

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS <i>OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, AND 30</i>				1. REQUISITION NUMBER		PAGE 1 OF 21	
2. CONTRACT NO. HTC711-14-D-W0 xx		3. AWARD/EFFECTIVE DATE 01-Mar-2014		4. ORDER NUMBER		5. SOLICITATION NUMBER HTC711-13-R-W001	
7. FOR SOLICITATION INFORMATION CALL:		a. NAME				b. TELEPHONE NUMBER (No Collect Calls)	
9. ISSUED BY USTRANSCOM-AQ - HTC711 508 SCOTT DR SCOTT AFB IL 62225-5357 TEL: CONTACT BUYER FAX: CONTACT BUYER		CODE HTC711		10. THIS ACQUISITION IS <input checked="" type="checkbox"/> UNRESTRICTED <input type="checkbox"/> SET ASIDE: % FOR <input type="checkbox"/> SB <input type="checkbox"/> HUBZONE SB <input type="checkbox"/> 8(A) <input type="checkbox"/> SVC-DISABLED VET-OWNED SB <input type="checkbox"/> EMERGING SB SIZE STD: 500 NAICS: 483111		11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED <input type="checkbox"/> SEE SCHEDULE <input type="checkbox"/> 13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700) 13b. RATING 14. METHOD OF SOLICITATION <input type="checkbox"/> RFQ <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP	
15. DELIVER TO SEE SCHEDULE		CODE		16. ADMINISTERED BY SEE ITEM 9		CODE	
17a. CONTRACTOR/OFFEROR TEL.		CODE		18a. PAYMENT WILL BE MADE BY		CODE	
FACILITY CODE							
<input type="checkbox"/> 17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER				18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a. UNLESS BLOCK BELOW IS CHECKED <input type="checkbox"/> SEE ADDENDUM			
19. ITEM NO.		20. SCHEDULE OF SUPPLIES/ SERVICES		21. QUANTITY		22. UNIT	
		SEE SCHEDULE				23. UNIT PRICE	
						24. AMOUNT	
25. ACCOUNTING AND APPROPRIATION DATA						26. TOTAL AWARD AMOUNT (For Govt. Use Only)	
<input type="checkbox"/> 27a. SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1. 52.212-4. FAR 52.212-3. 52.212-5 ARE ATTACHED. ADDENDA <input type="checkbox"/> ARE <input type="checkbox"/> ARE NOT ATTACHED							
<input type="checkbox"/> 27b. CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4. FAR 52.212-5 IS ATTACHED. ADDENDA <input type="checkbox"/> ARE <input type="checkbox"/> ARE NOT ATTACHED							
28. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN COPIES <input type="checkbox"/> TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.				29. AWARD OF CONTRACT: REFERENCE <input type="checkbox"/> OFFER DATED . YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS:			
30a. SIGNATURE OF OFFEROR/CONTRACTOR				31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER)		31c. DATE SIGNED	
30b. NAME AND TITLE OF SIGNER (TYPE OR PRINT)		30c. DATE SIGNED		31b. NAME OF CONTRACTING OFFICER (TYPE OR PRINT) TEL: EMAIL:			

SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS (CONTINUED)	PAGE 2 OF 21
---	--------------

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
<input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL			<input type="checkbox"/> COMPLETE <input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL	

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

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

Section SF 1449 - CONTINUATION SHEET

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0001	Ocean and Intermodal Svcs (Base Year) FP-EPA Provide Ocean and Intermodal Distribution Services for the base period 01 Mar 2014 through 30 Nov 2014. Rates are contained in the CARE II System (Carrier Analysis and Rate Evaluation System). FOB: Destination SIGNAL CODE: A	1	Lot		

MAX NET AMT

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
0002	Minimum Guarantee FFP This CLIN is to facilitate payment of Contract Minimum Guarantee. Payment of Minimum Guarantee will be made via Delivery order if Minimum is not met via ordering of transportation services. Minimum Guarantee only applies to the Base Year. FOB: Destination SIGNAL CODE: A	1	Lot	\$5,000.00	\$5,000.00

MAX
NET AMT

\$5,000.00

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
1001 OPTION	Ocean and Intermodal Svcs Option Year 1 FP-EPA Provide Ocean and Intermodal Distribution Services for Option Year 1 with a performance from 01 Dec 2014 through 30 Nov 2015. Rates are contained in the CARE II System (Carrier Analysis and Rate Evaluation System). FOB: Destination SIGNAL CODE: A	1	Lot		
MAX NET AMT					<hr/>

ITEM NO	SUPPLIES/SERVICES	MAX QUANTITY	UNIT	UNIT PRICE	MAX AMOUNT
2001 OPTION	Ocean and Intermodal Svcs Option Year 2 FP-EPA Provide Ocean and Intermodal Distribution Services for Option Year 2 with a period of performance from 01 Dec 2015 through 30 Nov 2016. Rates are contained in the CARE II System (Carrier Analysis and Rate Evaluation System). FOB: Destination SIGNAL CODE: A	1	Lot		
MAX NET AMT					<hr/>

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	\$5,000.00	265,000,000.00	\$265,000,000.00

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		265,000,000.00	

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-2014 TO 30-NOV-2014	N/A	N/A FOB: Destination	
0002	POP 01-MAR-2014 TO 30-NOV-2014	N/A	N/A FOB: Destination	
1001	POP 01-DEC-2014 TO 30-NOV-2015	N/A	N/A FOB: Destination	
2001	POP 01-DEC-2015 TO 30-NOV-2016	N/A	N/A FOB: Destination	

CLAUSES INCORPORATED BY REFERENCE

52.202-1	Definitions	NOV 2013
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
52.203-17	Contractor Employee Whistleblower Rights and Requirement To Inform Employees of Whistleblower Rights	SEP 2013
52.204-2	Security Requirements	AUG 1996
52.204-7	System for Award Management	JUL 2013
52.204-9	Personal Identity Verification of Contractor Personnel	JAN 2011
52.204-10	Reporting Executive Compensation and First-Tier Subcontract Awards	AUG 2012
52.209-6	Protecting the Government's Interest When Subcontracting With Contractors Debarred, Suspended, or Proposed for Debarment	DEC 2010
52.209-10	Prohibition on Contracting With Inverted Domestic Corporations	MAY 2012

52.212-4	Contract Terms and Conditions--Commercial Items	FEB 2012
52.219-8	Utilization of Small Business Concerns	JAN 2011
52.219-9	Small Business Subcontracting Plan	JAN 2011
52.219-16	Liquidated Damages-Subcontracting Plan	JAN 1999
52.222-3	Convict Labor	JUN 2003
52.222-19	Child Labor -- Cooperation with Authorities and Remedies	NOV 2013
52.222-21	Prohibition Of Segregated Facilities	FEB 1999
52.222-26	Equal Opportunity	MAR 2007
52.222-36	Affirmative Action For Workers With Disabilities	OCT 2010
52.222-40	Notification of Employee Rights Under the National Labor Relations Act	DEC 2010
52.222-41	Service Contract Act Of 1965	NOV 2007
52.222-43	Fair Labor Standards Act And Service Contract Act - Price Adjustment (Multiple Year And Option)	SEP 2009
52.222-50	Combating Trafficking in Persons	FEB 2009
52.222-50 Alt I	Combating Trafficking in Persons (Aug 2007) Alternate I	AUG 2007
52.222-54	Employment Eligibility Verification	JUL 2012
52.223-3	Hazardous Material Identification And Material Safety Data	JAN 1997
52.223-18	Encouraging Contractor Policies To Ban Text Messaging While Driving	AUG 2011
52.228-3	Worker's Compensation Insurance (Defense Base Act)	APR 1984
52.232-33	Payment by Electronic Funds Transfer--Central Contractor Registration	OCT 2003
52.233-3	Protest After Award	AUG 1996
52.233-4	Applicable Law for Breach of Contract Claim	OCT 2004
52.247-5	Familiarization With Conditions	APR 1984
52.247-64	Preference for Privately Owned U.S. - Flag Commercial Vessels	FEB 2006
52.253-1	Computer Generated Forms	JAN 1991
252.201-7000	Contracting Officer's Representative	DEC 1991
252.203-7000	Requirements Relating to Compensation of Former DoD Officials	SEP 2011
252.203-7003	Agency Office of the Inspector General	DEC 2012
252.204-7000	Disclosure Of Information	DEC 1991
252.204-7005	Oral Attestation of Security Responsibilities	NOV 2001
252.205-7000	Provision Of Information To Cooperative Agreement Holders	DEC 1991
252.209-7004	Subcontracting With Firms That Are Owned or Controlled By The Government of a Terrorist Country	DEC 2006
252.219-7003	Small Business Subcontracting Plan (DOD Contracts)	AUG 2012
252.222-7002	Compliance With Local Labor Laws (Overseas)	JUN 1997
252.226-7001	Utilization of Indian Organizations and Indian-Owned Economic Enterprises, and Native Hawaiian Small Business Concerns	SEP 2004
252.229-7007	Verification of United States Receipt of Goods	JUN 1997
252.232-7003	Electronic Submission of Payment Requests and Receiving Reports	JUN 2012
252.239-7017	Notice of Supply Chain Risk	NOV 2013
252.239-7018	Supply Chain Risk	NOV 2013
252.243-7001	Pricing Of Contract Modifications	DEC 1991
252.243-7002	Requests for Equitable Adjustment	DEC 2012
252.247-7003	Pass-Through of Motor Carrier Fuel Surcharge Adjustment To The Cost Bearer	SEP 2010
252.247-7027	Riding Gang Member Requirements	OCT 2011

CLAUSES INCORPORATED BY FULL TEXT

52.209-9 UPDATES OF PUBLICLY AVAILABLE INFORMATION REGARDING RESPONSIBILITY MATTERS (FEB 2012)

(a) The Contractor shall update the information in the Federal Awardee Performance and Integrity Information System (FAPIS) on a semi-annual basis, throughout the life of the contract, by posting the required information in the Central Contractor Registration database via <https://www.acquisition.gov>.

(b) As required by section 3010 of the Supplemental Appropriations Act, 2010 (Pub. L. 111-212), all information posted in FAPIS on or after April 15, 2011, except past performance reviews, will be publicly available. FAPIS consists of two segments--

(1) The non-public segment, into which Government officials and the Contractor post information, which can only be viewed by--

(i) Government personnel and authorized users performing business on behalf of the Government; or

(ii) The Contractor, when viewing data on itself; and

(2) The publicly-available segment, to which all data in the non-public segment of FAPIS is automatically transferred after a waiting period of 14 calendar days, except for--

(i) Past performance reviews required by subpart 42.15;

(ii) Information that was entered prior to April 15, 2011; or

(iii) Information that is withdrawn during the 14-calendar-day waiting period by the Government official who posted it in accordance with paragraph (c)(1) of this clause.

(c) The Contractor will receive notification when the Government posts new information to the Contractor's record.

(1) If the Contractor asserts in writing within 7 calendar days, to the Government official who posted the information, that some of the information posted to the non-public segment of FAPIS is covered by a disclosure exemption under the Freedom of Information Act, the Government official who posted the information must within 7 calendar days remove the posting from FAPIS and resolve the issue in accordance with agency Freedom of Information procedures, prior to reposting the releasable information. The contractor must cite 52.209-9 and request removal within 7 calendar days of the posting to FAPIS.

(2) The Contractor will also have an opportunity to post comments regarding information that has been posted by the Government. The comments will be retained as long as the associated information is retained, i.e., for a total period of 6 years. Contractor comments will remain a part of the record unless the Contractor revises them.

(3) As required by section 3010 of Pub. L. 111-212, all information posted in FAPIS on or after April 15, 2011, except past performance reviews, will be publicly available.

(d) Public requests for system information posted prior to April 15, 2011, will be handled under Freedom of Information Act procedures, including, where appropriate, procedures promulgated under E.O. 12600.

(End of clause)

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

(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) Reserved.

(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)).

 X 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 01 March 2014 through 30 November 2014. If Option Year 1 is exercised, 01 Dec 2014 through 30 Nov 2015. If Option Year 2 is exercised, 01 Dec 2015 through 30 Nov 2016.

(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 Measurement Ton (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 the capacity of the vessel;

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

(3) A series of orders from the same ordering office within three (3) days that together call for quantities exceeding

the limitation in subparagraph (1) or (2) above.

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

(d) Notwithstanding paragraphs (b) and (c) above, the Contractor shall honor any order exceeding the maximum order limitations in paragraph (b), unless that order (or orders) is returned to the ordering office within one (1) day 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 2016.

(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 calendar days before the contract expires.

(End of clause)

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

(a) The Government may extend the term of this contract by written notice to the Contractor 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 1989)

In compliance with the Service Contract Act of 1965, as amended, 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
Truck Driver, Light	WG-5 + 36.25% Fringe Benefits
Truck Driver, Medium	WG-6 + 36.25% Fringe Benefits
Truck Driver, Heavy	WG-7 + 36.25% Fringe Benefits
Truck Driver, Tractor-Trailer	WG-8 + 36.25% Fringe Benefits

PORTS

Anchorage, Alaska

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

Baltimore, Maryland

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

Beaumont, Texas

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

Boston, Massachusetts

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
Brunswick, Georgia	
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
Charleston, South Carolina	
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
Corpus Christi Nas, Texas	
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
Galveston Bay, Texas	
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
Gulfport, Mississippi	
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
Houston, Texas	
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
Jacksonville, Florida	
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
Long Beach, California	

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
Los Angeles, California	
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
Miami Ports, Florida	
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
Mobile, Alabama	
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
New Orleans, Louisiana	
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
New York, New York	
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
Newport News, Virginia	
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
Norfolk, Virginia	
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
Orange, Texas	
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
Philadelphia, Pennsylvania	
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
Port Canaveral, Florida	
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
Port Hueneme, California	
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
Portland, Oregon	
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
Puget Sound, Washington	
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
Richmond, California	
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
San Diego, California	
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
San Francisco Bay Area, California	
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
Savannah, Georgia	
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
Seattle, Washington	
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
Tacoma, Washington	
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
Wilmington, Delaware	
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
Yorktown, Virginia	
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

(End of clause)

This contract incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at this/these address(es):

<http://www.arnet.gov/far/>

or

<http://farsite.hill.af.mil/>

(End of clause)

52.252-6 AUTHORIZED DEVIATIONS IN CLAUSES (APR 1984)

(a) The use in this solicitation or contract of any Federal Acquisition Regulation (48 CFR Chapter 1) clause with an authorized deviation is indicated by the addition of "(DEVIATION)" after the date of the clause.

(b) The use in this solicitation or contract of any **DFARS** (48 CFR **2**) clause with an authorized deviation is indicated by the addition of "(DEVIATION)" after the name of the regulation.

