENTCOM AOR 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 authorized to accompany the U.S. Armed Forces can subject such personnel to United States or host nation prosecution and civil liability (see paragraphs (d) and (j)(3) of this clause).

(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 USCENTCOM AOR. 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 USCENTCOM AOR under this contract.

(d) Compliance with laws and regulations.

(1) The Contractor shall comply with, and shall ensure that its personnel performing in the USCENTCOM AOR 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 DoDD 6495.01, Sexual Assault Prevention and Response Program;

(ii) That 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; and

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

(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) 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) The Contractor shall ensure that Contractor employees supporting the U.S. Armed Forces deployed outside the United States are aware of their rights to—

(A) Hold their own identity or immigration documents, such as passport or driver's license;

(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 in-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.

(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 USCENTCOM AOR a copy of the Public Health Service Form 791, “International Certificate of Vaccination” that shows vaccinations are current.

(iii) Deploying personnel have all necessary passports, visas, and other documents required to enter and exit the USCENTCOM AOR 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 4500.54, Official Temporary Duty Abroad, and DoD 4500.54-G, DoD Foreign Clearance Guide. 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—

(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 deployed outside the United States. The basic training will be provided through—

(1) A military-run training center; or

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

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

(2) The Contractor shall notify all personnel who are not a host country national, or who are not ordinarily resident in the host country, that—

(i) Such employees, and dependents residing with such employees, who engage in conduct outside the United States that would constitute an offense punishable by imprisonment for more than one year if the conduct had been engaged in within the special maritime and territorial jurisdiction of the United States, may potentially be subject to the criminal jurisdiction of the United States in accordance with the Military Extraterritorial Jurisdiction Act of 2000 (18 U.S.C. 3621, et seq.);

(ii) Pursuant to the War Crimes Act (18 U.S.C. 2441), Federal criminal jurisdiction also extends to conduct that is determined to constitute a war crime when committed by a civilian national of the United States;

(iii) Other laws may provide for prosecution of U.S. nationals who commit offenses on the premises of U.S. diplomatic, consular, military or other U.S. Government missions outside the United States (18 U.S.C. 7(9)); and

(iv) In time of declared war or a contingency operation, 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 personnel shall—

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

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

(3) Process through a designated reception site (DRS) upon arrival at the deployed location. The DRS will validate personnel accountability, ensure that specific USCENTCOM AOR 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 data for all Contractor employees covered by this clause, following the procedures in paragraph (g)(3) of this clause.

(2) Upon becoming an employee under this contract, the Contractor shall enter into SPOT, and shall continue to use SPOT web-based system to maintain accurate, up-to-date information throughout the employment in the AOR. Changes to status of individual Contractor personnel relating to their in-theater arrival date and their duty location, to include closing out the employment in the AOR 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.

(i) In all circumstances, this includes any personnel performing private security functions.

(ii) For personnel other than those performing private security functions, this requirement excludes anyone—

(A) Hired under contracts valued below the simplified acquisition threshold;

(B) Who will be performing in the CENTCOM AOR less than 30 continuous days; or

(C) Who, while afloat, are tracked by the Diary message Reporting System.

(3) Follow these steps to register in and use SPOT:
(i) SPOT registration requires one of the following login methods:
(A) A Common Access Card (CAC) or a SPOT-approved digital certificate; or
(B) A Government-sponsored SPOT user ID and password. This type of log-in method is only allowed for those individuals who are not authorized to obtain a CAC or an external digital certificate, and requires SPOT Program Management Office approval.
(ii) To register in SPOT:
(A) Contractor company administrators should register for a SPOT account at https://spot.dmdc mil; and
(B) The customer support team must validate user need. This process may take two business days. Company supervisors will be contacted to validate Contractor company administrator account requests and determine the appropriate level of user access.
(iii) Upon approval, all users will access SPOT at https://spot.dmdc mil/ .
(iv)(A) Refer SPOT application assistance questions to the Customer Support Team at—
(1) Phone: 703-578-5407, DSN 312-698-5407; or
(2) Email: dodhra.beau-alex.dmdc.mbx.spot-helpdesk@mail mil.

(B) Refer to the SPOT OSD Program Support website at http://www.acq.osd mil/log/PS/spot.html for additional training resources and documentation regarding registration for and use of SPOT.

(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 USCENTCOM AOR 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. 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; and

(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 USCENTCOM AOR.

(l) Purchase of scarce goods and services. If the Combatant Commander has established an organization for the USCENTCOM AOR 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 performing in the USCENTCOM AOR.

(End of clause)

5152.222-5900 PROHIBITION AGAINST HUMAN TRAFFICKING, INHUMANE LIVING CONDITIONS, AND WITHHOLDING OF EMPLOYEE PASSPORTS (MAR 2014)

(a) All contractors ("contractors" refers to both prime contractors and all subcontractors at all tiers) are reminded of the prohibition contained in Title 18, United States Code, Section 1592, against knowingly destroying, concealing, removing, confiscating, or possessing any actual or purported passport or other immigration document, or any other actual or purported government identification document, of another person, to prevent or restrict or to attempt to prevent or restrict, without lawful authority, the person's liberty to move or travel, in order to maintain the labor or services of that person.

(b) Contractors are also required to comply with the following provisions:

(1) Contractors shall only hold employee passports and other identification documents discussed above for the shortest period of time reasonable for administrative processing purposes.
(2) Contractors shall provide all employees with a signed copy of their employment contract, in English as well as the employee's native language, that defines the terms of their employment/compensation.
(3) Contractors shall not utilize unlicensed recruiting firms or firms that charge illegal recruiting fees.
(4) Contractors shall be required to provide adequate living conditions (sanitation, health, safety, living space) for their employees. Fifty square feet is the minimum acceptable square footage of personal living space per employee for Contractor furnished living space. Upon contractor's written request, Contracting Officers may grant a waiver in writing in cases where the existing contractor provided square footage is within 20% of the minimum, and the overall conditions are determined by the Contracting Officer to be acceptable. A copy of the waiver approval shall be maintained at the respective life support area. Government furnished facilities will be provided in accordance with the applicable installation/base billeting standards, with contractor personnel afforded, at a minimum, square footage equivalent to an E1.
(5) Contractors shall incorporate checks of life support areas to ensure compliance with the requirements of this Trafficking in Persons Prohibition into their Quality Control program, which will be reviewed within the Government's Quality Assurance process.
(6) Contractors shall comply with International and Host Nation laws regarding transit/exit/entry procedures and the requirements for visas and work permits.

(c) Contractors have an affirmative duty to advise the Contracting Officer if they learn of their employees violating the human trafficking and inhumane living conditions provisions contained herein. Contractors are advised that Contracting Officers and/or their representatives will conduct random checks to ensure contractors and subcontractors at all tiers are adhering to the law on human trafficking, humane living conditions and withholding of passports.

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

(End of Clause)

<u>LIST OF EXHIBITS</u>

1. Exhibit 1, Addenda to FAR Provisions (Not Part of Contract Award)
2. Exhibit 2, Additional Clauses (1 Dec 2015)

3. Exhibit 3, Performance Work Statement
    a. Exigency Annex (1 Dec 2015)
    b. Attachment 1 – Electronic / EDI Reporting (1 Dec 2015)
    c. Attachment 2 – Operational Reports (1 Dec 2015)
    d. Attachment 3 – Rate Rule (1 Dec 2015)
    e. Attachment 4 – City Groupings (1 Dec 2015)
    f. Attachment 5 – Route Information (1 Dec 2015)
    g. Attachment 6 – Invoicing and Payment (1 Dec 2015)
    h. Attachment 7 – Economic Price Adjustments (1 Dec 2015)
    i. Attachment 8 – Shipments of DLA Prime Vendor Cargo (1 Dec 2015)
4. Exhibit 4, Ordering Procedure / Contractor Selection (1 Dec 2015)
5. Exhibit 5, Wage Determinations Under the Service Contract Act (1 Dec 2015)

USC-8 RFP HTC711-15-R-W002
Table of Contents

1. RFP, FAR, DFARS, CENTCOM & Local Clauses

2. Exhibit 1, Addenda to FAR Provisions

3. Exhibit 2, Additional Clauses

4. Exhibit 3, Performance Work Statement

5. Exigency Annex

6. Attachment 1 to Exhibit 3, Electronic / EDI Reporting

7. Attachment 2 to Exhibit 3, Operational Reports

8. Attachment 3 to Exhibit 3, Rate Rule

9. Attachment 4 to Exhibit 3, City Groupings

10. Attachment 5 to Exhibit 3, Route Information

11. Attachment 6 to Exhibit 3, Invoicing and Payment

12. Attachment 7 to Exhibit 3, Economic Price Adjustments

13. Attachment 8 to Exhibit 3, Shipments of DLA Prime Vendor Cargo

14. Exhibit 4, Ordering Procedure / Contractor Selection

15. Exhibit 5, Wage Determinations Under the Service Contract Act

ADDENDUM TO FAR 52.212-1

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

(b) Submission of Offers

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

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

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

(4) Written and electronic proposals must be submitted to the addresses listed below and must arrive prior to 12:00 PM(CDT) on **08 Sep 2015** The offeror agrees to hold the prices in its offer firm for 180 days from the date specified for receipt of offers. The written proposal must be enclosed in a sealed envelope marked "Request for Proposal No. HTC711-15-R-W002". The offeror's name and address should appear in the upper left-hand corner, and the envelope should be enclosed in a second envelope that must be sent to the address listed below.

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

USTRANSCOM / TCAQ-I
ATTN: MR J. R. OLIVER
SEALIFT BRANCH
508 SCOTT DRIVE
SCOTT AFB, IL 62225

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

Ms Lisa Cahill
Phone: (618) 220-7081
E-Mail: lisa.n.cahill2.civ@mail.mil

And

Mr J. R. Oliver
Phone: (618) 220-7108
E-Mail: j r.oliver.civ@mail.mil

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

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

(b.1) Written Proposals

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

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

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

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

(iv) VOLUME IV – Small Business Proposal (Submit original and one copy)

(v) VOLUME V – Pricing Proposal

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

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

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

CAGE Code in Block 17a of Standard Form 1449

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

FAR Clause 52.203-2, Certificate of Independent Price Determination

FAR Clause 52.209-7, Information Regarding Responsibilty Matters

FAR Clause 52.222-56, Certification Regarding Trafficking in Persons Compliance Plan

DFAR Clause 252-209-7999, Representation by Corporations Regarding an Unpaid Delinquent Tax Liability or a Felony Conviction under any Federal Law

(3) Technical Proposal (VOLUME II). Offerors are required to submit a written technical proposal. Technical Proposals shall also address the following subfactors:

(i) Vessel Profile. Provide one vessel profile for oceangoing vessel owned by, or under the offeror's control of, the offeror. Offerors shall either provide documented evidence of vessel ownership or control. Vessel profiles must include the name of the vessel, type of vessel, capacity of the vessel and the flag of registry. U.S. Domestic Shipyard (applies to Jones Act trade only) information must be provided showing the overhaul, maintenance, and repairs done inside the U.S. and foreign countries within the past three years.

(ii) Electronic Data Interchange (EDI). Describe the offeror's approach to providing the EDI interface requirements identified in the solicitation and the offeror's plans and ability to meet the EDI requirements. Offerors must submit a copy of their Trading Partner Agreements (TPA), effective/dated 1 Jan 2008 or later, as part of their offer. Information on TPAs can be obtained by contacting Ms Sherry Verdu at sherry m.verdu.civ@mail mil /(618) 220-5781 or Ms Rose McLeod at rose.m.mcleod.civ@mail.mil/(618)220-5656.

(iii) Information Assurance & Cyber Security. The offeror shall identify any specific NIST Special Publication 800-53, Security and Privacy Controls for Federal Information Systems and Organizations, standard identified in Attachment 1 of Exhibit 2, that they do not intend to implement. Specifically, the offeror shall explain how the required security control identified in the table of Attachment 1 of Exhibit 2 is not applicable, or how an alternative control or protective measure is used to achieve equivalent protections.

(4) Past Performance Information (Volume III)

(i) The offeror shall submit no more than two past performance references, public or private, for which the offeror has performed services, within the previous three calendar years, similar in nature to the services described in this solicitation. Each reference should include the name of the company or Government agency services were performed for and a point of contact and phone number for the references listed. The Government may contact those references to verify information and/or gather additional information. References provided should address the contractor's performance in the following areas:

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

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

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

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

(ii) Past Performance Questionnaires. The offeror shall send out a Past Performance Questionnaire (Exhibit 1, Attachment 2) to each of the offeror's references identified in their proposal along with a request to complete the questionnaire and return it to the Government by the date specified for receipt of offers. The responsibility to send out the Past Performance Questionnaires rests solely with the offeror; it shall not be delegated to any other entity. Once the questionnaires are completed, the information therein shall be considered procurement sensitive and shall not be released to you, the offeror. Completed Past Performance Questionnaires shall be submitted via email to lisa n.cahill2.civ@mail mil and j r.oliver.civ@mail mil.

(5) Small Business Proposal (Volume IV)

(i) Subfactor 1 - Small Business (SB) Subcontracting Plan (Applies to **Large** Businesses Only). Offerors shall submit a SB Subcontracting Plan in accordance with FAR 19.7, FAR 52.219-9, DFARS 219.7, and DFARS 252.219-7003.

Size Category	**Recommended subcontracting goal**
Small Business (SB)	25% of total domestic subcontracting dollars
Small Disadvantaged Business (SDB)	5% (statutory goal) of total domestic subcontracting dollars
Veteran Owned SB (Includes SDVOSB)	4% of total domestic subcontracting dollars
Service Disabled Veteran Owned SB	3% (statutory goal) of total domestic subcontracting dollars
HUBZone SB	3 % of total domestic subcontracting dollars
Woman Owned SB (WOSB)	3% (statutory goal) of total domestic subcontracting dollars

(ii) Subfactor 2 - Small Business Utilization Plan (Applies to **Small** Businesses Only). The offeror shall submit a Small Business Utilization Plan which identifies the offeror's approach to utilizing small business concerns (Small Business, Small Disadvantaged Business, Women-Owned Small Business, HUBZone Small Business, Veteran-Owned Small Business, Service-Disabled Veteran Owned Small Business, Historically

Black Colleges or Universities and Minority Institutions and other) in the performance of this contract to the maximum extent possible. In describing its SB Utilization Strategy, the offeror shall:

(a) Provide a description of services to be performed by each SB and SB concern subcategory proposed. Include the services to be performed by the offeror.

(b) Provide total proposed domestic contract value (projected for this solicitation) and goals, expressed as dollars and percentages, of the value of work to be performed (to include supplies) for the offeror and each concern in the format depicted below:

Offeror Name		
Total Proposed Domestic Contract Value (including options) "A"	**$ A**	
	$ Value to be Performed	**% of Total Domestic Contract Value**
Large Business "C"	**B**	**(B / A)*100**
Small Business (SB) Concern and Subcategories:	**$ Value to be Performed**	**% of Total Domestic Contract Value**
Small Business (do not incorporate subcategories)	**C**	**(C / A)*100**
Small Disadvantaged Business (SDB)	**D**	**(D / A)*100**
Women-Owned SB (WOSB)	**E**	**(E / A)*100**
HUBZone SB	**F**	**(F / A)*100**
Veteran-Owned SB (VOSB)	**G**	**(G / A)*100**
Service-Disabled VOSB (SDVOSB)	**H**	**(H / A)*100**
Historically Black Colleges or Universities and Minority Institutions	**I**	**(I / A)*100**
Other	**J**	**(J / A)*100**
Total ($ Value should equal "A")		**100%**

(6) Pricing Proposal Narrative (Volume V)

(i) Proposed rates shall be submitted using the CARE II system. Pricing information shall not be included in offeror's written technical proposal.

(ii) Tariffs. To allow for a price comparison review, the offeror must submit with its Pricing Proposal information sufficient to enable proposal evaluators to access internet web sites containing all effective commercial tariffs published by the offeror for all trade routes for which service is offered under this solicitation.

(b.2) Electronic Offers

(1) Access to all SDDC electronic systems, such as CARE II, IBS, etc., can be gained at the following address:

https://eta.sddc.army.mil/

(2) CARE II Application Instructions:

(i) Instructions for the CARE II application can be obtained from the CARE II System Center Web Site.

(ii) Carriers should enter the service that provides the shortest transit time the carrier is willing to offer between the origin and destination.

(iii) Note that a rate offered with the value of "$0" (zero dollars) will be considered as "no charge" for service by the Contracting Officer.

(iv) Carriers should not offer a rate in the CARE II SM for contract line item numbers (CLINs) they do not offer service on.

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

(vi) All basic breakbulk rates, unless otherwise specified, are to be offered in whole dollars per measurement ton (MsT) of 40 cubic feet manifest measure and apply on a Free In and Out (FIO) basis.

(vii) Changes to rate offers can be made to any Contract Rate Submission as identified in the CARE II SM up until the date specified for the receipt of offers. The offeror must enter changes to offers in whole dollars per MsT, per container, or as otherwise specified, in the appropriate line item field.

(viii) Carriers must notify the Contracting Officer within 72 hours of the solicitation issuance date if they are unable to obtain a CARE II account.

(ix) Once a CARE II account is established, carriers must immediately notify the Contracting Officer and SDDC G6 in the event difficulties are encountered in accessing the CARE II. If carriers are unable to access the CARE II to enter the required data in sufficient time to be received by the Government by the date established for receipt of proposals, they may request authorization from the Contracting Officer to submit a copy by any means other than via the CARE II, which shall contain the required proposal data.

(3) Request for CARE II User Account.

(i) The CARE II application will be provided only upon receipt of an electronic request submitted via the SDDC Electronic Transportation Acquisition (ETA) web site (https://eta.sddc.army.mil/). Click on the "New User Registration" link on the left side of the page. Scroll down the page to "IBS CARE II (Carriers)" and put a check in the box to the left. Scroll down to the bottom of the page and click "Generate Request Form". Fill in all applicable information and click "Submit Request". The CARE II user account will consist of a User ID and Password, each unique to the individual offeror. Upon receipt of the request, the CARE II user ID and password will be made available to the requesting party via e-mail within two working days. Help with access to CARE II SM is available by contacting usarmy.scott.sddc.mbx.g6-src-ibs-hd@mail.mil and Roosevelt Mitchell, 618-220-5659.

(ii) How to Sync Certificate with ETA:

(a) Log in to ETA with User ID and Password at https://eta.sddc.army.mil/
(b) On the top banner select “Support”
(c) Click on “Register certificate (CAC/ECA/TWIC)” in the dropdown
(d) Click on “Register certificate”
(e) Submit CAPTCHA answer and click “SAVE”
(f) CAC/ECA is now registered

(iii) Hardware and Software Requirements

(a) The minimum hardware and software requirements for the operation of the CARE II application are:

1 Gigahertz (GHz) 32-bit (x86) or 64-bit (x64)
Windows XP or newer version
2GB RAM
200 MB hard disk space
Super VGA monitor with 1024 x 768 resolutions
Microsoft Mouse or compatible pointing device

(b) In order to access the CARE II SM from the web, offerors must have internet access and the following minimum web browser specifications:

Microsoft Internet Explorer Internet Explorer 7.0
Browser must support 128-bit encryption for secure transmission of data

(b.3) Pre-Proposal Conference

USTRANSCOM will host the USC-8 Preproposal Conference on 4 June 2015.

Names of attendees must be submitted to Lisa Cahill (lisa n.cahill2.civ@mail mil) and J. R. Oliver (j.r.oliver.civ@mail.mil) via e-mail no later than 26 May 15 in order to facilitate a base pass.

(End of Addendum)

ADDENDUM TO FAR 52.212-2

FAR 52.212-2 is amended in its entirety as follows:

(a) The Government will award multiple contracts resulting from this solicitation to the responsible offerors whose offers conforming to the solicitation will be most advantageous to the Government, price and other factors considered. Multiple contracts will be awarded to provide Government shippers flexibility of choice and service coverage. Best value source selection procedures where no trade offs will be made will be utilized in accordance with FAR 15.101 and DOD Source Selection Procedures. The following factors shall be used to evaluate offers:

(1) Technical. Offeror's written Technical Proposals will be evaluated to determine if the offeror's technical approach is Acceptable or Unacceptable. Offeror's technical proposals will be evaluated on an overall basis of providing ocean transportation services. The following subfactors will be evaluated under the Technical Factor:

(i) Vessel Profile. To be rated Acceptable, offerors must demonstrate that the proposed vessel they own, or have control of, is ocean going.

(a) The offeror shall include U.S. Domestic Shipyard information (applicable to Jones Act trades only) indicating the extent of overhaul, repair and maintenance work of vessels in the US or foreign countries requiring a shipyard period greater than or equal to 5 calendar days during the current year of the proposal and the preceding three years. To be rated as acceptable, the Contractor shall submit the report.

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

a. Name of Vessel
b. Description and cost of qualifying shipyard work performed in U.S. shipyards
c. Description and cost of qualifying work performed in foreign shipyard

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

ii. Such work was paid for or reimbursed by the U.S. Government
d. Names of shipyards that performed the work
e. Inclusive dates of work performed

(ii) EDI Capability. To be rated Acceptable, the offeror must demonstrate that they will provide all mandatory EDI interface requirements as described in the solicitation and they must also demonstrate that they have Trading Partner Agreements in place.

(iii) Information Assurance & Cyber Security: Information Assurance & Cyber Security. To be rated Acceptable, for any offeror-identified NIST standards that will not be implemented, the offeror must explain how the required security control identified in the table (Exhibit 1, Attachment 1) is not applicable, or how an alternative control or protective measure will be used to achieve equivalent protections. The offeror's explanation must provide assurance that implementation of their information systems security without a specific control (or controls), or use of an equivalent control should be effective in protecting DoD information from unauthorized disclosure.

(2) Past Performance. Offeror's Past Performance Information for efforts completed within the past three years will be evaluated to determine if the offeror's past performance is Acceptable or Unacceptable. If, based on the offeror's performance record, the Government has a reasonable expectation that the offeror will successfully perform the required effort, or the offeror's performance record is unknown, their offer will be rated Acceptable. If, based on the offeror's performance record, the Government has no reasonable expectation that the offeror will be able to successfully perform the required effort then their offer will be rated Unacceptable.

(i) The Government will begin the Past Performance evaluation by determining the recency and relevancy of each referenced contract. Recency is defined as any work performed within the past three years from the date of issuance of the solicitation. The following relevancy ratings will be utilized in evaluating the relevancy of the offeror's past performance. Only those references that are determined to be recent and relevant will be evaluated.

RATING	DESCRIPTION
Relevant	Present/past performance effort involved similar scope and magnitude of effort and complexities this solicitation requires.
Not Relevant	Present/past performance effort involved little or none of the scope and magnitude of effort and complexities this solicitation requires.

(ii) Next, the Government will determine how well the offeror performed on the recent and relevant contracts.

(iii) Finally, the Government will assign an overall Past Performance Information rating of Acceptable or Unacceptable to each offer based on the past performance information submitted by the offeror, and any other past performance information obtained by the Government through the Past Performance Information Retrieval System (PPIRS), Federal Awardee Performance and Integrity Information System (FAPIIS), Electronic Subcontract Reporting System (eSRS), other databases, interviews with Program Managers, Contracting Officers, Fee Determining Officials or any other source available to the Government.

(3) Small Business Proposal. Each offeror's SB Proposal will be evaluated as Acceptable or Unacceptable at the subfactor level. Offeror's must receive a rating of Acceptable in order to be considered for award. The following subfactors will be evaluated under the Small Business Factor:

(i) Small Business Subcontracting Plan (Applies to **Large** Businesses Only). To be rated acceptable, the offeror's proposed SB Subcontracting Plan must meet all of the requirements in FAR 19.7 and provide sufficient detail to demonstrate how the offeror intends to meet the proposed contract SB subcontracting goals. The information contained in the proposed SB Subcontracting Plan must appear to be realistic based on the types of services to be subcontracted. Prior achievement of small business subcontracting goals or other sources available to the Government may be considered to determine if proposed goals are realistic.

(ii) Small Business Utilization Plan. (Applies to **Small** Businesses Only). To be rated acceptable, the offeror's proposed SB Utilization Plan:

(a) Describes the extent of participation of SB concerns under this contract and provides a detailed description of the services to be performed by each Small Business Concern subcategory proposed. The extent of participation and detailed description appears to be realistic based on the services to be performed under the contract and the offeror's approach to subcontracting.

(b) Provides goals, expressed as dollars and percentages of total contract values and dollars and percentages of total domestic subcontracting values for each category of SB category concern included in Para ii (a) above. The goals appear to be realistic based on the services to be performed under the contract and the offeror's approach to subcontracting.

(4) Price. Offeror's proposed pricing will be evaluated to determine if the offeror's proposed pricing is considered fair and reasonable. Price evaluation for all proposed rates will be performed in accordance with FAR 15.404-1, utilizing the rates the offeror has inserted into the CARE II. Reasonableness may be determined based on comparison to prices submitted by the competition, current market conditions, comparison to the Government estimate, or utilization of any other price analysis technique identified in FAR 15.404-1(b)(2). Offeror's pricing will be evaluated on a by-lane basis (specific CLINs in the CARE II System under various routes – i.e., "US East Coast to Pakistan and W/C India"). Therefore an offeror's pricing may be determined fair and reasonable on some lanes and not on others. Offerors will be eligible for an award if their pricing is determined fair and reasonable on at least one lane. Any unreasonably priced lanes are subject to removal from the competitive range on the basis that the offeror does not understand the requirement for the lane. The Government may accept some or all rates or services initially offered without conducting discussions. If discussions are conducted, they will be limited to those offers considered to be within the competitive range and may be limited to certain rates or services specifically identified in writing by the Contracting Officer to the offerors. Offerors remaining within the competitive range upon conclusion of discussions will be afforded an opportunity to submit a final proposal revision.

(i) Applicable to Ocean Rates – U.S. Flag service will not be considered at the time the rates are evaluated. Consideration of U.S. Flag Service and compliance with the Cargo Preference of 1904 (10 U.S.C. 2631, as amended) will be applied at the task order (booking) level. This will be done because offerors with accepted rates will have the ability to change the flag of service in their vessel schedules at any time during the life of the contract.

(ii) The Contracting Officer will not consider an offer to be fair and reasonable, if it contains rates higher than the highest commercial service contract rate; or that are clearly and substantially in excess of the rates stated in comparable commercial service contracts to which the offeror is party, for the same trades and similar services. Any rates which appear to be excessive will undergo further evaluation in accordance with the procedures outlined in DFARS 247.573.

(b) In accordance with DFARS 247.573(b)(2) the Government must provide an evaluation criterion for offeror participation in the Voluntary Intermodal Sealift Agreement (VISA) program. VISA Participation and evaluation will be applied at the task order (booking) level. This will be done because offerors with accepted rates will have the ability to change the flag of service in their vessel schedules at any time during the life of the contract.

(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:

(Repair Money Spent in US/Total Repair Money Spent) + (Days of Repair in US/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.

(i) 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.

(i) The calculation will be rounded to the nearest tenth (i.e. – 38.7%)

(3) The following will be the criteria followed in determining carrier evaluation under the Jones Act:

(i) Base Year – 15% or more of vessels serviced within US Shipyards would receive a preference of "1" and 14.9% and below would receive a preference "2."

(ii) 1st Option Year - 20% or more of vessels serviced within US Shipyards would receive a preference of "1" and 19.9% and below would receive a preference "2."

(iii) 2nd Option Year - 25% or more of vessels serviced within US Shipyards would receive a preference of “1” and 24.9% and below would receive a preference “2.”

(d) Options. The Government will not evaluate offers for award purposes by adding the total price for all options to the total price for the basic requirement. The two one-year option periods will be unpriced at the time of award. The option year rates will be competed and evaluated prior to exercising each carrier’s option period. The Government will conduct a price analysis to determine whether the prices are fair and reasonable.

(e) Basis for Award. Awards will be made to offerors whose proposals are determined technically acceptable, have acceptable past performance, have proposed an acceptable Small Business proposal, and have proposed fair and reasonable pricing. In accordance with DFARS 247.573 and 252.247-7026, the Government will give a preference, at the task order level, to offerors who propose U.S. Flag vessels in accordance with the Cargo Preference Act of 1904, to offerors participating in the Voluntary Intermodal Sealift Agreement (VISA) program, and an U.S. Domestic Shipyard preference (applies to Jones Act trade only).

(f) A written notice of award or acceptance of an offer, mailed or otherwise furnished to the successful offeror within the time for acceptance specified in the offer, shall result in a binding contract without further action by either party. Before the offer’s specified expiration time, the Government may accept an offer (or part of an offer), whether or not there are negotiations after its receipt, unless a written notice of withdrawal is received before award.

(g) If the Government extends the contract pursuant to FAR 52.217-8, Option to Extend Services, such extension shall be at the rates in effect under the contract when the option is exercised.

Minimum Security Controls

A description of the security controls is in the NIST SP 800-53, "Security and Privacy Controls for Federal Information Systems and Organizations" (http://csrc nist.gov/publications/PubsSPs html).)

Access Control	Audit & Accountability	Identification and Authentication	Media Protection	System & Comm Protection
AC-2	AU-2	IA-2	MP-4	SC-2
AC-3(4)	AU-3	IA-4	MP-6	SC-4
AC-4	AU-6(1)	IA-5(1)		SC-7
			Physical and Environmental Protection	
AC-6	AU-7			SC-8(1)
AC-7	AU-8	Incident Response	PE-2	SC-13
AC-11(1)	AU-9	IR-2	PE-3	
AC-17(2)		IR-4	PE-5	SC-15
	Configuration Management			
AC-18(1)		IR-5		SC-28
			Program Management	
AC-19	CM-2	IR-6		
				System & Information Integrity
AC-20(1)	CM-6		PM-10	
AC-20(2)	CM-7	Maintenance		SI-2
AC-22	CM-8	MA-4(6)	Risk Assessment	SI-3
		MA-5	RA-5	SI-4
Awareness & Training	Contingency Planning	MA-6		
AT-2	CP-9			

Legend:

AC: Access Control
AT: Awareness and Training
AU: Auditing and Accountability
CM: Configuration Management
CP: Contingency Planning
IA: Identification and Authentication
IR: Incident Response
MA: Maintenance
MP: Media Protection
PE: Physical & Environmental Protection
PM: Program Management
RA: Risk Assessment
SC: System & Communications Protection
SI: System & Information Integrity

Contract # Being Evaluated _____

PAST/PRESENT PERFORMANCE QUESTIONNAIRE

SECTION 1: CONTRACT IDENTIFICATION
INSTRUCTIONS: This section is to be filled out by the contractor requesting information and sent to the respondent.