(End of clause)

252.212-7001 CONTRACT TERMS AND CONDITIONS REQUIRED TO IMPLEMENT STATUTES OR EXECUTIVE ORDERS APPLICABLE TO DEFENSE ACQUISITIONS OF COMMERCIAL ITEMS (MAR 2013)

(a) The Contractor agrees to comply with the following Federal Acquisition Regulation (FAR) clause which, if checked, is included in this contract by reference to implement a provision of law applicable to acquisitions of commercial items or components.

___ 52.203-3, Gratuities (APR 1984) (10 U.S.C. 2207).

(b) The Contractor agrees to comply with any clause that is checked on the following list of Defense FAR Supplement clauses which, if checked, is included in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items or components.

(1) ___ 252.203-7000, Requirements Relating to Compensation of Former DoD Officials (SEP 2011) (Section 847 of Pub. L. 110-181).

(2) ___ 252.203-7003, Agency Office of the Inspector General (DEC 2012)(section 6101 of Pub. L. 110-252, 41 U.S.C. 3509).

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

(4) ___ 252.219-7003, Small Business Subcontracting Plan (DoD Contracts) (AUG 2012) (15 U.S.C. 637).

(5) ___ 252.219-7004, Small Business Subcontracting Plan (Test Program) (JAN 2011) (15 U.S.C. 637 note).

(6)(i) ___ 252.225-7001, Buy American and Balance of Payments Program (DEC 2012) (41 U.S.C. chapter 83, E.O. 10582).

- (ii) ____ Alternate I (OCT 2011) of 252.225-7001.
- (7) ____ 252.225-7008, Restriction on Acquisition of Specialty Metals (MAR 2013) (10 U.S.C. 2533b).
- (8) ____ 252.225-7009, Restriction on Acquisition of Certain Articles Containing Specialty Metals (MAR 2013) (10 U.S.C. 2533b).
- (9) ____ 252.225-7012, Preference for Certain Domestic Commodities (FEB 2013) (10 U.S.C. 2533a).
- (10) ____ 252.225-7015, Restriction on Acquisition of Hand or Measuring Tools (JUN 2005) (10 U.S.C. 2533a).
- (11) ____ 252.225-7016, Restriction on Acquisition of Ball and Roller Bearings (JUN 2011) (Section 8065 of Pub. L. 107-117 and the same restriction in subsequent DoD appropriations acts).
- 12) ____ 252.225-7017, Photovoltaic Devices (DEC 2012) (Section 846 of Pub. L. 111-383).
- 13)(i) ____ 252.225-7021, Trade Agreements (DEC 2012) (19 U.S.C. 2501-2518 and 19 U.S.C. 3301 note).
- (ii) ____ Alternate I (OCT 2011) of 252.225-7021.
- (iii) ____ Alternate II (OCT 2011) of 252.225-7021.
- (14) ____ 252.225-7027, Restriction on Contingent Fees for Foreign Military Sales (APR 2003) (22 U.S.C. 2779).
- (15) ____ 252.225-7028, Exclusionary Policies and Practices of Foreign Governments (APR 2003) (22 U.S.C. 2755).
- (16)(i) ____ 252.225-7036, Buy American Act—Free Trade Agreements—Balance of Payments Program (DEC 2012) (41 U.S.C. chapter 83 and 19 U.S.C. 3301 note).
- (ii) ____ Alternate I (JUN 2012) of 252.225-7036.
- (iii) ____ Alternate II (NOV 2012) of 252.225-7036.
- (iv) ____ Alternate III (JUN 2012) of 252.225-7036.
- (v) ____ Alternate IV (NOV 2012) of 252.225-7036.
- (vi) ____ Alternate V (NOV 2012) of 252.225-7036.
- (17) ____ 252.225-7038, Restriction on Acquisition of Air Circuit Breakers (JUN 2005) (10 U.S.C. 2534(a)(3)).
- (18) ____ 252.225-7039, Contractors Performing Private Security Functions (JUN 2012) (Section 862 of Pub. L. 110-181, as amended by section 853 of Pub. L. 110-417 and sections 831 and 832 of Pub. L. 111-383).
- (19) ____ 252.226-7001, Utilization of Indian Organizations, Indian-Owned Economic Enterprises, and Native Hawaiian Small Business Concerns (SEP 2004) (Section 8021 of Pub. L. 107-248 and similar sections in subsequent DoD appropriations acts).
- (20) ____ 252.227-7013, Rights in Technical Data--Noncommercial Items (FEB 2012), if applicable (see 227.7103-6(a)).
- (21) ____ 252.227-7015, Technical Data—Commercial Items (DEC 2011) (10 U.S.C. 2320).

- (22) ___ 252.227-7037, Validation of Restrictive Markings on Technical Data (JUN 2012), if applicable (see 227.7102-4(c))(10 U.S.C. 2321).
- (23) ___ 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports (MAR 2008) (10 U.S.C. 2227).
- (24) ___ 252.237-7010, Prohibition on Interrogation of Detainees by Contractor Personnel (NOV 2010) (Section 1038 of Pub. L. 111-84)
- (25) ___ 252.237-7019, Training for Contractor Personnel Interacting with Detainees (SEP 2006) (Section 1092 of Pub. L. 108-375).
- (26) ___ 252.243-7002, Requests for Equitable Adjustment (DEC 2012) (10 U.S.C. 2410).
- (27) ___ 252.246-7004, Safety of Facilities, Infrastructure, and Equipment For Military Operations (OCT 2010) (Section 807 of Pub. L. 111-84).
- (28) X 252.247-7003, Pass-Through of Motor Carrier Fuel Surcharge Adjustment to the Cost Bearer (SEP 2010) (Section 884 of Pub. L. 110-417).
- (29)(i) X 252.247-7023, Transportation of Supplies by Sea (MAY 2002) (10 U.S.C. 2631).
- (ii) ___ Alternate I (MAR 2000) of 252.247-7023.
- (iii) ___ Alternate II (MAR 2000) of 252.247-7023.
- (iv) ___ Alternate III (MAY 2002) of 252.247-7023.
- (30) X 252.247-7024, Notification of Transportation of Supplies by Sea (MAR (2000) (10 U.S.C. 2631).
- (31) ___ 252.247-7027, Riding Gang Member Requirements (OCT 2011) (Section 3504 of Pub. L. 110-417).
- c) In addition to the clauses listed in paragraph (e) of the Contract Terms and Conditions Required to Implement Statutes or Executive Orders--Commercial Items clause of this contract (FAR 52.212-5), the Contractor shall include the terms of the following clauses, if applicable, in subcontracts for commercial items or commercial components, awarded at any tier under this contract:
- (1) 252.225-7039, Contractors Performing Private Security Functions (JUN 2012) (Section 862 of Pub. L. 110-181, as amended by section 853 of Pub. L. 110-417 and sections 831 and 832 of Pub. L. 111-383).
- 2) 252.227-7013, Rights in Technical Data--Noncommercial Items (FEB 2012), if applicable (see 227.7103-6(a)).
- (3) 252.227-7015, Technical Data--Commercial Items (DEC 2011), if applicable (see 227.7102-4(a)).
- (4) 252.227-7037, Validation of Restrictive Markings on Technical Data (JUN 2012), if applicable (see 227.7102-4(c)).
- (5) 252.237-7010, Prohibition on Interrogation of Detainees by Contractor Personnel (NOV 2010) (Section 1038 of Pub. L. 111-84).
- (6) 252.237-7019, Training for Contractor Personnel Interacting with Detainees (SEP 2006) (Section 1092 of Pub. L. 108-375).

(7) 252.247-7003, Pass-Through of Motor Carrier Fuel Surcharge Adjustment to the Cost Bearer (SEP 2010) (Section 884 of Pub. L. 110-417).

(8) 252.247-7023, Transportation of Supplies by Sea (MAY 2002) (10 U.S.C. 2631).

(9) 252.247-7024, Notification of Transportation of Supplies by Sea (MAR 2000) (10 U.S.C. 2631).

(End of clause)

5352.204-9000 NOTIFICATION OF GOVERNMENT SECURITY ACTIVITY AND VISITOR GROUP SECURITY AGREEMENTS (APR 2003)

This contract contains a DD Form 254, DOD Contract Security Classification Specification, and requires performance at a government location in the U.S. or overseas. Prior to beginning operations involving classified information on an installation identified on the DD Form 254, the contractor shall take the following actions:

(a) At least thirty days prior to beginning operations, notify the security police activity shown in the distribution block of the DD Form 254 as to:

- (1) The name, address, and telephone number of this contract company's representative and designated alternate in the U.S. or overseas area, as appropriate;
- (2) The contract number and military contracting command;
- (3) The highest classification category of defense information to which contractor employees will have access;
- (4) The Air Force installations in the U.S. (in overseas areas, identify only the APO number(s)) where the contract work will be performed;
- (5) The date contractor operations will begin on base in the U.S. or in the overseas area;
- (6) The estimated completion date of operations on base in the U.S. or in the overseas area; and,
- (7) Any changes to information previously provided under this clause.

This requirement is in addition to visit request procedures contained in DOD 5220.22-M, National Industrial Security Program Operating Manual.

(b) Prior to beginning operations involving classified information on an installation identified on the DD Form 254 where the contractor is not required to have a facility security clearance, the contractor shall enter into a Visitor Group Security Agreement (or understanding) with the installation commander to ensure that the contractor's security procedures are properly integrated with those of the installation. As a minimum, the agreement shall identify the security actions that will be performed:

- (1) By the installation for the contractor, such as providing storage and classified reproduction facilities, guard services, security forms, security inspections under DOD 5220.22-M, classified mail services, security badges, visitor control, and investigating security incidents; and
- (2) Jointly by the contractor and the installation, such as packaging and addressing classified transmittals, security checks, internal security controls, and implementing emergency procedures to protect classified material.

(End of clause)

5552.204-9001 Facility Clearance

FACILITY CLEARANCE (APRIL 2007)

The offeror must possess, or acquire prior to award of a contract, a facility clearance equal to the highest classification stated on the Contract Security Classification Specification DD Form 254 attached to this solicitation.

(End of clause)

5552.216-9003 USTRANSCOM TASK AND DELIVERY ORDER OMBUDSMAN (JUNE 2009)

In accordance with FAR 16.505(b)(6), the individual identified below is designated as the USTRANSCOM Task and Delivery-Order Ombudsman. The ombudsman is an independent official designated to review contractor complaints and to ensure contractors are afforded a fair opportunity to be considered, consistent with the procedures in the contract. Consulting the ombudsman does not relieve the contractor from performance requirements in the contract, nor alter or postpone any timelines for any other processes. Interested parties should first address their concerns, issues, disagreements, and/or recommendations to the contracting officer for resolution. If resolution cannot be made by the contracting officer, concerned parties may contact:

Chief, Business Support/Policy Division
Telephone Number: 618-220-7021 FAX: 618-220-7959.

5552.223-9001 Health and Safety on Government Installations.

HEALTH AND SAFETY ON GOVERNMENT INSTALLATIONS (APRIL 2007)

(a) In performing work under this contract on a Government installation, the contractor shall:

- (1) Comply with the specific health and safety requirements established by this contract;
- (2) Comply with the health and safety rules of the Government installation that concern related activities not directly addressed in this contract;
- (3) Take all reasonable steps and precautions to prevent accidents and preserve the health and safety of contractor and Government personnel performing or in any way coming in contact with the performance of this contract; and
- (4) Take such additional immediate precautions as the contracting officer may reasonably require for health and safety purposes.

(b) The contracting officer may, by written order, direct Air Force Occupational safety and Health (AFOSH) Standards and/or health/safety standards as may be required in the performance of this contract and any adjustments resulting from such direction will be in accordance with the Changes clause of this contract.

(c) Any violation of these health and safety rules and requirements, unless promptly corrected as directed by the contracting officer, shall be grounds for termination of this contract in accordance with the Default clause of this contract.

(End of Clause)

RDC-6 PERFORMANCE WORK STATEMENT

SECTION 1 – BACKGROUND	4
1.A History	4
1.B Purpose	4
1.C Period of Performance	5
1.C.1 Base Period	5
1.C.2 Option Periods	5
1.D Contract Type	5
SECTION 2 – SCOPE	5
2.A Scope	5
2.A.1 Military and Military Sponsored Cargo Commitment	5
2.A.2 Excepted Cargo and Routes	5
2.A.3 Additional Services	6
2.A.4 Geographic Scope	6
2.A.5 Regulatory Compliance	6
2.A.6 Normal Government Business Hours/Hours of Operation/Business Day	7
2.B Aggregate Government Volume Estimates	7
SECTION 3 – GENERAL REQUIREMENTS	7
3.A General/Administrative	7
3.A.1 Use of English Language	7
3.A.2 Cargo	7
3.A.3 Hazardous Cargo	7
3.A.4 Quality Control, Reporting, and Records	8
3.A.5 Invoicing and Payment	8
3.A.6 Responsibility for Charges and Taxes	9
3.A.7 Space Commitment	9
3.A.8 Schedule Maintenance	10
3.A.9 Service Changes	10
3.A.10 Customer Service Assistance	10
3.A.11 Electronic Commerce / Electronic Data Interchange (EDI)	10
3.A.12 Manual Operational Reports	13
3.A.13 Vessel Cutoffs, Late Gates, and Expedited Origin Linehaul	13
3.A.14 Required Delivery Date (RDD)	14
3.A.15 Less-Than-Container-Load (LCL) Services	14
3.A.16 Equipment	15
3.A.17 Chassis Requirements	15
3.A.18 Equipment Pools	15
3.A.19 US Government Furnished Containers (GFC)	15
3.A.20 Transloading Of Containerized Cargo	16
3.A.21 Flatrack Containers	16
3.A.22 Bulk Liquids	16
3.A.23 Exclusive Use of Conveyance	16
3.B Shipment Booking and Scheduling	17
3.B.1 Shipment Booking	17
3.B.2 Booking Acceptance	17
3.B.3 Response to Booking Requests	17
3.B.4 Automated Booking	17
3.B.5 Direct Booking Procedures	17

3.C	Origin Services	18
3.C.1	Providing Empty Containers to Shippers	18
3.C.2	Live Load	18
3.D	Ocean Transportation	19
3.D.1	Cargo Lift and Advancement	19
3.D.2	Services During Hazardous Cargo Handling	19
3.E	Destination Services	19
3.E.1	Delivery Notification and Receipt	19
3.E.2	Live Unload	20
3.F	Exceptions to Normal Service	21
3.F.1	Alternate Service	21
3.F.2	Recurring Service Failure	21
3.F.3	Canceled Shipments/No Shows	21
3.F.4	Free Time and Container Detention	22
3.F.5	Free Time and Driver Wait Time	23
3.F.6	Container Pick Up/Return	24
3.F.7	Government Use of Contractor Equipment (Leasing)	24
3.F.8	Rerouting of Cargo	25
3.F.9	Staging	26
3.F.10	Notice of Transfer of Cargo	26
3.F.11	Damage to Contractor Equipment	26
3.F.12	Theft or Disappearance	27
3.F.13	Port Storage	28
3.F.14	Futile Trip	28
3.G	Accessorials	28
3.G.1	Stopoff Service In Transit	28
3.G.2	Linehaul for Containerized Ammunition Shipments	29
3.G.3	Tarping	29
3.G.4	Supercargo	29
3.G.5	Flatrack Tie Down Equipment Surcharge	29
3.G.6	Cargo Handling and Transloading Service	30
3.G.7	Re-Spot Service	30
3.G.8	Side-Load Chassis	30
3.G.9	Superload	30
3.G.10	Forty-Five Foot Containers	30
3.G.11	Flatrack Container Surcharge	30
3.G.12	Hazardous Cargo Surcharge	30
3.G.13	Dual Temperature Refrigerated Containers	30
3.G.14	Controlled Atmosphere	31
3.G.15	Modified Atmosphere Containers	31
3.G.16	Percentage Differential Accessorial for Refrigerated Cargo	31
3.H	Breakbulk and RORO Requirements	31
3.H.1	Cargo Berth	31
3.H.2	Shifting of Berths, Not Meeting Minimum Tonnage	32
3.H.3	Reimbursement for Damage	32
3.H.4	Terms for Loading and Discharging Services	32
3.I	Information Assurance	34
3.I.1	Requirement for Contractor Information Assurance (IA) Report	34
3.I.2	Cyber Security Incidents	34

3.J	Linehaul for Breakbulk and Out-of-Gauge (OOG) Cargo	35
3.J.1	Flatbed and double drop service	35
<i>SECTION 4 – SHIPMENTS OF PRIVATELY OWNED VEHICLES (POVs)</i>		37
4.A	Shipments by Authorized Agents of the US Government	37
4.A.1	Scope	37
4.A.2	Booking of Cargo	37
4.A.3	Submission of Status Reports	37
4.A.4	Payment	37
4.A.5	Special provisions for Privately Owned Vehicles (POVs)	37
<i>SECTION 5 – MEASURING PERFORMANCE</i>		38
5.A	Performance Requirements	38
5.A.1	Performance Measures and Performance Standards	38
5.A.2	Performance Objectives	38
5.B	Additional Performance Indicators	40
5.B.1	Overview	40
5.B.2	Good Order and Condition (API No.1)	40
5.B.3	Invoice Submission Timeliness (API No. 3)	40
5.B.4	Compliance with Contract Terms and Conditions (CCTC) (API No.4)	40
<i>SECTION 6 – REGION-SPECIFIC REQUIREMENTS</i>		40
6.A	Puerto Rico	40
6.A.1	Cargo Clearance Service	40
6.A.2	Diversion	41
6.A.3	Tie-Down and Lashing Materials	41
6.A.4	Special Cargo Handling	41
6.A.5	Transport of Hazardous Cargo/Small Arms Ammunition	41
6.A.6	Normal US Government Business Hours/Hours of Operation/Business Day	42
6.A.7	Crane Services	42
6.A.8	Expedited or After-Hours Delivery	42
6.B	Alaska	42
6.B.1	Keep From Freezing (KFF) Service	42
6.B.2	Redelivery of Keep from Freezing (KFF) Service	43
6.B.3	Carriage of Overweight Containers	43
6.B.4	Less Than Containerload/Trailerload Service	43
6.B.5	Transportation Protective Services	44
6.B.6	Mileage in Alaska	44
6.B.7	Privately Owned Vehicles (POVs)	44
6.C	Hawaii	45
6.C.1	Hawaii Inter-island Service	45
<i>SECTION 7 – RATE RULES, PROVISIONS</i>		46
7.A	Single Factor Rates	46
7.B	Application of Ocean Freight Rates—Containers	46
7.B.1	Equipment Charges	46
7.B.2	Application of Drayage and Inland Rates	47
7.B.3	Over-Dimensional Cargo	48
7.C	Application of Ocean Freight Rates—Breakbulk/RORO	49
7.D	Application of Ocean Rates—Container and Breakbulk	50

7.D.1	Mileage Source	50
7.E	Bunker Adjustment Factor (BAF)	51
7.E.1	Allowance	51
7.E.2	Baseline Fuel Price	51
7.E.3	Calculations	51
7.E.4	Payment Procedures	52
7.E.7	Application	52
7.E.8	Technical Factors and Freight Payable Units	52
7.F	Fuel Adjustment Factors (FAF)	53
7.F.1	Fuel Adjustment Surcharge	53
7.F.2	Baseline	53
7.F.3	Fuel Adjustment Application	53
7.F.4	Payment Procedures	56
	SECTION 8– ABBREVIATIONS, DEFINITIONS, ROUTE INDICES	56
8.A	Abbreviations/Acronyms	56
8.B	Definitions	58
8.C	Trade Areas and Zones	63
8.C.1	General Definition of Trade Areas	63
8.C.2	Descriptions of Zones	64
	SECTION 9 – SECURITY AND FORCE PROTECTION	65
	SECTION 10 – LIST OF ATTACHMENTS	70

SECTION 1 – BACKGROUND

1.A History

1.A.1 As a component command of the United States Transportation Command (USTRANSCOM), the Military Surface Deployment and Distribution Command (SDDC) provides ocean terminal, commercial ocean liner and distribution services to deploy, sustain and redeploy 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 and from ports of departure and arrival.

1.B Purpose

1.B.1 To fulfill its mission of providing global surface deployment command, control and distribution operations to meet National Security objectives in peace and war, it is necessary for SDDC to provide ocean and intermodal distribution services for delivering Defense Transportation System (DTS) cargo. DTS cargo consists of military equipment and related supplies including supermarket-type commodities shipped by the Defense Commissary Agency, department store merchandise shipped by Army and Air Force Exchange Service, mail shipped by the Military Postal Service, Defense Logistics Agency (DLA) Prime Vendor Cargo, General Services Administration (GSA) and personal property including Privately Owned Vehicles (POV) of DoD personnel. DTS cargo is shipped in substantial, recurring and consistent volumes on many trade routes.

1.C Period of Performance

1.C.1 Base Period

The one-year base period of performance for this contract is 1 December 2013 through 30 November 2014. This contract will apply to all bookings with vessel sail dates occurring during the Base Period.

1.C.2 Option Periods

The periods of performance for the options years are 1 December 2014 through 30 November 2015 and 1 December 2015 through 30 November 2016 (Ref: FAR 52.217-9). Any options will apply to all bookings with vessel sail dates occurring during the applicable Option Period.

1.D Contract Type

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

SECTION 2 – SCOPE

2.A Scope

This contract is to provide domestic ocean cargo transportation and distribution services using ocean common or contract carriers, as defined in the Shipping Act of 1984, offering regularly scheduled commercial liner service for requirements that may arise. Scope of services for this contract is provided in accordance with the Jones Act. In accordance with the Cargo Preference Act and Jones Act, all goods transported by water between US ports are carried by US flag ships, constructed in the US, owned by US citizens, and crewed by US citizens, and US permanent residents. Contractors shall be capable of providing ocean, intermodal, and related transportation and distribution services to support their offered services as required herein. Door to door overland transport is authorized under this contract. All shipments are required to include a sea leg as part of the transport. This contract is primarily for requirements sponsored by the DoD. Other organizations may fill their requirements through this contract only as designated by the Contracting Officer (CO). This contract shall apply to services performed in peacetime as defined herein. This contract is not subject to terms or conditions of Contractors' tariffs except as otherwise specified in this contract. The accepted booking, in conjunction with the terms contained in this contract, constitutes the contract of carriage. This contract applies to Unit Movement Cargo and Other Than Unit Movement (OTUM) Cargo. Unit Movement Cargo is described by Unit Line Numbers (ULNs) and Plan Identification Numbers (PIDs) in the Joint Operation Planning and Execution System (JOPES) -- whether contingency, exercise or administrative in nature -- whether characterized as deployment or redeployment cargo.

2.A.1 Military and Military Sponsored Cargo Commitment

During the period of this Contract and subject to provisions set forth below, the Government will ship all military and military sponsored cargo offered for commercial ocean transportation in the Defense Transportation System (DTS) to/from Continental US (CONUS) points and ports to the port and point of San Juan, Puerto Rico; and points and ports in, Alaska, Hawaii; and inter-island service within the Hawaiian Islands and Alaska, under contracts awarded pursuant to this solicitation. In cases of emergency/natural disaster, non RDC-6 carriers may be used.

2.A.2 Excepted Cargo and Routes

Excepted cargoes (Breakbulk/RORO and Container) and excepted routes are included in the scope of this contract. Prices for such excepted cargo and excepted routes have not been negotiated at the time of award. Excepted cargoes

and routes shall be competitively ordered using the Ordering Procedure Carrier Selection Fair Opportunity Process in Exhibit 2 (Ordering Procedures), except Past Performance Evaluation SubFactor for “History of Meeting RDD for the required route” shall not be used if no relevant past performance exists for the specified excepted route. The US Government shall issue a modification to add rates for the movement of excepted type cargo and routes under the changes provision of FAR 52.212-4.

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

For purposes of this contract, Excepted Cargoes Container shall mean Heavy lift cargo, oversized cargo (with the exception of cargo that meets the definition of over dimensional cargo or super load), explosives (excluding IMO Class 1.4), ISO Liquid Tanks (e.g. Deicing Fluid/Anti Freeze), and all containers except dry, reefer, open tops and flatracks, except where a specific CLIN has been included for the commodity.

For purposes of this contract, Excepted Route shall mean a one-time order for a nonrecurring cargo movement for a route not previously priced or negotiated at time of award.

2.A.3 Additional Services

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

2.A.4 Geographic Scope

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

2.A.4.1 Custom of the Trade

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

2.A.5 Regulatory Compliance

The Contractor shall comply with regulations of the Federal Maritime Commission and the Surface Transportation Board, Department of Transportation and/or other US Governmental organizations, including local regulations at origin, destination and in-transit as may be applicable for service to the US Government in carriage of cargo as set forth in this contract. The Contractor shall comply with regulations of Governmental agencies as may be applicable for service to the Government in the carriage of military cargo as set forth in this Agreement. The Contractor ensures that its rates have taken into account the provisions of Old Section 10721 of the Interstate Commerce Act (49 USC. 10721) which are preserved under Sections 10721 (Rail) and 13712 of the Interstate Commerce Commission Termination Act of 1995, P.L. 104-88, 109 Stat. 803, Dec. 29, 1995 (Motor/Water) and that such rates do not exceed the lowest available rates to the general public for comparable service on the date of acceptance of its offer by the US Government, and that such rates do not exceed the Contractor's charges for transporting like goods for the private sector. The Contractor is authorized to certify that the service performed under this contract is entirely for the benefit of the US Government so as to permit the offer of service at free or reduced rates under the former 49

USC. 10721 now preserved under Sections 10721 and 13712 as above. All Contractors will comply with provisions of the Jones Act (46 USC 883). For inter-island Hawaii service, any carrier operating as a water carrier of property between and among the ports of the Hawaii islands must hold a Certificate of Public Convenience and Necessity approved by the Hawaii Public Utilities Commission.

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

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

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

2.B Aggregate Government Volume Estimates

The estimated cargo volume (the aggregate volume across all awarded contracts) is identified in the Carrier Analysis and Rate Evaluation (CARE II) system.

SECTION 3 – GENERAL REQUIREMENTS

3.A General/Administrative

3.A.1 Use of English Language

All documentation and verbal notices shall be provided in the English language. If required by local law or regulation, additional language(s) may be used.

3.A.2 Cargo

All cargo shall be stowed such that it is protected from damage due to exposure to the elements.

3. A.2.1 When booked on a liner basis, cargo will be loaded and discharged by the Contractor at commercial terminals at the Contractor's ports of call. Unless booked under free-in and/or free out terms, liner term rates apply for all cargo (to include POVs). Liner rates are a required rate component, along with the applicable ocean rate. The Government will require the Contractor to furnish, stuff, and strip containers. Consistent with vessel safety, when on deck stowage is necessary, containers with mail and personal property will, to the maximum extent possible, be loaded below the third tier.

3.A.3 Hazardous Cargo

3.A.3.1 Limitations of Contractor's Obligation

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

3.A.3.1.2 The Contractor may refuse to transport hazardous cargo either by land or by ocean, which does not conform in all respects to applicable laws and regulations.

3.A.3.1.3 The Contractor shall identify to the Contracting Officer any cargo precluded from carriage due to Contractor policy prior to contract award and further advise the Contracting Officer of any changes to such policy thereafter. The Contractor shall accept for ocean carriage all commodities listed in Attachment 1 (Hazardous Cargo List) not otherwise identified in this section when the commodity is packaged, labeled, and documented in compliance with applicable laws and regulations.

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

3.A.4.1 Quality Control

3.A.4.1.1 The Contractor shall utilize its commercial quality control processes/plan (QCP) to ensure quality service is provided throughout the term of the contract.

3.A.4.1.2 The Contractor shall 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.4.1.3 The CORs shall monitor Contractor performance and compliance with the terms and the conditions of the contract using standard techniques such as inspections, US Government-generated management reports, Contractor reports and customer feedback. The Contractor shall attend periodic meetings called by the COR or the Contracting Officer to discuss operations and problem areas.

3.A.4.2 Quality Council Meetings

The Contractor shall participate in Quality Council Meetings as requested by the Contracting Officer to review performance and discuss operational issues. Meetings shall be held as directed by the Contracting Officer, but will not exceed two per year.

3.A.4.3 Performance Reporting

In accordance with FAR 52.212-4c, the contract may be modified to provide additional reports that satisfactorily quantify Contractor performance under "Performance Objectives". The Contracting Officer may establish the format and frequency of such reports.

3.A.4.4 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 IAW FAR 52.212-5(d).

3.A.5 Invoicing and Payment

Contractor shall prepare and submit invoices or proper documentation for payment of shipments in accordance with the procedures in Attachment 4 (Invoicing and Payment).

3.A.5.1 Where the Electronic Invoice Presentment and Payment (EIPP) program has been implemented by the effective date of the contract, the Contractor shall comply with the payment procedures for this program. Contractors shall be provided 30 days' advance notice of implementation of EIPP for shipments not covered by the program by the effective date of the contract. Syncada is the system used for this contract. Attachment 4 (Invoicing and Payment) contains instructions and procedures on Syncada. EXCEPTION: Contractors will be paid for

shipments of Privately Owned Vehicles (POVs) in accordance with payment procedures of the Global POV Contract.

3. A.5.2 Management Reform Memorandum (MRM) 15 directed Reengineering of Defense Transportation Documentation and Financial processes. The directive specifically addressed reengineering billing, collection, and payment processes through transition to commercially acceptable practices. Implementation was coordinated between affected DoD installations and the commercial carrier industry. The Deputy Secretary of Defense directed the implementation of US Bank's Transportation Solutions System to pay for transportation services. DoD contracts and voluntary tenders require the use of US Bank's Third Party Payment System (TPPS) and all DoD cargo movements must be offered only to commercial carriers who utilize US Bank as their billing and payment system.