A. Contractor Name: _____

B. Contract Number: _____

C. Contract type: _____

D. Period of performance: _____

E. Initial Contract cost: $_____

F. Final Contract cost: $_____

G. Explain the reasons for differences between initial contract cost and final contract costs:

_____
_____
_____

H. Description (containerized) and Quantities (Annual or monthly) of requirements shipped under this contract:

_____
_____
_____
_____

I. Description (breakbulk) and Quantities (Annual or monthly) of requirements shipped under this contract:

_____
_____
_____
_____

J. Number of voyages completed under this contract:

_____

K. Location (countries) where service was performed under this contract:

_____

L. Contractor being evaluated performed as the: _____ **Prime** or _____ **Subcontractor** (Mark one)

SECTION 2: RESPONDENT INFORMATION
INSTRUCTIONS: The remaining sections are to be filled out by Respondent. Once completed, respondent sends to USTRANSCOM Acquisition Office via E-mail to: USTCAQ-OTO-USC@ustranscom.mil. Please indicate "Performance Survey" in the subject.

A. Customer or agency name: _____

B. Respondent's name: _____

C. Respondent's title: _____

D. Respondent's phone/fax number: _____

Contract # Being Evaluated _____

E. Respondent's Email: _____

F. Contract Performance Data assessed in Contractor Performance Assessment Reporting System (CPARS):
_____**Yes** or _____**No**

SECTION 3: PERFORMANCE INFORMATION
INSTRUCTIONS: Choose the term that most accurately describes the contractor's performance or situation.

The results of this survey will aid the Government in determining whether there is a reasonable expectation that the contractor will successfully perform the required effort under the Universal Services contract (USC) 7 acquisition. In responding to the survey, please justify and explain **Marginal**, and **Unsatisfactory** ratings. Respondent may be contacted to clarify comments or ratings. In order for the government to review and assess the contractor's past performance rating, please use the following ratings to describe the offeror's performance on your contract or project:

Exceptional - Performance met all contract requirements and exceeded many to your company's (or agency's) benefit. Problems, if any, were negligible and were resolved in a timely, highly effective manner.

Very Good - Performance met all contract requirements and exceeded some to your company's (agency's) benefit. There were a few minor problems that the contractor resolved in a timely, effective manner.

Satisfactory - Performance met contract requirements. There were some minor problems and corrective actions taken by the contractor were satisfactory.

Marginal - Performance did not meet some contractual requirements. There were problems, some of a serious nature, for which corrective action was only marginally effective or was not fully implemented.

Unsatisfactory - Performance did not meet most contractual requirements. There were serious problems and the contractor's corrective actions were ineffective.

Unknown - No record of past performance or the record is inconclusive.

NOTE: If you have rated this contractor on this particular contract or project in CPARS or some other evaluation system accessible to the Government, you may indicate that past performance information on this contract/project is available in the appropriate system and you may include a copy of that rating in lieu of the following questionnaire.

	1. TECHNICAL CAPABILITY – On-Time Delivery	**Unsatisfactory**	**Marginal**	**Satisfactory**	**Very Good**	**Exceptional**	**Unknown**
A	Contractor provided on-time delivery of shipments and consistently met contract schedule						
B	Contractor provided operational reports in a timely manner						

Contract # Being Evaluated _____

	2. TECHNICAL CAPAPILITY – Quality of EDI Data	Unsatisfactory	Marginal	Satisfactory	Very Good	Exceptional	Unknown
A.	Contractor was capable of electronically receiving orders, including increases/decreases to orders						
B.	Contractor was able to receive electronic cancellations of previously ordered service						
C.	Contractor provided accurate & timely shipment status reports						

	3. TECHNICAL CAPAPILITY – Consistency and Reliability of Service	Unsatisfactory	Marginal	Satisfactory	Very Good	Exceptional	Unknown
A.	Contractor provided service per advertised schedules						
B.	Contractor provided service to ports of call indicated in their advertised schedule without deviation						
C.	Contractor provided frequency of service as advertised in their schedules						
D.	Contractor was flexible in responding to customer requirements						

	4. TECHNICAL CAPABILITY – Loss of and/or Damage to Shipments	Unsatisfactory	Marginal	Satisfactory	Very Good	Exceptional	Unknown
A.	Contractor provided transportation service without loss of cargo						
B.	Contractor provided transportation service without damage to cargo						

	5. OVERALL PERFORMANCE	Unsatisfactory	Marginal	Satisfactory	Very Good	Exceptional	Unknown
A.	Overall Performance of the contractor						

Contract # Being Evaluated _____

SECTION 4: NARRATIVE DESCRIPTION

1. Please discuss each and every response for which you indicated **Marginal,** or **Unsatisfactory** in response to the questions above (use additional sheets, if necessary).

_____
_____
_____
_____
_____

2. Government Contracts Only: Has/was this contract been partially or completely terminated for default or convenience or are there any pending terminations? YES_____ NO_____

If yes, please explain (e.g., inability to meet cost, performance, or delivery schedules, etc.)

_____
_____
_____
_____

3. Explain the contractor's greatest strengths and/or weaknesses and your rationale for why you would or would not award a future contract to them.

_____
_____
_____
_____

4. Would you have any reservations about soliciting this contractor in the future or having them perform one of your critical and demanding programs?

_____
_____
_____
_____

5. Please provide any additional comments concerning this contractor's performance, as desired.

_____
_____
_____
_____

1. Contractor Protection from Competition

1.1 Contractor Protection

A Contractor receiving an initial base period award or an option period award for this contract shall, during the respective base or option period of this contract, be protected from the subsequent competition of other Contractors after that initial award within the limitations of the Cargo Preference Act of 1904. This Contractor protection encourages initial full and open competition, protects the integrity of the contracting process, facilitates a streamlined acquisition process, promotes DOD's sealift readiness goals implemented in the 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 Contractor's at any time during the contract to Carriers offering a higher level of flag-service on a specific lane.

1.3 VISA Status

In that VISA status relates to a Contractor's VISA commitment and whereas VISA Priority relates to both VISA commitment of the Contractor and flag status of a particular service, the VISA status of an offeror shall be evaluated at the time of Task Order (booking) award based on Carrier submitted vessel schedules in IBS.

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.

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.

Pursuant to the Contract Disputes Act, the Government has 6 years from discovery of loss or damaged cargo, to file a claim with the contractor. 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.

Pursuant to the Contract Disputes Act, the Government has 6 years from discovery of loss or damaged cargo, to file a claim with the contractor. 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.

Pursuant to the Contract Disputes Act, the Government has 6 years from discovery of loss or damaged cargo, to file a claim with the contractor. 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 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 liability limitation, the shipper will order the "increased value" at the time of booking which obligates the contractor to be liable for damage and loss up to the amount stated below, or the actual value of the lost cargo, whichever is less.

Up to $75,000

Up to $100,000

Up to $200,000

Up to $500,000

Up to $1,000,000

Up to $1,250,000

Up to $1,500,000

2.1.6 Increased liability for lost or damaged cargo will be solicited and ordered in accordance with Exhibit 3, PWS, paragraph 2.A.2.

2.1.7 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.

2.1.8 Notice. Pursuant to the Contract Disputes Act, the Government has 6 years from discovery of loss or damaged cargo, to file a claim with the contractor. 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 USC-8 rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-USC-8shipper. 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-USC-8 shipper under any Scope of Voyage (Liberties) or similar clause in any contract between the Contractor and a non-USC-8 shipper. In no case shall an equitable adjustment duplicate compensation provided in a USC-8 freight rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-USC-8 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
The Government will process cargo claims in accordance with the Defense Transportation Regulation, Volume II, Chapter 210, and the Contractor agrees to cooperate with Government efforts to resolve claims for loss or damage to Government cargo.

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

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

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

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

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

6. Compensable Delays

6.1 Other clauses in this contract (such as FAR 52.212-4 paragraph f; 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 USC-8 freight rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-USC-8 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 USC-8 freight rate, or otherwise reimburse the Contractor for costs chargeable (by the Contractor) is allocable to a non-USC-8 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.

8. 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.

SECTION 1 – BACKGROUND

1.A SDDC Role

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

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

1.B Purpose of the Universal Service Contract (USC) and its place within the Defense Transportation System (DTS)

To fulfill its mission of providing global surface deployment command, control and distribution operations to meet National Security objectives in peace and war, it is necessary for SDDC to provide ocean and intermodal distribution services for delivering Defense Transportation System (DTS) cargo anywhere in the world, usually on a door-to-door basis. 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. The Universal Service Contract is the primary (but not exclusive) contract tool for moving DTS cargo when movement by ocean is required.

SECTION 2 – SCOPE

2.A Scope

2.A.1 Overview

2.A.1.1 This contract's purpose is to provide international cargo transportation and distribution services using ocean common or contract carriers, as defined in the Shipping Act of 1984, offering regularly scheduled commercial liner service for requirements that may arise in any part of the world, 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 US federal government 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.1.2 This contract applies to both Unit Movement Cargo and Other Than Unit Movement (OTUM) Cargo. Unit Movement Cargo is described by Unit Line Numbers (ULNs) and Plan Identifications (PIDs) in the Joint Operation Planning and Execution System (JOPES) -- whether contingency, exercise or administrative in nature – whether characterized as deployment, redeployment or retrograde cargo.

2.A.2 Rate Modifications

2.A.2.1 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, Section 8
4. Excepted Cargoes Container – see definitions Exhibit 3, PWS, Section 8
5. Increased Liability for Lost or Damaged Cargo, see Exhibit 2, Additional Clauses, paragraph 2.1.5.

2.A.2.2 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.A.2.3 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 – GENERAL REQUIREMENTS

3.A General/Administrative

3.A.1 Use of English Language

All documentation and verbal notices shall be provided in the English language. If required by local law or regulation, additional language(s) may be used. When supporting documents are required, and such documents are not in English, contractor must provide an accompanying translation into English.

3.A.2 Hazardous Cargo

3.A.2.1 The US Government shall provide accurate and timely hazardous cargo documentation in accordance with applicable laws and regulations.

3.A.2.2 The Contractor may refuse to transport hazardous cargo either by land or by ocean, which does not conform in all respects to applicable laws and regulations or contractor's policy.

3.A.2.3 For Bookings from Door involving Hazardous Cargo, Contractor may, at its discretion, not schedule a pickup of HazMat cargo from origin if it has not received HazDecs or if HazDecs do not conform to Contractor's policies or procedures. However, once pickup from Door has occurred, Contractor is permitted to halt further transport only in accordance with Exhibit 3, PWS, paragraph 3.A.2.2 or at Government direction, but not due to Contractor's internal policies or procedures.

3.A.3 Quality Control, Reporting, and Records

3.A.3.1 The Contractor shall utilize its commercial quality control processes/plan (QCP) to ensure quality service is provided throughout the term of the contract.

3.A.3.2 The Contractor shall promptly notify the appropriate Contracting Officer Representative (COR) of any problems or failures that may affect performance. Upon request, the Contractor shall provide the COR with a written plan of corrective action, including a proposed timeline, within 10 business days after such request. This plan shall describe proposed Contractor actions to correct the problem or deficiency and bring performance back in compliance with identified performance standards.

3.A.3.3 The CORs shall monitor Contractor performance and compliance with the terms and the conditions of the contract using standard techniques such as inspections, US Government-generated management reports, Contractor reports and customer feedback, 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.A.3.4 Retention of Records
The Contractor shall maintain and, upon request, provide to the Contracting Officer such documentation deemed relevant to performance of transportation services ordered under the terms of this contract. Records will be maintained and available to the Contracting Officer throughout the term of the contract and for three years after final payment in accordance with FAR 52.212-5(d).

3.A.4 Responsibility for Charges and Taxes

The Contractor shall pay all dues, charges and taxes customarily levied on the vessel; however the amount thereof may be levied. The Contractor shall pay all taxes levied on the freight charges. The US Government shall pay all dues, charges, duties, and taxes customarily levied on the cargo; however the amount thereof may be assessed – in some of these cases, the Contractor shall be advised by the COR or Contracting Officer to pay such fees, which in turn will entitle the Contractor be reimbursed by SDDC using procedures in Exhibit 3, PWS, Attachment 6.

3.A.5 Space Commitment

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

Outbound Routes/Zones	
01	West Coast 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

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

Other than as listed in the Exigency Annex, cargo in this category is the only cargo that must be accepted by Contractor. This Space Commitment requirement does not require Contractor to accept Hazardous Material bookings that 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 Exhibit 3, PWS, paragraph 3.G.2.2.

3.A.6 Schedule Maintenance

3.A.6.1 For all ocean routes for which Contractor has ocean rates under this contract, Contractor must provide, maintain, and update regular vessel schedules in Integrated Booking System (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 schedule input by Contractor into IBS changes, Contractor must update the change into IBS.

3.A.6.2 The Contractor shall accept, reject, or counter on the same working day to a request for routing proposals received prior to 1430 local time. For a request received after 1430 local time, the Contractor shall respond by 1200 local time of the next working day.

3.A.6.3 Contractor proposal shall include the military voyage number obtained from IBS. Request for routing proposals shall be submitted by email until this information can be requested and replied to via EDI.

3.A.6.4 Vessel schedule changes that occur prior to vessel cutoff date may result in cancellation of booked cargo at no cost to the US Government.

3.A.7 Service Changes

3.A.7.1 Notification

3.A.7.1.1 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.

3.A.7.1.2 Dry-Dock Initiated Service Change
The Contractor shall notify the cognizant SDDC 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.

3.A.8 Customer Service Assistance

3.A.8.1 The Contractor shall submit a list of points of contact who can respond to US 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 list shall designate which points of contact are available on a 24/7 basis, and which are available only on a more limited basis, and advise the hours during which the latter are available. 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.

3.A.9 Electronic Commerce / Electronic Data Interchange (EDI)

3.A.9.1 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.

3.A.9.2 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.

3.A.9.3 The Contractor shall receive or transmit, as appropriate, the following transactions sets:

3.A.9.3.1 Contractor receiving order data, 300 (Delivery order, the booking, including increases and decreases)

3.A.9.3.2 Contractor ordering confirmation data, 301 (Confirmation of order, Contractor to Ordering Officer/COR)

3.A.9.3.3 Cancellation data from Ordering Officer, 303 (Ordering Officer Cancellation)

3.A.9.3.4 Shipping Instructions, 304

3.A.9.3.5 Contractor shipment status reporting data, 315

3.A.9.4 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. Exhibit 3, PWS, Attachment 1, Table 1 identifies specific events that require reporting. The Contractor shall submit all reports within 24 hours of accomplishment.

3.A.9.4.1 Details regarding each type of EDI transaction can be found in Exhibit 3, PWS, Attachment 1.

3.A.10 Operational Reports

The Contractor shall submit operational reports as specified in Exhibit 3, PWS, Attachment 2.

3.A.11 Vessel Cutoffs, Late Gates, and Expedited Origin Linehaul

3.A.11.1 Vessel Cutoffs
The Contractor shall provide local cutoffs in IBS Web Vessel Schedule Module and keep SDDC apprised of changes.

3.A.11.2 Origin Cutoffs
If the Contractor does not provide a local cutoff in IBS, the default local cutoff is close of business 1 working day before the vessel cutoff at the port with an additional day for each 300 miles from the inland origin point to the port, rounded to the nearest whole day. If the local cutoff falls on a weekend, the cutoff shall be the final workday of that week.

3.A.11.3 Late Gates
The Contractor shall lift cargo to the booked vessel when cargo is received after the Contractor's vessel cutoff at no additional charge, if mutually agreeable arrangements have been made with the Contractor for a late gate.

3.A.11.4 Expedited Origin Linehaul to POE
For container cargo, Contractors shall provide expedited origin linehaul from origin to the booked port of embarkation (POE) when ordered at time of booking by the Ordering Officer. Contractor shall be paid at the rates in the Rate Guide for the specific origin/port combination ordered in the booking. No payment shall be made if the requested level of service is not provided as booked.

3.A.12 Required Delivery Date (RDD)

3.A.12.1 The Contractor shall deliver all cargo by the Required Delivery Date (RDD) specified in the accepted booking, unless consignee is unable to accept delivery prior to RDD, in which case Contractor shall receive consideration for on-time delivery by requesting an RDD extension via the D-RAP process, and providing supporting documentation if requested by COR. However, Contractor must exercise due diligence to deliver cargo as soon as consignee is able to accept delivery.

3.A.12.2 In those cases when, prior to RDD, the Government directs staging (HG/HR), or authorizes a delay (SD/BD/A1/A2), the RDD is extended by the number of days of staging or authorized delay.

3.A.12.3 Contractor is free to counteroffer the RDD in the cargo offering with RDDs to allow for additional time based on Contractor capabilities or chosen mode for inland movement. In general, RDDs will not be offered that (for port deliveries) are earlier than two days after vessel arrival, and (for door deliveries) that are earlier than one additional day for each 300 miles (or part thereof) beyond the port.

3.A.13 Equipment

3.A.13.1 Container Standards

Contractors shall provide containers with clearly marked container numbers that are clean, dry, empty, odor free, suitable for protecting cargo from damage and comply with ISO, International Maritime Organization (IMO), and Convention of Safe Containers (CSC) standards.

3.A.13.2 Reefer Equipment
The Contractor shall provide refrigerated containers to the stuffing activity in accordance with the booking to include pre-cooling, when requested by the Ordering Officer.

3.A.13.2.1 The Contractor shall supply reefer containers that maintain a temperature within three degrees Fahrenheit of the in-transit temperature specified for controlled atmosphere and straight chill, and five degrees Fahrenheit for frozen.

3.A.13.2.2 The Contractor shall provide continuous measurement of internal temperature using a Ryan-type recorder or equivalent capable of continuous recording from availability date for a minimum period of 90 days (160 days for "long routings" for which RDD is more than 60 days after cargo availability) to provide consistent reporting and equipment supply. Contractor shall provide measurement data upon request from the Government or (if applicable) from Prime Vendor.

3.A.13.3 Substitution of Equipment:
When the Contractor has accepted a booking and does not provide the conveyance listed in the booking, the Contractor shall provide a suitable alternative agreed upon by the shipper and the Ordering Officer 10 business days prior to vessel load at no additional cost to the US Government.

3.A.14 Chassis Requirements (container only)
3.A.14.1 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 3.A.14.2) on a Contractor-provided chassis that supports stuffing/unstuffing operations by the Government. The chassis must remain with the container while in the custody of the U.S. Government or designated representative; unless this requirement is waived by the cognizant COR. Blanket waivers for specific areas or destinations may be issued by the cognizant COR upon request.

3.A.14.2 Containers that are booked on a from-port basis (i.e. without origin line-haul 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.

3.A.15 Equipment Pools (container only)
3.A.15.1 The Contractor may, upon Government request, establish and maintain equipment pools at no cost to the Government. Expenses for operating equipment 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 equipment pools may result in fewer bookings at that location.

3.A.15.2 The Contractor shall provide documentation to the shipper to identify the equipment by Contractor SCAC, equipment owner code, and container number when empty containers are delivered to a shipper for inclusion in a pool. Once the shipper notifies the Contractor that a container is available for pickup, the container is considered loaded and no longer part of the established pool and the Contractor shall replace the empty container within two business days. The Contractor shall respond by the next business day if delivering the empty on the second business day would cause a work stoppage. Customer will notify Contractor if required by the next business day.

3.A.15.3 Locations for which pools are normally requested include, but are not limited to:

AAFES Forest Park, GA
AAFES Dan Daniels, VA
AAFES San Joaquin, CA

AAFES Giessen, Germany
DeCA Norfolk, VA (MDV)
DeCA Stockton, CA
DeCA Hayward, CA
DLA Depot Germersheim, Germany (DDDE)
DLA Depot Red River, TX (DDRT)
DLA Depot New Cumberland, PA (DDSP)
DLA Depot Mechanicsburg, PA (DDSP)
DLA Depot San Joaquin, CA (DDJC)
DLA Depot Norfolk, VA (DDNV)
DLA Prime Vendor Valdosta, GA
DLA Prime Vendor Pocomoke City, MD
DLA Prime Vendor La Mirada, CA
DLA Prime Vendor Stockton, CA
DLA Prime Vendor Richmond, CA
DLA Prime Vendor Swedesboro, NJ
DLA Prime Vendor Front Royal, VA
NEXCOM Norfolk, VA
NEXCOM Chino, CA
NEXCOM Montebello, CA
MPSA Oakland, CA
MPSA Jersey City, NJ
Ameriqual Evansville, IN

3.A.15.4 When a shipment is delivered to a consignee co-located with a container pool location, Contractor must submit a RD transaction for the TCN representing the delivered container in accordance with Exhibit 3, PWS, Attachment 1.

3.A.16 U.S. Government Furnished Containers (GFC)

3.A.16.1 Booking Offers will designate whether containers will be U.S. Government-furnished containers (GFC) 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.

3.A.16.2 The Contractor shall provide a chassis for GFC shipments whenever the Contractor is responsible for the associated inland transportation, unless this requirement is waived by the local shipping/receiving facility or custom of the trade does not normally call for the use of chassis. Detention shall apply to carrier owned chassis when associated to GFC.

3.A.16.3 Contract linehaul rates shall apply for transporting loaded GFC. Inland transportation of empty GFC requested by the Government shall constitute a separate inland move subject to contract linehaul rates unless otherwise mutually agreed to by the Contractor and the Government.

3.A.16.4 The Contractor shall not be entitled to detention for GFC. The Contractor shall return GFC in the same condition as received and shall be liable for loss or damage to the GFC resulting from the contractor's negligence.

3.A.16.5 When the Contractor provides any Accessorial services in connection with services provided to US Government owned/leased containers, the appropriate Contractor rates contained in the Rate Guide shall apply.

3.A.16.6 GFC includes 8.0'- 9.5' high x 8' wide x 20/40' long ISO dry cargo containers, reefer containers and flatracks. GFC may be government-owned or leased containers.

3.A.16.7 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.

3.A.17 Flatrack Containers

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

3.A.18 Bulk Liquids

3.A.18.1 The US Government may furnish 20' tank containers for shipment of bulk liquids by the Contractor.

3.A.18.2 When a US Government furnished tank container is not provided, the Contractor shall provide an acceptable, clean and empty tank container to the shipper and transport to destination. The consignee shall empty the container 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 at the "Contractor Provided Tank Container" in accordance with the Rate Guide. The Contractor shall be compensated for ocean transportation of these tanks at rates for dry containers, and for linehaul or drayage, if ordered.

3.A.19 Maximum Use of Conveyance

All linehaul movements by truck must maximize use of the truck with USC-8 cargo. Only when all USC-8 cargo has been accommodated, may a truck be loaded with other cargo adjacent to (but not on top of or inside) USC-8 cargo.

3.B Shipment Booking and Scheduling

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

3.B.1 Shipment Booking

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

3.B.2 Booking Acceptance

3.B.2.1 Issuance of a booking number by the Contractor through EDI, OCI, Direct Booking, email, or facsimile communication to the US Government constitutes acceptance of booking. The parties may subsequently agree to amendments/changes prior to delivery, including rerouting of containers as specified in Exhibit 3, PWS, paragraph 3.G.5. 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.

3.B.2.2 The Contractor shall accept bookings, up to a vessel's space commitment in accordance with Exhibit 3, PWS, paragraph 3.A.5, if the booking is received no less than 5 business days prior to a local cutoff. Empty US Government-owned, empty US 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.

3.B.3 Response to Booking Requests

3.B.3.1 The Contractor shall accept, reject, counter, or request additional time for planning purposes on the same business day to a booking received prior to 1430 local time. For a booking received after 1430 local time, the Contractor shall accept, reject, counter, or request additional time for planning purposes by 1200 local time of the next working day. For hazardous cargo, Contractor shall respond to cargo offerings within 48 hours after shipper has provided relevant hazardous information to Contractor for determination of acceptance/rejection of cargo offering.

3.B.3.2 Contractor counteroffer shall include the military voyage number obtained from IBS.

3.B.4 Automated Booking (This paragraph does not apply to Breakbulk Carriers)

Contractors shall implement an automated booking capability via EDI or OCI with the IBS within 30 business days after award of contract. EDI transaction sets shall comply with standards identified in this contract. Contractor shall respond to all cargo offerings, including changes to previous offerings within two hours of the time the cargo offering is released by IBS. Automated booking capability shall be maintained 24 hours per day, 7 days per week, throughout the period of the contract. Contractors shall have 1 business day to counteroffer any booking processed automatically. For hazardous cargo, Contractor shall respond to cargo offerings within 48 hours after shipper has provided relevant hazardous information to Contractor for determination of acceptance/rejection of cargo offering.

3.B.5 Direct Booking Procedures

3.B.5.1 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. RDDs accepted in the Contractor's Direct Booking systems will be used to measure RDD compliance.

3.B.5.2 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 Exhibit 3, PWS, paragraph 3.A.12.

3.C Origin Services

3.C.1 Providing Empty Containers to Shippers

3.C.1.1 Spot Date
At least 1 day prior to the spot date annotated in the booking, the Contractor shall notify the cognizant Ordering Officer and shipper of any containers which cannot be spotted to meet booking requirements. 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 US Government.

3.C.1.1.1 Container detention at origin does not apply, except in the case of a Government-approved compensable delay.

3.C.1.2 Drop and Pick Service

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

3.C.1.2.2 When requested by the Ordering Officer, the Contractor shall provide drop and pick service and shall be compensated $300 per container.

3.C.1.2.2.1 Drop and pick service rates will not apply:

1. At all OCONUS locations
2. In CONUS, where Contractors have established container pools
3. In CONUS, where Contractor and shipper mutually agree to drop and pick service at no cost.

3.C.1.2.3 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 US Government.

3.C.2 Live load

3.C.2.1 The Contractor shall provide live load service at origin as follows:

1. At locations where drop and pick service is not requested by the US Government
2. All other locations when requested by the US Government

3. When agreed to by the shipper when the Contractor schedules pickup

3.C.2.1.1 The Contractor and the shipper shall set a live load appointment (date and time and specific location). Driver wait times will be paid in accordance with Exhibit 3, PWS, Table 3.G.4.2.5.1. Waiting time shall only run during the shipper's normal business hours of operation. 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. Shipper may also cancel the appointment and reschedule for a different day at no additional cost to the U.S. Government.

3.C.2.2 In the event the shipper is not able to complete loading by the end of the shipper's business day, the Contractor shall be paid a $150 overnight charge. When loading operations resume, free time, if there is any not used, or waiting time shall start at the time the shipper's workday starts unless the shipper and Contractor agree to a different time.

3.C.2.3 At the request of the Ordering Officer, the Contractor may pick up empty US Government owned or leased containers from locations separate from the designated loading location and deliver them to the shipper for loading. Compensation for this is covered in PWS, paragraph 3.H.1. The container shall be spotted at the shipper’s location using rules for live load, drop and pick or pool as would apply for a Contractor provided container.

3.C.3 For locations in CONUS using the Carrier Appointment System (CAS), Contractor shall use CAS to make appointments for cargo pickup and container spotting. In addition, Contractor shall adhere to the Transportation Facilities Guide (TFG).

3.D Ocean Transportation

3.D.1 Cargo Lift and Advancement

3.D.1.1 For door-origin cargo, the Contractor shall pick up cargo/stuffed containers to meet the booked vessel when the US Government makes pick-up notification Contractor shall coordinate pick up dates/times directly with shipper.

3.D.1.2 The Contractor shall lift cargo onto the vessel identified in the booking or to an earlier arriving vessel. Cargo advanced to an earlier arriving vessel shall not displace no-shows and rollovers from previous voyages or cargo already booked. Cargo may be advanced only if the Contractor has received all required documentation. Contractor will notify shipper and origin Ordering Officer when cargo is advanced. Advancement of cargo shall not create a liability to the Government, if no liability would exist if cargo had not been advanced.

3.D.1.3 Shipments that were advanced without proper coordination for early delivery in accordance with Exhibit 3, PWS, paragraph 3.F.1, charges and free time shall be calculated based on the RDD agreed to in the booking.

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

3.D.2 Contractor shall submit an entry 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.

3.E Cargo Clearance Service

3.E.1 The responsibilities for cargo clearance under this contract are shared between Contractor and U.S. Government.

3.E.1.1 For many locations, the U.S. 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 U.S. 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. Exhibit 3, PWS, Table 3.E.1 identifies a list of locations where the U.S. Government typically has principal responsibility for cargo clearance. Unless ordered in the booking, Contractor-Arranged Cargo Clearance is not payable at these locations.

Table 3.E 1
United States, including territories and possessions
Canada
Japan (See Para. 3.E.1.4), including Okinawa
South Korea
Kuwait
EUCOM AOR:
Belgium
Bulgaria
Germany
Italy
Netherlands
Norway
Portugal including Azores
Romania
Slovenia
Spain
Turkey
United Kingdom and its territories and possessions

Hardcopy document clearance

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

3.E.1.2 Contractor-Arranged Cargo Clearance: Contractor acts on behalf of U.S. Government to obtain Cargo clearance.

When Contractor-Arranged Cargo Clearance is ordered by the U.S. Government, the Contractor has principal responsibility for cargo clearance.

Contractor-Arranged Cargo Clearance includes, as required by local practice additional services that include,

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

When 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 and Pakistan. For all other locations where contract arranged cargo clearance is required, it shall be paid per PCFN. When a PCFN is split over 2 or more voydocs, due to no fault of the Contractor, cargo clearance will be applicable for each voydoc.

3.E.1.3 Additional countries may be added to Exhibit 3, PWS, Table 3.E.1 should it be determined that the US Government has increased its presence in a country, and that the US Government shall provide clearance services as described by Exhibit 3, PWS, paragraph 3.E.1.1.

3.E.1.3.1 Countries shall be removed from Exhibit 3, PWS, Table 3.E.1 via bilateral modification should it be determined that the US Government has decreased its presence in those countries, and that the US Government can no longer provide clearance services as described by Exhibit 3, PWS, paragraph 3.E.1.1.

3.E.1.4 Exception for Shipments to Kobe, Hakata and Nagoya, Japan

3.E.1.4.1 Due to the of absence of Transportation Movement Offices (TMO) at Kobe, Nagoya and Hakata ports, the following ancillary service shall be provided by the Contractor for these specific ports. In addition to the Contractor's basic service, the Contractor shall provide courier service performed by a licensed customs broker for each port. The Contractor shall present the certified and authenticated Customs Free Import or Export of Cargo or Customs Declaration of Personal Property, USFJ Form 380EJ together with the Contractor Arrival Notice (OCAN) to the customs office. The Contractor shall include costs for this service in the applicable rate.

3.E.1.5 The shipper will provide the Contractor with appropriate shipper generated customs documents in a timely manner in accordance with the DTR and relevant Business Rules. If shipper fails to do so, Contractor will – either one or two business days after actual sail from POE -- notify shipper and SDDC HQ Documentation Team or cognizant SDDC (or other Government) Terminal by e-mail if customs documentation is missing or inaccurate.