3.A.5.3 Third Party Pay System (TPPS)

3.A.5.3.1 A requirement to conduct business with DoD as a Transportation Service Provider (TSP) will be TPPS capable. Even if otherwise qualified, a TSP that is not TPPS certified will not be eligible to transport DoD freight. TPPS is an electronic freight transaction tracking and payment system.

3.A.5.3.2 The current authorized TPPS is US Bank Transportation Solutions. TSP's should contact US Bank at 1-800-417-1844 or by email customer.support@usbank.com. All services deemed payable by SDDC or USTRANSCOM via the TPPS will be paid by US Bank Transportation Solutions. A fee is required to participate in the program.

3.A.5.3.3 TSP's are required to submit the shipments contract number via EDI. In the event TSP's need assistance configuring their EDI file to include the contract number, you can call the US Bank customer service help desk or email the customer service email box and a representative will open a Service Request to assign a US Bank EDI analyst to assist you. TSPs that don't transmit EDI must provide the contract number when entering invoices in the US Bank's Third Party Payment System (TPPS) web-based user interface.

3.A.6 Responsibility for Charges and Taxes

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

3.A.7 Space Commitment

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

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

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

3.A.7.4 Space Available Cargo

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

3.A.7.5 The Contractor shall accept bookings, up to a vessel's space commitment, if the booking is received no less than 5 business days prior to a local cutoff.

3.A.8 Schedule Maintenance

3.A.8.1 For service between ports for which there is more than one shipment forecast per month, the Contractor shall provide and maintain schedules in the Integrated Booking System (IBS) Web Vessel Schedule (WVS) at least 45 days prior to the earliest sail date. For "Short Sails" of 3 days or less, the Contractor shall provide schedules in IBS 15 days in advance of vessel sailing. 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.8.2 The US Government will request routing proposals for service between ports for which there is less than one shipment per month.

3.A.8.3 The Contractor shall accept, reject, or counter on the same 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.8.4 Contractor proposals shall include the military voyage document number obtained from IBS-SUS.

3.A.9 Service Changes

3.A.9.1 Notification

3.A.9.1.1 The Contractor has the contractual right to make permanent changes in its offered service, including cessation of such service. The Contractor shall notify the Contracting Officer and Ordering Officers at least 45 calendar 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.9.1.2 Dry-Dock Initiated Service Change

The Contractor shall notify the cognizant Contracting Officer Representative (COR) and Ordering Officer in writing of scheduled dry dockings of US flag vessels at least 45 days prior to the scheduled dry-dock date. The Contracting Officer and Ordering Officer must be notified in writing of any emergency dry-dock requirement affecting published schedules of US flag vessels.

3.A.10 Customer Service Assistance

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

3.A.11 Electronic Commerce / Electronic Data Interchange (EDI)

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

3.A.11.1 The Contractor shall use the Defense Transportation Electronic Data Interchange (DTEDI) approved Implementation Convention for the ANSI X 12 300, 301, 303, 304 and 315 transaction sets to transmit and receive data in compliance with their approved concepts of operations. Versions 3060, 4010 or later are required. The Contractor shall implement changes to business processes contained in revisions to Transaction Set Implementation

Conventions and their controlling concepts of operations as may be approved by the Defense Transportation Electronic Board (DTEB). These changes shall be implemented in accordance with schedules approved by the DTEB.

3.A.11.2 The Contractor shall receive or transmit, as appropriate, the following transactions sets:

3.A.11.2.1 Contractor receiving order data, 300 (Delivery order, the booking, including increases and decreases)

3.A.11.2.2 Contractor transmitting ordering confirmation data, 301 (Confirmation of order, Contractor to Ordering Officer/COR)

3.A.11.2.3 Contractor receiving cancellation data from Ordering Officer, 303 (Ordering Officer Cancellation)

3.A.11.2.4 Verified Shipping Instructions, 304

3.A.11.2.5 Contractor shipment status reporting data, 315

3.A.11.3 Shipment Status Reporting: The Contractor shall provide accurate shipment status reports using the 315 transaction sets. Transactions shall be submitted in ANSI X-12 EDI standard or OCI to SDDC. Table 3.A.11.3.1. identifies specific events that require reporting. The Contractor shall submit all reports within 24 hours of accomplishment or when the Contractor has received the booking details and/or lift information from the US Government.

3.A.11.3.1 Table 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
I	In-gate at Port of Embarkation (POE)	This transaction is required at the POE
AE	Loaded on Vessel	This transaction is required at the POE and required at all transshipment ports
VD	Vessel departure	This transaction is required at the POE and required at all transshipment ports
VA	Vessel arrival	This transaction is required at the Port of Debarkation (POD) and required at all transshipment ports
UV	Vessel discharge	This transaction is required at the POD and required at all transshipment ports
OA	Out gate from POD	This transaction is required at the final POD (Port and Door bookings)
AV	Available for Delivery	This transaction will be auto-generated based on US Government approval of a Contractor submitted request in the Delay Request and Authorization Portal (DRAP) for AV when cargo is at final destination, but consignee is unable to accept the cargo. AV is valid only if submitted prior to RDD for metric purposes.
X1	Delivery to consignee	This transaction is required when shipment is delivered to consignee or consignee's agent.
RA	Contractor notification container is available for pick-up.	This transaction will be auto-generated based on US government notification via the D-RAP to the contractor that a contractor-owned container is available for pick-up

CODE	DEFINITION	NOTES
EC	Return of empty container to Contractor prior to delivery (X1)	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 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 should be documented with either an RD or an EC, but never both.
RD	Return of empty containers 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 should be documented with either an RD or an EC, but never both. (NOT REQUIRED FOR BREAKBULK)
HG	Entry into US Government-directed staging Delay Request and Authorization Portal (D-RAP)	This transaction will be auto-generated based on Contractor date input to the DRAP after receiving and executing US 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.
HR	Release from US Government-directed staging	This transaction will be auto-generated based on Contractor date input to the D-RAP after receiving US 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.
SD	Authorized shipment delay	This transaction will be auto-generated upon US Government approval of a Contractor requested delay submitted via the D-RAP.
BD	End of authorized shipment delay	This transaction will be auto-generated upon US Government approval of a Contractor request to end a shipment delay submitted via the D-RAP.

3.A.11.4 Additional Guidance on Specific Transactions

3.A.11.4.1 AV: The AV transaction will be auto-generated by the D-RAP based on US Government approval of a Contractor submitted request for AV when cargo is at final destination, but consignee is unable to accept the cargo.

3.A.11.4.2 The contractor shall submit a request for an AV to the cognizant SDDC COR via the D-RAP within 2 business days of the event causing the delay. The SDDC COR has 2 business days to respond to the request from the Contractor via D-RAP. Following US Government authorization of a contractor's request for an AV, the AV transaction will be auto-generated and distributed via the EDI Global Exchange to other consuming systems. If the US Government does not respond (approve or deny) to a request in D-RAP within 2 business days, D-RAP will auto-approve the contractor's request and the AV transaction will be auto-generated and distributed by D-RAP.

3.A.11.4.3 HG and HR: The HG and HR transactions will be auto-generated by the D-RAP based on Contractor date input in the D-RAP to indicate start and stop of US Government-directed staging, to include staging at ports or holding yards. Authority for staging is the cognizant SDDC COR.

3.A.11.4.4 HG: Following receipt of a written US Government staging request via the D-RAP, the Contractor will execute movement of the shipment to the staging location. Within 24 hours of arrival at the staging location, the Contractor will input the date of arrival into the D-RAP. As a result of the date input into the D-RAP, the HG transaction will be auto-generated and distributed.

3.A.11.4.5 HR: Following receipt of a written US Government staging release (e.g. call forward) via the D-RAP, the Contractor will execute movement of the shipment from the staging location. Within 24 hours of departure from the staging location, the Contractor will input the date of departure into the D-RAP. Cargo must commence dispatch from staging within required timelines outlined in Section 3.F.9. For large volumes of cargo, contractor will be responsible for managing dispatch in the most expeditious manner. Contractor will provide dispatch timelines to cognizant SDDC Transportation BN and COR until cargo has dispatched from staging area.

3.A.11.4.6 The HG/HR transaction pair, generated via the D-RAP, recommits the Contractor to a new delivery date defined as: RDD + (# days elapsed between HG and HR). For a shipment RDD to be amended, both an HG and HR transaction must be generated via the D-RAP.

3.A.11.4.7 SD and BD transactions: The SD and BD transactions will be auto-generated by the D-RAP based on US Government approval of a Contractor request to indicate start or stop of an authorized delay. These transactions will be generated only upon authorization from the cognizant SDDC COR.

3.A.11.4.8 SD: The Contractor shall submit a request for an authorized delay to the cognizant SDDC COR via the D-RAP within 2 business days of the event causing the delay. The SDDC COR has 3 business days to respond to the request from the Contractor via the D-RAP. Following US Government authorization of a Contractor's request for delay via the D-RAP, the SD transaction will be auto-generated and distributed. If an authorization is not approved or denied by the SDDC COR in D-RAP within 3 business days, the contractor's request will be auto-approved and the SD transaction will be auto generated and distributed by D-RAP.

3.A.11.4.9 BD: The Contractor shall submit a request to end the authorized delay via the D-RAP. Following US Government authorization of a Contractor's delay end request via the D-RAP, the BD transaction will be auto-generated and distributed. If the SDDC COR determines that the Contractor's reporting of the delay duration is inflated, the previously approved delay authorization may be voided. In this case, the COR will approve the delay end date to match the delay start date, resulting in the RDD not being extended.

3.A.11.4.10 The SD/BD transaction pair generated via the D-RAP recommits the Contractor to a new delivery date defined as: RDD + (# days elapsed from SD to BD). For a shipment RDD to be amended, both an SD and BD transaction must be authorized and generated via the D-RAP.

3.A.11.4.11 RA: This transaction will be auto-generated based on US government notification via the D-RAP to the contractor that a contractor-owned container is available for pick-up.

3.A.12 Manual Operational Reports

The Contractor shall provide the cognizant SDDC activity and the military activity responsible for cargo documentation at each port where US Government cargo is lifted and/or discharged certain information in connection with cargo at that port for cargo ordered with liner terms. For cargo loaded/discharged on free basis, US Government will provide the contractor with necessary lift/discharge reports for manifesting/ITV purposes. Report format, distribution, submission schedule and medium are described in Attachment 5 (Reports and Formats).

- Cargo Lift Information – Containers
- Cargo Lift Information – Breakbulk
- Pre-Arrival Notice
- Contractor Containerization
- Cargo not lifted as booked / booked and not lifted

3.A.12.1 Vessel Position Reports: When specifically requested by the COR, the Contractor shall furnish SDDC with the daily noon position of any and all of the Contractor's ships operating in the routes covered by this contract.

3.A.13 Vessel Cutoffs, Late Gates, and Expedited Origin Linehaul

3.A.13.1 Vessel Cutoffs

3.A.13.1.1 The Contractor shall provide local cutoffs in IBS Web Vessel Schedule (IBS-WVS) Module keep the Ordering Officers and shippers apprised of changes and update the local cutoffs in IBS-WVS Module as soon as the change is known.

3.A.13.2 Origin Cutoffs

3.A.13.2.1 If the Contractor does not provide a local cutoff in IBS-WVS, 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 business day of that week.

3.A.13.3 Late Gates

3.A.13.3.1 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.13.4 Expedited Origin Linehaul to POE

3.A.13.4.1 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 rate in Table of Accessorials 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.

EXPEDITED LINEHAUL 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.A.14 Required Delivery Date (RDD)

3.A.14.1 The Contractor shall deliver all cargo by the Required Delivery Date (RDD) specified in the accepted booking.

Changes to the RDD will be granted only as described below:

3.A.14.1.1 When staging is directed by the US Government prior to RDD, as defined by Section 3.A.11.4.3. (*HG/HR guidance*), Contractor is recommitted to a new RDD in accordance with Section 3.A.11.4.6.

3.A.14.1.2 When a delay is authorized in writing by the US Government prior to RDD as defined by Section 3.A.11.4.7 (*SD/BD guidance*), Contractor is recommitted to a new RDD in accordance with 3.A.11.4.10. Documentation supporting the SD/BD transaction pair will be submitted via the D-RAP by the contractor.

3.A.14.1.3 When consignee is unable to accept local delivery of cargo prior to RDD, as defined by Section 3.A.11.4.1. (*AV guidance*), the Contractor shall receive consideration for on-time delivery. However, due diligence shall be exercised to meet RDD or achieve delivery at the earliest possible time after RDD.

3.A.15 Less-Than-Container-Load (LCL) Container Services

The Contractor is authorized to commingle (LCL) cargo with commercial cargo. The Contractor shall provide the cognizant Ordering Officer with the same receipt/lift information as required by Paragraph 3.A.12 above for preparation of shipping instructions. The Contractor shall provide stuffing, consolidating, stripping, and sorting services as specified in the booking or as ordered by the Ordering Officer and shall be paid at the Cargo Handling rates listed in the Rate Guide.

3.A.16 Equipment

3. A.16.1 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 International Organization for Standardization (ISO), International Maritime Organization (IMO), and Convention of Safe Containers (CSC) standards when ordered.

3. A.16.2 Reefer Equipment

3.A.16.2.1 The Contractor shall provide refrigerated containers to the stuffing activity in accordance with the booking to include pre-cooling, when requested by the Ordering Officer or shipper.

3. A.16.2.1.1 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 when ordered.

3.A.16.2.2 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 to provide consistent reporting and equipment supply. Contractor shall provide measurement data upon request from the US Government.

3.A.16.3 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.17 Chassis Requirements

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

3.A.18 Equipment Pools (container only)

The Contractor shall establish and maintain equipment pools identified in Attachment 10 and as requested by the Contracting Officer. Establishment of equipment pools will be coordinated between the shipper, Ordering Officer, and Contractor prior to submission to the Contracting Officer. All expenses for operating equipment pools shall be borne by the Contractor to include establishing, managing and disestablishing pools. A Contractor's inability to establish and/or maintain equipments may result in loss of bookings at that location.

3.A.19 US Government Furnished Containers (GFC)

3.A.19.1 The shipment of US Government-Furnished Containers (GFC) shall be subject to mutual agreement between the Carrier and the Government, except that the Government shall have the right to ship up to 200 US GFC

against the space commitment required under Section 3.A.7 of the PWS as part of a Unit move, provided that such shipments were coordinated at least 45 days in advance of the vessel sailing.

3.A.19.2 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.19.3 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.19.4 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.19.5 When the Contractor provides any of the services for Accessorial, rates, in connection with service provided to US Government owned/leased containers, the appropriate Contractor rates contained in the Schedule of Rates shall apply.

3.A.19.6 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.19.7 Contractor has the right to refuse a GFC for shipment if it is not properly numbered, or that does not comply with ISO, IMO and CSC Standards.

3.A.20 Transloading Of Containerized Cargo

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.A.21 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.22 Bulk Liquids

3.A.22.1 The US Government may furnish 20' tank containers for shipment of bulk liquids by the Contractor.