3.E.1.5.1 Import/Export Services: The Contractor shall be responsible for the preparation and/or completion of all required documentation and the submission of the documentation to the appropriate embassy and/or local US Government agencies for the approval, certification, stamping and/or signatures necessary to obtain border clearances and transit. Costs for these services must be included in line haul rates, except that for locations included in the Rate Guide, Contractor to submit rates for Import/Export Border Clearance service as part of proposal submission.

3.E.1.5.2 The requested services include, but are not limited to, the completion, preparation, and submission of exemption forms, cargo declarations, goods declaration forms, and importation/exportation forms necessary to effect border transit from origin to port.

3.E.1.6 Notification of Cargo Held by Customs

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

3.F Destination Services

3.F.1 Delivery Notification and Receipt

3.F.1.1 For destination door cargo, Contractor shall schedule all deliveries in writing with the consignee or consignee's agent prior to any actual or attempted delivery. Such written notification (which may be supplemented but not replaced by telephone calls) 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 Contractor deliver containers or pieces on the same day as notification unless specifically requested by the consignee.

3.F.1.2 For cargo booked to port, 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.

3.F.1.3 Contractor shall deliver all containers or pieces to each consignee during the consignee's normal business hours. If delivery is requested and performed outside the installation's normal business hours, Contractor may submit invoices for additional costs as provided by Exhibit 3, PWS, Attachment 6.

3.F.1.4 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, i.e. at no additional charge.

3.F.1.5 If the date the delivery is requested is later than the RDD, Contractor may request a delay in D-RAP in accordance with Exhibit 3, PWS, Attachment 1.

3.F.1.6 The Contractor shall provide a delivery receipt for the consignee or consignee's agent to sign to acknowledge receipt of the containers or pieces and to annotate any exceptions. Refusal to sign a delivery receipt shall be promptly reported by Contractor to the COR. A copy of the proof of delivery shall be made available by contractor upon request.

3.F.1.7 A signed delivery receipt with no damage noted does not preclude the U.S. Government from pursuing a claim for damages discovered after delivery. If damage is later discovered, Contractor will be notified (normally but necessarily within three days of discovery) and requested to survey cargo. Contractor may inspect the shipment within seven calendar days from the date of notification.

3.F.1.8 Delivery receipt 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.

3.F.2 Expedited Delivery (EUCOM AOR)

Expedited delivery service in the EUCOM AOR: The Contractor shall provide expedited delivery when ordered by the Ordering Officer. The Contractor shall deliver the container to consignees in Germany within 2 business days and 1 business day at all other locations commencing at 0001 hours on the first working day following vessel discharge or customs clearance of such containers, whichever is later, for distances of up to 400 miles. For distances greater than 400 miles, Contractors shall be provided an

additional day for each 400 miles of distance. When the Contractor schedules delivery by appointment for a mutually-agreed time and date the consignee shall be required to "live unload" containers transported under expedited delivery service ordered by the US Government. EXCEPTION: Expedited delivery of shipments en route, but prior to commencement of on-carriage at port of debarkation shall be by mutual consent of the US Government and the Contractor. Contractors shall be compensated according to the following schedule for expedited delivery services:

EXPEDITED DELIVERY SERVICE SCHEDULE

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

3.F.3 Live Unload

3.F.3.1 The Contractor shall provide live unload service at destination as follows:

1. All locations when requested by the U.S. Government
2. When agreed to by the receiver when the Contractor schedules delivery

The Contractor and the receiver shall set a live unload appointment (date and time and specific location). Driver wait time will be paid in accordance with Exhibit 3, PWS, Table 3.G.4.2.5.1. Waiting time shall only run during the receiver's normal business hours of operation. In the event the Contractor arrives 15 minutes or later after the agreed upon time, the receiver may unload the cargo immediately or reschedule the unload for a later time. In either case, free time starts upon actual start of unloading operations when delivered on Contractor conveyance. Receiver may also cancel the appointment and reschedule for a different day at no additional cost to the U.S. Government.

3.F.3.2 Shipments delivered with evidence of tampering or loss shall be investigated by base security and drivers may be detained for questioning by base security. If investigation determines no tampering occurred, applicable wait time rates will be paid. If the investigation determines that tampering/pilferage has occurred, wait time will not be payable.

3.F.4 Container Pick Up/Return

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

3.F.5 Carrier Appointment System

For locations in CONUS using the Carrier Appointment System (CAS), Contractor shall use CAS to make appointments for cargo delivery. In addition, Contractor shall adhere to the Transportation Facilities Guide (TFG).

3.G Exceptions to Normal Service

3.G.1 Alternate Service

The Contractor is responsible for the delivery of services required by the booking. This responsibility extends to the performance of any other provider the Contractor may subcontract to in order to perform the services ordered. The Contractor shall notify the Ordering Officer of any alternate service arrangements prior to implementation. The Contractor shall use the 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.

3.G.2 Recurring Service Failure

3.G.2.1 The U. S. Government may obtain services from alternate sources either inside or outside this contract to include activation of U.S. Government Vessels. The actions by the U.S. Government to obtain services from another source is a remedy independent of other remedies provided in this contract and shall not necessarily constitute "default" or require remedies in this contract for default.

3.G.2.2 The Contractor may be put into limited use status by the Contracting Officer for a specified amount of time for the following service failures:

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.

Contractor will be notified via a letter issued from the Contracting Officer that a Contractor is being 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. The Contractor shall have fifteen (15) days to submit a written reply with any facts or assertions the Contracts would like the Contracting Officer to consider followed by a meeting with the Contractor and any interested Government parties to discuss the recurring service failures. At that time, a Contractor may be put into limited use status. 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.

3.G.3 Canceled Shipments/No Shows

The Contractor shall accept cancellation of shipments for booked cargo without penalty to the US Government for origin port bookings. The U.S. Government will provide cancellation notice at least 24 hours prior to vessel cutoff for origin port bookings. Special situations shall be addressed by the Contracting Officer. For origin door bookings, U.S. Government will provide cancellation notice at least 24 hours prior to origin cutoff.

3.G.3.1 The Contractor shall notify the COR of cargo not tendered to the Contractor in time to meet the booked sailing that has not been cancelled or rebooked.

3.G.3.1.1 For cargo that misses the booked sailing through no fault of the Contractor, the Contractor shall load cargo on the next scheduled sailing after receipt of cargo from the U.S. Government. Contractor shall notify shipper and (using the BRT tool) the origin Ordering Officer at time of occurrence.

3.G.3.2 When the U.S. Government notifies the Contractor of cargo not available for a booked sailing, the Contractor shall then designate a new vessel based on the revised availability of cargo. Should the "roll over" cargo not show for the follow on designated vessel, the booking shall be cancelled and the cargo rebooked.

3.G.3.3 The Contractor shall in no event hold the U.S. Government liable for vessel demurrage or dead freight by failing to release a container in time to meet a specified vessel sailing.

3.G.4 Container Detention and Reefer Maintenance

3.G.4.1 Container Detention

3.G.4.1.1 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.

3.G.4.1.1.1 Containers booked to Singapore for onward movement outside USC-8 to Diego Garcia shall be leased to the U.S. 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' Dry	$ 8
20' Flat	$ 8
40' Dry	$ 14
40' Flat	$ 14
20' Reefer	$ 30
40' Reefer	$ 45

3.G.4.1.2 Free time/detention will run during any staging or authorized Government caused delay in accordance with Exhibit 3, PWS, Attachment 1.

1. 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.
2. In those instances where free time is exhausted prior to delivery due to authorized delay/staging periods, detention is calculated as follows: Calculate detention start date by applying free time to the delivery date

   a) Calculate detention start date by applying free time to the delivery date.
   b) Calculate total days of delay/staging as documented with HG/HR and A1/A2 EDI transaction sets.
   c) Subtract total days of delay/staging calculated in Exhibit 3, PWS, paragraph 3.G.4.1.2.2(a).
   d) Subtract number of days calculated in Exhibit 3, PWS, paragraph 3.G.4.1.2.2(b) from the detention start date to determine the updated detention start date.

Example:
- Cargo delivered/X1: 15 May 16
- Free time: 10 days (16-25 May 16)
- Detention Start: 26 May 16
- Valid delay (A1/A2): 1-30 Apr 16
- Apply delay period to calculate updated start date: 26 May 16 minus 29 days
- Updated Detention Start Date: 27 Apr (4 days in Apr + 25 days in May = 29 days delay)
- Contractor invoices 4 days in April (27 – 30 April)
- Contractor invoices 31 days in May or until detention stops per Exhibit 3, PWS, paragraph 3.G.4.1.4

3.G.4.1.3 When free time is exceeded, the Contractor will be paid at detention rates at Exhibit 3, PWS, paragraph 3.G.4.1.6.1

3.G.4.1.4 Daily detention charges will continue to accrue from the expiration of free time until 2359 hours on the day that the earliest one of the following occurs:

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

2. The date the Contractor is notified in writing or via the US Government designated system that the container is available for pick up at the Contractor's point of delivery or other mutually agreed location, and the container is actually available when the Contractor arrives for pick up;
3. The date the Contracting Officer notifies the Contractor in writing that the US Government is purchasing the container under PWS, paragraphs 3.G.8 or 3.G.9;
4. The date the daily detention charges have reached the maximum detention days listed in PWS, paragraph 3.G.9.2

For staging or authorized delays en route in accordance with Exhibit 3, PWS, 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 U.S. Government provides documents or otherwise cures the situation causing the delay or notifies the Contractor to release the shipment from staging.

3.G.4.1.5 During the course of USC-8, the Government will be implementing system automation through a Container Return Management module that will support Government and Contractor interaction with system-entered reporting of empty containers and requesting pickup, with the dates documented by the system serving as the official notification date/time unless the Contractor has received earlier written notice from the U.S. Government. Based on implementation timelines, under USC-8 notifications will either be done through CRM, via CMM where implemented, or via email with a corresponding Government entry in GATES. Ultimately, all notifications will be done via CRM. Contractor personnel will ensure necessary access to CRM and CMM as applicable. As described in Exhibit 3, PWS, Attachment 1, for locations where the Government is utilizing CRM, 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.

3.G.4.1.6 Calculation of Detention-Related Charges

3.G.4.1.6.1 Standard Container Detention
The following charges and provisions will apply to all equipment accruing detention except for containers booked to locations designated as Exigency areas For non-Exigency areas, detention charges will begin to accrue upon the expiration of free time. The U.S. Government will pay the carrier the daily detention charges as set forth below.

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

The U.S. 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 Exhibit 3, PWS, paragraph 3.G.4.1.4 occur.

3.G.4.1.6.2 Separate chassis detention is payable only when the chassis is not used with a carrier container. Documentation to support genset rental charges will be submitted in accordance with Exhibit 3, PWS, Attachment 6.

3.G.4.1.6.3 If the U.S. 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 U.S. Government returns the associated genset to the Contractor , or the reefer container detention has reached the replacement value cost listed in Exhibit 3, PWS, paragraph 3.G.9.2. Once the U.S. Government has paid rental in an amount that equals the replacement value, genset rental charges are no longer applicable. If the U.S. Government retains both the reefer container and the genset, the reefer with genset container detention outlined in Exhibit 3, PWS, paragraph 3.G.4.1.6.1 applies up to the replacement value in Exhibit 3, PWS, paragraph 3.G.9.2. Documentation to support genset rental charges will be submitted in accordance with Exhibit 3, PWS, Attachment 6.

3.G.4.1.7 Reefer Maintenance.

3.G.4.1.7.1 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 U.S. Government will reimburse the Contractor for additional expenses incurred while maintaining the operation of the refrigerated containers. The Contractor shall provide 10 total calendar days of free time for reefer maintenance during compensable delay/staging periods. 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 Exhibit 3, PWS, Attachment 6.

1. Column A – per diem or part thereof charge when refrigerated containers are delayed at those facilities where power is available for direct connection to the Carrier's container.
2. Column B – per diem or part thereof charge when refrigerated containers are delayed at those facilities where the Contractor is required to maintain operation of refrigerated containers without the use of electrical power.

Reefer Maintenance Rates		
Container	Column A	Column B
(PER 24 HOUR PERIOD OR PART THEREOF AFTER FREE TIME WHILE CONTAINER IS IN POSSESSION OF CARRIER)		
20 Feet and Over	$17.23	$42.02
40 Feet and Over	$26.50	$64.64
Note: When a Contractor bills in accordance with Column B above, it must certify that electrical power was unavailable at the facility.		

Example of Reefer Maintenance calculation:

- Period 1 - Compensable delay period approved via DRAP: 22 days (1-23 May 2016)
- Period 2 - Staging period approved via DRAP: 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)

3.G.4.2 Free Time and Driver Wait Time

3.G.4.2.1 Free Time will commence once the Contractor has notified the consignor or consignee that the cargo is available for loading or unloading. Cargo is considered available for loading or unloading when placed in a location so it can be immediately accessed for loading or unloading within the consignor or consignee's normal operating hours or acceptance hours. If the consignor or consignee requires pickup or delivery appointments, wait time spent due to early or late arrivals will not count towards free time. If a Contractor is prepared to position its conveyance for loading or unloading, but is prevented from doing so due solely to a U.S. Government delay, free time will commence at that time. Free time shall not commence unless, and until, the Contractor has notified the consignor or consignee that its conveyance is at

the shipping or receiving facility but is unable to position its conveyance for loading or unloading due to a U.S. Government delay.

3.G.4.2.2 If loading or unloading is not completed by the close of business for that location, time will resume at the beginning of the next business day.

3.G.4.2.3 Driver wait time shall start when free time ends. Driver wait time shall end when consignor or consignee notifies the Contractor in writing that loading or unloading has been completed and that the conveyance is available for pickup. Such notification shall constitute release of Contractor's equipment.

3.G.4.2.4 All requests for driver wait time payments based on U.S. Government delays must be submitted to the cognizant COR or direct booking shipper for validation and must include substantiating documentation to establish entitlement to these additional fees. Contractors are required to keep separate documentation for payment purposes. In the event of a dispute between the Contractor and consignee records, the COR will make a determination. Minimum documentation shall include: date/time Contractor arrived; date/time Contractor available for loading or unloading; date/time loading or unloading complete; TCN; PCFN/booking number; and origin or final destination location and DODAAC/MAPAC. Contractor shall be compensated as described at Exhibit 3, PWS, paragraph 3.G.4.2.5.

3.G.4.2.5 Free Time and Driver Wait Time

Table 3.G.4.2.5.1

Location	Free Time	Driver Wait Time Rate
USA, Canada	4 hours	$15.00 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

3.G.4.2.5.2 For other locations, Contractor may request reimbursement of actual expenses for waiting time incurred after expiration of at least four hours of Free Time.

3.G.5 Rerouting of Cargo

3.G.5.1 En-Route Port Changes

3.G.5.1.1 Port change requested by the U.S. Government.

3.G.5.1.1.1 Except as authorized under the "Liberties" clause, the Contractor shall not divert cargo to a different POD without prior written approval of the Contracting Officer or Ordering Officer.

3.G.5.1.1.1.1 If the location of the cargo at the time of the diversion request is within a reasonably normal path for service to the new POD from the POE, and the diversion request is in advance of arrival at the POD, the Contractor shall execute the diversion and shall be paid the applicable ocean rates.

3.G.5.1.1.1.2 If the diversion is not within a reasonably normal path for service, the cargo shall be short stopped (Exhibit 3, PWS, paragraph 3.G.5.2) and rebooked to the new destination.

3.G.5.1.1.2 Should the Contractor incur costs to effect the diversion, such as additional lifts, rehandling, or moves within the terminal, these costs may be reimbursable and may be submitted as described in Exhibit 3, PWS, Attachment 6. Contractor's administrative expenses are not reimbursable.

3.G.5.1.1.3 If containers are stowed so as to require rework of overstowed containers, Contractor shall advise the COR of the number of containers overstowed and provide a cost estimate to discharge each container. Vessel rework to remove overstowed containers or vessel delay costs requires authorization by the Contracting Officer.

3.G.5.2 Short Stop
3.G.5.2.1 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.

3.G.5.2.2 The Contractor shall short stop containers at port of debarkation or any relay port when the Ordering Officer elects to take delivery at that location instead of inland destination. The US Government may order delivery at any intermediate port of call but would be subject to costs and limitations as specified in Exhibit 3, PWS, paragraphs 3.G.5.1.1.2 and 3.G.5.1.1.3.

3.G.5.3 Change of Destination
3.G.5.3.1 The Contractor shall move the cargo to a new inland destination moved via linehaul service from the POD at the written request of the US Government. Request must be made before the container has commenced final inland movement from the port of debarkation, 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.

3.G.6 Staging

3.G.6.1 The Contractor shall stage cargo upon written US Government request of the Ordering Officer (OO) via the D-RAP. 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.

3.G.6.2 The Contractor shall end cargo staging upon US Government request by the Ordering Officer (OO) via the D-RAP. 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 Exhibit 3, PWS, Attachment 1 upon actual dispatch of cargo from the staging location. Billing will cease upon 1 calendar day after receipt of the end of staging request even if the cargo has not dispatched from the staging location.

3.G.6.3 For cargo containerized in carrier-owned containers as ordered in the booking, free time shall run while containers are staged. Container detention shall begin once free time is exceeded.

3.G.7 Notice of Transfer of Cargo

3.G.7.1 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. When cargo is transloaded from the original container, the Contractor shall immediately so notify the HQ SDDC BNs and CORs having cognizance over the loading and discharge ports. Such notice shall contain the serial number and seal number of the original container, and of the container to which cargo was transloaded, the place where the transload occurred, and the reason for the transload.

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

EDI 315A transactions submitted subsequent to transloading should include original container number.

3.G.7.2 Broken/Replacement of Seals
The Contractor shall notify the shipper, Ordering Officer, and COR by e-mail within 24 hours of discovery

than a seal on any unit of cargo has been broken and/or replaced while the cargo is in the possession of the Contractor. A complete report of the circumstances and reasons shall be provided to the cognizant COR.

3.G.8 Damage to Contractor Equipment

3.G.8.1 The Contractor may be entitled to reimbursement for damages to Contractor owned equipment when such damage or loss is by act, neglect or failure to maintain equipment by the U.S. Government, its agents, employees or Contractors (other than the prime Contractor) while such Contractor equipment is in the custody and care of the US Government, its agents, employees or Contractors (other than the prime Contractor). The US Government shall repair or reimburse the Contractor the lesser of the following:

1. The reasonable costs of repairs; or
2. The purchase price as stated at Exhibit 3, PWS paragraph 3.G.9.2.

3.G.8.1.1 The U.S. Government shall notify the Contractor of damage to Contractor's equipment while in the U.S. Government's care and custody immediately upon identification of the occurrence of said damage. The Contractor shall assign to the U.S. Government any rights, causes of action, or other claims, which the Contractor may have against third parties with respect to such damage.

3.G.8.1.2 If equipment is in the Contractor's possession, the U.S. Government shall not be liable for the repair of any damage under this Section unless written notice specifying such damage shall have been given to and acknowledged by the U.S. Government or its authorized representative:

1. At the time custody of the equipment is returned by the U.S. Government to the Contractor; or
2. Within 5 days after the damage was discovered or should have been discovered after custody of the equipment is returned by the US Government to the Contractor (for damage that is not readily apparent).

3.G.8.1.3 Contractor will submit costs directly to the Contracting Officer

3.G.9 Purchase of Containers

3.G.9.1 Optional Purchase – The U.S. Government may opt to purchase a container at the Container Purchase Prices set forth in 3.G.9.3 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 3.G.9.3. The Contracting Officer or Contracting Officer's Representative will approve allowable outstanding Detention charges and the 3.G.9.3 Container Purchase Price within 30 days of the Government's receipt of the Contractor's invoice.

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: (a) returned to the US Government; (b) sold to the Contractor; or (c) 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.

3.G.9.2 Automatic Purchase – If dailydetention charges reach the specified number 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 plus the applicable container purchase price listed in paragraph 3.G.9.3. The U.S. Government will neutralize such containers by removing the container markings. If a Container that has reached 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: (a) returned to the US Government; (b) sold to the Contractor; or (c) 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.

Type	Max Detention Days
20' Dry	177
20' Flat	60
20' Reefer	360
40' Dry	155
40' Flat	61
40' Open Top	133
40' Reefer	365
Genset**	166

3.G.9.3 Lost or Destroyed Containers – The U.S. 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 U.S. 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, CMM or GATES-populated empty pick up notice, whichever occurs earlier, plus the applicable purchase price listed below.

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

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

3.G.10 Port Storage

3.G.10.1 When onward movement has been delayed 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 Exhibit 3, PWS, Attachment 1.

3.G.10.2 To receive reimbursement for Port Storage services while the cargo is in the possession of the Contractor, the Contractor shall submit an invoice in accordance with Exhibit 3, PWS, Attachment 6, Section F and shall include the following attachments to the invoice:

1. Certify to the cognizant COR that the Contractor in fact, incurred these costs

2. Copy of the Port Invoice indicating proof of incurred costs
3. Copy of the applicable port tariff citing the applicable rate

3.G.11 Futile Trip

When futile trip costs are incurred due to the fault of the U.S. Government, the Contractor may submit an invoice for authorized futile trip costs in accordance with Exhibit 3, PWS, Attachment 6.

3.G.11.1 The Contractor shall notify the cognizant Ordering Officer by means of a BRT entry when a futile trip has occurred within one Business Day of occurrence. Contractor may submit a Futile Trip invoice into the PAT IPP only after verifying that the Ordering Officer has approved the Futile Trip.

3.G.12 Class 1 Pallet Service

3.G.12.1 Cargo ITV must be provided at the pallet level in the Excel format provided by SDDC; a pallet will be considered to be a unit that is shrink-wrapped together. Any charges for ITV shall be included in the destination linehaul rates.

3.G.12.2 Cargo accountability at the content level must be maintained from the POD through to final destination regardless of the conveyance used (container/trailer). When cargo is transloaded from a container to a trailer, contractors must be able to provide proof of delivery (POD) receipts at the pallet level when specifically requested.

3.G.12.3 Cargo shall be booked through to final destination at the container level; however, destination container linehaul rates apply to the contents of the container as opposed to the container itself, regardless of how the Contractor chooses to consolidate, reconfigure, and transport the cargo provided they are in compliance with Exhibit 3, PWS, paragraph 3.G.12.6.

3.G.12.4 Contractors must utilize Ryan-type recorders or similar temperature monitoring practices while cargo is in transit via container or trailer that provide continual temperature monitoring until delivery; contractors are responsible for maintaining the temperature requirements specified in the bookings during transloading.

3.G.12.5 Under no circumstances shall pallets be reconfigured after deconsolidation unless previously approved by the Ordering Officer (OO).

3.G.12.6 Co-mingling/transloading of reefer cargo in dry trailers is not authorized unless specifically requested and approved by the Ordering Officer (OO) in advance. The co-mingling/transloading of dry cargo in reefer trailers is authorized. However, the contractor will be liable for any loss/damage occurring as a result as well as any additional expenses incurred as a result of co-mingling/transloading the cargo.

3.G.12.7 All EDI transactions following transloading/deconsolidation shall be submitted based on the last pallet.

3.G.12.8 Dry Class I cargo requiring linehaul by truck will be indicated by commodity code “Dry Class 1” for 20’ and 40’ dry containers. All reefer cargo, regardless of commodity code, must be moved by truck.

3.H Accessorials

Accessorial services, when ordered by the Ordering Officer, and actually 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.

3.H.1 Stop-off Service In Transit

3.H.1.1 Stop-off service can consist of up to four stops on the origin linehaul and up to four stops on the destination linehaul. In addition, up to four additional mini-stops may be ordered on the destination line-haul. Mini-stops are additional stops on the same base/location, no more than five miles from another delivery point. Free Time of 4 hours shall be allowed for each stop-off or mini-stop. Neither the pickup at

first origin nor delivery to final destination constitutes a stop-off. Free time shall commence when the container is placed for loading or unloading at the stop-off location or the scheduled delivery appointment time, whichever is later. Free time shall end when the Contractor has been notified that the container is available or when the container is returned to the Contractor, whichever occurs first. However, if the free time has not expired at the end of the working day at the stop off location, it shall be suspended until 0800 hrs on the next working day. If the free time has expired at the end of the working day, the Contractor shall be paid waiting time for each hour or part of an hour in excess of free time at the rate of $60.00 per hour. Waiting time will be prorated in 15 minute intervals. In the event the consignor or consignee is not able to complete loading or unloading by the end of the workday and free time has expired, the Contractor shall be paid a $150.00 overnight charge. When loading or unloading operations resume, waiting time shall start at the time the shipper/consignee's workday starts unless the consignor or consignee and Contractor agree to a different time. The Contractor must notify the Ordering Officer (OO) of all local arrangements in a timely manner (i.e., during the relevant event vice upon receipt of invoice).

3.H.1.2 When two to three stop-offs are ordered, an additional transit day shall be allowed. When four stop-offs are ordered, two additional days shall be allowed.

3.H.1.3 The Contractor shall provide up to a maximum of four U.S. 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 U.S. Government for loading and unloading.

3.H.1.3.1 A "per container" stop-off charge of $150 CONUS and $225 OCONUS shall be paid for each stop off. A mini-stop will be paid at the rate of $50 CONUS and $100 OCONUS.

3.H.1.3.2 In the event the requested stop-offs result in route variation of more than 50 miles, an additional stop off charge will be paid for each 50 miles or fraction thereof. The baseline for determining total route variation will be the distance between the origin and Contractor's terminal at POE (for origin stop-off service) or between the Contractor’s terminal at POD and the final delivery destination (for destination stop-off service). The difference between total distance traveled as a result of the stop-offs and the baseline distance will be used to determine additional stop-off charges. This paragraph does not apply to mini-stops.

3.H.1.4 The Defense Table of Official Distances shall be the system of record for calculating distances between locations.

3.H.1.5 For delivery of stop-off cargo, Contractor will adhere to delivery notification and receipt requirements in accordance with PWS, paragraph 3.F.1.

3.H.2 Containerized Ammunition accessorial within CONUS

This accessorial shall apply as a surcharge for the movement of container ammunition within CONUS. The Contractor shall use a DoD approved munitions Contractor for the movement of ammunition. A list of DoD approved carriers can be obtained from the SDDC HQ at 618-220-4682 or 1-800-526-1465. Additionally dual-driver service and satellite monitoring that feeds into the Defense Transportation Tracking System (DTTS) is required.

3.H.3 Cargo Concealment

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 line-haul, destination line-haul, or both. 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.
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. In addition, concealment material shall remain on the cargo until final destination

unless otherwise directed by the U.S. Government. The Contractor shall be responsible for the removal and the disposal of such material, unless otherwise directed by the U.S. Government.

3.H.4 Super Cargo

When ordered by the ordering officer, the Contractor shall provide Super Cargo transportation service and will be paid the Super Cargo 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 U.S. Government to accompany the cargo.

3.H.5 Flatrack Tie-Down Equipment Surcharge

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

3.H.6 Exterior Cargo Rinsing Service

3.H.6.1 The purpose of cargo rinsing service is to remove road dirt and other contaminants from cargo that was cleaned and found to be acceptable for entry into the U.S. prior to tendering to the Contractor. When ordered by the Ordering Officer, Contractor shall clean cargo to a condition acceptable for entry.

3.H.6.2 Rates apply at the ports named by the Contractor and include costs to move cargo to the rinse facility or to move rinse equipment to the cargo.

3.H.6.3 The Contractor may choose where to perform the rinsing service; however, the payment shall be based on the lowest rate offered at the POE or any transshipment port where the cargo is physically removed from the vessel for transshipment, unless location is specifically directed by the ordering officer.

3.H.6.4 Contractor shall re-rinse cargo at POD if rejected by customs/agriculture authorities, at no cost to the U.S. Government if it is determined that rejection occurred at fault of Contractor.

3.H.6.5 For cargo containerized by the U.S. Government, rinsing service applies to exterior of container. For cargo containerized at Contractor's convenience, rinsing applies to exterior of cargo.

3.H.7 Exterior Cargo Washing Service

3.H.7.1 All cargo entering the U.S. must be free from contaminated soil and pests and must comply with7 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.

3.H.7.2 Rates apply at the ports named by the Contractor and include costs to move cargo to the wash facility or to move the wash equipment to the cargo.

3.H.7.3 The Contractor may choose where to perform the washing service; however, the payment shall be based on the lowest rate offered at the POE or any transshipment port, unless the location is specifically directed by the Ordering Officer.

3.H.7.4 Contractor shall re-wash cargo at POD if rejected by customs/agriculture authorities at no cost to the U.S. Government if it is determined that rejection occurred at fault of Contractor.

3.H.7.5 For cargo containerized by the U.S. Government, washing service applies to exterior of container. For cargo containerized at Contractor's convenience, washing applies to exterior of cargo.

3.H.8 Interior Cargo Washing Service

3.H.8.1 Interior Washing/Cleaning: 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.

3.H.8.2 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.

3.H.8.3 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.

3.H.8.4 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

3.H.8.5 Contractor shall re-wash at POD if rejected by the customs/agriculture authorities, at no additional cost to the U.S. Government if it is determined that rejection occurred at fault of Contractor.

3.H.9 Cargo Handling and Transloading Services

3.H.9.1 Cargo Handling Services
When ordered by the Ordering Officer, the Contractor shall provide all labor, material, and equipment necessary to receive cargo; unload from inbound conveyance; tally cargo; load and secure cargo into containers; provide intra-terminal transfers; supply necessary blocking, bracing, and dunnage; and submit reports in accordance with Exhibit 3, PWS, 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.

3.H.9.2 Transloading Services
When ordered by the Ordering Officer, the Contractor shall provide all labor, material, and equipment necessary to transfer cargo from one conveyance to another, to include intra-terminal transfers.

3.H.10 Side-Load Chassis

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

3.H.11 Superload Accessorial

Superload Accessorial rate will apply when requested by the Ordering Officer, in conjunction with the linehaul rate, for movement of cargo as defined in Exhibit 3, PWS, Attachment 3, paragraph 1.1.2.1.3.4.

3.H.12 Veterinarian Inspectable Products

This Accessorial is a rate per container with each container requiring no more than 7 Common Veterinary Entry Documents (CEVDs). Accessorial includes document preparation, data entry and related services for veterinary inspectable products entering the European Union. If more than 7 CVEDs are required for a single container, Contractor shall invoice for the additional CVEDs in accordance with Exhibit 3, PWS, Attachment6, Section F. Subcontractor third party invoices shall be in the English language and/or accompanied by a translation into English language.

3.H.12.1 Contractor shall provide all required processing and clearance services to facilitate clearance of DOD Class 1 shipments containing veterinarian inspectable products entering the European Union (EU)

under Article 11 (transit to a third country)[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.

3.H.12.1.1 The following is applicable to all veterinarian inspectable containers entering the EU:

3.H.12.1.1.1 The Contractor will provide the proper management and oversight of this process to ensure the government shipments are not delayed.

3.H.12.1.1.2 The responsible SDDC Battalion, Company or Detachment (the US Government), will make available to the Contractor the USDA Food Health Transit Certificates, and other food health type documents as applicable, as supplied by the shipper. These documents will be made available at the government premises. These documents will be made available in advance of the shipment arrival at the port of discharge (POD) with sufficient time for the contactor to process and clear the shipments without delaying the onward movement of the cargo.

3.H.12.1.1.3 The Contractor will prepare the “Common Veterinarian Entry Document” (CVED) and/or enter data into TRACES (or similar/successor information processing system) and/or intermediate/interface systems as required by local authorities using the data from the US Government supplied food health documents.

3.H.12.1.1.4 The Contractor will ensure the document and/or data entry is complete and accurate based on the US Government provided information, and is properly submitted to the local authorities in a timely manner so the US Government cargo is not delayed.

3.H.12.1.1.5 The Contractor will immediately notify the US Government should the US Government supplied documentation be found incorrect, insufficient or otherwise defective. The Contractor will immediately notify the US Government should there be any other issues that arise in the clearance process that may cause a delay or if additional information is needed to facilitate the timely clearance of US Government cargo by local authorities. The Contractor will also notify the US Government of any containers that have been selected for a “full-identity” (physical, open door inspection) check or when discrepancies are noted during the document check.

3.H.12.1.2 The following is applicable to all veterinarian inspectable containers entering the EU under Article 11 (transit to a third country) of EU Council Directive 97/78/EC:

3.H.12.1.2.1 Contractor must facilitate/coordinate a seal check with local customs, veterinarian authorities and/or terminal operators as local practice dictates. Depending on local requirements, this seal check may be performed in place or the container may need to be placed in an inspection area. This element of work includes all costs associated with the seal inspection, including (but not limited to); movement on the terminal, movement to/from inspection areas, seal check, plugging/unplugging refrigerated containers and all administration/coordination of the process. Contractor shall invoice for seal checks in accordance with Exhibit 3, PWS, Attachment 6, pass through charges. 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.

3.H.12.1.2.2 The Contractor will promptly notify the US Government when discrepancies are noted during the seal check.

3.H.12.1.3 The following is applicable to all veterinarian inspectable containers entering the EU under Article 12 (transit to a customs warehouse) of EU Council Directive 97/78/EC:

3.H.12.1.3.1 Contractor must facilitate/coordinate a "full-identity" check (physical, open door inspection), of the container with local veterinarian authorities. This element of work includes all costs associated with the full-identity check, including (but not limited to); movement on the terminal, movement to/from

inspection areas, plugging/unplugging refrigerated containers and all administration/coordination of the process. Contractor shall invoice for "full-identity" check in accordance with Exhibit 3, PWS, Attachment 6. Subcontractor third party invoices shall be in the English language.

3.H.12.1.3.2 The Contractor will promptly notify the US Government when discrepancies are noted during the seal check.

3.H.12.1.4 It is understood that local customs/health authorities, being an autonomous government organizations, may on occasion direct additional "full-identity" checks (physical, open door inspections), random spot checks and other inspections as they deem necessary. Any supporting documentation provided by autonomous government organizations may be in the local or recognized languages of the host nation.

3.H.12.1.5 To facilitate government tracking of Class 1 cargo, evaluate costs/delays at various POD's, evaluate shipper compliance and verify invoice submissions; the Contractor will be required to update and return a "Carrier Status Worksheet" weekly to the 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

3.H.13 Dual Temperature Refrigerated Containers

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

3.H.14 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.

3.H.15 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.

3.H.16 Fumigation Services and Agriculture Clearances

Containers arriving at the Port of Shin Hang, Korea transporting fresh fruits and vegetables will undergo a Joint Custom Inspection conducted by the Republic of Korea Customs Official and the United States Army Veterinarian on Friday or Saturday of the week in which the containers are delivered. Once inspected, the containers will need to be moved to a facility in Busan for agriculture clearance. Agriculture clearance is performed on Mondays and Tuesdays. If fumigation is required, the fumigation will occur at the agriculture clearance point. Once cleared, the containers move to the Prime Vendor location on Wednesday.

3.H.17 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.

3.H.18 Aircraft Handling / Air Terminal Services

3.H.18.1 The contractor will be prepared to service Air Mobility Command (AMC) aircraft and other aircraft owned and/or operated under charter by the U.S. Government. This requirement shall include loading and unloading of cargo as required by the U.S. Government. For cargo being loaded/unloaded, the contractor will assume responsibility for all actions and equipment required to safely load/unload the cargo.

3.H.18.2 Aircraft to be handled include but are not limited to C-17, C-5 and C-130 military aircraft operated by AMC as well as Boeing 747, AN-124, IL-76 and MD-11 aircraft owned and/or operated under charter by the U.S. Government.

3.H.18.3 The contractor shall be prepared to download inoperable/disabled as well as operable/towable wheeled vehicles (light and heavy, to include but not limited to FMTVs and LMTVs), outsize and oversize wheel vehicle and cargo, trailers, containerized cargo to include QUADCONs, TRICONs, ISU-90s, ISU-60s, 40’ containers and shipper-owned 20’ containers, and general cargo consolidated onto 463-L pallets.

3.H.18.4 Aircraft Arrival
3.H.18.4.1 Upon arrival and the aircraft being made available for load/unload, the contractor shall promptly begin load/unload operations. The contractor shall have no more than 3 hours to load/unload designated cargo. Justification must be provided for a load/unload that exceeds 3 hours. In all instances the contractor shall follow the instructions and orders of the load-master.

3.H.18.4.2 The contractor or designated agent must sign the air manifest for all cargo loaded/unloaded; when requested the contractor shall submit air manifest copies as part of the invoicing/payment process.

3.H.18.4.3 The contractor must ensure that necessary equipment is available to accommodate all cargo to be loaded/unloaded from a designated aircraft type to include inoperable/disabled wheeled vehicles.

3.H.18.5 Liability
3.H.18.5.1 The contractor shall procure and maintain a level of insurance coverage commensurate with the commercial standard and in accordance with the host nation’s statutory limits during the entire period of performance under this contract. The policies shall contain an endorsement that any cancelation or material change in the coverage adversely affecting the Government’s interest shall not be effective until 30 days after the insurer or the contractor gives written notice of cancellation or change to the Contracting Officer.

3.H.18.5.2 Evidence of Insurance shall be provided to the Contracting Officer upon award of the modification and each year prior to the beginning of the option period.

3.H.18.6 Empty Pallet Return
3.H.18.6.1 For redeployment/retrograde cargo, the contractor shall un-stuff all cargo arriving on 463-L pallets upon receipt and re-load the empty pallets and associated equipment (i.e. Cargo nets, chains, straps,

bracing materials. etc…) on the aircraft when requested. The cargo shall then be consolidated on carrier-provided pallets, containers, flat-racks or other equipment for onward movement to final destination.

3.H.18.6.2 If the empty pallets cannot be reloaded on the same aircraft due to time constraints, the pallets shall be re-loaded on the next available aircraft at no additional expense to the government. The U.S. Government reserves the right to make alternate arrangements for the disposition of empty pallets and associated equipment.

3.H.18.6.3 Carriers must maintain positive accountability for all cargo removed from 463-L pallets and annotate any reconfigurations (i.e. containerization for onward movement) on their daily ITV reports. The carrier's daily ITV report must include a current tally of all USG-owned equipment (i.e. pallets, cargo nets, etc.) in the carrier's possession.

3.H.18.7 Pricing
This service shall be priced on a per piece basis by cargo type (heavy vehicle, light vehicle, shipper-owned 20' container, general cargo, etc.). The rates for general cargo shall include un-stuffing and the return of the empty 463-L pallets and associated equipment (including any short-term storage).

3.H.18.8 Ordering/Booking
3.H.18.8.1 Due to the extensive coordination required and the compressed timelines inherent in such a concept, the contractor must provide an English-speaking representative to be available 24/7 to ensure requirements are being communicated between all parties in a timely manner. This person must be able to represent the carrier on all contractual issues related to the aircraft handling/air terminal services.

3.H.18.8.2 It is the intent of the U.S. Government to book cargo seven (7) days prior to airlift from origin for redeployment/retrograde cargo. However, due to operational realities the contractor must be able to perform with less than 24-hours notice.

3.H.18.8.3 In the event redeployment/retrograde cargo arrives that has not been booked via IBSSUST, the contractor shall discharge the cargo from the aircraft and immediately inform OCCA Europe/Africa so that ETRRs can be prepared.

3.H.18.8.4 Under no circumstances is the contractor to refuse service due to a lack of sufficient notice. In the event the contractor feels they cannot provide service due to safety concerns, the Contracting Officer/COR/OO must be immediately contacted for guidance.

3.H.18.8.5 In all cases, redeployment/retrograde cargo arriving via AMC or other aircraft owned and/or operated under charter by the U.S. Government shall be booked for onward movement to final destination via USC. Redeployment/retrograde cargo shall not be short-stopped at the airfield for any reason.

3.H.19 Transloading/MHE Support

Transloading/Material Handling Equipment Support accessorial shall be ordered when the USG will require the carrier to provide MHE capable of uploading/downloading cargo to their trucks for onward movement to the POE. All labor/lashing and lashing materials shall be included in the price per piece.

3.H.20 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), Contractor shall deliver directly from scan location to consignee, normally within 2 hours of outgating from POD. 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.

3.I Breakbulk and RORO Requirements

3.I.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.

3.I.1.1 Shifting of Berths, Meeting Minimum Tonnage
3.I.1.1.1 At the request of the Ordering Officer/COR, the Contractor shall call at, or shift the vessel to any particular dock, wharf, place, or open roadstead at which the vessel can lie always safely afloat at any time of tide or at which the judgment of the vessel master may lie safely aground, and to and from which the vessel may safely proceed.

3.I.1.1.2 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 Exhibit 3, PWS, Attachment 3, paragraph 1.1.2.1.5.2, if booked under Free-In or Free out terms.

3.I.1.1.3 Aggregate of Free-In and/or Free-Out cargo shall meet minimum tonnage of 1,000 MTONs for shifting.

3.I.1.1.4 Contractor shall assess no additional costs to the U.S. Government.

3.I.1.2 Shifting of Berths, Not Meeting Minimum Tonnage
3.I.1.2.1 At the request of the Ordering Officer/ COR, the Contractor shall shift the vessel to a particular dock, wharf, place, or open roadstead.

3.I.1.2.2 The vessel shift request applies for cargo loaded or discharged within a vessel's port of call if booked under Free-In or Free out terms yet does not meet minimum tonnage.

3.I.1.2.3 The U.S. Government will reimburse the Contractor for costs incurred in accordance with Exhibit 3, PWS, Attachment 6, Section F.

3.I.1.3 Demurrage If Shift is Requested
If the U.S. Government directs the Contractor to an encumbered berth or U.S. Government-provided stevedores are not available upon vessel's scheduled arrival and shall delay the vessel in her schedule, demurrage is payable on a pro rata basis (based on a per diem demurrage rate) until the berth or stevedores are available at the corresponding demurrage rate in accordance with the Rate Guide.

3.I.2 Reimbursement for Damage

3.I.2.1 For U.S. Government operated ports, the U.S. Government shall reimburse the Contractor the cost of repairing any damage to a vessel caused by any unsafe condition of any berth or anchorage to which a vessel is ordered by the Ordering Officer under Exhibit 3, PWS, paragraphs 3.I.1.1 or 3.I.1.2, 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.

3.I.2.2 Costs of damage will be submitted directly to the Contracting Officer.

3.I.2.3 Contractor shall reimburse the U.S. Government for any damage to a U.S. Government pier or berth caused by the arrival or departure of Contractor's vessel.

3.I.3 Terms for Loading and Discharging Services

The Contractor shall accept requests for loading and discharging services at the Contractor's terminal on a Free-in, Free-out, liner term, and/or combination Free-in, Free-out, liner term basis when ordered.

3.I.3.1 Stowing of Free-in, Free-out Cargo

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

3.I.3.2 Dunnage
The U.S. Government will provide and lay all dunnage material as required for the proper stowage and protection of Free In/Free Out cargo on board. The U.S. Government will be responsible for and pay the cost of removing their dunnage after discharge of cargo

3.I.3.3 Loading, Stowing, Trimming, Securing Supervision
Cargo loaded, stowed, trimmed and secured by the U.S. Government shall be under the supervision and to the satisfaction of the vessel master.

3.I.3.4 Stowage Preplans/Plans
When cargo is loaded by a Breakbulk carrier, the Contractor shall provide to the cognizant SDDC offices to include the U.S. 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, U.S. Government will provide the load list to Breakbulk carriers a minimum of 5 business days prior to vessel arrival at origin.

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

3.I.3.5 Acceptable Cargo Space
The Contractor shall provide acceptable space for the cargo, other than cases where the US Government is at fault. The Contractor shall bear all expense of providing acceptable space. If at the time for loading or discharging the cargo, the space provided is not acceptable as determined by the designated SDDC representative responsible for the operation, the designated SDDC representative responsible for the operation may reject the space, except that the Contractor and the designated SDDC representative responsible for the operation may agree that the US Government shall properly prepare, clean, ready or provide normal access to the space at the Contractor's expense. If space otherwise acceptable is so situated in the vessel that in order to discharge cargo stowed therein it shall be necessary to first discharge, move or otherwise handle cargo, the costs of discharging, moving or handling and reloading such cargo shall be borne by the Contractor.

The designated SDDC representative responsible for the operation shall use the SD Form 290 to document the charges to be reimbursed by the Contractor, obtain signature from the Contractor (or designated representative) on the SD Form 290, and submit the SD Form 290 to HQ SDDC G8. The SD Form 290 shall be used as record for the Contractor to reimburse the US Government for any charges and for any Overtime Differential and Guaranteed Time accrued as a result of this section.

3.I.3.5.1 If, at the time of loading the cargo, the specifications and/or description of the cargo vary from that of the booking or otherwise communicated data, the Contractor shall not bear the burden of preparing, cleaning or making readily available sufficient space to load the cargo. The U.S. Government shall bear all

expense necessary to first discharge, move or otherwise handle cargo to create such sufficient space for loading.

3.I.3.6 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 SDDC Commander shall use the SD Form 290 to document the charges to be reimbursed by the Contractor, obtain signature from the Contractor (or their designated representative) on the SD Form 290, and submit the SD Form 290 to HQ SDDC G8. The SD Form 290 shall be used as record for the Contractor to reimburse the US Government for any charges and for any Overtime Differentials and Guaranteed Time accrued as a result of this section.

3.I.3.7 Premium Hour Responsibilities
3.I.3.7.1 The Contractor is responsible for any longshoremen overtime differentials, longshoremen guarantee time, and longshoremen minimum time associated with calling terminals where U.S. Government operates terminals outside of normal business hours if done so at the request of the Contractor. The Contractor is also responsible for civilian overtime paid for weekend work and late night starts, this includes Saturday, Sunday, Holidays and Monday through Friday, 1900 starts. All charges to ocean carrier will be submitted via Service Authorization, SD FORM 290 and Civilian Overtime, SD FORM 294. U.S. Government operated terminals' normal business hours are Monday - Friday, 0800-1700. Premium hours are all hours outside of U.S. Government operated terminals' normal business hours. Contractor shall be exempt for the costs listed in this subparagraph for no more than 4 port calls per performance period.

3.I.3.7.2 If an afterhours port call is made at the U.S. Government’s request (i.e. not part of Contractor’s normal liner schedule), the Contractor is not responsible for the premium hour responsibilities in PWS, paragraph 3.I.3.7.1.

3.I.3.7.3 Regular liner schedules to terminals where SDDC loads/unloads vessels on a Free In/Free Out basis shall be limited to SDDC business hours as it appears in the Transportation Facility Guide.

3.I.3.8 Use of Cargo Handling Gear
The Contractor shall, throughout the duration of the loading and/or discharging, give free use of the vessel’s cargo handling gear and of sufficient motive power to operate all such cargo handling gear to the U.S. Government

3.I.3.9 Cranemen/Winchmen/Tallymen/Other Crew
The Contractor shall, upon written request of the Ordering Officer/COR, provide cranemen/winchmen, tallymen, or others from the crew to operate the vessel’s cargo handling gear or perform other stevedore functions on the vessel unless prohibited by local regulations. The Contractor shall not be held responsible for refusal of the crew to perform the additional tasks described in this Section. The crew shall be under the U.S. Government’s risk and responsibility and as stevedores to be deemed as their servants but shall always work under the supervision of the vessel master.

3.I.3.10 Reimbursement of Crew Costs
When such services are performed by the crew in, the U.S. Government shall reimburse the Contractor for (a) additional labor costs actually incurred in conformity with labor agreements and (b) any increased cost or premiums for insurance coverage, in addition to costs not covered by insurance, resulting from compliance with this paragraph.

3.I.3.11 Stevedore Damage
The U.S. Government shall be responsible for damage (beyond ordinary wear and tear) to any part of the vessel caused by stevedores, unless cargo is booked under liner terms. Such damage shall be notified as soon as reasonably possible by the vessel master to the U.S. Government or its agents and to its stevedores, failing which the U.S. Government shall not be held responsible. The U.S. Government is obliged to repair any stevedore damage prior to completion of the voyage but shall repair stevedore damage affecting the

vessel's seaworthiness or class before the vessel sails from the port where such damage was caused or found. All additional expenses incurred shall be for the account of the U.S. Government and any time lost shall be for the account of and shall be paid to the Contractor by the U.S. Government at the demurrage rate.

3.I.3.12 Liner -Terms and Linehaul Service
3.I.3.12.1 The Contractor shall provide service on a liner-term basis when ordered and where accessorial rates are awarded.

3.I.3.12.2 The Contractor shall provide breakbulk linehaul service when ordered and when rates have been awarded from origin to POE and/or from POD to destination. When origin door service is ordered Contractor shall provide liner service at POE; when door service to destination is ordered Contractor shall provide liner service at POD.

3.I.3.13 Containerization for the Convenience of the Contractor
3.I.3.13.1 For breakbulk cargo booked by the U.S. Government on a liner-term basis, the Contractor may, at its discretion, containerize such cargo for its own operational convenience without any additional cost or expense to the U.S. Government. However, breakbulk cargo booked on a port basis must be decontainerized and made available for customer pick up within 2 working days after vessel discharge, and is considered breakbulk cargo for the purpose of computing the cargo guarantees for this contract. For cargo booked to port, Contractor must complete decontainerization (and any other Contractor obligations at the POD, such as Customs Clearance) (a) prior to notifying SDDC and consignee that cargo is ready and available for pickup by U.S. Government, and (b) no later than RDD.

3.I.3.13.2 Container detention is inapplicable if Contractor containerizes cargo for their own convenience.

3.I.4 AAFES English Channel Service

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.)

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 U.S. Government owned/leased trailers between any port on the Continent and any port in the United Kingdom. U.S. 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 U.S. 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)	12.80 x 2.50 x 3.95
35-foot Cargo (Dry)	10.80 x 2.50 x 3.95
35-foot Cargo (Reefer)	11.35 x 2.50 x 3.95

The electrical hookup requirements are standard European plugs, five poles, 380 volts.

3.J CYBER SECURITY

3.J.1 Handling and Protection of Non-Public Information

In performance of this contract, the contractor may have access to DoD information. The contractor agrees (a) to use and protect such information from unauthorized disclosure in accordance with Department of Defense (DoD) Instruction 8582.01: Security of Unclassified DoD Information on Non-DoD Information

Systems; (b) to use and disclose such information only for the purpose of performing this contract and to not use or disclose such information for any personal or commercial purpose; (c) to comply with other current Federal and DoD information protection and reporting requirements for specified categories of information (e.g., medical, proprietary, critical program information (CPI), personally identifiable information, export controlled); (d) to obtain permission of the Government Requiring Activity before disclosing/discussing such information with a third party; (e) to return and/or electronically purge, upon Government request, any DoD information no longer required for contractor performance; and (f) to advise the Contracting Officer (CO) and/or Contracting Officer's Representative (COR) of any unauthorized release of such information.

To provide adequate security, the contractor shall implement information systems security in its project, enterprise, or company-wide unclassified information technology system(s) that may have DoD information resident on or transiting through them. The information systems security program shall implement, at a minimum, the specified National Institute of Standards and Technology (NIST) Special Publication (SP) 800-53 security controls identified in the solicitation.

3.J.2 Incident Handling

3.J.2.1 Reporting Requirements

The contractor shall provide an initial incident report to the United States Transportation Command (USTRANSCOM) Cyber Operations Center (CyOC) as soon as possible upon discovery of any suspected cyber intrusion events on the contractor's (or its subcontractors') unclassified information system(s) or network(s) where DoD information is resident or transiting. The initial incident report shall be provided even if some details are not yet available, with follow-on detailed reporting within 72 hours to DoD and the USTRANSCOM CyOC. Reportable cyber intrusion events include the following:

(a) A cyber intrusion event involving possible data exfiltration, manipulation or unauthorized disclosure of any DoD information resident on or transiting the contractor's (or its subcontractors') unclassified information systems or networks;

(b) Intrusion activities that allow unauthorized access to the contractor's unclassified information system(s) or networks(s) on which DoD information is resident or transiting.

3.J.2.2 Incident Report Content

The incident report shall include, at a minimum, the following information:

(a) Data Universal Numbering System (DUNS).
(b) Contract numbers affected unless all contracts by the company are affected.
(c) Facility CAGE code if the location of the event is different than the prime Contractor location.
(d) Point of contact if different than the POC recorded in the System for Award Management (address, position, telephone, email).
(e) Contracting Officer point of contact (address, position, telephone, email).
(f) Contract clearance level.
(g) Name of subcontractor and CAGE code if this was an incident on a subcontractor network.
(h) DoD programs, platforms or systems involved.
(i) Location(s) of compromise.
(j) Date incident discovered.
(k) Type of compromise (e.g., unauthorized access, inadvertent release, other).
(l) Description of technical information compromised.
(m) Any additional information relevant to the information compromise.

3.J.2.3 Incident Report Submission

The contractor will submit unclassified incident reports to DC3 via the Defense Industrial Base Network (DIBNet) Portal (http://dibnet.dod.mil).

3.J.2.4 Incident Response Coordination

In the event of an intrusion or potential intrusion, the contractor agrees to allow follow-on actions by the Government to further characterize and evaluate the suspect activity. The contractor acknowledges that

damage assessments might be necessary to ascertain intruder methodology and identify systems compromised as a result of the intrusion. Contractor acknowledges that in certain cases a complete forensic analysis might be necessary to ascertain intruder methodology and identify systems compromised as a result of the intrusion. Once an intrusion 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 intrusion for subsequent forensic analysis so that an accurate and complete damage assessment can be accomplished by the Government. The contractor is not required to maintain an organic forensic capability, but must ensure data is preserved (e.g. removing an affected system, while still powered on, from the network meets the intent of this requirement) and all actions documented until forensic analysis can be performed by the Government or 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 CCOR.

3.J.2.5 Information Sharing
The Government may use and disclose reported information (e.g., information regarding threats, vulnerabilities, incidents, or best practices) that does not include contractor attribution information at its discretion to assist entities in protecting information or information systems (e.g. threat information products, threat assessment reports); provided that such use or disclosure is otherwise authorized in accordance with applicable statutes, regulations, and policies.

3.J.2.6 Confidentiality and Non-Attribution Statement
The Government shall take reasonable steps, by controlled access and need-to-know procedures, to protect against public release of attribution information of the contractor. The Government may use and disclose reported information that includes attribution information only on a need-to-know basis to authorized persons for cyber security 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 disclose attribution information to support contractors that are supporting the Government's cyber security and related activities if the support contractor is subject to legal confidentiality requirements that prevent any further use or disclosure of the attribution information. The Government agrees to consider available exemptions of the Freedom of Information Act to protect against disclosure of attribution information of the contractor to unauthorized persons. Within a reasonable period necessary to perform an analysis after completion of the assessment, all contractor proprietary information or third party proprietary information in the possession of the Government as a result of the assessment will be destroyed unless other disposition is agreed upon in writing by the Parties or is required by law, Executive Order or regulation.

3.J.2.7 Law Enforcement/Counterintelligence
In the event of a known or potential intrusion, the contractor shall consent to responding counterintelligence or law enforcement investigative agency requests to apply forensic analysis tools to contractor information systems affected by the intrusion, including monitoring tools, imaging tools, and any other techniques that the agency seeks to apply to effectively analyze the intrusion. The contractor shall allow the responding counterintelligence and/or law enforcement investigative agency to image affected systems, including systems containing proprietary information. Nothing in this contract shall limit the ability to conduct law enforcement or counterintelligence activities, or other activities in the interest of the Government.

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

3.K.1 Flatbed and Double Drop Service

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

3.K.1.1.1 The weight of any single piece does not exceed 44,000 pounds for flatbed or 40,000 pounds for doubledrop.

3.K.1.1.2 The height of the cargo, when loaded on the equipment, does not exceed 13 feet 6 inches.

3.K.1.1.3 The width does not exceed 11 feet.

3.K.1.2 Service Requirements

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

3.K.1.2.2 For cargo moving on flatracks:

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

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

3.K.1.2.2.3 EDI reporting requirements apply for events as specified in Exhibit 3, PWS, Attachment 1.

3.K.1.3 Pricing and Rate Rules.

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

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

* Not to exceed 44,000 lbs.
** Not to exceed 40,000 lbs.

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

3.K.1.3.1.1.1 Flatbed includes dropdeck.

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

3.K.1.3.1.2 Equipment length is as required to move the cargo safely and in compliance with local laws and regulations but should not exceed 53 feet. Calculation of usable space per conveyance should not exceed 480" per conveyance.

3.K.1.3.1.3 Cargo with a width less than or equal to 8.5 feet is considered in-gauge.

3.K.1.3.1.4 Cargo that exceeds 8.5 feet but does not exceed 11 feet is considered overwidth.

3.K.1.3.2 Contractor shall be paid for each piece of equipment used when optimized in accordance with 3.K.1.3.2.1.1.

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

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

3.K.1.3.2.1.2 The tallest piece shall determine whether the conveyance shall be priced as flatbed or double drop; the widest piece shall determine whether the conveyance shall be priced as in-gauge or OOG.

3.K.1.3.2.2 If cargo ordered on different bookings is loaded on the same conveyance, the Contractor may only bill once for the equipment.

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

3.K.1.3.4 Extra driver service can be ordered by the Ordering Officer at time of booking or at any time before the cargo departs the port. Contractor shall be compensated for extra driver service at $0.40 per one way mileage subject to a minimum of $160.00.

3.K.1.3.5 Shipper-owned containers shall move at Contractor's container linehaul rates or flatbed in-gauge rates, whichever are lower. Three Tricons or four Quadcons shall move as one 20-ft. container for rate calculation.

3.K.1.3.6 Contractor shall be compensated for costs incurred , not to exceed $120.00, for pickup or delivery ordered and provided on a non-business day.

3.K.1.3.7 The Contractor may choose to use other types of equipment that can accommodate the cargo; however, the Contractor shall be paid for flatbed or double drop service as determined by the height of the cargo as specified in Exhibit 3, PWS, paragraph 3.K.1.3.1.

SECTION 4 – SHIPMENTS OF PRIVATELY OWNED VEHICLES (POVS)

4.A Shipments of POVs

4.A.1 Scope

The provisions of Section 4.A apply to shipments booked by Non-governmental Authorized Users of the Contract. These shipments include, but are not limited to, POVs shipped by Global POV Contractors.

4.A.2 Payment

Terms for payment for services provided under section 4.A will be per mutual agreement of the Contractor and the Non-governmental Authorized User.

4.A.3 Special Provisions for Privately Owned Vehicles (POVs)

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

SECTION 5 – MEASURING PERFORMANCE

5.A Performance Requirements

The expectation of the U.S. Government is that all cargo booked under this contract shall successfully move in accordance with the terms of the contract. The U.S. 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 the average of two scores: a Lane Score (LS), typically COCOM to COCOM, and a Worldwide Score (WS), with the following exception: 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.

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 (i.e. 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.

5.A.1 Performance Measures and Performance Standards

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

5.A.2 Performance Objectives

Performance Objective No. 1: On-Time Delivery

The Contractor shall deliver the cargo not later than the Required Delivery Date (RDD) specified in the accepted booking. In accordance with Exhibit 3, PWS, Attachment 1, the RDD may be modified by the U.S. government with prior approval. A Modified (i.e. Extended) RDD may be assigned based on the length of the delay authorized in advance by the U.S. government.

Performance Objective No. 2: In-Transit Visibility (ITV)

The Contractor shall provide accurate and timely shipment status reports using the Electronic Data Interchange (EDI), or the Ocean Carrier Interface (OCI) as required by Exhibit 3, PWS, paragraph 3.A.10. There are nine required transactions for container shipments and eight for breakbulk.

Required transactions for containers: W, I, AE, VD, VA, UV, OA, X1, RD or EC
Required transactions for breakbulk: W, I, AE, VD, VA, UV, OA, X1

Although required, RD or EC will not be measured with the other required EDI transactions. The U.S. Government recognizes that in some cases RD or EC submission may occur after shipment RDD and therefore, after the performance measurement window has passed.

The ITV performance objective is calculated based on a weighted score of EDI submission considered at 80% weight and submission timeliness considered at 20% weight. Each transaction will be independently measured. For example, if the Contractor submits seven 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)*80%)+((7/8)*20%) = 87.5%).

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.

5.A.2.1 Performance Objective Assessment

Performance assessments will be prepared on a monthly basis by the close of business on the 15th business day of each calendar month. The SDDC G9 COR will coordinate with the Contractor to resolve all disputed performance assessment data prior to the posting of the Monthly Performance Assessment. The Government shall accomplish audits of Contractor submitted performance data to ensure accuracy. Data points for Performance Objectives 1 and 2 represent one container or piece of cargo as booked.

Table 5.A.2.1

Performance Objective	Description	Performance Measure	Performance Average	Weight	Performance Assessment
1	On-Time Delivery	Cargo shall be delivered no later than the Required Delivery Date as accepted in the booking.	*x%*	*0.75*	*x* .75*
2	In-transit Visibility	The Contractor shall provide to the U.S. Government an accurate 315 transaction set within 24 hours of the event.	*y%*	*0.25*	*y * .25*
Contractor Performance Score				1.00	**Total %**

5.A.2.2 Performance Rating
The U.S. Government will use the Contractor Performance Score calculated at Exhibit 3, PWS, Table 5.A.2.1 as a factor in the best value booking process.
If a lane score falls below 0.75, Contractor may be put into Limited Use status in accordance with Exhibit 3, PWS, paragraph 3.G.2 for that lane. To facilitate that process, the US Government will, as suggested in Exhibit 3, PWS, Table 5.A.2.2, assign a Contractor Rating to the Contractor's Performance Score.