3.A.22.2 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 and return it to the Contractor, empty, but with residue. The Contractor shall be compensated for providing the tank container and for cleaning the empty container at the "Contractor Provided Tank Container" in accordance with the Rate Guide. The Contractor shall be compensated for ocean transportation of these tanks at rates for dry

containers, and for line haul or drayage, if ordered. The tank container surcharge for Contractor-provided containers does not apply.

3.A.23 Exclusive Use of Conveyance

When linehaul service is provided, the Contractor will attempt to load the entire conveyance with RDC-6 booked cargo. If space remains on the conveyance, the Contractor may load other cargo on the conveyance. Non RDC-6 cargo will not be loaded on or in the US Government cargo. The term conveyance is limited to trucks and does not include rail, barge, vessel or other transportation methods.

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 contemporaneous best value analysis of technical capability, scheduled service, past performance and price, subject to Voluntary Intermodal Sealift Agreement (VISA) priorities. Specifics on ordering procedures are outlined in Exhibit 2.

3.B.2 Booking Acceptance

Issuance of a booking number by the Contractor through EDI, Integrated Booking System (IBS), Ocean Carrier Interface (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 at paragraph 3.F.8 below. Should the Contractor use auto-accept or other processes that provide a booking number in advance of full evaluation of the offer, Contractors shall have until the close of business following the business day the offer was made.

The Contractor shall accept bookings, up to a vessel's space commitment, if the booking is received no less than 5 business days prior to a local cutoff. Empty US Government-owned or empty leased containers or other empty special equipment shall be booked on a space-available basis. Empty containers shall be offered to the Contractor, who shall propose space for them on the first sailing for which space is available.

3.B.3 Response to Booking Requests

The Contractor shall accept, reject, or 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 business 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.4 Automated Booking (This paragraph does not apply to Breakbulk Cargo)

Contractors shall implement an automated booking capability via EDI or OCI (only if not currently an EDI capable carrier) with the Integrated Booking System (IBS) within 30 business days after award of contract. EDI transaction sets shall comply with standards identified in this contract. Contractor shall respond to all cargo offerings, including changes to previous offerings, within two hours of the time the cargo offering is released by IBS Sustainment (SUS). 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. Contractor shall accept bookings via a Contractor-provided website for shippers that SDDC authorizes to use Direct Booking procedures. During the term of the contract, the US Government may implement a successor system that shall replace IBS.

Contractor shall be required to interface with this new system and shall be provided at least 120 calendar days' notice prior to implementation of the new system.

3.B.5 Direct Booking Procedures

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 shall comply with the Minimum RDD Guide and will be used to measure RDD compliance.

3.B.5.1 Contractors with Direct Booking capabilities will ensure that the booking acceptance process evaluates "Required Delivery Dates" consistent with booking acceptance logic resident in IBS-SUS. When deemed necessary, the US Government in cooperation with the contractor will review and update the acceptance logic and associated tables, and publish results through SDDC generated customer advisories.

3.C Origin Services

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.

3.C.1.1.1 Container detention at origin does not apply.

3.C.1.2 Container Pool Locations

3.C.1.2.1 The Contractor shall maintain empty container pools at locations and levels specified in Attachment 10. 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. Detention at origin does not apply to locations with equipment pools.

3.C.1.3 Drop and Pick Service

3.C.1.3.1 The Contractor shall spot the requested equipment at the location on or before the date and time specified in the booking.

3.C.1.3.2 When requested by the Ordering Officer, the Contractor shall provide drop and pick service and shall be compensated \$300 per container.

3.C.1.3.2.1 Drop and pick service rates will not apply:

1. At all OCONUS locations
2. In CONUS, where Contractors have established container pools at locations in Attachment 10.
2. In CONUS, where Contractor and shipper mutually agree to drop and pick service at no cost.

3.C.1.3.3 When requested by the Ordering Officer, the Contractor shall provide 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. Locations when requested by the US Government
2. When agreed to by the shipper when the Contractor schedules drop off of empty container.

3.C.2.1.1 The Contractor and the shipper shall provide live load service at origin unless drop and pick service is ordered. The Contractor and the shipper shall set a live load appointment (date and time and specific location) for each container booked. For locations described in Table 3.F.5.5, the shipper shall have free time as indicated in the Free Time column, starting from the time of the appointment to loading of the cargo. The Contractor shall be paid driver wait time at the rates in Table 3.F.5.5 for periods in excess of free time. Driver wait time shall only run during the shipper's normal business hours of operation. In the event the Contractor arrives 15 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 US 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 paragraph 3.G.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.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 in accordance with Section 3.A.13.2 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 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.

3. D.1.3 Contractor shall not deliver early to consignees unless approved by the consignee.

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

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

3.D.1.5 Contractor shall not roll cargo to a vessel(s) that has a lower VISA priority than the booking unless prior approval is granted by SDDC HQ.

3.D.1.6 Contractor shall notify Ordering Officer of any cargo that rolls within 24 hours of booked vessel sail.

3.D.2 Services During Hazardous Cargo Handling

When ordered by Ordering Officer or required by local ordinance, the Contractor shall provide fireboats, tugs, and pilots on a standby basis, during ammunition, explosives, or other hazardous cargo handling operations. Contractors shall submit charges for reimbursement in accordance with Attachment 4.

3.E Destination Services

3.E.1 Delivery Notification and Receipt

3. E.1.1 For destination door cargo, contractor shall schedule all deliveries with the consignee or consignee's agent at least 2 business days prior to any actual delivery of containers or pieces and prior to outgate from port of debarkation.

3. E.1.2 Contractor shall not deliver containers or pieces on the same day as notification if approved by the consignee.

3. E.1.3 Contractor shall deliver all containers or pieces to each consignee during the consignee's normal business hours. If delivery is requested by consignee and performed outside the contractor's normal business hours, Contractor may submit invoices for additional costs as provided by Attachment 4.

3.E.1.4 For pier booked cargo, contractor shall notify consignee or consignee's agent at least 2 days prior to vessel arrival at port of debarkation.

3. E.1.5 Contractor shall deliver on a specific day if requested by the consignee provided the Contractor could accommodate the request using the Contractor's normal service.

3. E.1.6 If the date the delivery is requested is later than the RDD, a Government representative will direct (via the D-RAP) the shipment to be staged in accordance with paragraph 3.A.11.4.3.

3.E.1.7 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.

3.E.1.8 Unless live unload is agreed upon per section 3.E.2, Contractor will deliver laden container for unstuffing and pick up of the empty at a later date upon notification per section 3.F.4, Container Detention.

3.E.1.9 The contractor shall display on the truck or container a placard with identifying marks where required by local practice.

3.E.1.10 A signed delivery receipt with no damage noted does not preclude the US Government from pursuing a claim for damages discovered after delivery. If damage is later discovered, Contractor will be notified, and allowed to survey cargo.

3.E.1.11 Delivery receipt shall contain the following information: carrier, PCFN, IBS booked TCN, container number (if applicable), consignee DoDAAC, 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.E.2 Live Unload

3.E.2.1 The Contractor shall provide live unload service at destination as follows:

1. All locations when requested by the US 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) For locations described in Table 3.F.5.5 the receiver shall have free time as indicated in the Free Time column, starting from the time of the appointment to unload the cargo. The Contractor shall be paid driver wait time at the rates in Table 3.F.5.5 below for periods in excess of free time. Driver wait 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 for a later time at no additional cost to the US Government. 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 US Government.

3.E.2.1.1 Shipments delivered with evidence of tampering or loss shall be investigated by base security and drivers may be detained for questioning by base security. If investigation determines no tampering occurred, applicable driver wait time rates will be paid. If the investigation determines that tampering/pilferage has occurred, driver wait time will not be payable.

3.F Exceptions to Normal Service

3.F.1 Alternate Service

3.F.1.1 The Contractor is responsible for the delivery of services required by the booking. This responsibility extends to the performance of any other provider the Contractor may subcontract to in order to perform the services ordered. The Contractor shall notify the Ordering Officer of any alternate service arrangements prior to implementation. The Contractor shall use the Voluntary Intermodal Sealift Agreement (VISA) priorities when making alternative service arrangements and may not use a lower VISA priority without prior written approval of SDDC HQ.

3.F.2 Recurring Service Failure

3.F.2.1 Under circumstances described below and when approved by SDDC HQ, the US Government may obtain services from alternate sources either inside or outside this contract to include MSC Charters or activation of US Government Vessels.

3. F.2.1.1 The Contractor fails to complete ordered service within the time and service requirements described in a Performance Objective and a systematic problem exists in the judgment of the Contracting Officer.

3. F.2.2 The US Government shall provide the Contractor with prompt written notice of the Contracting Officer's determination of the Contractor's inability to provide the required service before obtaining service from another source.

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

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

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

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

3.F.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 US 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, US Government will provide cancellation notice at least 24 hours prior to available date in IBS.

3.F.3.1 The contractor shall notify the Ordering Officer and COR of cargo not tendered to the contractor in time to meet the booked sailing that has not been cancelled or rebooked.

3.F.3.1.1 For 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 US Government. Contractor shall notify shipper and origin Ordering Officer at time of occurrence.

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

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

3.F.3.1.4 Contractor shall not roll cargo to a vessel(s) that has a lower VISA priority than the booking unless prior approval is granted by SDDC HQ.

3.F.4 Free Time and Container Detention

3.F.4.1 The contractor must provide 15 calendar days free time commencing at 0001 hours on the first calendar day after delivery for dry cargo and 10 calendar days free time for refrigerated cargo.

3.F.4.1.2 Free time/detention will run during any staging or authorized delays in accordance with sections 3.A.11.4.3 and 3.A.11.4.4, respectively.

3.F.4.1.3 When free time is exceeded, the Contractor will be paid at detention rates at 3.F.4.2.1 and for reefer maintenance as stated at 3.F.4.3 below.

3.F.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 via the D-RAP that the container is available for pick up at the Contractor's point of delivery or other mutually agreed to location. The carrier will have seven (7) days to pick up the container or refute the notification date if the container is not available for pick-up. If the Carrier does not refute the date notified in D-RAP within the allotted time period (seven days), the RA transaction will be triggered for the date notified, and detention will stop on that container shipment effective on the notification date.
3. The date the Contracting Officer notifies the Contractor in writing that the US Government is purchasing the container under Section 3.F.11 or 3.F.12.

The notification or return of empty container must take place before the end of that business day or time shall run until the next day. For staging or authorized delays in accordance with sections 3.A.11.4.3 and 3.A.11.4.7 respectively, prior to delivery 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 US Government provides documents or otherwise cures the situation causing

the delay or notifies the Contractor to release the shipment from staging. Free time/detention shall not run during the inland transit of a container.

3. F.4.2 Calculation of Detention-Related Charges

3. F.4.2.1 Standard Container Detention

The following charges and provisions will apply to all equipment accruing detention. The US Government will pay the contractor the daily detention charges as set forth below.

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

The US Government will pay the Contractor the above daily standard container detention charges if there is an authorized delay in the movement of or return of containers beyond applicable free time. Detention charges will continue to accrue until one of the conditions outlined in 3.G.4.1.4 occur.

Separate chassis detention is payable only when the chassis is not used with a carrier container.

3.F.4.3 Reefer Maintenance

3.F.4.3.1 When onward movement has been suspended due to an authorized delay, and free time has expired, the US Government will reimburse the contractor for additional expenses incurred while maintaining the operation of the refrigerated containers. These maintenance charges will not apply while containers are in transit status in accordance with the booking terms of this contract. The parties recognize that while the refrigerated containers are in the possession of the carrier, the Contractor normally incurs costs in maintaining their operation. Accordingly, for maintenance costs incurred after the expiration of free time, while the refrigerated container is in the Contractor's possession the Contractor will receive reimbursement for refrigerated containers in the carrier's possession. Reimbursed costs will be in pursuant to the per diem rates in Columns A and B below. When the containers are in the possession of the US Government, the Contractor will be reimbursed actual expenses for maintenance services the Ordering Officer ordered and the Contractor performed. The Contractor must certify that incurred costs did occur and submit an invoice in accordance with Attachment 4.

- (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 CONTRACTOR)

20 Feet and Over	\$17.23	\$42.02
40 Feet and Over	\$26.50	\$64.64

Note: When a Contractor bills in accordance with Column B above, it must certify that “electrical power was unavailable at the facility.”

3.F.4.3.2 If the US 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 to the date the US Government returns the associated genset to the Contractor or purchases the genset. Once the US Government has paid rental in an amount that equals or exceeds the purchase price, genset rental charges are ceased and ownership transfers to the US Government. If the US Government retains both the reefer container and the genset, only the standard reefer container detention outlined in section 3.F.4.2.1 applies. Documentation to support genset rental charges will be submitted in accordance with Attachment 6.

3.F.5 Free Time and Driver Wait Time

3.F.5.1 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 US 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 US Government delay.

3.F.5.2 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.F.5.3 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.F.5.4 Driver Wait Time Rates

Table 3.F.5.5

Location	Free Time	Driver Wait Time Rates
Continental US (CONUS)	4 hours	\$15 per quarter hour*
All other location	6 hours	\$15 per quarter hour*

3.F.6 Container Pick Up/Return

3.F.6.1 Empty containers must be removed within 7 calendar days after receiving notice from the US Government that the container is available. The US Government may submit to the Contractor documentation for payment of additional costs incurred as a result of Contractor’s delay in picking up empty containers.

3.F.7 Government Use of Contractor Equipment (Leasing)

3.F.7.1 General

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

3.F.7.2. Shipping Order as Leasing Document

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

Leasing Rates

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

3.F.8 Rerouting of Cargo

3.F.8.1 En-Route Port Changes

3.F.8.1.1 Port change requested by the US Government.

3.F.8.1.1.1 Except as authorized under the "Liberties" clause, the contractor shall not divert cargo to a different Port of Debarkation without prior approval of the Ordering Officer/cognizant COR. Contractor cannot submit for reimbursement of fees incurred if approval to divert not given by COR/OO.

3.F.8.1.1.1.1 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.F.8.1.1.1.2 If the diversion is not within a reasonably normal path for service, the cargo shall be short stopped (3.F.8.2) below and rebooked to the new destination.

3.F.8.1.1.2 Should the Contractor incur costs to effect the diversion, such as additional lifts, re-handling, or moves within the terminal, these costs may be reimbursable and may be submitted as described in Attachment 4.

Contractor shall notify COR of additional costs when diversion requested prior to executing the diversion request. Contractor's administrative expenses are not reimbursable.

3.F.8.1.1.3 If cargo is stowed so as to require rework of overstowed cargo, Contractor shall advise the COR of the number of pieces of cargo overstowed and provide a cost estimate to discharge each piece. Vessel rework to remove overstowed pieces or vessel delay costs requires authorization by the Contracting Officer.

3.F.8.2 Short Stop

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

The Contractor shall short stop cargo at port of discharge 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 Paragraphs 3.F.8.1.1.2 and 3.F.8.1.1.3 above.

3.F.8.3 Change of Destination

The Contractor shall move the cargo to a new inland destination moved via linehaul service from the POD at the written request of the COR or Ordering Officer. Request must be made before the cargo commences final inland movement from the port of debarkation. The shipment shall be re-priced based on the modified booking made by the Ordering Officer.

3.F.9 Staging

3.F.9.1 The Contractor shall stage cargo upon written US Government request of the cognizant COR via D-RAP. The HG EDI event transaction will be auto-generated by the D-RAP as outlined in paragraph 3.A.11 upon entry into the staging location.

3.F.9.2 The Contractor shall end cargo staging upon US Government request by the cognizant COR via the D-RAP. The Contractor shall commence on-carriage within 1 business day and the HR EDI event transaction will be auto-generated by the D-RAP as outlined in paragraph 3.A.11 upon actual dispatch of cargo from the staging location.

3.F.9.3 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.F.10 Notice of Transfer of Cargo

The Contractor shall notify the shipper, Ordering Officer, and COR electronically within 24 hours of discovery that a seal on any unit cargo has been broken and/or replaced while the cargo is in the possession of the Contractor. A complete report of the circumstances and reason shall be provided to the shipper, consignee and cognizant COR.

3.F.10.1 Broken/Replacement of Seals

The Contractor shall notify the shipper, Ordering Officer, and COR electronically within 24 hours of discovery 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.F.11 Damage to Contractor Equipment

3.F.11.1 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 US 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 least of the following:

- (1) The reasonable costs of repairs or
- (2) The purchase price as stated in table 3.F.12.1

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

3.F.11.2 Container Type Purchase Price:

20 ft Dry	\$2,880
20 ft Flat	\$4,500
20 ft Reefer	\$28,350
40 ft Dry	\$4,590
40 ft Flat	\$6,300
40 ft Open Top	\$5,850
40 ft Reefer	\$31,500
Genset	\$9,900

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

3.F.11.3 The US Government shall notify the Contractor of damage to Contractor's equipment while in the US Government's care and custody immediately upon identification of the occurrence of said damage. The Contractor shall assign to the US Government any rights, causes of action, or other claims, which the Contractor may have against third parties with respect to such damage.

3.F.11.4 The US 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 US Government or its authorized representative:

3.F.11.4.1 At the time custody of the equipment is returned by the US Government to the Contractor; or

3.F.11.4.2 Within 5 business days after the damage was discovered or should have been discovered after custody of the equipment is returned by the US Government to the Contractor (for damage that is not readily apparent).

3.F.11.5 The Contractor shall be liable for loss of or damage to US Government containers and chassis while in the Contractor's custody to the same extent that the US Government is liable for loss or damage to the Contractor equipment while in the US Government's custody. The Contractor will not procure insurance coverage on US Government containers.

3.F.12 Theft or Disappearance

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

3.F.12.1 When purchase is made in accordance with this provision, the Contractor will be paid at the prices outlined in the table below. Detention paid will be credited towards the purchase price.

Type	Replacement Value Cost
20' Dry	\$2,880

20' Flat	\$4,500
20' Reefer	\$28,350
40' Dry	\$4,590
40' Flat	\$6,300
40' Open Top	\$5,850
40' Reefer	\$31,500
Genset**	\$9,900

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

3.F.13 Port Storage

3.F.13.1 When onward movement has been delayed due to the fault of or at the specific request of the U. S. Government, the Contractor shall be reimbursed for actual expenses incurred in the storage of containers or cargo. US Government caused delays must be documented with applicable EDI transactions in accordance with section 3.A.11.3.1

3.F.13.2 To receive reimbursement for Port Storage services while the container is in the possession of the Contractor, the contractor shall submit an invoice in accordance with Attachment 4 of this contract and shall include the following attachments to the invoice:

1. Certify to the Contracting Officer 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.

Additional documentation may be required and requested by COR to validate expense was incurred

3.F.14 Futile Trip

When futile trip costs are incurred due to the fault of the US Government, the Contractor may submit an invoice for authorized futile trip costs as a pass through charge.

3.F.14.1 The Contractor shall notify the Ordering Officer, cognizant COR and cognizant SDDC Battalion in writing when futile trip is incurred within 24 hours of occurrence. Futile trip charges must be authorized by the cognizant COR prior to invoice submission to SDDC G8.

3.G Accessorials

3.G.1 Stopoff Service In Transit

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

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

3.G.1.3 The Contractor shall provide up to a maximum of nine (9) 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.G.1.3.1 A per container stop off charge of \$150 shall be paid for each stop off after the first stop off. After the third stop, and if the inland service provider shall go into overnight to make the next delivery, the stop off payment shall double. If the inland service provider shall go overnight on Saturday and/or Sunday to make delivery, then the stop off payment shall triple.

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

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

3.G.2 Linehaul for Containerized Ammunition Shipments

The Contractor shall use a DoD approved Contractor for the movement of ammunition. A list of DoD approved contractors can be obtained from SDDC 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. Contractor shall be paid Ammunition linehaul surcharges in accordance with the Rate Guide.

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

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

3.G.3 Cargo Concealment

3.G.3.1 When ordered by the Ordering Officer, the Contractor shall provide necessary material to cover the cargo completely so that the cargo is concealed from view while being transported. Concealment materials shall be weather resistant, non-transparent and shall remain secured and in place during the inland 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 US Government. The Contractor shall be responsible for the removal and the disposal of such material, unless otherwise directed by the US Government. The Contractor shall be paid for concealment service in accordance with the Rate Guide.

3.G.3.2 Concealment material may include tarps, wood crates, and any other material deemed necessary, by mutual agreement between the Contractor and the Ordering Officer. The US Government shall advise Contractor of any modifications to requested service location at time of booking.

3.G.4 Supercargo

The Contractor shall provide Supercargo transportation service when ordered at the time of booking. The service shall consist of transporting, providing meals for, and accommodating on the vessel, one or more personnel designated by the US Government to accompany the cargo. The Contractor shall be paid the Super Cargo rate in accordance with the Rate Guide.

3.G.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.G.6 Cargo Handling and Transloading Services

3.G.6.1 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 3.A.12. Accessorial includes all services from in-gate and receipt of cargo through stuffing of container at the POE and from un-stuffing of the container to out-gate at POD.

3.G.6.2 Transloading Services

When ordered by the Ordering Officer, the Contractor shall provide all labor, material, and equipment necessary to transfer cargo from one conveyance/container to another, to include intra-terminal transfers. The Contractor shall be paid the rate for transloading services in accordance with the Rate Guide.

3.G.7 Re-spot Service

When requested by the OO, the Contractor shall reposition a previously delivered, laden container from its booked destination to a new location. The Contractor shall be paid for this service in accordance with the accessorial rates on file. This service shall not be ordered for cargo booked as live unloads. Multiple re-spots may be ordered for the same container.

3.G.8 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.G.9 Superload

Superload rate will apply when requested by the Ordering Officer, in conjunction with the linehaul rate, for movement of cargo.

3.G.10 Forty-Five Foot Containers

A surcharge of 12.5% of the basic rate for a 40-foot container shall be applied for use of any 45-foot (or greater) container.

3.G.11 Flatrack Container Surcharge

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

3.G.12 Hazardous Cargo Surcharge

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

3.G.13 Dual Temperature Refrigerated Containers

In order to help prevent damage to the bulkheads of empty Dual Temperature Reefers, contractor must lower the bulkhead after removing all cargo. The bulkhead is held up to the roof track with two (2) short chains on both lower corners. The bulkhead must be in the lowered position when traveling, unless the Dual Temperature Reefer is loaded. 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.G.14 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. Charges are located in the Accessorial Rate Tables. Refrigerated containers that 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 makes 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.G.15 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. The Contractor shall provide modified atmosphere service. Charges are set forth in the Accessorial Rate tables. 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.G.16 Percentage Differential Accessorial for Refrigerated Cargo

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

3.H Breakbulk and RORO Requirements

3.H.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.H.1.1 Shifting of Berths, Meeting Minimum Tonnage

At the request of the Ordering Officer/COR, the contractor shall call at, or shift to 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.H.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 if booked under Free-In or Free out terms.

3.H.1.3 Aggregate of Free-In and/or Free-Out cargo shall meet minimum tonnage of 1,000 MTONs for shifting.

3.H.1.4 Contractor shall assess no additional costs to the US Government.

3.H.2 Shifting of Berths, Not Meeting Minimum Tonnage

3.H.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.H.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.H.2.3 The US Government will reimburse the Contractor for direct costs incurred in accordance with Attachment 4.

3.H.2.4 Demurrage if Shift is Requested

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

3.H.3 Reimbursement for Damage

3.H.3.1 The US Government shall reimburse the Contractor the cost of repairing any damage to a vessel caused by any unsafe condition of any berth or anchorage to which a vessel is ordered by the Ordering Officer under paragraphs 3.H.1.1 or 3.H.2. above, provided that notice of such damage is given to the Contracting Officer before the vessel leaves the berth or anchorage where the damage occurred if such damage is known or suspected at that time, or, if not so known or suspected, within a reasonable time after discovery of such damage.

3.H.3.2 Costs of damage will be submitted directly to the Contracting Officer.

3.H.4 Terms for Loading and Discharging Services

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

3.H.4.1 Stowing of Free-in, Free-out Cargo

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

3.H.4.2 Dunnage

The US 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 US Government will be responsible for and pay cost of removing their dunnage after discharge of cargo.

3.H.4.3 Loading, Stowing, Trimming, Securing Supervision

Cargo loaded, stowed, trimmed and secured by the US Government shall be under the supervision and to the satisfaction of the vessel master.

3.H.4.4 Stowage Preplans/Plans

When cargo is loaded by a Breakbulk carrier,, the Contractor shall provide to the cognizant battalion commander (if applicable),the Ocean Cargo Clearance Authority (OCCA) or Ocean Cargo Booking Office (OCBO) having cognizance over 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, US Government will provide load list to Breakbulk carriers a minimum of 5 business days prior to vessel arrival at origin.

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

3.H.4.5 Acceptable Cargo Space

The Contractor shall provide acceptable space for the cargo. The Contractor shall bear all expense of providing acceptable space. If at the time for loading the cargo, the space provided is not acceptable, the COR/Contracting Officer may reject the space, except that the Contractor and the Contracting Officer 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.

3.H.4.6 If, at the time for loading the cargo, the specifications and/or description of the cargo vary from that of the booking or otherwise communicated data, the contractor shall not bear the burden of preparing, cleaning or making readily available sufficient space to load the cargo. The US government shall bear all expense necessary to first discharge, move or otherwise handle cargo to create such sufficient space for loading.

3.H.4.7 Use of Cargo Handling Gear

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

3.H.4.8 Cranemen/Winchmen/Tallymen/Other Crew

The Contractor shall, upon written request of the OO/COR, provide cranemen/winchmen, tallymen, or others from the crew to operate the vessel's cargo handling gear or perform other stevedore functions on the vessel unless prohibited by local regulations. The Contractor shall not be held responsible for refusal of the crew to perform the additional tasks described in this Section. The crew shall be under the US 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.H.4.9 Reimbursement of Crew Costs

When such services are performed by the crew in accordance with 3.H.4.7 the US Government shall reimburse the Contractor for (a) additional labor costs actually incurred in conformity with labor agreements and (b) any increased cost or premiums for insurance coverage, in addition to costs not covered by insurance, resulting from compliance with this paragraph.

3.H.4.10 Stevedore Damage

The US 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 US Government or its agents and to its stevedores, failing which the US Government shall not be held responsible. The US 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 US Government and any time lost shall be for the account of and shall be paid to the Contractor by the US Government at the demurrage rate.

3.H.4.11 Liner Terms and Linehaul Service

3.H.4.11.1 The Contractor shall, provide service on a liner-term basis when ordered and at locations where rates are on file.

3.H.4.11.2 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.H.4.12 Containerization for the Convenience of the Contractor

3.H.4.12.1 For breakbulk cargo booked by the U.S Government on a liner-term basis, the Contractor may, in its discretion, containerize such cargo for its own operational convenience without any additional cost or expense to the US Government. However, breakbulk cargo booked on a port basis should be decontainerized and made available for customer pick up within 2 business days after vessel discharge, and is considered breakbulk cargo for the purpose of computing the cargo guarantees for this contract. Cargo shall not be considered delivered until de containerized and turned over to the consignee. For door booked cargo, contractor will decontainerize before delivering to consignee.

3.H.4.12.2 Container detention will never accrue against the US Government if Contractor containerizes cargo for their own convenience.

3.H.4.12.3 Contractor will ensure all documentation and submission of information to the US Government reflects movement of the breakbulk cargo and not the container.

3.I Information Assurance

3.I.1 Requirement for Contractor Information Assurance (IA) Report

The Contractor shall provide an Information Assurance Report to describe their environment that safeguards DOD non-public information resident on or transiting the contractor's unclassified information systems from unauthorized access and disclosure. Protection measures applied should consider the risks (i.e. consequences and their probability) of loss, misuse, unauthorized access, or modification of information. The report shall address the SANS (SysAdmin, Audit, Network, Security) Institute's Twenty Critical Security Controls for Effective Cyber Defense: Consensus Audit Guidelines (<http://www.sans.org/critical-security-controls>) and be provided in accordance with the attached template at Attachment 8 to the PWS. The contractor is encouraged to provide additional information above and beyond what is outlined in the SANS guidelines to enhance the government's understanding of their information security posture. The report will be updated 30 days prior to exercise of an option period, if applicable.

3.I.2 Cyber Security Incidents

3.I. 2.1 Reporting Requirements

The contractor shall report to the following two Government organizations as soon as possible upon discovery of any suspected cyber intrusion events that affect DOD information resident on or transiting the contractor's unclassified information systems.

1. USTRANSCOM Global Command, Control, Communications and Computers (C4)
Coordination Center (GCCC)
E-mail: ustcJ6-gccc@ustranscom.mil
Commercial Phone: 618-229-4222

2. USTRANSCOM Deployment and Distribution Operation Center (DDOC)
E-mail: ustc-ddocchief@ustranscom.mil
Commercial Phone: 618-220-7700

Initial report shall be provided even if some details are not yet available, with follow-on detailed reporting within 72 hours. Reportable cyber intrusion events include the following:

1. A cyber intrusion event appearing to be an advanced persistent threat
2. A cyber intrusion event involving data exfiltration or manipulation or other loss of any DOD information resident on or transiting the contractor's, or its subcontractors', unclassified information systems
3. Intrusion activities that allow unauthorized access to an unclassified information system on which DOD information is resident or transiting

Definition of advanced persistent threat: An extremely proficient, patient, determined, and capable adversary, including two or more of such adversaries working together.