Table 5.A.2.2

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

SECTION 6 – TRADE AREAS AND ZONES

6.A Trade Areas and Zones

6.A.1 General Definition of Trade Areas

Africa: Includes all ports on the continent of Africa, and nearby islands detailed in Exhibit 3, PWS, paragraph 6.A.2.9.

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 Bosporus 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 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.

6.A.2 Descriptions of Zones

Many of the routes in this contract have been structured into zones so that countries/ports can be grouped to best reflect market conditions and minimize the number of rates to be submitted by Contractors. Ocean

rates apply on a zone to zone basis. Below is a description of the zones included in each area and of the ports that are included in each zone. The zones in each list are numbered. This numbering does not match the naming of Route Index /Zone 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.

6.A.2.1 Far East

6.A.2.1.1 Applies for service to/from CONUS and North East Asia intrazone

Zone	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

6.A.2.1.2 Applies to all other service

Group Zone	Countries
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.”

6.A.2.2 Mediterranean
The Mediterranean area is divided into three zones:

6.A.2.2.1 Western Mediterranean shall embrace the coastline from the north Portugal - Spain border until the southernmost point on mainland Italy. Excludes ports in Africa other than the Spanish North African ports of Ceuta and Melilla. Includes Spain except for Spain’s northern and northwestern ports. Includes France’s Mediterranean ports, and Corsica. Includes islands in the Western Mediterranean other than those in the territory of Morocco, Algeria, and Tunisia. Includes the West Coast of mainland Italy, and islands off the West Coast of Italy including Sardinia and Sicily. Includes mainland Portugal and Malta.

6.A.2.2.2 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).

The geographical areas affected are identified under their respective zones as follows:

1. Western Mediterranean 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

2. Eastern Mediterranean 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 Bosporus but not including the Black Sea)
    Other islands lying within the zone

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

6.A.2.3 Central America/Mexico

Central America/Mexico is divided into zones as follows.

1. Central America/Mexico West Coast

    Mexico (WC)
    Guatemala (WC)
    El Salvador
    Honduras (WC)
    Nicaragua (WC)

2. Central America/Mexico East Coast (except Honduras)

    Mexico (EC)
    Belize
    Guatemala (EC)
    Nicaragua (EC)

3. Honduras East Coast

4. Panama/Costa Rica

Panama
Costa Rica

6.A.2.4 Caribbean

The Caribbean is divided into zones as follows:

	Zone	Includes
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

6.A.2.5 Scandinavia/Baltic

	Zone
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)

6.A.2.6 Middle East, South Asia and Indian Ocean Area

	Zone	Description
1	Kuwait	Kuwait
2	Persian Gulf and Gulf of Oman	Saudi Arabia (Persian Gulf Ports) United Arab Emirates (UAE) Bahrain Qatar, 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
8	Iraq	Iraq

6.A.2.7 South America

South America includes the following zones:

East Coast of South America (zone/countries):

1 Colombia (Caribbean ports)
2 Brazil
3 Uruguay

4 Argentina
5 French Guiana/Guyana/Suriname
6 Venezuela

West Coast of South America (zone/countries):

7 Colombia (Pacific ports)
8 Ecuador
9 Peru
10 Chile

6.A.2.8 Oceania

Oceania includes the following zones:

	Zone	Includes
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

6.A.2.9 Africa

Africa includes the following zones:

	Zone	Includes
1	North Africa	Morocco (Mediterranean ports only), 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). 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

6.B 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:

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 6.A.2.5)
i. Norway East (as defined in 6.A.2.5)
j. Norway North (as defined in 6.A.2.5)
k. Norway West (as defined in 6.A.2.5)

Port Arbitrary Group B (specific ports)

1. Darwin (Australia)
2. Umm Said (Qatar)
3. Zamboanga (Philippines)

SECTION 7 – REGION-SPECIFIC REQUIREMENTS

7.A Puerto Rico

7.A.1 Cargo Clearance Service

7.A.1.1 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), 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. 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.

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

7.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.

7.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.

7.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.

7.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.

7.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.

7.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.

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

7.A.3 Expedited or After-Hours Delivery

7.A.3.1 Expedited delivery service

The Contractor shall provide expedited delivery when ordered by the Ordering Officer. The Contractor shall deliver the container to consignees within two business days 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.

EXCEPTION: Expedited deliveries of shipments enroute, but prior to commencement of outgate carriage at port of debarkation shall be by mutual consent of the US Government and the Contractor.

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 US Government for the charges paid for expedited delivery service.

7.B Alaska

7.B.1 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. For the linehaul portion of the movement, the KFF Service Differential, set forth in the Rate Guide, will be added to the applicable Mileage rate. The KFF Service window of operation is from 1 October through 30 April.

7.B.2 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.

7.B.3 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.

7.B.4 Mileage in Alaska
Alaska mileage rates apply to mainland and island locations.

7.B.5 Privately Owned Vehicles (POVs)
7.B.5.1 POV Receive/Deliver
Ocean Contractors shall receive or deliver POVs from/to the US Government from Monday through Friday from 0800 until 1700 hours, except on locally observed holidays. The ocean Contractor and the GPC Contractor will perform a joint inspection of the POVs, using form DD788 or the Contractor equivalent form at receipt and delivery at the ocean Contractor's terminal. The custom of the trade is to deliver the vehicle in the same condition and cleanliness as it was received at both the ocean Contractors' Puget Sound and Anchorage terminals and to the GPC Contractor.

7.B.5.2 POV Processing Service
POVs moving from the ocean Contractor's Puget Sound terminal to Kodiak Island terminal shall be handled in the same manner as described in Exhibit 3, PWS, paragraph 7.B.5.1. At Kodiak Island the ocean Contractor will issue POVs to service members or their agents at the ocean terminal. This terminal will process POVs according to the following Hours of Operation: Mondays 0800-1200; Tuesdays 0800-1200; Thursdays 1300-1700 hours, except on locally observed holidays. An inspection of the POV will be accomplished with the service member or their representative upon receipt of the POV. POVs will be returned in the same condition of cleanliness as received, to include washing if required, to facilitate efficient joint vehicle inspection.

7.B.5.3 POV Storage and Detention
The Contractor shall provide storage for POVs in a secure (generally closed to the public), lighted, fenced, hardstand area pending pick up by the member for up to twenty-one (21) calendar days. Detention charges, as set forth in Exhibit 3, PWS, paragraph 3.G.4, will be assessed if storage is required beyond twenty-one (21) calendar days. POVs moving from the Contractor's Kodiak Island terminal will be received from service members or their agent at the terminal during the same hours as above and be inspected as above. The ocean Contractor will then load, transport, unload at their Puget Sound terminal, inspect and issue POVs to the VPC drayage Carrier as described in Exhibit 3, PWS, paragraph 7.B.5.1. Charges are located in the Rate Guide.

7.B.5.4 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.

7.B.5.5 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 US Government. Rates also include all materials necessary to perform tie-down service.

7.C Hawaii

7.C.1 Inter-Island Hawaii Service
7. 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.

SECTION 8 – DEFINITIONS

8.A Definitions

The following terms have the meaning as set forth below:

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

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

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

Authorized Agent of the US Government: An entity authorized to book shipments under USC-8 on behalf of the US Government in accordance with terms and conditions listed in Exhibit 3, PWS, Section 4.

Booking: Offer by the US Government and acceptance by the Contractor for the transportation of goods pursuant to the applicable rates, terms and conditions of the subject contract. A booking is an order.

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

Cargo Cleaning Service:

> Wash Service: Cleaning required for cargo that has been tendered to the Contractor dirty and requires thorough washing.
>
> Rinse Service: Cargo cleaning to remove road dirt and other contaminants accumulated while in transit or at the port. Service applies to cargo that was tendered to the Contractor clean.

Cargo Handling: Cargo handling (Container) Accessorial service provided by the Contractor for cargoes that are containerized by the Contractor. Cargo handling services include all labor, material, and equipment necessary to receive cargo; unload from inbound conveyance; tally cargo; load and secure cargo into containers; provide intra-terminal transfers; supply necessary blocking, bracing, and dunnage; and submit reports in accordance with 3.A.12. Accessorial includes all services from in-gate and receipt of cargo through stuffing of container at the POE and from unstuffing of the container to out-gate at POD.

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

Concealing (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.

Constructive Staging: A delay in the final receipt of the cargo by the US Government at the inland destination after release and commencement of on-carriage from the discharge port caused by the US Government's refusal or inability to accept the containers at the inland destination. This only applies in Exigency Areas.

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 US Government reports; verifying/ certifying invoices; and reviewing Contractor claims.

Contractor: An entity in private industry, which enters into contracts with the US Government to provide goods or services. For purposes of the USC-8 contract, the definition is further limited to ocean common carriers within the meaning of the Shipping Act of 1984, as amended, or vessel operating contract carriers as determined under Federal Maritime Law.

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

Cutoffs:

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

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

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

Drayage: The movement of a container between the Contractor's terminal at the port where the container is loaded to, or discharged from, the vessel and another place 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/RORO: Aircraft (unboxed), helicopters, boats over 40 ft., oversized cargo, bulk cargo, and heavy lift cargo and explosives (excluding IMO Class 1.4), except where a specific CLIN has been included for the commodity.

Excepted Cargoes Container: Heavy lift cargo, oversized cargo (with the exception of cargo that meets the definition of over dimensional cargo or super load), explosives (excluding IMO Class 1.4) and all containers other than dry, reefer, ISO tank, open tops and flatrack containers, except where a specific CLIN has been included for the commodity.

Exclusive Use: When linehaul service is provided, the Contractor will devote the entire conveyance for USC-8 booked cargo and shall be prohibited from loading any non USC-8 booked cargo either on the conveyance or on the government cargo except as provided in Exhibit 3, PWS, paragraph 3.A.19.

Expedited Delivery: An accessorial under which the Contractor guarantees delivery prior to the RDD established at time of booking.

Expedited Origin Linehaul: An accessorial under which the Contractor guarantees delivery to POE before the cutoff timelines outlined in Exhibit 3, PWS, paragraph 3.A.13, within legal parameters, such as speed, hours of service, etc.

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

Extra Driver Service: Contractor will provide an extra driver for continuous linehaul service within legal parameters.

Feeder Vessel (Shipping): A vessel used to 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 US Government shippers and receivers to load or unload Contractor equipment (i.e. containers) before detention charges begin to accrue.

Futile trip: When, due to the fault of the US Government, the Contractor incurs costs on trucks that are dispatched but not used.

General Cargo:

> Breakbulk/RORO: All static (non-wheeled cargo) except explosives (excluding IMO Class 1.4), helicopters, shipper owned containers (SOC), excepted cargo, and hazardous cargo precluded from carriage by a Contractor under a Contractor's policy.
>
> Container: All container cargo except refrigerated cargo, explosives (excluding IMO Class 1.4), over-dimensional cargo, excepted cargo, and hazardous cargo precluded from carriage by a Contractor under a Contractor's policy.

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

Heavy Lift Cargo: Pieces and packages having a gross weight in excess of 112,000 lbs excluding wheeled or tracked vehicles on RO/RO vessels.

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

Household Goods: Shipments of household goods and baggage.

Intermodal Move: Being or involving transportation by more than one mode of transportation or type of Contractor during a single journey. An intermodal move occurs when two or more different modes such as rail, truck, barge and/or 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 bargeship system. Linehaul rates include exclusive use of the conveyance.

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

Liner Terms—Breakbulk: The Contractor provides all services from receipt of cargo at POE to load of cargo on the vessel (liner in) or from discharge of the vessel at POD to outgate (liner-out). 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 (MsT): 40 cubic feet per ton or 2240 lbs. per ton

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

Ocean Cargo Booking Office (OCBO): 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 US Government.

Ordering Officer (OO): An individual authorized to place orders against indefinite delivery indefinite quantity transportation or transportation-related services contracts awarded by USTRANSCOM, provided the contract terms and monetary limitations specified in the contract are met. The OO is:

(1) Responsible for distributing and administering orders for services that are placed

(2) Responsible for the oversight, management, and control of the distributing and administering of orders for services that the staff has placed

(3) Responsible for establishing controls necessary to ensure that all contract terms and conditions are met and that transportation services ordered conform to contract requirements before acceptance is made or payment authorized

(4) Responsible for reporting deficiencies in contractor performance promptly to the Contracting Officer's Representative or the Program Management Office.

Ordering Officers may not make any changes in the terms and conditions of any contracts against which orders are placed**.**

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

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

Oversized 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

QUADCON: Shipper Owned Container; four QUADCONs have the same external dimensions as a 20-foot shipping container. For rate calculation purposes, linehaul rates will be applied in accordance with Exhibit 3, PWS, Attachment 3, paragraph 1.1.2.1.7, and individual accessorials will be applied if booked as breakbulk.

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

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

Required Delivery Date (RDD): The date specified in the booking, which is the latest date that cargo must be delivered. The RDD may be extended through the D-RAP process.

Round Robin: See Spotting of Containers

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

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

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

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

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

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

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

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

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

Short Stop: A change to the terms of a specific booking whereby the U.S. Government orders the Contractor to cease further movement beyond the port of debarkation (or a relay port). Usually, the U.S. 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 a 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: Delay in commencement of drayage, line-haul or on-carriage transit requested by the US Government. Containers may be staged at the Contractor's terminal, port facility, or at any other location chosen by the Contractor or US Government, such as a railhead or barge terminal. Constructive staging is a delay in the final receipt of the cargo at the inland destination after release and commencement of on-carriage from the discharge port caused by the US Government's refusal or inability to accept the containers at the inland destination.

Swing Cargo: Any cargo which may be containerized or shipped breakbulk/RORO.

Transloading service: Accessorial service provided by the Contractor. Transloading services include all labor, material, and equipment necessary to transfer cargo from one conveyance to another, to include intra-terminal transfers.

TRICON: Shipper Owned Container; three TRICONs have the same external dimensions as a 20-foot shipping container. For rate calculation purposes, linehaul rates will be applied in accordance with Exhibit 3, PWS, Attachment 3, paragraph 1.1.2.1.7, 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 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.

SECTION 9 – SECURITY AND FORCE PROTECTION

9.A.1 Basic Security Information

The majority of daily work associated with this PWS for the contractors is at the UNCLASSIFIED level; however some contractor personnel may be required to access/transport SECRET (material and or areas) for this contract. All levels of access required by contractors will be identified by the government (either HQ SDDC or USTRANSCOM transportation officers) for the levels from UNCLASSIFIED to SECRET. At no time will contractors be authorized access or transport classified/sensitive material that will require a national security determination (security clearance) without the government's approval. These requirements will be addressed and approved by the government functional manager for the contract, CO, or COR and not the contract company. Any stipulation of the Information Technology / Automated Data Processing IT/ADP categories or clearance levels needed by the contractor will have approval by the functional manager, COR or the CO before the start of the contract task order. All requirements will be validated for clearance or investigation level by USTRANSCOM or HQ SDDC before the start of the mission if classified is being carried.

Additionally, the contractor shall not divulge any Government financial, planning, programming, or budgeting information without the express consent of the Government as outlined in Operational Security (OPSEC) and Information Security regulations. UNLCLASSIFIED//For Official Use Only material will not be released without the approval of DoD, more specifically USTRANSCOM or HQ SDDC. The contractor shall comply with all appropriate provisions of applicable security regulations. Security requirements are identified in the DD Form 254, DOD Contract Security Classification Specification. A completed/signed DD Form 254 is attached to the contract.

9.A.2 Additional Security Requirements (Transportation Security)

The US Flag vessel master or Captain, in addition to at least one other licensed deck officer, must possess a valid SECRET personnel security clearance, in order to carry classified cargoes without government

supercargo personnel. In the event that a vessel does not have two cleared officers, then two supercargo personnel (E-5 or higher or equivalent civilian grade) must accompany the cargo. If the cargo is classified, both supercargo personnel must possess valid personnel security clearances at or above the level of cargo classification.

Contractors shall adhere to Defense Transportation Regulation 205, Section X, TRANSPORTING SENSITIVE AND CLASSIFIED SHIPMENTS BY VESSEL WHILE TRANSITING INTERNATIONAL WATERS.

Contractors who move Unit Movement Cargo shall possess a minimum valid INTERIM SECRET Facility and Personnel clearance. However if any cargo being moved by the contracted company under a task order that contains COMSEC material or equipment a FINAL (NOT INTERIM) SECRET (Facility and Personnel) clearance will be required ***(see NSA CSSM 3-16 and DoD 5220.22-M (9-402c) for details regarding COMSEC material possession clearance requirements)***.

9.A.3 Personnel Security Requirements

The contractor's, subcontractors, and/or partner's personnel performing classified services under this contract for a national security determinations (security clearances), shall be citizens of the United States of America as a clearance requirement. Overall, all contractor personnel shall possess the appropriate personnel security investigation for the position occupied. Contractor personnel shall be required to have a background investigation that corresponds with the sensitivity level of the tasks to be performed.

The following guidance will be followed when determining background investigation types and security clearance levels for this contract depending on requirements:

The IT/ADP and Cleared Position Sensitivity Levels are:

IT-II/ADP-II or Non-Critical Sensitive Positions (SECRET LEVEL):
Those positions in which the incumbent is responsible for the direction, planning, design, operation, or maintenance of a computer system, and whose work is technically reviewed by a higher authority of the ADP-III category to ensure the integrity of the system. These include access to classified material or equipment at the SECRET level.

(IT-II/ADP-II or Non-Critical Sensitive) Background Investigation Requirements:
Positions designated by the Government at the Non-Critical Sensitive/ADP-II/IT-II rating require a National Agency Check with Local Credit (NACLC) (or acceptable periodic reinvestigation) favorably adjudicated (a favorable adjudication grants eligibility at the SECRET level as prescribed by DOD 5200.2-R). The IT-II/ADP-II requirement mandates the contractor have a minimum Facility Clearance Level (FCL) at the SECRET (or higher) level due to investigation submissions as directed in DOD 5220.22-M, DOD 5200.01 Vol. 1-4 and JPAS.

IT III/ADP III or Non-Sensitive Positions (Position of Trust // No Classified Access // CAC Issuance):
All other positions involved in computer activities or who require a Common Access Card. No clearance is granted for classified access and only a Position of Trust is awarded and posted in the Joint Personnel Adjudication System (JPAS).

(IT-III/ADP-III or Non-Sensitive) Background Investigation Requirements:
Positions designated by the Government at the Non-Sensitive/ADP-III/IT-III rating require a National Agency Check with Inquiries (NACI) (or acceptable investigation/reinvestigation) favorably adjudicated (a favorable adjudication issues a Position of Trust determination as prescribed by DOD 5200.2-R and DOD 5200.46. Favorable NACI or equivalent investigation results must be posted in JPAS before a Common Access Card (CAC) or Non-classified Internet Protocol Router Network (NIPRNET) access will be granted. To obtain interim CAC/NIPRNET access, NACI investigations will be opened with fingerprint, name and criminal records checks returned favorably before the credentials (CAC and NIPRNET) are issued. NACI submissions will be completed on the Standard Form (SF) 85 and submitted with fingerprint

cards (FP 258) to USTRANSCOM Force Protection, Security Services Center (SSC) for processing. No classified access will be granted based on the NACI investigation.

NOTE: The above requirements for IT-III/ADP-III/Non-Sensitive Positions are for access to unclassified systems only. Contractors who require access to classified systems, areas or material must have interim or final adjudication of background investigations at the Critical or Non-Critical Sensitive levels**.** ***(EXCEPTION TO INTERIM SECRET REQUIREMENTS: A final SECRET Facility/Personnel Clearance eligibility and access is only excepted when handling or transporting any COMSEC material or equipment. NO INTERIM ELIGIBILITY WILL BE AUTHORIZED FOR COMSEC TRANSPORTATION.)***

USTRANSCOM and SDDC only process National Agency Check with Inquiries (NACI)/Position of Trust investigations and do not complete any personnel security investigations for classified access. It is incumbent upon the contractor to have the appropriate investigations completed upon start of the contract as prescribed by the government. Interim clearance determination will be accepted only if the investigation is opened with the fingerprint, name and criminal records checks returned favorably by OPM. No interim determinations will be accepted without these basic checks completed IAW DoD 5200.2-R and DoD 5200.46.

9.A.4 Facilities Clearance Level

The contractor must have a valid FCL at the SECRET level. Interim FCLs are acceptable provided they are not expired. FCL procedures and security guidelines for adjudicative requirements are outlined in DOD 5220.22-M and DOD 5200.2-R. FCLs and Interim FCLs must be awarded by the Defense Security Service (DSS) or the DoD Central Adjudication Facility (DoDCAF). FCL's will be sponsored by USTRANSCOM thru Defense Security Service if the Contract Officer approves the action. ***(EXCEPTION TO INTERIM SECRET REQUIREMENTS: Final SECRET FCL must be present when a company or its members are handling or transporting any COMSEC material or equipment)***

9.A.5 Personnel and Facilities Clearance Validation

Upon award of a task order that contains classified cargo, the contactor will submit the names of the vessel master or Captain and the licensed deck officer who will fulfill the requirements of Exhibit 3, PWS, paragraph 9.A.2 above to HQ SDDC G3 via their organization e-mail address at usarmy.scott.sddc mbx.omb-for-hq-coc@mail mil for vetting through JPAS to ensure investigative and clearance requirements have been satisfied for this contract for those personnel who require classified access. If a contractor's employee does not have the required investigative or security clearance level based on the Government's determination, the contractor's personnel will be denied the ability to work in support of this contract (or task orders). HQ SDDC G3 upon receipt of the contractor information shall forward the contractor information to the SDDC G34 Protection Division organization e-mail at usarmy.scott.sddc mbx.g2-safb@mail.mil.

Any background investigation in JPAS must reflect either an open, closed, or adjudicated background investigation before the contractor employee is given access to classified information. Personnel with any incident reports posted in JPAS will be denied access for working on contracts until DoDCAF adjudicates the incident report. Interim security clearances are only accepted if they have been opened with OPM in JPAS.

NATO ACCESS: Contractors who require access to Secure Internet Protocol Router Network (SIPRNET) or access to the Fused Operations Center at Scott AFB will be required to be read on and coded with NATO access in JPAS. Those contractor personnel will be briefed by the USTRANSCOM Security Services Center (SSC) for all NATO access and be coded in JPAS upon completion. Contractors will be de-briefed upon out-processing for any NATO access they received by the SSC. NATO access will also apply to any personnel who require USTRANSCOM Fused Operations Center Access (Area 11) posted on their restricted area badges for USTRANSCOM. Contract companies will not code NATO access due to Central United States Registry (CUSR) requirements for the USTRANSCOM Sub-Registry to complete the required briefing and de-briefing for NATO within USTRANSCOM.

9.A.6 Common Access Card Eligibility and Issuing Procedures
Contractors may be allowed CAC's under this contract if the following conditions are met and are approved by the COR/CO or Functional Manager for the contract:

- CAC's will be issued only to United States Citizens for this contract. Foreign Nationals will not be allowed CAC's unless they possess a legal residence status within the United States for a minimum of 3 years and obtain a positive result from FBI fingerprint check, and an initiated National Agency Check with Written Inquiries (NACI) through the USTRANSCOM Security Services Center or HQ SDDC G34 Protection Division***. (The details for CAC issuance are outlined in DoD 5200.46)***

Additionally:

- CAC's will not be issued to personnel that are located in CONUS and who do not have physical access to a base on a frequent basis. Frequency is identified by installation access for four (4) days a week with a desk, phone and computer on this installation ***(Scott Air Force Base Instruction 31-101. This is a controlled publication and may only be accessed by personnel on the EIM site for Scott AFB)***.

- Those personnel who need access to an installation may obtain the Transportation Worker Identification Card (TWIC) for CONUS bases and sites only. The TWIC and the Defense Biometric Identification Database System will allow for installation access in CONUS. Contractors with TWIC's will be required to register at each installation in the DBID's. TWIC's can be obtained by going to the following website (http://www.tsa.gov/what_we_do/layers/twic/index.shtm) and the successful completion of the prescribed application process. USTRANSCOM or HQ SDDC does not facilitate any TWIC issuance or investigation process for the TWIC.

- CAC's will not be issued to contractor personnel OCONUS or at forward operating bases if there exists another access control identification card. The CAC will only be issued if another identification card does not exist. CAC's are primarily used for logical access to government networks and the CAC will not be primarily used only for physical access if other credentials exist.

If personnel are approved for CAC's by the CO or COR the name and social security number will be forwarded to the USTRANSCOM Security Services Center for validation of background investigation levels. Upon notification by the SSC that contractor personnel meet the required investigative and clearance levels, the personnel may be loaded by the decision of the CO/COR or functional manager in the Trusted Associate Sponsorship System (TASS) for an expiration on their CAC for the base year, plus two option years, for a three year total, if the contract is fully funded. If the contract is unfunded or funded on a yearly basis requiring recertification of funding by USTRANSCOM TCAQ/TCJ8, CACs will only be loaded for the current period of performance. All CAC issuance will be based on the favorable NACI investigation.

9.A.7 Visits to USTRANSCOM/HQ SDDC Building
All visit(s) by contractor personnel to USTRANSCOM or HQ SDDC will require an electronic visit request be submitted using the Joint Personnel Adjudication System (JPAS). JPAS visits can be forwarded to the Security Management Office (SMO) code: USTC-SDDC. The visit request will annotate the contract number in the POC block of the visit request and the name of the COR/CO in the phone number block. Visits may be initiated for the base or option year period only and not the entire duration of the contract.

9.A.8 Additional Security Conditions
Upon completion of this contract, the contractor's personnel shall surrender all Government supplies, materials and equipment to the COR or designated representative. All contractor personnel assigned to this contract and located at Scott Air Force Base will out-process through the Security Services Center. Any assigned contractor personnel who possess security badges shall turn in those badges into the issuing authority it was derived from during out-processing. Contractor personnel shall out-process on the last day of the contract or upon termination or reassignment from duties under this contract. All CAC's issued in support of this contract regardless of where they were issued, will be returned to the Trusted Agent (TA) in TASS at USTRANSCOM for return to the Security Services Center or SDDC G34 for accountability in the

system. The contractor will send the CAC to USTRANSCOM or SDDC through certified mail to track the credential.

The Government shall ensure the roles/privileges assigned to contractor personnel on the Government computing platforms are limited to the roles/privileges essential to that individual's performance of his/her assignments. The Government may limit or revoke these roles or privileges for any reason.

If the Government notifies the contractor that the employment or the continued employment of any contractor personnel is prejudicial to the interests or endangers the security of the United States of America, that employee shall be removed and barred from the worksite. This includes security deviations/incidents and credible derogatory information on contractor personnel during the course of the contract's period of performance. The contractor shall make any changes necessary in the appointment(s).

Security Regulation Guidance:
Department of Defense (DOD):
2000.16 (DODI Antiterrorism (AT) Standards)
5200.01 Vol 1-4 (DOD Information Security Program)
5200.2-R (DOD Personnel Security Program)
5200.08-R (DOD Physical Security Program)
5220.22-M (National Industrial Security Program)
8500.1 (DTIC Cyber-Security)
2000.12 (DOD Antiterrorism (AT) Program)
8500.2 (Information Assurance (IA) Implementation)
5200.46 (DoD Investigative and Adjudicative Guidance for Issuing the Common Access Card (CAC))
The Defense Transportation Regulation

DOD regulations are found at: http://www.dtic.mil/whs/directives/corres/pub1.html

USTRANSCOM:
USTRANSCOM Instruction 31-02 (USTRANSCOM Security Classification Guide)
USTRANSCOM Instruction 31-12 (Operations Security - OPSEC)

Scott Air Force Base:
SAFB Instruction 31-101 (Installation Security Instruction)

USTRANSCOM Force Protection (Industrial Security) Points of Contact:
USTRANSCOM
Attn: TCJ3-FP [redacted]
508 Scott Drive
Scott AFB IL 62225
Commercial: 618-220-6531/220-7892 (respectively)
[redacted]
USTCJ3-FP Approval: [redacted] **USTRANSCOM SSC, 618-220-7892**
USTCJ3- FP Tracking #: USTRANSCOM-FP-0005-15

SDDC G34 Protection Division (Industrial Security) Point of Contact:
SDDC
Attn: G34 [redacted]
1 Soldier Way
Scott AFB IL 62225
Commercial: 618-220-7755/6559
[redacted]
SDDC-G34 Approval: [redacted] **618-220-7755**
HQ SDDC G34 Tracking #: HQSDDCG34-022-15

HQ SDDC G3 e-mail organizational e-mail address: usarmy.scott.sddc mbx.omb-for-hqcoc@ mail mil

SECTION 10 – 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

A. EXIGENCY ANNEX

A.1 Scope / Declaration of Exigency Area

A.1.1 This annex shall apply 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".

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.1.2 The Government may renegotiate rates in an Exigency area when that area is declared.

B.2 Container Detention

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, in any Exigency Area. Exception: containers entering Afghanistan from countries other than Pakistan, as detailed in the CENTCOM section of this Annex. Free time/detention will run during any staging or authorized Government caused delay in accordance with Exhibit 3, PWS, Attachment 1.

B.3 Container Pick Up/Return

B.3.1 The U.S. Government and the Contractor agree that it is in their mutual best interests to facilitate the prompt return and pickup of empty containers at the original point of delivery. To achieve this goal, the Contractor will use commercially reasonable efforts to position trucks at FOBs to evacuate empty containers within 7 calendar days after receiving notice from the U.S. Government that the container is available at the original point of delivery. In addition, the US Government will use reasonable efforts to load empty containers onto trucks that the Contractor positions to evacuate empties, including trucks that have delivered loaded containers at the FOB as well as trucks dispatched to pick up empties.

B.3.2 To manage and monitor progress towards achieving prompt return and pickup of empty containers, the U.S. 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 U.S. 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 U.S. Government's performance in loading empty containers on the Contractor's trucks.

B.3.4 At locations where the U.S. 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 U.S. Government. Contractor personnel will obtain passwords as needed to access these systems. In order to assist with container accountability, as requested by the Contractor, the US Government will provide a regular, weekly report showing all loaded containers delivered and empty containers picked up from specific installations.

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 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 and SDDC Battalion if unable to dispatch all called forward cargo within 5 calendar days of the staging release.

B.5 Staging

Billing will cease on the HR EDI event date auto-generated by D-RAP.