3.I.2.2 Incident Report Content

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

1. Applicable dates (date of suspected compromise and date of discovery)
2. Threat methodology (all known resources used such as Internet Protocol (IP) addresses, domain names, copies malware, etc.)
3. An account of what actions the threat(s) may have taken on the victim system/network and what information may have been accessed
4. A description of the roles and functions of the threat-accessed system
5. An initial list of potentially impacted government programs and each program's classification
6. What information may have been exfiltrated that may impact government programs
7. A list of all employees and subcontracted employees who work or have worked with the victim system/network
8. A point of contact to coordinate damage assessment activities

3.I.2.3 Incident Report Submission

The contractor will submit unclassified network cyber incident reports to the USTRANSCOM Technical Information Analysis Center (TIAC) and USTRANSCOM designated government personnel via encrypted email or another mutually agreed upon secure communications method. Copies of malware require special handling and pre-coordination must be accomplished prior to submission.

3.J Linehaul for Breakbulk and Out-of-Gauge (OOG) Cargo

3.J.1 Flatbed and double drop service

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

3.J.1.1.1 Rates are awarded.

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

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

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

3.J.1.2 Service Requirements

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

3.J.1.2.2 For cargo moving on flatracks:

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

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

3.J.1.2.2.3 EDI reporting requirements apply for events as specified in Section 3.A.11.3.1.

3.J.1.3 Pricing and Rate Rules.

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

<u>Height</u>	<u>Width</u>	<u>Equipment Type</u>
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.J.1.3.1.1 There is two categories of equipment:

3.J.1.3.1.1.1 Flatbed includes dropdeck.

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

3.J.1.3.1.2 Equipment length is as required to move the cargo safely and in compliance with local laws and regulations but should not exceed 53 feet.

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

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

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

3.J.1.3.2.1.1.

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

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

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

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

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

3.J.1.3.4 Shipper-owned containers shall move at Contractor's container linehaul rates or flatbed in-gauge rates, whichever are lower. Three Tricons or four Quadcons shall move as one 20-ft. container for rate calculation.

3.J.1.3.5 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.

SECTION 4 – SHIPMENTS OF PRIVATELY OWNED VEHICLES (POVS)

4.A Shipments by Authorized Agents of the US Government

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; Privately Owned Vehicles (POVs) shipped by the Global POV Contractors.

4.A.2 Booking of Cargo

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

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

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

4.A.3 Submission of Status Reports

Contractors shall provide reports to the Authorized Agent as prescribed in Section 3.A.11.4. When acceptable to the Authorized Agent, the Contractor may provide such reports indexed by delivery order.

4.A.4 Payment

4.A.4.1 Terms for payment of services provided under section 4.A will be per mutual agreement of the Contractor and the Non-governmental Authorized User. The Contractor shall be entitled to payment for transportation services rendered to the Authorized Agent within thirty (30) calendar days after presentation of the Contractor's invoice to the Authorized Agent. The Contractor shall submit directly to the Authorized Agent all invoices for detention, port storage, reefer maintenance and any other costs associated with the movement of cargo not ordered by the US Government.

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

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

4.A.5.1 RDD for POV Transport

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

4.A.5.2 Failure to Meet POV RDD

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

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

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

SECTION 5 – MEASURING PERFORMANCE

5.A Performance Requirements

The expectation of the US Government is that all cargo booked under this contract shall successfully move in accordance with the terms of the contract. The US Government strategy for assessing the Contractor's performance under this contract focuses on two business lines: Unit Moves and Other Than Unit Moves (OTUM). Contractor performance will be measured by CONUS points and ports in Puerto Rico and ports and points in Alaska, Hawaii, and inter-island service within the Hawaiian Islands.

5.A.1 Performance Measures and Performance Standards

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

5.A.2 Performance Objectives

Performance Objective No. 1: On-Time Delivery

The Contractor shall deliver the cargo not later than the Required Delivery Date (RDD) specified in the accepted booking. Delays may be authorized by the US government with prior approval. A Modified RDD will be assigned based on the length of the delay authorized in advance by the US government.

Performance Objective No. 2: In-Transit Visibility

The Contractor shall provide accurate and timely shipment status reports using the Electronic Data Interchange (EDI), or the Ocean Carrier Interface (IBS-OCI) as required by Section 3.A.11. There are nine required transactions for container shipments, and eight for breakbulk as described in Section 3.A.11:

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

Although required, EC or RD will not be measured with the other required EDI transactions. The US Government recognizes that in some cases EC or RD submission may occur after shipment RDD and therefore after the performance measure 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 timely transactions out of eight required breakbulk transactions, the Contractor would receive 87.5% credit for ITV on that shipment.

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 conditions under paragraph 3.A.11.4.2 applies. In either case, X1 is a mandatory EDI transaction.

5.A.2.1 Performance Objective Assessment

Performance assessments shall be based prepared on a monthly basis by the close of business on the 15th business day of each calendar month. The SDDC COR will coordinate with the Contractor to resolve all disputed performance assessment data prior to the posting of the Monthly Performance Assessment. The US 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.

Performance Objective	Description	Performance Measure	Performance Average	Weight	Performance Assessment
1	On-Time Delivery	Cargo shall be delivered not 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 US Government an accurate 315 transaction set within 24 hours of triggering event.	y%	0.25	y* .25
Contractor Performance Score				1.00	Total %

5.A.2.2 Performance Rating

The US Government may use the Contractor Performance Score calculated at Table 5.A.2.1 above as a factor in the contemporaneous best value booking process. To facilitate that process, the US Government will, as shown in Table 5.A.2.2 below, 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	

5.B Additional Performance Indicators (API)

5.B.1 Overview

Contractor performance will also be considered on a monthly basis based on the APIs listed in Table 5.B.1.1. This information will be considered by the Ordering Officer in the contemporaneous best value booking process.

Table 5.B.1.1

API No. 1	Good Order and Condition
API No. 2	Invoice Submission Timeliness
API No. 3	Contractor Deficiency Notice

5.B.2 Good Order and Condition (API No. 1)

Cargo shall be delivered to the consignee in the same order and condition as when turned over to the Contractor for shipment. Good Order and Condition will be measured based on the Contractor’s total number of loss and damage incidents against the Contractor’s total shipments with an RDD in the same month as the shipment associated with the incident.

5.B.3 Invoice Submission Timeliness (API No. 3)

Timeliness of invoice submission will be measured, documented and may be presented at senior level SDDC/Contractor forums. Invoices may be submitted only after services included on the invoice have been satisfactorily performed (Ref FAR 32.905). Invoices described in Section A of Attachment 6 with proper documentation must be submitted to SDDC G8 in accordance with the timeliness established in Attachment 4.

5.B.4 Compliance with Contract Terms and Conditions (CCTC) (API No. 4)

Contractor will perform contract in accordance with all terms and conditions in the contract. CCTC will be measured based on the Contractor's total number of Contractor Deficiency Notices (CDN) against the Contractor's total shipments with an RDD in the same month as the shipment associated with the CDN.

SECTION 6 – REGION-SPECIFIC REQUIREMENTS

6. A Puerto Rico

6.A.1 Cargo Clearance Service

6.A.1.1 Tax Authority Clearance

When the container/break bulk has been flagged taxable by the local Puerto Rico tax office (Hacienda) and the Ordering Officer requests the Tax Clearance Accessorial, the contractor will perform the following services: obtain the supporting documentation from the local SDDC Detachment (Hacienda Clearance Letter, Commercial Invoice (when available) etc.), and process the clearance as Acting Representative for SDDC. Estimated time for clearance is from 2-3 days for containers and 7-10 days for break bulk. When Tax Clearance Service is ordered for cargo the contractor will be paid the lump sum amount as set forth in the Accessorial Schedule of Rates per clearance.

6.A.2 Diversion

6.A.2.1 Upon request of the OC, COR, or consignee, the Contractor shall divert a container and change the destination of a loaded or empty container after transit has commenced. Stop-off and re-spot shall not be considered a diversion regardless of when they occur. The Contractor shall be compensated for diversions in accordance with rates set forth in the accessorial table.

6.A.3 Tie-Down and Lashing Materials

6.A.3.1 The Contractor is responsible for the cost of the following services:

6.A.3.2 Tie-Down and Lashing Materials – Furnishing tiedown and lashing materials for loading cargo to flatracks, flatcars, flatbed trucks, lowbeds or other open top containers when required to use contractors conveyance.

6.A.4 Special Cargo Handling

6.A.4.1 When ordered by the Ordering Officer, the Contractor shall provide all labor, material, and equipment (to include MHE, cranes, forklifts, etc.) necessary to stuff/unstuff containers; tally cargo; load and secure cargo into containers and unload cargo from containers; load and secure breakbulk cargo onto inland conveyances and unload breakbulk cargo from inland conveyances (to include outsize/oversize vehicles); supply necessary blocking, bracing, dunnage, and tie-down materials; and submit reports in accordance with [operational reports reference]. Accessorial includes all services from receipt of cargo at origin through outgate of cargo and from ingate of the cargo at destination to offload/unstuffing and delivery of cargo.

6.A.5 Transport of Hazardous Cargo/Small Arms/Ammunition

6.A.5.1 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.

6.A.5.2 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.

6.A.5.3 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.

6.A.5.4 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.

6.A.5.5 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.

6.A.5.6 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.

6.A.5.7 No weapons shall be stored overnight at the Contractor's facilities without prior US Government approval.

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

6.A.6.1 Normal US Government Business Hours are considered to be Monday through Friday, 0800 hours through 1700 hours, with US Federal Holidays excepted. Such days are defined as Business Days. Where US Government offices also observe local holidays, these holidays are excluded from Normal US Government Business Hours. All references in this section of the contract in regards to compliance or observance of Normal Business Hours will use this definition.

6.A.6.2 In addition, Contractors shall be aware of local office hours of operation for each US Government facility with which they will transact business, and will schedule transactions accordingly. Hours of Operation for all Transportation Facilities may be found in the Transportation Facility Guide (TFG). Contractors shall monitor the most current copy of the TFG for possible changes, updates or short term notices.

6.A.7 Crane Services

6.A.7.1 Crane Services are required for loading oversized cargo onto various equipment (i.e. drop deck/gooseneck/flatbeds, etc.). These rates will be for Ft Buchanan, PR, San Juan, PR (CK1), Ponce, Juana Diaz and Ceiba-NAVSTA RRDS-Salinas.

6.A.8 Expedited or After-Hours Delivery

6.A.8.1 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 400 miles. For distances greater than 400 miles, Contractors shall be provided an additional day for each 400 miles of distance.

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.

6.B Alaska

6.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 OO, 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 Accessorial Rate Tables. For the linehaul portion of the movement, the KFF Service Differential, set forth in the Accessorial Rate Tables, will be added to the applicable Mileage Rate Table located in the accessorial rate section. The KFF Service window of operation is from 1 October through 30 April.

6.B.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 OO, after the initial delivery of a container/trailer, the Contractor shall return the partial container load of cargo to its terminal and keep at the proper temperature until ordered to redeliver the remainder of the cargo. Charges for Redelivery of KFF services are set forth in the Accessorial Rate Tables.

6.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.

6.B.4 Less Than Containerload/Trailerload Service

6.B.4.1 Less-Than Container Load (LCL) Container Services

Commingling of U.S. Government (LCL) Cargo. The Contractor is authorized to commingle Less-Than-Container-Load (LCL) cargo with commercial cargo. The Contractor shall provide the cognizant Ordering Officer with the same content list as required for preparation of shipping instructions.

Government cargo commingled with commercial cargo shall be freighted in accordance with the following formula: Contractor's single factor rate from Puget Sound City Group (Zone 3) for a 20' container/trailer is divided by 29 multiplied by manifested cargo measurement tons; a 40' container/trailer is divided by 59 multiplied by manifested cargo measurement tons; a 45' container/trailer is divided by 69 multiplied by manifested cargo measurement tons; a 53' container/trailer is divided by 82 multiplied by manifested cargo measurement tons.

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

6.B.4.2 Less-Than Container Load (LCL) Trailer Load Services

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

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

6.B.5 Transportation Protective Services (TPS)

The following six accessorial are collectively known as Transportation Protective Services (TPS) Accessories:

Constant Surveillance and Custody Service (CIS): as defined in MFTURP-1, Section B (Motor), Item 101

Dual Driver Protective Service (DDP): as defined in MFTURP-1, Section B (Motor), Item 103

Protective Security Services (PSS): as defined in MFTURP-1, Section B (Motor), Item 105

Trailer Tracking Service (DCS): as defined in MFTURP-1, Section B (Motor), Item 107

Security Escort Vehicle Services (SEV): as defined in MFTURP-1, Section B (Motor), Item 109

Satellite Motor Surveillance Service (SNS): as defined in MFTURP-1, Section B (Motor), Item 111

TPS accessorial, by their nature and due to the sensitivity of their cargo, are subject to special requirements:

1. For line-haul movement, Contractor may only choose a subcontractor which is an SDDC-approved motor carrier authorized to move cargo using the specific TPS accessorial. Only SDDC-approved motor carriers will be permitted to transport shipments of sensitive items, including but not limited to conventional AA&E, classified (Secret and Confidential), and controlled cryptographic items. SDDC-approved motor carriers must meet the requirements contained in the MFTURP-1, Section A, Part II, Paragraph D.
2. DTTS Identification: When the TPS accessorial requires DTTS service, it is critical that the correct data to identify the shipment in DTTS be passed by contractor to subcontractor.
3. Quality Control: At time of booking acceptance, for quality control Contractor must identify a POC and alternate POC, along with e-mail and telephone number for each.
4. Emergencies: In the event of an emergency or an incident (e.g. mechanical breakdown) involving TPS cargo, carrier and/or subcontractor must contact SDDC's Defense Transportation Tracking System (DTTS) at 800-826-0794 (live response 24 hours a day). In the event of an emergency or incident, DTTS will contact driver and/or dispatcher. In such situations, SDDC reserves the right to work directly with driver, dispatcher, or other subcontractor personnel, in addition to the contractor POC provided for Quality Control purposes.
5. Cargo moving by truck line-haul with a TPS accessorial is subject to the provisions of the MFTURP-1, including Part B, Item 91: TERMINAL SECURITY STANDARDS FOR SECURE HOLDING OF ARMS, AMMUNITION AND EXPLOSIVES (AA&E), Item 93: TERMINAL SECURITY STANDARDS FOR SECURE HOLDING OF NON-AA&E SHIPMENTS, Item 95: TERMINAL SAFETY STANDARDS FOR SECURE HOLDING OF ARMS, AMMUNITION AND EXPLOSIVES, and Item 97: TRANSLOADING TRANSPORTATION PROTECTIVE SERVICE SHIPMENTS.

6.B.6 Mileage in Alaska

Alaska mileage rates apply to mainland and island locations.

6.B.7 Privately Owned Vehicles (POVs)

6.B.7.1 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.