B.6 Carrier Holding Yards

B.6.1 Contractors will provide detailed information of all carrier holding yard locations (including latitude/longitude) that will be used to store U.S. Government cargo to cognizant COR and SDDC Battalion.

B.6.2 Contractor will provide standard commercial security service at its holding yards.

B.6.3 Contractor will provide to cognizant SDDC Battalion as advised by COR a Daily Carrier Holding Yard Report on cargo that is stored in its holding yards until cargo is dispatched for onward movement.

B.6.4 Carrier Holding Yard Report format: The Contractor shall provide report in a separate Excel spreadsheet. Columns will include: type/description of cargo, TCN, container number (if applicable),

PCFN, booking number, origin/destination, POE/POD, shipper DoDAAC, receiver DoDAAC/MAPAC, vessel discharge date, date cargo moved from port to carrier holding yard location, date cargo arrived at carrier holding yard location, date cargo departed carrier holding yard location, and onward destination (another holding yard or final destination).

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 cognizant COR or when the cargo is constructively staged in accordance with the Staging Section.

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 (OO).

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 (OO) 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 US 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.

B.7.5 Invoices for driver wait time shall also be permitted on a case-by-case basis for stoppages in transit if a compensable delay is approved in advance by the Ordering Officer (OO) through the DRAP process.

B.8 Daily Intransit Visibility (ITV) Reports

B.8.1 Inland ITV Reports are required for cargo moving to any exigency area, and is 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 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 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. 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 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.6). This elevated level of armed vessel security is only applicable to vessels with freeboards of less than 15 meters and 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) (i.e., redeployment/retrograde cargo) for transit through a high-risk zone prior to disembarking the armed security team(s). In such cases the rate for this service shall be based on a 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 the Gulf of Aden, the Contractor shall request approval from the Contracting Officer prior to service being performed. This elevated level of armed vessel security may apply to all vessel types (e.g. container, ro-ro's, car carriers, traditional freighters) carrying cargo under this contract.

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 US 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 US Government and its employees for any third-party claims, which may arise from the Contractor's use of armed force or other implementation of Exhibit 3, PWS, Exigency Annex, B.11.

B.11.4 The US 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.

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 (i.e., 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, Badgkhshan, 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, Kyrgzyzstan, Tajikistan to/from Afghanistan.

C.2.4 KUT – shall be ordered when cargo destined for Afghanistan via the NDN transits thru Kazakhstan, Uzbekistan, Tajikistan to/from Afghanistan.

C.3 Enhanced In-Transit Visibility (ITV) and Cargo Security

C.3.1 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 accessorials: 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.3.2 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 30 minutes with no interruption in service for the entire PAKGLOC transit
    c. Reporting Frequencies shall include multiple options ranging from 30 minutes to six hours. Transmission must include all queued position reports.
    d. Communication to Government must be automated via interface with IRRIS, 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 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:
   Device identifier,
   Shipment identifier (Booked TCN and container number, if appropriate)
   Date/time in ZULU format,
   Location information in decimal latitude/longitude format
   Status/event codes to report when intrusion is detected and (optional) any other shipment events or status.

b. Status code definitions and test data provided to the IRRIS PMO upon contract award and two weeks prior to any scheduled movement for subsequent code changes.

c. 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.3.3 When ordered by the Contracting Officer or the Ordering Officer, the Contractor shall provide Enhanced Physical Security as detailed below:

1. Convoy Movement Security planning and execution;
2. Secure enroute checkpoints to include cargo inspection and daily reporting of checkpoint activity;
3. Contractor provided special security devices, bolts, seals and/or procedures used to detect and reduce pilferage (Containers Only);
4. Back-up truck and driver capability to recover from truck or driver disability;
5. Truck operations that incorporate:
   a. Route planning to avoid reported threats;
   b. Waypoint ETAs and status checks for overdue trucks;
   c. Continuous contact with drivers and escorts;
   d. Secure facilities for overnight rest; and
   e. Immediate response to driver disability, equipment damage or breakdown.
6. Upon indication of deviation from planned route, unplanned delays in movement, loss of contact, pilferage, attack, security breech, or any other indication that the cargo has been compromised, the Contractor shall immediately notify the cognizant SDDC Group Operations Center of same and provide detailed information to include:
   Time and location of incident;
   Details of the incident;
   Container numbers or breakbulk TCNs involved;
   Proposed corrective action;
   Impact to delivery schedule; and
   Follow-on report within 24 hours with reports continuing every 24 hours until the cargo is recovered or the customer suspends the reporting.

Screened Personnel to include drivers, escorts, and checkpoint and tracking personnel.

C.4 Disinfestation, Disinsection and Disinfection 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.4.1 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.4.2 Disinfestation – this procedure is carried out by setting bait traps (stations) in the bottom of each container/flatrack (minimum1 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.4.3 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.4.4 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.4.5 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).

D. APPLICABLE TO EXIGENCY AREAS WITHIN AFRICOM
(blank)

E. APPLICABLE TO EXIGENCY AREAS WITHIN EUCOM
(blank)

F. APPLICABLE TO EXIGENCY AREAS WITHIN PACOM
(blank)

G. APPLICABLE TO EXIGENCY AREAS WITHIN NORTHCOM
(blank)

H. APPLICABLE TO EXIGENCY AREAS WITHIN SOUTHCOM
(blank)

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 24 hours of accomplishment.

Table 1 of Reportable Shipment Status Events

CODE	DEFINITION	NOTES
EE	Empty spotted	Container pick up in lieu of actual spot is acceptable for shippers having container pools. Required for other than pool locations. (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 POE. This transaction is only applicable at the POE. There shall be exactly one (1) 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 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. Only one OA transaction is permitted 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 and cargo is transiting the Northern Distribution Network and Pakistan Ground Line of communications (PAKGLOC). 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 Contractor Prior to	This transaction is required for container shipments when the Contractor has regained possession of its asset prior to delivery (X1). An example of the proper use of an EC Code would be when cargo is deconsolidated

	Delivery (X1)	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	This transaction is required when shipment is delivered to customer, or possession is turned over to the U.S. Government. This transaction is only applicable upon actual physical delivery. 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). 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 input to the PAT Delay Request and Authorization Portal (D-RAP) after receiving and executing U.S. Government direction to stage a shipment, to include staging at ports or holding yards. The transaction will be auto-generated based on the date the shipment entered into staging for Holding Yard staging, or date approved by OO for Port Staging.
HR	Release from U.S. Government-directed Staging	This transaction will be auto-generated based on Contractor date input to the D-RAP after receiving U.S. Government direction to end staging of a shipment, to include staging at ports or holding yards. The transaction will be auto-generated based on the date the shipment exited staging. Staging ends on the date indicated in the End Staging order (or as approved by OO for port staging), or when cargo physically departs the Staging location, whichever is earlier.
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 U.S. 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 U.S. Government.

Additional Rules for HG/HR Transactions

HG and HR transactions: The HG and HR transactions will be auto-generated by the D-RAP to indicate entry into and release from U.S. Government-directed staging. Authority for staging is the cognizant SDDC Ordering Officer (OO).

HG: Following receipt of a written U.S. Government staging request to move cargo to a non-port staging location via the D-RAP, the Contractor will execute movement of the shipment to the staging location. Within 24 hours of entry into the staging location, the Contractor will input the date of entry to the staging location into the D-RAP. As a result of the date input into the D-RAP, the HG transaction will be auto-generated and distributed. The HG event date for non-port staging entry will be the date inputted by the Contractor into D-RAP. For port staging, the Contractor will request port staging entry via the D-RAP including a requested start date. The Ordering Officer (OO) will review the request and either approve, approve with a modified date or reject it. If approved, the date approved will be the event date of the HG transaction.

HR: Following receipt of a written U.S. Government staging release order via the D-RAP to move cargo from a non-port staging location, the Contractor will execute movement of the shipment from the staging location. Within 24 hours of departure from the non-port staging location, the Contractor will input the date of departure from the staging location into the D-RAP. The HR event date, auto generated by the D-RAP, will be the earlier of the cognizant SDDC OO's staging release date identified in the staging release order and the date of departure inputted into the D-RAP indicating actual departure from the staging location. Cargo must commence dispatch from staging within required timelines outlined in Section 3 of the Performance Work Statement (or, if applicable, in the Exigency Annex) upon receipt of written U.S. Government request. For large volumes of cargo, contractor will be responsible for managing dispatch in the most expeditious manner. Contractor will provide dispatch timelines to cognizant Battalions and COR until cargo has dispatched from staging area. For port staging, the Contractor will, based on input from the U.S. Government (typically OO or consignee) originate the port staging end request via the D-RAP including a requested end date. The cognizant SDDC OO will review the request and either approve, approve with a modified date or reject it. If approved, the date approved will be the event date of the HR transaction.

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.

For non-port staging (e.g. holding yards), if an onward movement EDI is submitted by the Contractor for staged shipments prior to the cognizant SDDC OO directing staging release in the D-RAP,, the shipments will queue for auto-closing in the D-RAP. If staging release is not directed by the cognizant SDDC COR within 96 hours of the queuing of the shipment record for auto-closing, an HR transaction ending the non-port staging will be auto-triggered by the D-RAP. The HR event date will equal the event date of the onward movement EDI and the RDD will be extended accordingly.

For port 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. If a staging release request is not submitted by the Contractor within 96 hours of the queuing of the shipment record for auto-closing, an HR transaction ending the port staging will be auto-triggered by the D-RAP. The HR event date will equal the event date of the HG transaction and the RDD will not be extended.

Additional Rules for SD/BD/A1/A2 Transactions

SD, BD, A1 and A2 transactions: The SD, BD, A1 and A2 transactions will be auto-generated by the D-RAP based on U.S. Government approval to indicate start or end of an authorized delay. These transactions will be auto-generated only upon authorization from the cognizant SDDC OO.

SD and A1: The Contractor shall submit a request for an authorized delay to the cognizant SDDC OO via the D-RAP within 2 business days of the event causing the delay. The SDDC OO has 2 business days to respond to the request from the Contractor via the D-RAP.

Following U.S. 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 OO in the D-RAP within 2 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 OO 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 U.S. 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 OO determines that the Contractor's reporting of the delay duration is inflated, the delay authorization may be voided.

The SD/BD and A1/A2 transaction pairs generated via the D-RAP will recommit the Contractor to a new delivery date defined as: RDD + (# days elapsed from SD/A1 to BD/A2). For a shipment RDD to be extended, both an SD and BD or A1 and A2 transactions must be authorized and generated via the D-RAP.

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 OO 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 and the RDD will not be extended.

Government and non-Government delays will be approved, approved with date modification, or denied by the U.S. government COR based on their review of the D-RAP request. The U.S. Government OO 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 via the Pipeline Asset Tool (PAT) Lift On Board (LOB) Portal
1.2. Medium: Excel attachment uploaded into PAT 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.

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/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

1 Rate Rules

1.1 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.

1.1.1 Equipment Charges

1.1.1.1 Cargo shipped in flatrack containers shall be freighted at the General Cargo container rate. In addition, the contractor's 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*.

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

1.1.1.2.1 The contractor's charges for drayage or inland linehaul of empty U.S. Government containers shall be the same as the contractor rates contained in the Rate Guide.

1.1.1.2.2 Accessorial services provided by the contractor, in connection with service provided to U.S. Government containers, shall be at the rates contained in the Rate Guide.

1.1.1.3 Hazardous Cargo On-Deck Surcharge
The lump sum surcharge shall only apply, per container, to hazardous cargo requiring on-deck stowage per Coast Guard Regulations. The surcharge shall be in addition to the general cargo container rate. This charge does not apply to excepted commodities.

1.1.1.4 Small Arms Ammunition
Small Arms Ammunition (International Marine Organization (IMO) Class 1.4) is moved at the same rate as general cargo plus a surcharge of $1,000 per container or, for breakbulk shipments, $50 per measurement ton.

1.1.1.5 Twenty Foot Container Formula
1.1.1.5.1 For routes where 20 foot 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. If all carriers with rates on contract reject a booking, the 20 foot differential may be used. This formula is not applicable to single factor rates or linehaul rates.

1.1.1.5.2 Rates for drayage or inland service for 20 foot containers may be applied at 85% of the 40 foot drayage, inland, or mileage rate only for locations where 20 foot rates are not on contract. If all carriers with rates on contract reject a booking, the 20 foot differential may be used.

1.1.1.6 Forty Five Foot and Greater Containers
A surcharge of 12.5% of the basic rate for a 40 foot container shall be applied for use of any 45 foot (or greater) container.

1.1.1.7 High-Cube Containers
A container (dry or reefer) in excess of 8’6” in height shall be paid at the same rate as an 8’6” container.

1.1.1.8 Open-Top Containers
Contractor shall be paid a surcharge of $300.00 for the use of contractor provided, open-top containers.

1.1.1.9 Bulk liquid commodities containerized in U.S. Government owned or leased 20 foot Tank Containers

1.1.1.9.1 The U.S. Government shall pay for bulk liquid containerized service at the rates for each overland linehaul segment; the ocean segment shall be paid at the contractor’s 20 foot general cargo dry container rate, plus a surcharge of $500.00 for each loaded tank container or empty tank container that is not cleaned, sealed and certified. Clean and empty tank containers shall be paid at the contractor’s 20 foot general cargo dry container rate, without the surcharge for the ocean segment. (This includes transportation of Helium Tanks).

1.1.1.9.2 Contractor provided tank container service is described in Exhibit 3, Performance Work Statement (PWS), paragraph 3.A.19

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

1.1.2 Application of Drayage and Inland Rates
All drayage or inland services rates are stated in whole dollars per manifested container size/type and are applicable for drayage or inland services furnished by the contractor in conjunction with basic ocean services. All drayage and inland rates 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.

1.1.2.1 Inland Rate Application

1.1.2.1.1 Linehaul and drayage rates apply to points specifically named and to other points, places, ports, and cities as described in 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.

1.1.2.1.1.1 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.

1.1.2.1.2 In the absence of specific container linehaul rates between points, inland charges are computed using mileage band rates, multiplied by the one-way mileage per mileage bands 51 and greater. Mileage rates apply by commodity/container size. Rates for mileage bands less than 51 miles are per container for container shipments and per conveyance for breakbulk shipments.

1.1.2.1.2.1 Mileage rates apply between points and ports in the country named in the rate table, except,

1.1.2.1.2.1.1 The 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.

1.1.2.1.2.1.2 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.

1.1.2.1.3 Application of breakbulk and out-of-gauge container linehaul for shipments to and from Afghanistan and Iraq.

1.1.2.1.3.1 The contractor shall be paid for service actually provided for multiple pieces where more than one breakbulk piece can be loaded to a conveyance.

1.1.2.1.3.2 The breakbulk linehaul rates and terms shall apply for breakbulk cargo if a contractor offers both container and breakbulk linehaul rates.

1.1.2.1.3.3 Port transload. The contractor shall be paid the transload surcharge for Karachi to transfer cargo from flatrack to truck and to flatrack from truck at the contractor's rates contained in the Rate Guide.

1.1.2.1.3.4 Super Load Shipments. Rates for super load shall apply to cargo that exceeds 140 inches high but less than or equal to 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. Applies to breakbulk shipments only.

1.1.2.1.4 Inland Service by Ferry or by Barge-Ship Systems.
Inland rates shall apply to inland service provided by commercial ferry or by commercial barge ship systems in the following instances:

1.1.2.1.4.1 Between ports in the United Kingdom and ports in Ireland.

1.1.2.1.4.2 Between ports on the mainland of Italy and ports of Sicily and Sardinia.

1.1.2.1.4.3 Between ports in mainland Greece and ports in Crete.

1.1.2.1.4.4 Between ports in Japan and Misawa, Iwakuni, Sasebo Japan.

1.1.2.1.4.5 Within the State of Hawaii, when the inland location is not on the same island as the port.

1.1.2.1.5 Grouping of certain Ports, Cities, and Places

1.1.2.1.5.1 In order to avoid proliferation of rates, certain ports and inland points have been grouped together as described in Exhibit 3, PWS, Attachment 4.

1.1.2.1.5.2 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.

Port Group	Port Members
CONUS	
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

Port Group	Port Members
Puget Sound	Bremerton, Seattle, Tacoma
San Francisco Bay Area	San Francisco, Oakland, Richmond, Mare Island, Alameda
OCONUS	
Calcutta/Kolkata	Calcutta,/Kolkata Haldia
Dammam	Dharan, Dammam
Manama	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

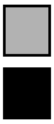
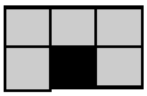
1.1.2.1.6 Rates for drayage or inland service in connection with the transportation of refrigerated cargo are applied at an additional 30% of the basic dry cargo drayage, inland, or mileage rate only for locations where rates for reefer drayage, linehaul or mileage are not on contract. If all carriers with rates on contract reject a booking, the refrigerated differential may be used.

1.1.2.1.7 For linehaul rate calculation purposes, three Tricons or four Quadcons on the same conveyance shall be considered equivalent to one TEU. If booked as breakbulk, the applicable accessorial rates will be applied.

1.1.3 Over dimensional Cargo

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

1.1.3.2 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):

In gauge:	BOF (Basic ocean freight) +FRS (Flat rack surcharge) TP (Total price)	
Over height:	BOF+(BOF x 65%) +FRS TP	
Over width:	BOF+((BOFx2) x 65%) +FRS TP	
Over height and Overwidth	BOF+((BOFx5) x 65%) +FRS TP	

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.

1.1.3.2.1 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.

1.1.3.2.2 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.

1.1.3.2.3 Cargo exceeding 90 inches in height shall be considered overheight for open tops.

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

1.1.3.3 If other than flatracks are used to ship over dimensional cargo, the flatrack surcharge shall not be applied to the formula. If open top containers are used, the open top surcharge shall apply.

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

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

1.1.3.6 Cargo that cannot be loaded on or in an intermodal container (closed, open top, flatrack) prior to stevedoring is not covered by this formula.

1.1.3.7 The over dimensional formula is limited to port-to-port terms only. Basic ocean freight (BOF) is the General Cargo ocean container rate in the Rate Guide.

1.1.3.8 This formula can be applied to cargo exceeding either the weight and/or the dimensions defining over dimensional cargo when the U.S. Government and the contractor mutually agree in writing to do so prior to the cargo booking.

1.1.4 Single Factor Rates

1.1.4.1 These rates include all considerations except for Currency Adjustment Factor (CAF), Bunker Adjustment Factor (BAF), 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.*

1.1.4.2 Single factor rates apply from specified origin to specified destination via the ports specified in the single factor rate. Contractors shall designate the port of loading and port of discharge for each single factor rate. Bookings shall be made using the combination of ports designated by Contractors.

1.1.4.3 Contractors may change the ports to be used for a single factor rate or add new port combinations to an existing single factor requirement by notifying the CO. Any change in price shall require approval by the CO.

1.1.4.4 Single factor rates may not exceed the cost of the same booking using multifactor rates.

1.1.4.5 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.

1.1.5 Cargo Handling
When this service is ordered by the U.S. Government, contractors shall be paid for each manifest MsT for providing cargo handling services at contractor-designated facilities. The rates apply for the commodities and locations specified in the rate without regard to container size. Cargo handling rates are for the place named in the Rate Guide and apply for both import and export services.

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

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

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

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

1.2.2 When liner service is required for breakbulk shipments at the POE, POD, or both, the applicable liner term rate(s) in the Rate Guide shall be added to the FIO ocean rate for the ports where liner service is ordered.

1.2.3 Extra length charge: For each additional 10 feet or fraction thereof in excess of 45 feet, the extra length charge shall be added to the ocean rate to calculate the total ocean freight. The extra length charge is only applicable on the Genernal cargo commodity and is only applicable to the ocean freight.

1.2.4 Hazardous Cargo Surcharge: This surcharge applies to hazardous cargo requiring on-deck stowage by Coast Guard regulations and is expressed as a rate per MsT to be added to the commodity rate for the ocean transportation.

1.2.5 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.

1.2.6 Vessel Demurrage: Contractor shall be compensated for berthing delays caused by the U.S. Government (see Exhibit 3, PWS, paragraph 3.I.1.3) based on demurrage rates (per vessel day) in the Rate Guide. Charges are prorated for the actual period of delay.

1.2.7 Linehaul for Breakbulk and RORO cargo

1.2.7.1 For breakbulk shipments requiring inland movement, linehaul rates apply to points specifically named and to other points, places, ports, and cities as described in 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.

1.2.7.2 In the absence of specific linehaul rates between points within CONUS, inland charges are computed using mileage band rates, multiplied by the one-way mileage. For mileage less than 51, the rates are per conveyance.

1.2.7.3 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.

1.3 Application of Rates – Container and Breakbulk

1.3.1 Port Arbitraries: A surcharge is applicable for selected ports designated in Exhibit 3, PWS, section 6.B. The port arbitrary shall be in addition to the applicable ocean rate.

1.3.1.1 Port arbitraries apply to all directions of movement.

1.3.1.2 Port arbitraries do not apply to single factor rates.

1.3.1.3 Exhibit 3, PWS, paragraph 6.B identifies the ports for which port arbitraries may be established for this contract. The surcharge shall be listed in the Rate Guide.

1.3.1.4 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.

1.3.1.5 Port Arbitraries do not apply to:
Scandinavia, Baltic - Continental Europe, United Kingdom, Ireland,
Kuwait - Iraq,
or other routes where the ports subject to port arbitraries are named in the ocean route (Exhibit 3, PWS, paragraph 6.B)

1.3.2 Mileage Source

1.3.2.1 The Defense Table of Official Distances (DTOD) is the official source of distances for payment of rates based on mileage and for calculation of standards based on overland distance from point to port and port to point combinations. City/Port groups or zip codes will not be used for mileage calculations. Contractor shall be paid in accordance with the version of DTOD used by IBS at the time of the booking. The U.S. Government shall provide notification of changes in the version of DTOD used.

1.3.2.1.1 A commercial product that is DTOD-compliant is “PC*Miler” that shall produce distance calculations identical to DTOD. Contractors who have PC*Miler shall be provided a file of the official mileages to be used by IBS for all point to port and port to point combinations using mileage based rates. Contractors should ensure that they have the same version of PC*Miler as used in IBS. Contractors who elect to use another source for computing mileages cannot be provided this file. Should there be any differences in the mileages computed by DTOD and the mileage invoiced by the contractor, the contractor shall be paid based on the DTOD mileages.

1.4 Rate Refresh: All USC rates will be refreshed (re-priced) annually in conjunction with Exercising the Option.

1.5 Container Rates and Breakbulk/SOC Rates:

1.5.1 If contractors offer rates under the container category, such rates will also be valid for the Breakbulk rate for Shipper-Owned Containers (SOC) of the same size, unless contractor provides lower rates in the Breakbulk/SOC category. This rule applies to Ocean, Drayage, Line-Haul, and Mileage Rates, but not to Accessorial and Single-Factor rates.

1.5.2 Container rates and Breakbulk/SOC rates apply to containers that are seaworthy, i.e. have valid and current CSC stickers and other required certificates. Nonseaworthy Government-Furnished containers, whether booked under container rates or Breakbulk/SOC rates, are subject to a 5% surcharge of the applicable Ocean rate.

1.5.3 Contractors who do not own or control containers should not offer container rates, as they are not in a position to honor them when Contractor-provided containers are required. Such contractors should only submit Breakbulk/SOC rates, as such rates require the Government to provide a container. The U.S. Government reserves the right to reject or delete any and all container rates submitted by contractors unable to provide Contractor-controlled containers.

City Group	Drayage Zone	Country	State	Locality
(City Groups are used for Linehaul & Single Factor Rates)	(Drayage Zones are used for Drayage Rates)			
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
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
DARWIN	DARWIN	AUSTRALIA		PALMERSTON
GLADSTONE		AUSTRALIA		GLADSTONE
MELBOURNE	MELBOURNE	AUSTRALIA		MELBOURNE
ROCKHAMPTON		AUSTRALIA		ROCKHAMPTON
SYDNEY	SYDNEY	AUSTRALIA		SYDNEY
TOWNSVILLE	TOWNSVILLE	AUSTRALIA		TOWNSVILLE
ALICE SPRINGS		AUSTRALIA		ALICE SPRINGS
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		JUFAIR
MANAMA	MANAMA	BAHRAIN		KHALIFA BIN SALMAN
MANAMA	MANAMA	BAHRAIN		MANAMA
MANAMA	MANAMA	BAHRAIN		SHAIK ISA
MANAMA	MANAMA	BAHRAIN		SITRAH

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		GOSSELIES
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
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
LIMASSOL	LIMASSOL	CYPRUS		LIMASSOL
NICOSIA		CYPRUS		NICOSIA
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		BISCHOFSHEIM
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		STERBFRITZ
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
IDAROBERSTEIN		GERMANY		BAD BERTRICH
IDAROBERSTEIN		GERMANY		BAUMHOLDER
IDAROBERSTEIN		GERMANY		IDAR OBERSTEIN
IDAROBERSTEIN		GERMANY		NEUBRUECKE
KAISERSLAUTERN		GERMANY		BRUCHMUHLBACH-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		KIRSCHEIM 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		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
ARAXOS		GREECE		ARAXOS
ATHENS	PIRAEUS	GREECE		ATHENS
ATHENS	PIRAEUS	GREECE		ELEFSIS
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
SAINT GEORGES	SAINT GEORGES	GRENADA		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
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 FORSE BASE
HONOLULU	HONOLULU ZONE 1	HAWAII		HONOLULU
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
KANEOHE		HAWAII		KAILUA
KANEOHE		HAWAII		KANEOHE
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
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
EILAT	EILAT	ISRAEL		EILAT
HAIFA	HAIFA	ISRAEL		HAIFA
HAIFA	HAIFA	ISRAEL		ACRE
HAIFA	HAIFA	ISRAEL		KIRYAT ATA
HAIFA	HAIFA	ISRAEL		YOKNEAM
JERUSALEM		ISRAEL		JERUSALEM
JERUSALEM		ISRAEL		TZOVA
KARMIEL		ISRAEL		KARMIEL
NAZARETH		ISRAEL		MIGDAL HA EMEK
NAZARETH		ISRAEL		NAZARETH ILLIT
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
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
CATANIA	CATANIA	ITALY		SIGONELLA
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
ABIDJAN	ABIDJAN	IVORY COAST		ABIDJAN
BOUAKE		IVORY COAST		BOUAKE
DALOA		IVORY COAST		DALOA
SAN PEDRO		IVORY COAST		SAN PEDRO
YAMOUSSOUKRO		IVORY COAST		YAMOUSSOUKRO
KINGSTON	KINGSTON	JAMAICA		KINGSTON
AKIZUKI		JAPAN		AKIZUKI
FUJI		JAPAN		CAMP FUJI
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	MANDA BAY	KENYA		MANDA BAY

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
BUSAN	BUSAN	KOREA, SOUTH		POHANG
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		KOSANDONG
DAEGU		KOREA, SOUTH		WAEGWAN
DAEGU		KOREA, SOUTH		YECHEON
KUNSAN	KUNSAN	KOREA, SOUTH		GWANGYANG
KUNSAN	KUNSAN	KOREA, SOUTH		KGWANGJU
KUNSAN	KUNSAN	KOREA, SOUTH		KUNSAN
OSAN		KOREA, SOUTH		CAMP HUMPHREYS
OSAN		KOREA, SOUTH		MUJU
OSAN		KOREA, SOUTH		OSAN AIR FORCE BASE
OSAN		KOREA, SOUTH		PAJU
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
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
CAMP BUEHRING		KUWAIT		CAMP BUEHRING
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
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		KUMANOUA
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
AGADEZ		NIGER		AGADEZ
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		SKODDBERGVATN
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
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		OROCOVIS
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
BUCHAREST		ROMANIA		BUCHAREST
CONSTANTA	CONSTANTA	ROMANIA		CONSTANTA
CONSTANTA	CONSTANTA	ROMANIA		MIHAIL KOGALNICEANU
DEVESELU		ROMANIA		DEVESELU
SEBES		ROMANIA		SEBES
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		DAMMAM
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
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
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
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		HYTHE
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	CHOCCOLOCCO
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
STUTTGART		UNITED STATES	AR	STUTTGART
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	FORT IRWIN
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
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	LAKEWOOD
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	LAWNDALE
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	LOMITA
LOS ANGELES	LOS ANGELES ZONE 1	UNITED STATES	CA	LONG BEACH
LOS ANGELES	LOS ANGELES 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	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	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	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	GOTHA
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	OCOEE
ORLANDO		UNITED STATES	FL	ORLANDO
ORLANDO		UNITED STATES	FL	OVIEDO
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
TYNDALL AFB		UNITED STATES	FL	PANAMA CITY
TYNDALL AFB		UNITED STATES	FL	SUNNYSIDE
TYNDALL AFB		UNITED STATES	FL	TYNDALL AIR FORCE BASE
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
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	RICHTON PARK
CHICAGO		UNITED STATES	IL	RIVER FOREST
CHICAGO		UNITED STATES	IL	RIVER GROVE
CHICAGO		UNITED STATES	IL	RIVERDALE
CHICAGO		UNITED STATES	IL	RIVERSIDE
CHICAGO		UNITED STATES	IL	ROBBINS
CHICAGO		UNITED STATES	IL	ROLLING MEADOWS
CHICAGO		UNITED STATES	IL	ROSELLE
CHICAGO		UNITED STATES	IL	ROUND LAKE
CHICAGO		UNITED STATES	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	WOBURN
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	ELLICOTT CITY
BALTIMORE	BALTIMORE	UNITED STATES	MD	FALLSTON
BALTIMORE	BALTIMORE	UNITED STATES	MD	FORK
BALTIMORE	BALTIMORE	UNITED STATES	MD	FORT GEORGE G MEADE
BALTIMORE	BALTIMORE	UNITED STATES	MD	GIBSON ISLAND
BALTIMORE	BALTIMORE	UNITED STATES	MD	GLEN ARM

BALTIMORE	BALTIMORE	UNITED STATES	MD	GLEN BURNIE
BALTIMORE	BALTIMORE	UNITED STATES	MD	GLYNDON
BALTIMORE	BALTIMORE	UNITED STATES	MD	HALETHORPE
BALTIMORE	BALTIMORE	UNITED STATES	MD	HANOVER
BALTIMORE	BALTIMORE	UNITED STATES	MD	HUNT VALLEY
BALTIMORE	BALTIMORE	UNITED STATES	MD	HYDES
BALTIMORE	BALTIMORE	UNITED STATES	MD	JESSUP
BALTIMORE	BALTIMORE	UNITED STATES	MD	JOPPA
BALTIMORE	BALTIMORE	UNITED STATES	MD	KINGSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	LINTHICUM HEIGHTS
BALTIMORE	BALTIMORE	UNITED STATES	MD	LUTHERVILLE TIMONIUM
BALTIMORE	BALTIMORE	UNITED STATES	MD	MARRIOTTSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	MILLERSVILLE
BALTIMORE	BALTIMORE	UNITED STATES	MD	OWINGS MILLS
BALTIMORE	BALTIMORE	UNITED STATES	MD	PASADENA
BALTIMORE	BALTIMORE	UNITED STATES	MD	PERRY HALL
BALTIMORE	BALTIMORE	UNITED STATES	MD	PHOENIX
BALTIMORE	BALTIMORE	UNITED STATES	MD	RANDALLSTOWN
BALTIMORE	BALTIMORE	UNITED STATES	MD	REISTERSTOWN
BALTIMORE	BALTIMORE	UNITED STATES	MD	ROSEDALE
BALTIMORE	BALTIMORE	UNITED STATES	MD	SAVAGE
BALTIMORE	BALTIMORE	UNITED STATES	MD	SEVERN
BALTIMORE	BALTIMORE	UNITED STATES	MD	SEVERNA PARK
BALTIMORE	BALTIMORE	UNITED STATES	MD	SPARKS GLENCOE
BALTIMORE	BALTIMORE	UNITED STATES	MD	UPPER FALLS
BALTIMORE	BALTIMORE	UNITED STATES	MD	WEST FRIENDSHIP
BALTIMORE	BALTIMORE	UNITED STATES	MD	WHITE MARSH
BALTIMORE	BALTIMORE	UNITED STATES	MD	WOODSTOCK
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	WATERVLIET
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	EASTPOINTE
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	WOODBRIDGE
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	JERICHO
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	SOLON
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 TREVOSE
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	MONCKS CORNER
CHARLESTON	CHARLESTON	UNITED STATES	SC	MOUNT PLEASANT
CHARLESTON	CHARLESTON	UNITED STATES	SC	PINOPOLIS
CHARLESTON	CHARLESTON	UNITED STATES	SC	RAVENEL
CHARLESTON	CHARLESTON	UNITED STATES	SC	REEVESVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	RIDGEVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	ROUND O
CHARLESTON	CHARLESTON	UNITED STATES	SC	SAINT GEORGE
CHARLESTON	CHARLESTON	UNITED STATES	SC	SULLIVANS ISLAND
CHARLESTON	CHARLESTON	UNITED STATES	SC	SUMMERVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	WADMALAW ISLAND
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	HOOPER
OGDEN		UNITED STATES	UT	LAYTON
OGDEN		UNITED STATES	UT	OGDEN
OGDEN		UNITED STATES	UT	ROY
OGDEN		UNITED STATES	UT	SYRACUSE
OGDEN		UNITED STATES	UT	WILLARD
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	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	WOODBRIDGE
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
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	FORT LEWIS
PUGET SOUND	PUGET SOUND ZONE 3	UNITED STATES	WA	GIG HARBOR
PUGET SOUND	PUGET SOUND ZONE 3	UNITED STATES	WA	GRAHAM
PUGET SOUND	PUGET SOUND ZONE 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

ROUTE INFORMATION

From/To	Africa	Alaska	Azores	Baltic	Black Sea	Caribbean	Central America/Mexico	Continental Europe, United Kingdom, Ireland	Far East	Greenland	Hawaii	Iceland	Mediterranean	Middle East, South Asia, Indian Ocean	Oceania	Scandinavia, Baltic Sea	South America
Africa	40													75			
Alaska		29							82		1B			91	83		
Azores													70				
Baltic				98													
Black Sea					96												
Canada East Coast								22					21				
Caribbean						18	84							92			
Central America/Mexico							76	65	93				66		69		68
Continental Europe, United Kingdom, Ireland	71		64			88		48				62	34	2	72		
Far East	90							49	19				50	51	61		58
Hawaii								27	16		1A			85	79		
Iceland													63				
Mediterranean	74										36		20	57	89	86	
Middle East, South Asia, Indian Ocean														4			
Oceania														80	81		
Scandinavia, Baltic Sea								24									
U.S. East Coast	60		33		52	37	39	5	8	30	9	31	6	7	77	32	55
U.S. Great Lakes								17	45				46				
U.S. Gulf Coast	73		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

Routes and zones not included above
may be added to USC by modification

Route	Description
01	U.S. West Coast - Far East
01A	Hawaii – Hawaii
01B	Alaska – Hawaii
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 – Alaska
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
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
42	U.S. Gulf Coast – Caribbean
43	U.S. Gulf Coast - Central America/Mexico

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 – 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
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
96	Black Sea Interport
98	Baltic 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-8 contract. When carrier terminology differs from USC-8, the latter shall be used.

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 to the direct shipper for payment upon validation. 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.

A.3 Failure to provide required information and appropriate documentation for a specific container/piece of cargo shall result in a rejection of that portion of the invoice 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 four 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
3) Invoices for exception charges which require preapproval
4) Invoices associated with Requests for Equitable Adjustments (REA)

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 be assigned to organizations within SDDC (and, for REAs, USTRANSCOM) for certification.

A.6 The provisions of cash management will not apply to this contract. A pay immediate payment term will be applied to all invoices processed in conjunction with this contract. Once a payable invoice is received by the government, entitlement action will be completed and funds will be disbursed to the contractor. The standard entitlement processing cycle for these invoices will include disbursement of funds to the carrier financial institution within two business days of payable transaction certification within the Transportation Financial Management System (TFMS).

A.7 Contractors are authorized to bill for linehaul to POE, Ocean Transport, Liner In/Liner Out and BAF/CAF/FAF charges on vessel departure. Contractors are further authorized to bill all other charges including linehaul from POD and all accessorial charges on delivery of the goods. Delivery is defined as actual delivery -- for bookings to-port, actual pickup by the Government; and for bookings to-door, actual delivery to consignee. Contractors are authorized to submit the delivery related billing in absence of an EDI X1 transaction if there is a Government-caused hold/delay which results in cargo not able to be delivered by carrier for more than 3 months beyond the Required Delivery Date.

A.8 Contractors are authorized to bill for all charges on vessel departure in declared Exigency Areas.

A.9 Invoices shall not be submitted by the Contractor until the required EDI transactions pertaining to the billed service have been submitted (EDI 315 Vessel Departure transaction for the First Invoice and EDI 315 Delivered to Government transaction for the Second Invoice).

B. Invoicing Procedures for Services Ordered within IBS

B.1 Procedures applicable to invoicing and payment for services ordered or modified thereafter within IBS.

B.2 All invoices for IBS booked charges shall be submitted electronically via upload to the Treasury Invoice Processing Portal (IPP). Invoices along with any required supporting documentation will be uploaded into this portal.

B.3 A proper invoice contains the following information:

- Contractor Name and Address
- Invoice Date and Invoice Number
- Contract Number
- Military Voyage Document Number
- *Defense Transportation Regulation (DTR)* POE/POD codes -- no more than one (1) per invoice
- Port Call File Number (PCFN) -- no more than one (1) per invoice
- Contractor Booking Number
- Contractor Bill of Lading Number
- Description, quantity, unit of measure, unit price and extended price of services performed. The invoice must provide sufficient detail so as to enable verification and certification by the US Government.
  - For each container shipment:
    - Size and type of container
    - Delivery Date
    - Van TCN – (listed in alphanumeric order)
    - Container number with alpha prefix
    - Proof of delivery upon request
  - For each breakbulk shipment:
    - Type of cargo
    - Pieces, weight, and cubic feet
    - Delivery Date
    - IBS TCNs (listed in alphanumeric order)
    - Proof of delivery upon request
  - Services should be broken down by Contract Line Item (CLIN), i.e., drayage, line haul, ocean transportation, etc., and the specific service. Example: Drayage, Norfolk, Zone 2: Drayage, Norfolk to Newport News
  - For One Time Only (OTO) shipments a copy of the modification number and/or Notice of Acceptance shall be included with the invoice. Invoices shall be labeled as OTO in the subject line with SCAC and invoice number.
- Name and address of Contractor official to whom payment is to be sent (must be the same as that in the contract or in a proper notice of assignment)
- ****Certification Statement signed by authorized contractor representative: "*I hereby certify that the above bill is correct and just, and services were performed*".**

C. Invoicing Procedures for Services Not Ordered within IBS

C.1 Procedures applicable to invoicing and payment for priced charges or Contracting Officer approved charges that cannot be booked within IBS are provided below. All applicable EDI 315 transactions as outlined in Exhibit 3, PWS, Attachment 1 are required for submission of these invoices. Failure to submit required EDI 315 transactions will result in an invoice rejection until EDI 315 requirements are performed accordingly.

C.2 All invoices for non-booked charges shall be submitted electronically via upload to the SDDC Pipeline Asset Tool (PAT). Invoices containing such charges will be assigned to appropriate personnel within SDDC for validation/certification. Once these invoices are certified, they will be passed to the G8 accounts payable section for entitlement processing.

C.3 Invoices for the following charges are included in this category:

a. Carrier Holding Yard Storage
b. Container Detention
c. Container Purchase
d. Extra CVED/Vet Inspections (Europe Only)
e. Defense Base Act Insurance (DBA)
f. Driver Wait Time
g. Exigent Driver Wait Time
h. Futile Trip
i. Port Storage
j. Reefer Maintenance
k. Enhanced ITV*
l. Singapore container lease

*** Invoices for Enhanced ITV, although booked in IBS, must be submitted to IPP for validation by COR**.

D. Exceptions

Unexpected charges are those anomalies that are not foreseen. Carriers must seek approval from the contracting officer before an invoice containing one of these charges can be submitted. The following is a non-exhaustive list of examples of the types of charges that fall into this category:

1. Re-stenciling of containers
2. Rework (unstuffing & restuffing of improperly-stuffed containers)
3. Chassis Detention
4. Vessel Demurrage

E. 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 as with the literal value “REA” in the first three positions of the invoice number and forwarded electronically via email to the G8 Accounts Payable section as outlined in Section A. The G8 Accounts Payable Branch will forward each REA invoice to the Contracting Officer for review/approval. Approved/certified REA invoices will then be returned to the G8 accounts payable branch for entitlement processing.

F. Pass-through Charges

F.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 Exhibit 2, 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.

F.2 Examples of the type of additional charges that shall be paid include, but are not limited to, port storage, custom inspection charges, rework of improper blocking and bracing, and dry run.

F.3 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.

1. Bunker Adjustment Factor (BAF)

1.1. Allowance

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

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

b. The BAF is zero unless the one-month average fuel price is at least 20% higher or 20% lower than the baseline average fuel price. No bunker adjustment is payable on the routes not included in BAF Table 1 below.

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

[(Monthly Avg fuel price of MGO x lane specific percentage + Monthly Avg fuel price IFO 380 x lane specific percentage – annual baseline fuel price) x BAF Technical Factor] / 6.50 (Conversion factor, metric tons to barrels)

1.2. Baseline Fuel Price

The baseline fuel price shall be re-priced annually prior to contract award and 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 Norfolk and Los Angeles. 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.

1.3 Fuel Mixture

The bunker fuel mixture for each lane is shown below in BAF Table 1.

BAF Table 1

Lane	Name	High Sulfur Bunker Share	ECA Share (Low Sulfur)
01	U.S. West Coast - Far East	84%	16%
02	Continental Europe, United Kingdom, Ireland - Middle East, South Asia, Indian Ocean	85%	15%
03	U.S. West Coast – Hawaii	53%	47%
04	Middle East, South Asia, Indian Ocean Interport	95%	5%
05	U.S. East Coast - Continental Europe, United Kingdom, Ireland	36%	64%
06	U.S. East Coast – Mediterranean	71%	29%
07	U.S. East Coast - Middle East, South Asia, Indian Ocean	80%	20%
08	U.S. East Coast - Far East	87%	13%
09	U.S. East Coast – Hawaii	74%	26%
10	U.S. Gulf Coast - Scandinavia, Baltic Sea	37%	63%
11	U.S. Gulf Coast - Continental Europe, United Kingdom, Ireland	61%	39%

12	U.S. Gulf Coast – Mediterranean	79%	21%
13	U.S. Gulf Coast - Middle East, South Asia, Indian Ocean	86%	14%
14	U.S. Gulf Coast - Far East	89%	11%
15	U.S. Gulf Coast - Hawaii	75%	25%
16	Hawaii - Far East	84%	16%
17	U.S. Great Lakes - Continental Europe, United Kingdom, Ireland	35%	65%
18	Caribbean Interport	95%	5%
19	Far East Interport	95%	5%
20	Mediterranean Interport	95%	5%
21	Canada East Coast - Mediterranean	84%	16%
22	Canada East Coast - Continental Europe, United Kingdom, Ireland	74%	26%
23	U.S. West Coast - Continental Europe, United Kingdom, Ireland	74%	26%
24	Scandinavia, Baltic - Continental Europe, United Kingdom, Ireland	0%	100%
25	U.S. West Coast - Mediterranean	91%	9%
26	U.S. West Coast - Alaska	0%	100%
27	Hawaii - Continental Europe, United Kingdom, Ireland	84%	16%
28	U.S. West Coast - Central America/Mexico	84%	16%
29	Alaska Interport	87%	13%
30	U.S. East Coast - Greenland	29%	71%
31	U.S. East Coast - Iceland	39%	61%
32	U.S. East Coast - Scandinavia, Baltic Sea	31%	69%
33	U.S. East Coast - Azores	77%	23%
34	Continental Europe, United Kingdom, Ireland - Mediterranean	78%	22%
35	(Reserved)		
36	Mediterranean - Hawaii	91%	9%
37	U.S. East Coast - Caribbean	75%	25%
38	(Reserved)		
39	U.S. East Coast - Central America/Mexico	67%	33%
40	Africa Interport	95%	5%
41	(Reserved)		
42	U.S. Gulf Coast - Caribbean	63%	37%
43	U.S. Gulf Coast - Central America/Mexico	63%	37%
44	(Reserved)		
45	U.S. Great Lakes - Far East	81%	19%
46	U.S. Great Lakes - Mediterranean	62%	38%

47	U.S. West Coast - Middle East, South Asia, Indian Ocean	81%	19%
48	Continental Europe, United Kingdom, Ireland Interport	0%	100%
49	Far East - Continental Europe, United Kingdom, Ireland	89%	11%
50	Far East - Mediterranean	95%	5%
51	Far East - Middle East, South Asia, Indian Ocean	95%	5%
52	U.S. East Coast - Black Sea	66%	34%
53	U.S. West Coast - South America	93%	7%
54	U.S. West Coast - Oceania	88%	12%
55	U.S. East Coast - South America	67%	33%
56	U.S. Gulf Coast - South America	71%	29%
57	Mediterranean - Middle East, South Asia, Indian Ocean	95%	5%
58	Far East – South America	85%	15%
59	(Reserved)		
60	U.S. East Coast - Africa	80%	20%
61	Far East - Oceania	95%	5%
62	Continental Europe, United Kingdom, Ireland - Iceland	46%	54%
63	Iceland - Mediterranean	95%	5%
64	Continental Europe - Azores	56%	44%
65	Central America/Mexico - Continental Europe, United Kingdom, Ireland	81%	19%
66	Central America/Mexico - Mediterranean	95%	5%
67	U.S. West Coast - Africa	88%	12%
68	Central America/Mexico - South America	95%	5%
69	Central America/Mexico - Oceania	95%	5%
70	Azores - Mediterranean	95%	5%
71	Continental Europe, United Kingdom, Ireland - Africa	85%	15%
72	Continental Europe, United Kingdom, Ireland - Oceania	90%	10%
73	U.S. Gulf Coast - Africa	85%	15%
74	Mediterranean - Africa	95%	5%
75	Africa - Middle East, South Asia, Indian Ocean	95%	5%
76	Central America/Mexico Interport	95%	5%
77	U.S. East Coast - Oceania	87%	13%
78	U.S. Gulf Coast - Oceania	92%	8%
79	Hawaii - Oceania	89%	11%
80	Oceania - Middle East, South Asia, Indian Ocean	95%	5%
81	Oceania Interport	95%	5%
82	Alaska - Far East	91%	9%

83	Alaska - Oceania	92%	8%
84	Caribbean - Central America, Mexico	95%	5%
85	Hawaii - Middle East, South Asia, Indian Ocean	92%	8%
86	Mediterranean - Scandinavia, Baltic Sea	66%	34%
87	Far East - Scandinavia	84%	16%
88	Continental Europe, United Kingdom, Ireland - Caribbean	80%	20%
89	Mediterranean - Oceania	95%	5%
90	Far East - Africa	95%	5%
91	Alaska - Middle East, South Asia, Indian Ocean	93%	7%
92	Caribbean - Middle East, South Asia, Indian Ocean	95%	5%
93	Far East – Central America/Mexico	95%	5%
94			
95			
96	Black Sea Interport	0%	100%
97			
98	Baltic Interport	95%	5%
99	Caribbean - Africa	95%	5%

1.4. Calculations

1.4.1. BAF shall be calculated using an average of Norfolk and Los Angeles prices.

1.4.2. An average fuel price shall be computed by SDDC for Los Angeles and Norfolk. This average price shall be calculated on or after the first of the month for the prior month and shall apply to shipments booked for sailings in the next month. The monthly computation of adjusted average fuel prices will be posted to the SDDC website no later than the 15th of the month prior to the month in which it will be applied. Example: The average fuel prices for calculation of BAF charges for March shall be based on bunker prices for the month of January.

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

1.4.4. The source for bunker prices is Bunkerworld (http://www.bunkerworld.com/), which calculates bunker average monthly prices by port and fuel type. These prices are quoted in metric tons. The IFO 380, Ultra Low Sulfur, and MGO average quotes shall then be averaged to calculate the monthly average fuel prices for Norfolk and Los Angeles.

1.4.5. SDDC shall monitor, calculate, and post BAF to the SDDC website.

1.5. 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.

1.6. Application

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

1.7. Technical Factors and Freight Payable Units

The technical factors and their freight payable units are shown in BAF Table 2 below:

BAF Table 2

		Technical Factors		
Lane	Lane Description	TEU	FEU[1]	MT
01	U.S. West Coast - Far East	0.246	0.458	0.0113
02	Continental Europe, United Kingdom, Ireland - Middle East, South Asia, Indian Ocean	0.320	0.596	0.0159
03	U.S. West Coast - Hawaii	0.135	0.252	0.0054
04	Middle East, South Asia, Indian Ocean Interport	0.052	0.097	0.0025
05	U.S. East Coast - Continental Europe, United Kingdom, Ireland	0.179	0.334	0.0078
06	U.S. East Coast - Mediterranean	0.229	0.426	0.0118
07	U.S. East Coast - Middle East, South Asia, Indian Ocean	0.385	0.717	0.0189
08	U.S. East Coast - Far East	0.602	1.119	0.0302
09	U.S. East Coast - Hawaii	0.307	0.572	0.0127
10	U.S. Gulf Coast - Scandinavia, Baltic Sea	0.238	0.443	0.0115
11	U.S. Gulf Coast - Continental Europe, United Kingdom, Ireland	0.215	0.400	0.0108
12	U.S. Gulf Coast - Mediterranean	0.276	0.513	0.0143
13	U.S. Gulf Coast - Middle East, South Asia, Indian Ocean	0.409	0.761	0.0209
14	U.S. Gulf Coast - Far East	0.502	0.933	0.0301
15	U.S. Gulf Coast - Hawaii	0.287	0.534	0.0169
16	Hawaii - Far East	0.250	0.466	0.0111
17	U.S. Great Lakes - Continental Europe, United Kingdom, Ireland	0.165	0.307	0.0085
18	Caribbean Interport	0.017	0.031	0.0004
19	Far East Interport	0.135	0.251	0.0076
20	Mediterranean Interport	0.083	0.154	0.0044
21	Canada East Coast - Mediterranean	0.226	0.420	0.0087
22	Canada East Coast - Continental Europe, United Kingdom, Ireland	0.132	0.245	0.0051
23	U.S. West Coast - Continental Europe, United Kingdom, Ireland	0.389	0.724	0.0179
24	Scandinavia, Baltic Sea - Continental Europe, United Kingdom, Ireland	0.063	0.118	0.0028
25	U.S. West Coast - Mediterranean	0.354	0.659	0.0184
26	U.S. West Coast - Alaska	0.125	0.233	0.0030
27	Hawaii - Continental Europe, United Kingdom, Ireland	0.412	0.767	0.0204
28	U.S. West Coast - Central America/Mexico	0.167	0.310	0.0067
29	Alaska Interport	0.113	0.209	0.0035
30	U.S. East Coast - Greenland	0.131	0.244	0.0055

31	U.S. East Coast - Iceland	0.123	0.230	0.0057
32	U.S. East Coast - Scandinavia, Baltic Sea	0.192	0.358	0.0087
33	U.S. East Coast - Azores	0.096	0.178	0.0060
34	Continental Europe, United Kingdom, Ireland - Mediterranean	0.168	0.313	0.0081
35	(Reserved)			
36	Mediterranean - Hawaii	0.427	0.794	0.0261
37	U.S. East Coast - Caribbean	0.075	0.139	0.0014
38	(Reserved)			
39	U.S. East Coast - Central America/Mexico	0.122	0.227	0.0104
40	(Reserved)	0.097	0.181	0.0044
41	(Reserved)			
42	U.S. Gulf Coast - Caribbean	0.105	0.195	0.0054
43	U.S. Gulf Coast - Central America/Mexico	0.084	0.157	0.0085
44	(Reserved)			
45	U.S. Great Lakes - Far East	0.640	1.190	0.0247
46	U.S. Great Lakes - Mediterranean	0.303	0.563	0.0106
47	U.S. West Coast - Middle East, South Asia, Indian Ocean	0.502	0.934	0.0196
48	Continental Europe - United Kingdom, Ireland Interport	0.024	0.044	0.0010
49	Far East - Continental Europe, United Kingdom, Ireland	0.496	0.923	0.0218
50	Far East - Mediterranean	0.444	0.827	0.0246
51	Far East - Middle East, South Asia, Indian Ocean	0.312	0.580	0.0168
52	U.S. East Coast - Black Sea	0.289	0.538	0.0138
53	U.S. West Coast - South America	0.159	0.296	0.0073
54	U.S. West Coast - Oceania	0.355	0.661	0.0093
55	U.S. East Coast - South America	0.092	0.170	0.0097
56	U.S. Gulf Coast - South America	0.117	0.218	0.0107
57	Mediterranean - Middle East, South Asia, Indian Ocean	0.215	0.400	0.0113
58	Far East - South America	0.035	0.065	0.0023
59	(Reserved)			
60	U.S. East Coast - Africa	0.305	0.566	0.0153
61	Far East - Oceania	0.370	0.689	0.0169
62	Continental Europe, United Kingdom, Ireland - Iceland	0.089	0.165	0.0029
63	Iceland - Mediterranean	0.125	0.232	0.0048
64	Continental Europe - Azores	0.076	0.142	0.0036
65	Central America/Mexico - Continental Europe, United Kingdom, Ireland	0.221	0.411	0.0096
66	Central America/Mexico - Mediterranean	0.225	0.418	0.0102
67	U.S. West Coast - Africa	0.679	1.262	0.0288
68	Central America/Mexico - South America	0.067	0.125	0.0062
69	Central America/Mexico - Oceania	0.445	0.828	0.0196
70	Azores - Mediterranean	0.118	0.219	0.0049
71	Continental Europe, United Kingdom, Ireland - Africa	0.295	0.549	0.0138
72	Continental Europe, United Kingdom, Ireland - Oceania	0.566	1.053	0.0239
73	U.S. Gulf Coast - Africa	0.309	0.575	0.0171
74	Mediterranean - Africa	0.277	0.514	0.0151
75	Africa - Middle East/Persian Gulf/Gulf of Oman	0.384	0.714	0.0202
76	Central America/Mexico Interport	0.096	0.178	0.0060

77	U.S. East Coast - Oceania	0.499	0.929	0.0193
78	U.S. Gulf Coast - Oceania	0.434	0.807	0.0230
79	Hawaii - Oceania	0.275	0.512	0.0105
80	Oceania - Middle East, South Asia, Indian Ocean	0.422	0.785	0.0216
81	Oceania Interport	0.119	0.221	0.0035
82	Alaska - Far East	0.190	0.353	0.0062
83	Alaska - Oceania	0.304	0.565	0.0096
84	Caribbean - Central America, Mexico	0.055	0.103	0.0018
85	Hawaii - Middle East, South Asia, Indian Ocean	0.566	1.054	0.0275
86	Mediterranean - Scandinavia, Baltic	0.177	0.329	0.0082
87	Far East - Scandinavia	0.414	0.770	0.0204
88	Continental Europe, United Kingdom, Ireland - Caribbean	0.165	0.308	0.0066
89	Mediterannean - Oceania	0.370	0.687	0.0160
90	Far East - Africa	0.396	0.736	0.0129
91	Alaska - Middle East, South Asia, Indian Ocean	0.429	0.798	0.0133
92	Caribbean - Middle East	0.337	0.626	0.0161
93	Far East - Central America/Mexico	0.334	0.621	0.0136
96	Black Sea Interport	0.027	0.050	0.0012
98	Baltic Interport	0.017	0.032	0.0007
99	Caribbean – Africa	0.134	0.250	0.0052

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 freight payable unit of cargo. For containerized goods, these units are 20-foot and 40-foot containers. For breakbulk cargo, they are measurement tons.

2.2. Calculation Overview

2.2.1. The compensation per freight payable unit shall be derived by implementing the calculation process in paragraph 3.3 below. Note that the General Section basic ocean freight is used to calculate CAF for all shipments eligible for CAF. The basic ocean freight does not include BAF in the calculation of CAF. Exchange rates are expressed as foreign currency per dollar.

2.2.2. The Currency Adjustment Factor is zero unless the one-month average exchange rate is at least 9% higher or 9% lower (inclusive) than the baseline average currency exchange rate. No CAF is payable on routes/countries not included in CAF Table 1 below.

2.2.3. Base rates and differentials in currency exchange rates shall be computed for the currencies shown in CAF Table 2. The applicable currency for payment shall be determined by the foreign port of discharge or load.

2.2.4. The source for exchange rates is XE.com. The base rate is the exchange rate published on the Monday which immediately precedes the date proposals are due for base or option periods.

2. 2.5. A one-month average exchange rate shall be computed by SDDC for the currencies shown in CAF Table 2. This average price shall be calculated on or after the first day of the month for the prior calendar month and shall apply to shipments booked for sailings in the following month. Example: The average exchange rates for calculation of CAF charges for March shall be calculated on or after February 01 and shall be based on exchange rates for January.

2.3. Calculation Process

2.3.1. Calculation of the CAF is a three-step process. First, the currency is compared to the list of 17 currencies for which a CAF is calculated and then grouped into a superlane. If so, in step 2, the decision of whether or not to apply a CAF is made. If so, in step 3, the value of the surcharge is calculated.

Step 1: Superlane Assignment

Compare the currency to currencies in table 2 below.

If the currency is on the list, note the superlane and go to step 2.
If the currency is not on the list, then no CAF (i.e. CAF = $0)

Step 2: The applicability of the CAF

Step 2a: Find the average exchange rate over the previous month (all exchange rates shall be in terms of foreign currency per U.S. dollar).

The formula for this value is:

$$\textit{Average Exchange Rate Over Previous Month} = \frac{\textit{Rate on 1st of month} + \textit{Rate on 2nd of Month} + \cdots + \textit{Rate on Last of Month}}{\textit{Number of Days in Month}}$$

Step 2b: Determine the Price Change Ratio
The ration is:

$$\textit{Price Change Ration} = \frac{\textit{Average Exchange Rate Over Previous Month}}{\textit{Baseline Exchange Rate}} - 1$$

Step 2c: Compare to Buffer

The Buffer is set to 9% for all superlanes.

If [Price Change Ratio] > Buffer, then Apply a CAF (go to step 3)

If [Price Change Ratio] < Buffer, then No CAF (i.e. CAF = $0)

The [ ] indicate taking the absolute value.

Step 3: Calculate the CAF

The technical factor represents the costs incurred in foreign currency. The technical factor is 7%. The risk sharing factor represents the degree of risk bourne by USTRANSCOM on currency fluctuations outside of the buffer zone. The risk sharing factor is 0.9. The base rate is the carrier's ocean rate.

$$CAF = Exchange\ Rate\ Ratio\ x\ Base\ Rate\ x\ 0.9\ x\ 0.07$$

Note: CAF can be either positive or negative in this situation.

If CAF > 0, then the foreign currency has depreciated, the CAF is a payment to the Government.

If CAF < 0, then the foreign currency has appreciated, the CAF is a payment to the carrier.

2.4. Payment

2.4.1. For shipments paid using Syncada/U.S. Bank: The CAF shall be fixed at the time of booking and shall be based on the date the booked vessel is scheduled to depart. When CAF is payable, shippers shall include the applicable CAF amount (plus or minus) to all shipments paid to the Contractor via their own documentation and payment system at the time that the original transactions are sent to Syncada. Contractors using the Syncada invoice procedure shall include the applicable CAF amount (plus or minus) in their invoice.

2.4.2. For all shipments other than those paid using Syncada/U.S. Bank, Contractors are responsible for indicating on their shipment invoice whether a currency adjustment payment is due them, whether no currency adjustment payment is to be made or whether a currency adjustment payment is due SDDC. If a currency adjustment payment is due the Contractor or SDDC, the Contractor shall compute the value of the payment (or credit) and indicate this on the shipment invoice. If there is no currency adjustment payment, the Contractor shall indicate on the invoice "No Currency Adjustment Payment". CAF for authorized agent shipments shall be paid using this process.

CAF TABLE 1

Route	Name	Superlane
1	US West Coast - Eastern Asia	Eastern Asia
2	Western Indian Ocean - Europe/UK/Ireland	OCONUS
3	US West Coast - US Hawaii	not USC
4	Western Indian Ocean - Western Indian Ocean	OCONUS
5	US East Coast - Europe/UK/Ireland	Europe (including UK/Ireland) & Mediterranean
6	US East Coast - Mediterranean	Europe (including UK/Ireland) & Mediterranean
7	US East Coast - Western Indian Ocean	Western Indian Ocean
8	US East Coast - Eastern Asia	Eastern Asia
9	US East Coast - US Hawaii	not USC
10	US Gulf Coast - Northern Europe	Europe (including UK/Ireland) & Mediterranean
11	US Gulf Coast - Europe/UK/Ireland	Europe (including UK/Ireland) & Mediterranean

12	US Gulf Coast - Mediterranean	Europe (including UK/Ireland) & Mediterranean
13	US Gulf Coast - Western Indian Ocean	Western Indian Ocean
14	US Gulf Coast - Eastern Asia	Eastern Asia
16	US Hawaii - Eastern Asia	Eastern Asia
17	Great Lakes - Europe/UK/Ireland	Europe (including UK/Ireland) & Mediterranean
18	US Puerto Rico - Caribbean (also St Croix - St Thomas)	Caribbean (except Guantanamo)
18AD	St. Thomas - St. Croix	OCONUS
18DA	St. Croix - St. Thomas	OCONUS
19	Eastern Asia - Eastern Asia	OCONUS
20	Mediterranean - Mediterranean	OCONUS
21	Canada East Coast - Mediterranean	OCONUS
22	Canada East Coast - Europe/UK/Ireland	OCONUS
23	US West Coast - Europe/UK/Ireland	Europe (including UK/Ireland) & Mediterranean
24	Europe/UK/Ireland - Northern Europe	OCONUS
25	US West Coast - Mediterranean	Europe (including UK/Ireland) & Mediterranean
49	Europe/UK/Ireland - Eastern Asia	OCONUS
50	Mediterranean (inc Adriatic Sea) - Eastern Asia	OCONUS
51	Eastern Asia - Western Indian Ocean	OCONUS
52	US East/Gulf Coasts - Black Sea	Black Sea
53	US West Coast - South America	South America
54	US West Coast - Oceania	Oceania (Except U.S. Holdings)
55	US East Coast - South America	South America
56	US Gulf Coast - South America	South America
57	Mediterranean - Western Indian Ocean	OCONUS
58	US East Coast - Haiti	Caribbean (except Guantanamo)
59	US Gulf Coast - Haiti	Caribbean (except Guantanamo)
60	US East Coast - Africa	Africa (except North Coast)
61	Eastern Asia - Oceania	OCONUS
62	Europe/UK/Ireland - Iceland	OCONUS
63	Iceland - Mediterranean/Azores/Persian Gulf/Kuwait	OCONUS
64	Europe/UK/Ireland - Azores	OCONUS
65	Europe/UK/Ireland - Central America	OCONUS
66	Mediterranean - Central America	OCONUS
67	US West Coast - Africa	Africa (except North Coast)
68	Central America - South America	OCONUS
69	Central America - Oceania	OCONUS
70	Mediterranean - Azores	OCONUS
71	Europe/UK/Ireland - Africa	OCONUS
72	Europe/UK/Ireland - Oceania	OCONUS
73	US Gulf Coast - Africa	Africa (except North Coast)

74	Mediterranean - Africa	OCONUS
75	Western Indian Ocean - Africa	OCONUS
76	Central America - Central America	OCONUS
77	US East Coast - Oceania	Oceania (Except U.S. Holdings)
78	US Gulf Coast - Oceania	Oceania (Except U.S. Holdings)
79	US Hawaii - Oceania	Oceania (Except U.S. Holdings)
80	Oceania - Western Indian Ocean	OCONUS
81	Oceania - Oceania	OCONUS
82	US Alaska - Eastern Asia	Eastern Asia
83	US Alaska - Oceania	Oceania (Except U.S. Holdings)
83AG	US Alaska - Guam	not USC
84	US Puerto Rico - Central America	Central America
85	US Hawaii - Western Indian Ocean	Western Indian Ocean
86	Mediterranean - Norway	OCONUS
87	Japan - Norway	OCONUS
88	US Puerto Rico (plus rest of Caribbean) - Europe/UK/Ire-land	Europe (including UK/Ireland) & Mediterranean
89	Mediterranean - Oceania	OCONUS
90	Eastern Asia - Africa	OCONUS
91	US Alaska - Western Indian Ocean	Western Indian Ocean
92	US Puerto Rico/Virgin Islands - Western Indian Ocean	Western Indian Ocean
93	Eastern Asia - Central America	OCONUS
99	Antigua - Ascension Island	OCONUS

CAF TABLE 2

Superlane Name	Currency	Currency Name
Eastern Asia	JPY	Japanese yen
	KRW	Korean won
	SGD	Singapore dollar
Western Indian Ocean	AED	United Arab Emirates dirham
	BHD	Bahraini dinar
	DJF	Djibouti franc
	JOD	Jordanian dinar
	KWD	Kuwaiti dinar
	PKR	Pakistani rupee
	QAR	Qatari rial
Europe/North Africa	EGP	Egyptian pound
	EUR	euro
	GBP	pound sterling
	ILS	Israeli new shekel
	NOK	Norwegian krone

	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 national monthly average diesel fuel price as determined by the Department of Energy, Energy Information Administration (EIA). The diesel fuel prices published by the EIA may be found via the following source:

EIA Website: http://eia.doe.gov

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 posted on or after the first of the month for the prior month and shall apply to shipments booked for sailings in the next month. The monthly national average diesel fuel prices will be posted to the SDDC website no later than the 10th of the month prior to the month in which it will be applied. Example: The average fuel prices for calculation of FUEL ADJUSTMENT SURCHARGE charges for March shall be based on diesel prices for the month of January.

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 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.

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	154
Average haul GC ports to GC points	194
Average haul WC ports to WC points	83
Average haul EC ports to rest of US	1043
Truck Component EC ports to rest of US	108
Average haul GC ports to rest of US	1626
Truck Component GC ports to rest of US	77

Average haul WC ports to rest of US	2042
Truck Component WC ports to rest of US	77
Truck fuel factor gallons/container mile	0.1667
Intermodal rail fuel factor gallons/container mile	0.033

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	243
Average haul GC ports to GC points	216
Average haul WC ports to WC points	42
Average haul EC ports to Rest of US	1103
Average haul GC ports to Rest of US	1384

Average haul WC ports to Rest of US	1783
Truck fuel factor gallons/container mile	0.1667
Reefer unit fuel factor gallons/hour	0.7
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	264
Average haul GC ports to GC points	387
Average haul WC ports to WC points	157
Average haul EC ports to Rest of US	1022
Average haul GC ports to Rest of US	1808
Average haul WC ports to Rest of US	2138
Truck fuel factor gallons/trailer mile	0.1667

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	215
Average haul GC ports to GC points	300
Average haul WC ports to WC points	132
Average haul EC ports to Rest of US	847
Average haul GC ports to Rest of US	1632
Average haul WC ports to Rest of US	2165
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 Background.
DLA has entered into contracts with various suppliers and distributors under a "Prime Vendor" program for the supply of various commodities to U.S. Government agencies. These contracts support DLA customers in geographic locations worldwide. The Defense Distribution Center (DDC), is an authorized ordering office for Prime Vendor Shipments through DLA under this contract. The items are shipped overseas under the USC contract via ocean transportation ordered through DDC. Under the terms of the DLA Prime Vendor contracts, ownership and title to these items, remains with the Prime Vendor while the items move within the Defense Transportation System (DTS). USC carriers deliver Prime Vendor cargo to the Prime Vendor rather than delivering cargo to the U.S. Government.

1.2 Contractual Intent. Generally, the terms, conditions and prices of this contract shall apply equally to the transportation of both Government owned and non-Government owned cargo. For example, the standard of liability of a USC Contractor for loss/damage to cargo is the same in both situations. Also, compensation due the USC Contractor for detention of carrier containers, for port storage, for reefer maintenance, and other matters (see paragraph 1.6 below), is the same in both situations. However, experience has demonstrated to the Government that certain matters are properly handled directly between a Prime Vendor and a USC Contractor (the real parties in interest) where non-Government cargo in involved. These matters include:

a) Claims procedures and claims dispute resolution procedures related to Prime Vendor cargo and Prime Vendor claims against a USC Contractor for loss/damage to Prime Vendor cargo;
b) USC Contractor claims against a PrimeVendor 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.

1.2.1 The U.S. Government shall not be liable for loss or damage to Prime Vendor cargo. Any discrepancy report or notice of claim for such loss or damage shall be submitted by the DLA Prime Vendor directly to the USC Contractor for resolution, not to DLA or USTRANSCOM. The USC Contractor shall accept such discrepancy report or notice of claim for such loss or damage from the DLA Prime Vendor, as well as any other communications regarding such loss or damage.

1.2.2 The U.S Government shall not be liable for USC Contractor claims against a Prime Vendor for loss/damage to USC Contractor equipment; USC Contractor claims against a Prime Vendor for detention of USC Contractor

equipment; USC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and claims between the Prime Vendor and USC Contractor for services not ordered by the Government). The USC Contractor shall submit directly to the Prime Vendor, with copy to the USC Contracting Officer, any claim for damage, detention, port storage, reefer maintenance, or services not ordered by the U.S. Government. If the USC Contractor is unable to communicate directly with the Prime Vendor for any reason, the USC Contractor shall so advise the USC Contracting Officer. In those instances, or instances where the resolution of Prime Vendor / USC Carrier claims is at an impasse, the USC Contracting Officer will function (in coordination with other Government agencies as appropriate) as a facilitator in order to bring the parties together and work towards resolution of the claim(s).

1.2.3 Notwithstanding the provisions of 1.2.2 above, the USC Contractor may pursue any rights it may have under this contract and may file a claim with the USC Contracting Officer where allowable under the terms of this contract in connection with the transportation of Prime Vendor cargo. An example of such a situation could be where Government action harms the USC Contractor with respect to Prime Vendor cargo transportation and some other part of this contract provides a remedy.

1.2.4 Failure of the Prime Vendor to Satisfy an Arbitral Award, Judgment, or Binding Alternate Dispute Resolution (ADR) Decision

(i) The USC Contractor may, at any time after the USC Contractor has initiated arbitration, a lawsuit, or demand for binding ADR against a Prime Vendor for amounts due to the USC Contractor by the Prime Vendor, request in writing that the Government agree to guarantee payment in the amount stated in the demand (excluding any amount for dispute resolution proceeding costs, including attorney fees) for arbitration, lawsuit, or demand for binding ADR. Within thirty (30) days of receiving such a request, the Government may, in its sole discretion, either: (1) by modification issue a guarantee to the USC Contractor in the amount of the arbitral demand made by the USC Contractor against the Prime Vendor, or (2) in writing deny such request for a guarantee. In the event that the Government issues a guarantee as described above, payment under that guarantee shall become due thirty (30) days after the USC Contractor provides to the Government a copy of the arbitral award, judgment or binding ADR decision in the USC Contractor's favor, along with a certification that the Prime Vendor has not satisfied such award, judgment or binding ADR decision within thirty (30) days of its effective date. The amount of the payment due shall be the amount of the arbitral award, judgment or binding ADR decision (excluding any amount for dispute resolution proceeding costs, including attorney fees), not to exceed the amount set forth in the arbitral demand or any amended arbitral demand, lawsuit, or demand for binding ADR. If the Government instead elects to deny the issuance of a guarantee, then upon such denial the USC Contractor shall be relieved of its obligation to accept any bookings for cargo tendered for shipment by or on behalf of the Prime Vendor and, if requested bookings are denied, the Government is free to use other carriers. If the Government fails to respond in writing to a request for a guarantee within thirty (30) days of receipt of such request, then such failure shall be treated as a denial of the request, and the USC Contractor shall be relieved of its obligation to accept any bookings for cargo tendered by or on behalf of the Prime Vendor and, if requested bookings are denied, the Government is free to use other carriers.

(ii) In the event that the Government actually makes payment under a guarantee issued under subsections (i) of this section 1.2.4, the Government shall have a right to assert the Contractor's claim, up to the amount of its payment to the Contractor, against the party whose failure to pay a final arbitral award, judgment, or binding ADR decision resulted in the Government's obligation to pay under the relevant guarantee.

(iii) The USC Contractor agrees to cooperate with Government efforts to resolve a claim against the party whose failure to pay a final arbitral award, judgment, or binding ADR decision resulted in the Government's obligation to pay under the relevant guarantee. This includes providing documents/correspondence relevant to the claim, producing personnel with knowledge of the claim, and advising on industry practices.

1.3 Third-Party Agreement. Under the terms of the DLA Prime Vendor contracts, the Prime Vendor will execute a minimum level agreement which can be accepted or expanded by negotiation. The required format for the minimum level Prime Vendor/USC Carrier Agreement is provided below. As detailed below, the USC Contractor is required to accept and sign an agreement with the applicable Prime Vendor to be eligible to move Prime Vendor cargo on OCONUS routes.

1.3.1 Prime Vendor and USC Contractor Agreements for OCONUS: In order to be eligible for movement of Prime Vendor cargo OCONUS, the USC Contractor must, after notification of an award of any route for Prime Vendor cargo movement, the USC Contractor shall enter into a written agreement with the Prime Vendor which shall, as a minimum, use the Prime Vendor/USC Carrier Agreement to define procedures to submit and process claims and resolve disputes arising in connection with U.S. Government ordered transportation services for non-Government owned cargo. The Prime Vendor/USC Carrier Agreement is the minimum instrument required to address the matters described in 1.2.1 and 1.2.2. A copy of the agreement and any negotiated supplemental language in respect thereof or changes thereto, shall be furnished to the USC Contracting Officer. Any agreement that does not, as a minimum, use the Prime Vendor/USC Carrier Agreement to define procedures to submit and process claims and to resolve disputes arising in connection with U.S. Government ordered transportation services for non-Government owned cargo in accordance with 1.2.1 and 1.2.2 above will be rejected by the USC Contracting Officer making that USC Contractor ineligible to transport Prime Vendor cargo on PakGLOC routes. No USC Contractor will receive a task order to move Prime Vendor cargo anywhere OCONUS under this contract without an approved Prime Vendor Agreement. The USC carrier and Prime Vendor may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement.

1.4 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.

1.5 Third Party Beneficiary. As noted in Section 1.2, except for the subjects covered in Sections 1.2 and 1.3 (claims procedures and claims dispute resolution procedures related to Prime Vendor cargo, including Prime Vendor claims against a USC Contractor for loss/damage to Prime Vendor cargo; USC Contractor claims against a Prime Vendor for loss/damage to USC Contractor equipment; USC Contractor claims against a Prime Vendor for detention of USC Contractor equipment; USC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); USC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and claims between the Prime Vendor and USC Contractor for services not ordered by the Government), and procedures for ending container detention charges) and except for the modified provisions described in 1.6 or other exceptions specified elsewhere in this contract, the terms, conditions and prices of this USC contract apply equally to the transportation of both Government owned and non-Government owned cargo. The Prime Vendor/USC Carrier Agreement incorporates the USC-8 Contract by reference.

1.5.1 Prime Vendor as Third Party Beneficiary. The Prime Vendor is an express third party beneficiary of the terms, conditions, and prices of this USC-8 contract when it describes the rights and obligations between the Prime Vendor and USC Contractor. See the list of subjects at 1.5 and the modified provisions of 1.6. The Prime Vendor's rights as a Third Party Beneficiary exist (and could be most useful) in the absence of a Prime Vendor/USC Carrier Agreement. A third party beneficiary is not subject to amendments and modifications of this contract and relevant DLA Prime Vendor contracts.

1.5.2 Carrier as Third Party Beneficiary. The USC Contractor is an express beneficiary of the terms, conditions and prices of the DLA Prime Vendor contract when it describes the rights and obligations between the Prime Vendor and USC Contractor, including descriptions in this contract incorporated by reference into the DLA contract. The USC Contractor's rights as a Third Party Beneficiary exist (and could be most useful) in the absence of a Prime Vendor/Carrier Agreement. A third party beneficiary is not subject to amendments and modifications of this contract and relevant DLA Prime Vendor contracts.

1.6 Other USC Provisions Impacted by the Special Provisions for the DLA Prime Vendor Program.
Unless specified elsewhere in this contract, the terms in this Attachment are the only variations in USC terms and conditions applicable to the transportation of cargo in the DLA Prime Vendor Program. The purpose of these variations is to acknowledge that such transportation involves Prime Vendor-owned cargo, not Government-owned cargo; that USC carriers deliver cargo back to the Prime Vendor, not to the Government; and that the real parties in interest for Prime Vendor cargo movements are generally the Prime Vendor and the USC Contractor, not the Government.

a) Paragraph (d) of FAR 52.212-4, is supplemented in accord with Section 1.4 of this attachment.
b) FAR 52.233-4 does not apply to claims of breach of the business agreement between the Prime Vendor and the Contractor.
c) DFARS 252.233-7001 does not apply to disputes between the Prime Vendor and the Contractor. See Section 1.4.
d) Section 2.7.1, Liens/Seizure of Cargo of the "Additional Clauses" Section of this contract shall not apply to Prime Vendor cargo. (Similarly, the DLA Prime Vendor contract does not prohibit the Prime Vendor from exercising any right of setoff involving a commercial contract or other remedial action to protect its interest with respect to USC Contractor(s).)
e) The clause "Application of COGSA for Non-Government Owned Cargo" in Exhibit 2 shall apply to transportation of Prime Vendor Cargo instead of the clause "Application of COGSA".
f) Under Exhibit 3, PWS, paragraph 3.G.4, the Prime Vendor, not the Government, pays the Contractor for detention caused by the Prime Vendor. The Prime Vendor and USC Contractor are not required to use the purchase of a container as a procedure to terminate container detention charges. Under Exhibit 3, PWS, paragraph 3.G.8, the Prime Vendor is required to provide notice, reimbursement, etc. to the USC Contractor, not the U.S. Government. The Prime Vendor and USC Contractor are not required to use the purchase of a container as a procedure for resolving container damages.
g) Under Exhibit 3, PWS, paragraph 3.G.9, the Prime Vendor's representative, not the Ordering Officer, COR, or Contracting Officer, determines theft or disappearance of Contractor equipment. The Prime Vendor and USC Contractor are not required to use the purchase of a container as a procedure for resolving container theft or disappearance.
h) Under Exhibit 3, PWS, paragraph 3.G.10, the Prime Vendor, not the Government, reimburses the Contractor for onward movement delays cause by the Prime Vendor.
i) Under Exhibit 3, PWS, Exigency Annex paragraph B.4, the Prime Vendor, not the Government, pays the USC Contractor for detention caused by the Prime Vendor. The Prime Vendor and USC Contractor are not required to use the purchase of a container as a procedure for terminating container detention charges.
j) Under Exhibit 3, PWS, Attachment 6, the Prime Vendor and the USC Contractor are required to develop their own invoicing and payment procedures for matters between them as described in paragraph A.1. Pursuant to Exhibit 3, PWS, Attachment 2, the Prime Vendor and the USC Contractor may develop their own reports and formats**.**

1.7 The DLA Contracting Officer will deliver a signed Prime Vendor/USC Carrier Agreement executed by the Prime Vendor to the USC Contracting Officer when a specific Prime Vendor is awarded a DLA Prime Vendor contract. The DLA Contracting Officer shall also provide the name, address, and contact information for the specific Prime Vendor, as necessary. The USC Contracting Officer will forward the agreement to the USC Contractors who have accepted rates for the Prime Vendor location(s). Once the USC Contractor has signed the agreement(s), the signed agreement(s) is forwarded to the Prime Vendor with a copy forwarded to the USC Contracting Officer.

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 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.

2. 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.

3. When the claims process does not lead to resolution of the claim, the parties agree to initiate some form of dispute resolution process (which could include direct negotiation, alternative dispute resolution, court action, etc.) that does not involve the U.S. Government (including LA/USTRANSCOM.) The parties may (but are not required

to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and Attachment of the Exhibit 3, PWS in the USC contract.

4. 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.

5. 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.

6. The parties acknowledge that the terms of the USC contract are applicable to this Agreement and incorporate by reference into this Agreement the USC contract in force at the time PV cargo is booked. For example, the standard of liability of an Accepting USC Carrier for loss/damage to PV cargo is the same as the standard of liability of a USC carrier for loss/damage to government-owned cargo under USC. Similarly, the compensation due an Accepting USC Carrier for damage to its equipment, detention of its containers, port storage of its equipment, and maintenance of its refrigerated containers is the same as the compensation due to a USC Carrier for such matters under USC. Section 1.6 of Attachment 8 to the USC contract describes specific provisions of the USC contract that are modified to acknowledge that the transportation described herein involves PV cargo, not government-owned cargo; that USC carriers deliver cargo back to the PV, not to the Government; and that the real parties in interest for PV cargo movements are generally the PV and the USC carrier, not the Government.

XXXXXXXX XXXXXXXXX, INC.
"The Prime Vendor

_____ Date:
By:
Title:

The undersigned, an authorized representative of YYYYYYYYYYYYYY YYYYYYYYY, INC., hereby accepts and agrees to the terms and provisions above of this Agreement.

YYYYYYYYYYYYYYYYYY YYYYYYYY, 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.)

ORDERING PROCEDURE
CONTRACTOR SELECTION
"FAIR OPPORTUNITY PROCESS"

1. Fair Opportunity to Compete

1.1. Fair Opportunity to Compete for Task Order (booking) Awards: Under the USC-8 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-8 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 accessorials
(3) Has required equipment
(4) Has an approved Prime Vendor Agreement in accordance with Exhibit 3, PWS, Attachment 8.
(5) 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. U.S. Domestic Shipyard Preference (applicable to Jones Act Trade only) - Contractors will be evaluated based upon the highest U.S. Domestic Shipyard Preference as determined by the evaluation of U.S. shipyard repairs below:

(1) Offerors will be evaluated as "1" (highest) or "2" (lowest) based on the formula below:

(Repair Money Spent in US/Total Repair Money Spent) + (Days of Repair in US/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) Base Year – 15% or more of vessels serviced within US Shipyards would receive a preference of "1" and 14.9% and below would receive a preference "2."
(ii) 1st Option Year - 20% or more of vessels serviced within US Shipyards would receive a preference of "1" and 19.9% and below would receive a preference "2."
(iii) 2nd Option Year - 25% or more of vessels serviced within US Shipyards would receive a preference of "1" and 24.9% and below would receive a preference "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 5) is the numerical average of Contractor's worldwide score and lane score for the lane in question. The score is a number ranging from 0 to 1; for example, it would be 0.8 (=80%) if carrier's worldwide score were 75%, and score on the lane in question were 85%.

e. The ordering officer reserves the right to book orders to a non-BVN carrier.

3. Ordering Process for Cargo Bookings Incorporating Readiness Evaluation Factors:

3.1. Enclosure E5.3 of Department of Defense Instruction (DoDI) 4500.57, Transportation and Traffic Management (March 18, 2008) states: "The Department of Defense relies on the private sector for transport of a significant portion of its wartime and peacetime cargo. The relationship between the Department and the private sector is critical to mobilization, deployment, and sustainment of military forces. The goal of VISA is to provide assured access to the U.S. flag ocean transportation industry through the contractual pledges by carriers of their vessels and intermodal systems capacities, in return for priority for 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 rate shall be solicited via a Request for Quote (RFQ). The RFQ shall be sent to all contractors for bid. Contractors shall return the RFQ by the closing date specified in the RFQ. Failure to provide all required information will result in a contractor's proposal to be invalid.

4.2. One-Time-Only Task Orders will not use a BVN. Instead, a Best Value determination shall be made based on criteria stated in the RFQ. At a minimum, the Best Value determination shall include U.S. Flag priorities (P1, P2, and P3) and U.S. Domestic Shipyard preference (when applicable).

4.3. Upon award of the One-Time-Only Task Order/Booking, notification will be sent to all Contractors stating 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.: 2011-0217
Revision No.: 9
Date of Last Revision: 07/08/2015

Note: Executive Order (EO) 13658 establishes an hourly minimum wage of $10.10 for 2015 that applies to all contracts subject to the Service Contract Act for which the solicitation is 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 $10.10 (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract. 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.

States: Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming

Area: Alaska Statewide
Alabama Statewide
Arkansas Statewide
Arizona Statewide
California Statewide
Colorado Statewide
Connecticut Statewide
District of Columbia Statewide
Delaware Statewide
Florida Statewide
Georgia Statewide
Hawaii Statewide
Iowa Statewide
Idaho Statewide
Illinois Statewide
Indiana Statewide
Kansas Statewide
Kentucky Statewide
Louisiana Statewide
Massachusetts Statewide
Maryland Statewide
Maine Statewide
Michigan Statewide
Minnesota Statewide
Missouri Statewide
Mississippi Statewide
Montana Statewide
North Carolina Statewide
North Dakota Statewide
Nebraska Statewide
New Hampshire Statewide

New Jersey Statewide
New Mexico Statewide
Nevada Statewide
New York Statewide
Ohio Statewide
Oklahoma Statewide
Oregon Statewide
Pennsylvania Statewide
Rhode Island Statewide
South Carolina Statewide
South Dakota Statewide
Tennessee Statewide
Texas Statewide
Utah Statewide
Virginia Statewide
Vermont Statewide
Washington Statewide
Wisconsin Statewide
West Virginia Statewide
Wyoming Statewide

EAST NORTH CENTRAL: Illinois, Indiana, Michigan, Ohio and Wisconsin

EAST SOUTH CENTRAL: Alabama, Kentucky, Mississippi and Tennessee

MIDDLE ATLANTIC: Pennsylvania, New Jersey and New York

MOUNTAIN: Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah and Wyoming

NEW ENGLAND: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont

PACIFIC: Alaska, California, Hawaii, Oregon and Washington

SOUTH ATLANTIC: Delaware; District of Columbia, Florida, Georgia, Maryland, North Carolina, South Carolina, Virginia and West Virginia

WEST NORTH CENTRAL: Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota and South Dakota

WEST SOUTH CENTRAL: Arkansas, Louisiana, Oklahoma and Texas

Fringe Benefits Required Follow the Occupational Listing

Employed on DOD contract for Trucking/Hauling and applicable port operations originating in the designated regions within the named locality .

OCCUPATION CODE - TITLE	FOOTNOTE	RATE
21020 - Forklift Operator		
East North Central		14 .96
East South Central		13 .67
Middle Atlantic		15 .73
Mountain		15 .36
New England		15 .86
Pacific		17 .21

South Atlantic	15 .16
West North Central	15 .16
West South Central	13 .97
23440 - Heavy Equipment Operator	
East North Central	25 .69
East South Central	15 .95
Middle Atlantic	26 .96
Mountain	21 .43
New England	22 .91
Pacific	30 .24
South Atlantic	18 .61
West North Central	20 .01
West South Central	16 .70
29010 - Blocker And Bracer	
East North Central	22 .89
East South Central	18 .60
Middle Atlantic	23 .62
Mountain	25 .73
New England	22 .28
Pacific	31 .42
South Atlantic	21 .02
West North Central	22 .42
West South Central	20 .33
29020 - Hatch Tender	
East North Central	22 .89
East South Central	18 .60
Middle Atlantic	23 .62
Mountain	25 .73
New England	22 .28
Pacific	31 .42
South Atlantic	21 .02
West North Central	22 .42
West South Central	20 .33
29030 - Line Handler	
East North Central	22 .89
East South Central	18 .60
Middle Atlantic	23 .62
Mountain	25 .73
New England	22 .28
Pacific	31 .42
South Atlantic	21 .02
West North Central	22 .42
West South Central	20 .33

29041 - Stevedore I	
East North Central	21 .68
East South Central	17 .66
Middle Atlantic	22 .40
Mountain	24 .04
New England	21 .63
Pacific	29 .42
South Atlantic	19 .70
West North Central	21 .11
West South Central	19 .03
29042 - Stevedore II	
East North Central	23 .99
East South Central	19 .78
Middle Atlantic	24 .95
Mountain	27 .51
New England	23 .42
Pacific	33 .44
South Atlantic	22 .31
West North Central	23 .63
West South Central	21 .67
31361 - Truckdriver, Light	
East North Central	15 .63
East South Central	14 .38
Middle Atlantic	16 .30
Mountain	15 .81
New England	16 .13
Pacific	17 .82
South Atlantic	16 .04
West North Central	15 .79
West South Central	14 .26
31362 - Truckdriver, Medium	
East North Central	16 .54
East South Central	15 .34
Middle Atlantic	17 .14
Mountain	17 .04
New England	16 .95
Pacific	19 .12
South Atlantic	17 .27
West North Central	16 .88
West South Central	15 .37
31363 - Truckdriver, Heavy	
East North Central	18 .76
East South Central	17 .51

Middle Atlantic	20 .33
Mountain	19 .45
New England	19 .06
Pacific	20 .62
South Atlantic	18 .76
West North Central	19 .05
West South Central	17 .44
31364 - Truckdriver, Tractor-Trailer	
East North Central	18 .76
East South Central	17 .51
Middle Atlantic	20 .33
Mountain	19 .45
New England	19 .06
Pacific	20 .62
South Atlantic	18 .76
West North Central	19 .05
West South Central	17 .44

ALL OCCUPATIONS LISTED ABOVE RECEIVE THE FOLLOWING BENEFITS:

HEALTH & WELFARE: $4.27 per hour or $170.80 per week or $740.13 per month

VACATION: 2 weeks paid vacation after 1 year of service with a contractor or successor, 3 weeks after 5 years, and 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present contractor or successor, wherever employed, and with the predecessor contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)

HOLIDAYS: A minimum of ten paid holidays per year: New Year's Day, Martin Luther King Jr.'s Birthday, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans' Day, Thanksgiving Day, and Christmas Day. (A contractor may substitute for any of the named holidays another day off with pay in accordance with a plan communicated to the employees involved.) (See 29 CFR 4.174)

REQUEST FOR AUTHORIZATION OF ADDITIONAL CLASSIFICATION AND WAGE RATE

Standard Form 1444 (SF-1444)

Conformance Process:

The contracting officer shall require that any class of service employee which is not listed herein and which is to be employed under the contract (i.e., the work to be performed is not performed by any classification listed in the wage determination), be classified by the contractor so as to provide a reasonable relationship (i.e., appropriate level of skill comparison) between such unlisted classifications and the classifications listed in the wage determination. Such conformed classes of employees shall be paid the monetary wages and furnished the fringe benefits as are determined (See 29 CFR 4.6 (b)(2)(i)). Such conforming procedure 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.

HAZARDOUS PAY DIFFERENTIAL: An 8 percent differential is applicable to employees employed in a position that represents a high degree of hazard when working with or in close proximity to ordnance, explosives, and incendiary materials. This includes work such as screening, blending, dying, mixing, and pressing of sensitive ordnance, explosives, and pyrotechnic compositions such as lead azide, black powder and photoflash powder. All dry-house activities involving propellants or explosives. Demilitarization, modification, renovation, demolition, and maintenance operations on sensitive ordnance, explosives and incendiary materials. All operations involving re-grading and cleaning of artillery ranges.

A 4 percent differential is applicable to employees employed in a position that represents a low degree of hazard when working with, or in close proximity to ordnance, (or employees possibly adjacent to) explosives and incendiary materials which involves potential injury such as laceration of hands, face, or arms of the employee engaged in the operation, irritation of the skin, minor burns and the like; minimal damage to immediate or adjacent work area or equipment being used. All operations involving, unloading, storage, and hauling of ordnance, explosive, and incendiary ordnance material other than small arms ammunition. These differentials are only applicable to work that has been specifically designated by the agency for ordnance, explosives, and incendiary material differential pay.