6.B.7.2 POV Processing Service

POVs moving from the ocean Contractor's Puget Sound terminal to Kodiak Island terminal shall be handled in the same manner as described in Paragraph 6.B.8.1. At Kodiak Island the ocean Contractor will issue POVs to service members or their agents at the ocean terminal. This terminal will process POVs according to the following Hours of Operation: Mondays 0800-1200; Tuesdays 0800-1200; Thursdays 1300-1700 hours, except on locally observed holidays. An inspection of the POV will be accomplished with the service member or their representative upon receipt of the POV. POVs will be returned in the same condition of cleanliness as received, to include washing if required, to facilitate efficient joint vehicle inspection.

6.B.7.3 POV Storage and Detention

The Contractor shall provide storage for POVs in a secure (generally closed to the public), lighted, fenced, hardstand area pending pick up by the member for up to twenty-one (21) calendar days. Detention charges, as set forth in paragraph 3.F.4, will be assessed if storage is required beyond twenty-one (21) calendar days. POVs moving from

the Contractor's Kodiak Island terminal will be received from service members or their agent at the terminal during the same hours as above and be inspected as above. The ocean Contractor will then load, transport, unload at their Puget Sound terminal, inspect and issue POVs to the VPC drayage Carrier as described in Paragraph 6.B.7.1. Charges are located in the Accessorial Rate Tables.

6.B.7.4 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 Accessorial Rate Tables.

6.B.7.5 Surcharge for Carriage of Poles

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

6. B.7.6 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.

6.C Hawaii

6.C.1 Inter-Island Hawaii Service

6. 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 7 – RATE RULES, PROVISIONS AND ADDITIONAL CLAUSES

7.A Single Factor Rates

7.A.1 These rates include all considerations except for Bunker Adjustment Factor (BAF), Fuel Adjustment Factor (FAF), and accessorial ordered in the booking.

7.A.2 Single factor rates apply from specified origin to specified destination via the ports specified in the single factor rate. Contractors shall designate the port of loading and port of discharge for each single factor rate. Bookings shall be made using the combination of ports designated by Contractors.

7.A.3 Contractors may change the ports to be used for a Single Factor Rate or add new port combinations to an existing Single Factor requirement by notifying the Contracting Officer. Any change in price shall require approval by the Contracting Officer.

7.B Application of Ocean Freight Rates--Containers

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

7.B.1 Equipment Charges

7.B.1.1 Cargo shipped in flatrack containers shall be freighted at the General Cargo container rate. In addition, the Contractor's 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 Integrated Booking System (IBS) Carrier Analysis and Rate Evaluation System Application (CARE HQf). 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.

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

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

7.B.1.2.1 The Contractor's charges for drayage or inland linehaul of empty US Government containers shall be the same as the Contractor rates contained in the Schedule of Rates in IBS-CARE SA.

7.B.1.2.2 Accessorial services provided by the contractor, in connection with service provided to US Government containers, shall be at the rates contained in the Schedule of Rates IBS-CARE SA.

7.B.1.3 Hazardous Cargo On-Deck Surcharge

The lump sum surcharge shall only apply, per container, to hazardous cargo requiring on-deck stowage per Coast Guard Regulations. The surcharge shall be in addition to the general cargo container rate. This charge does not apply to excepted commodities.

7.B.1.4 Small Arms Ammunition

Small Arms Ammunition (International Maritime Organization (IMO) Class 1.4) is moved at the same rate as general cargo plus a surcharge of \$1,000 per container or, for breakbulk shipments, \$50 per measurement ton.

7.B.1.5 Twenty-Foot Container Formula

For routes where 20-foot rates are not specifically solicited, 20-foot container ocean rates shall be calculated at 75% of the applicable 40-foot-and-over dry or reefer rates and rounded to the nearest dollar. This formula is not applicable to single factor rates or linehaul rates.

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

Rates for drayage or inland service for 20 foot containers may be applied at 85% of the 40 foot drayage, inland, or mileage rate only for locations where there is not a CLIN specifically for 20 foot containers.

7.B.1.6 High-Cube Containers

A container (dry or reefer) in excess of 8'6" in height shall be paid at the same rate as an 8'6" container.

7.B.1.7 Open-Top Containers

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

7.B.1.8 Commingling of US Government LCL and Commercial Cargo

US Government cargo commingled with commercial cargo shall be freighted in accordance with the following formula: Contractor's basic ocean rate for a 40' container divided by 59 multiplied by manifested cargo measurement tons; a 20' container is divided by 29 multiplied by manifested cargo measurement tons.

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

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

7.B.1.9.2 Contractor-provided tank container service is described in Section 3.A.22.1 of the PWS .

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

7.B.2 Application of Drayage and Inland Rates

All drayage or inland services rates are stated in whole dollars per manifested container size/type and are applicable for drayage or inland services furnished by the Contractor in conjunction with basic ocean services. All drayage and inland rates are for between service. No directional rates shall apply under this contract. When there is no drayage, inland or mileage rate that would apply for a shipment, charges shall be negotiated with the Contracting Officer prior to booking. Drayage and inland rates apply for tank open top and flatrack containers unless specifically provided herein. Mileage rates shall be calculated to dollars and cents.

7. B.2.1 Inland Rate Application

7. B.2.1.1 Linehaul and drayage rates apply to points specifically named and to other points, places, ports, and cities as described in Attachment 2. Additional points can be added to Attachment 2 that are within the Commercial Zone of the named point as described by the 49 CFR Ch. III Part 372 for points in the US Other points may be added upon mutual agreement by US Government and Contractor.

7.B.2.1.1.1 As an exception to the application of the linehaul rates, service to points identifies as "Via Inland Customs" include delivery to a specified customs clearance facility, and after customs clearance is completed, delivery to destination.

7.B.2.1.2 In the absence of specific container linehaul rates between points , inland charges are computed using mileage band rates, multiplied by the one-way mileage. Mileage rates apply by container size. Rates for mileage bands under 51 miles are per container.

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

7.B.2.1.3.1 In order to avoid proliferation of rates, certain ports and inland points have been grouped together as described in Attachment 2, City Groupings.

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

Port Group
Galveston Bay
Los Angeles

Port Members
Galveston, Houston
Los Angeles, Long Beach,

	San Pedro, Wilmington, Terminal Island
Miami	Miami, Port Everglades, Fort Lauderdale
New York	New York, Bayonne, Newark, Elizabeth, Howlan Hook- Kearney
Norfolk	Norfolk, Newport News, Portsmouth, Virginia Beach Chesapeake
Philadelphia	Philadelphia, Pennsauken
Puget Sound	Bremerton, Seattle, Tacoma
San Francisco Bay Area	San Francisco, Oakland, Richmond, Mare Island, Alameda

7.B.2.1.4 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 unless rates for reefer linehaul are specifically provided herein. Rate calculated to dollars and cents.

7.B.2.1.5 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.

7.B.3 Over-Dimensional Cargo

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

7.B.3.2 Charges for over dimensional or super load cargo stowed on a vessel in containers shall equal the additional ocean rate for equivalent displaced standard dry container(s) by size, in accordance with the following formula (which includes use of a flatrack container):

In gauge:	$\frac{\text{BOF (Basic ocean freight)} + \text{FRS (Flat rack surcharge)}}{\text{TP (Total price)}}$	
Over height:	$\frac{\text{BOF} + (\text{BOF} \times 65\%) + \text{FRS}}{\text{TP}}$	 
Over width:	$\frac{\text{BOF} + ((\text{BOF} \times 2) \times 65\%) + \text{FRS}}{\text{TP}}$	
Over height and: Overwidth	$\frac{\text{BOF} + ((\text{BOF} \times 5) \times 65\%) + \text{FRS}}{\text{TP}}$	

NOTE: The blocks in the above examples depict the displaced cells based on shipments being over height, over width, or both over height and over width. The black block is the loaded flatrack and the gray blocks are the displaced cells.

7.B.3.2.1 In-gauge cargo is defined as less than or equal to 456 inches long, 96 inches wide, and 77 inches high for a 40-foot flatrack.

7.B.3.2.2 For a 20-foot flatrack, in-gauge cargo is defined as less than or equal to 216 inches long, 96 inches wide, and 87 inches in height.

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

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

7.B.3.3 If other than flatracks are used to ship over dimensional cargo, the flatrack surcharge shall not be applied to the formula. If open top containers are used, the open top surcharge shall apply.

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

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

7.B.3.6 Cargo that cannot be loaded on or in an intermodal container (closed, open top, flatrack) prior to stevedoring is not covered by this formula.

7.B.3.7 The over dimensional formula is limited to port-to-port terms only. Basic ocean freight (BOF) is the General Cargo Ocean Container Rate from the Table of Rates.

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

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

All rates included herein are based on Free-In, Free-Out (FIO) terms and includes 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	US Government Owned/Leased Dry Containers
Light Vehicles	Helicopters
Heavy Vehicles	

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

7.C.2 When liner service is required for breakbulk shipments at the load port, discharge port or at both ports, the applicable liner term rate(s) in the Table of Accessorials shall be ordered and added to the FIO ocean rate to determine the total price for the service. Carriers should NOT bid Ocean break-bulk rates that include liner service, but should rather bid liner rates separately in IBS-CARE SA.

7.C.3 Extra length charge: For each additional 10 feet or fraction thereof in excess of 45 feet, the extra length charge shall be added to the ocean rate to calculate the total ocean freight.

7.C.4 Hazardous Cargo Surcharge: This surcharge applies to hazardous cargo requiring on-deck stowage by Coast Guard regulations and is expressed as a rate per MTs to be added to the commodity rate for the ocean transportation.

7.C.5 In accordance with booking terms, when the US Government requests the Contractor to provide loading and/or discharging service for self-propelled wheeled or tracked vehicles, and the vehicle(s) are delivered in an undriveable condition or become inoperable prior to loading or discharge, the US Government shall be liable for the extra handling, such as towing, or pushing cargo incurred by the Contractor at a rate of \$75.00 per vehicle at origin,

if applicable, and/or \$75.00 at destination, if applicable, maximum not to exceed \$150.00 per vehicle. The Contractor shall certify that the vehicle is inoperable, stating the TCN and/or vehicle serial number, vessel name and voyage number, sailing date and port of loading/destination. These charges are exclusive of cargo handling for loading/unloading to/from trailer/lowboy or other equipment for movement of normal breakbulk cargo or unit moves.

7.C.6 Vessel Demurrage: Contractor shall be compensated for berthing delays caused by the US Government only in accordance with PWS paragraph 3.H.2.4 based on demurrage rates (per vessel day) in the Schedule of Rates Table 6C in IBS-CARE SA. Charges are prorated for the actual period of delay.

7.C.7 Linehaul for Breakbulk and RORO cargo

7.C.7.1 For breakbulk shipments requiring inland movement, linehaul rates apply to points specifically named and to other points, places, ports, and cities as described in Attachment 2.

7.C.7.2 In the absence of specific linehaul rates between points within CONUS, inland charges are computed using mileage band rates, multiplied by the one-way mileage. For mileage less than 51 miles, the rates are per conveyance.

7.D Application of Mileage Rates—Container and Breakbulk

7.D.1 Mileage Source.

7.D.1.1 The Defense Table of Official Distances (DTOD) is the official source of distances for payment of rates based on mileage and for calculation of standards based on overland distance. Contractor shall be paid in accordance with the version of DTOD used by Integrated Booking System (IBS) – Requirements Forecast – Rate Analysis Module IBS-RF-RAM at the time of the booking. The US Government shall provide notification of changes in the version of DTOD used.

7.D.1.1.1 A commercial product that is DTOD-compliant is “PC*Miler” that shall produce distance calculations identical to DTOD. Contractors should ensure that they have the same version of PC*Miler as used in IBS-RF-RAM. Should there be any differences in the mileages computed by DTOD and the mileage invoiced by the Contractor, the Contractor shall be paid based on the DTOD mileages.

7.E Bunker Adjustment Factor (BAF)

7.E.1 Allowance

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

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

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

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

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

7.E.2 Baseline Fuel Price

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

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

7.E.3 Calculations

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

7.E.3.2 An average fuel price shall be computed by SDDC HQ 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 HQ website no later than the 10th of the month prior to the month in which it will be applied. Example: The average fuel prices for calculation of BAF charges for March shall be based on bunker prices for the month of January.

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

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

Conversion Factors for fuel types identified above are fuel conversions

Fuel Type	BBLS per MT
IFO 380	6.467
MGO	7.162

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

7.E.4 Payment procedures.

7.E.4.1 For shipments paid using Syncada/US Bank (or current EEIP provider), the BAF shall be fixed at the time of booking and shall be based on the date the booked vessel is scheduled to sail. When BAF is payable, shippers shall include the applicable BAF amount (plus or minus) to all shipments paid to the Contractor via their own documentation and payment system at the time that the original transactions are sent to Syncada. Contractors using the Syncada invoice procedure shall include the applicable BAF amount (plus or minus) in their invoice.

7.E.4.2 For all shipments other than those paid using Syncada/US Bank (or current EEIP provider), Contractors are responsible for indicating on their shipment invoice whether a fuel payment is due them, whether no fuel payment is to be made or whether a fuel payment is due SDDC. If a fuel payment is due the Contractor or SDDC, the Contractor shall compute the value of the payment (or credit) and indicate this on the shipment invoice. If there is no fuel payment, the Contractor shall indicate on the invoice "No Fuel Adjustment". BAF for authorized agent shipments shall be paid using this process.

7.E.5 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 US Government or foreign Governments.

7.E.6 Technical Factors and Freight Payable Units

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

TABLE 7.E.8.1

Route	Payable Unit	Factor
1A Hawaii - Hawaii	20ft container	1.78
	40ft container	3.31
	Breakbulk	0.06
1B Alaska - Hawaii	20ft container	1.78
	40ft container	3.31
	Breakbulk	0.06
03 US West Coast - Hawaii	20ft container	1.78
	40ft container	3.31
	Breakbulk	0.06
26 US West Coast - Alaska	20ft container	1.15
	40ft container	2.13
	Breakbulk	0.04
37 US East Coast - Caribbean	20ft container	0.52
	40ft container	0.96
	Breakbulk	0.05
42 US Gulf Coast - Caribbean	20ft container	0.80
	40ft container	1.49
	Breakbulk	0.05

7.E.6.1 For the base year, BAF will be applicable only on those routes listed in the table above.

Fuel price formula:

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

BAF Trade Route Numbers ID

Routes	From	To
1A	Hawaii	Hawaii
1B	Alaska	Hawaii
03	US West Coast	Hawaii
26A	US West Coast	Alaska
37J	U. S. East Coast	Puerto Rico
42J	U. S. Gulf Coast	Puerto Rico

7. F Fuel Adjustment Factors (FAF)

7.F.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>

7. F.2 Baseline

7.F.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.

7.F.2.2 A monthly national average diesel fuel price shall be posted by SDDC HQ 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 the Integrated Booking System (IBS) Carrier Analysis and Rate Evaluation System (CARE SA) 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.

7.F.3 Fuel Adjustment Application

7.F.3.1 The fuel adjustment surcharge on the inland CONUS portion of shipments will be based on the shipments origin state and POE (port of embarkation) or the POD (port of debarkation) and the shipment's destination state.

7.F.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.

7.F.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.

7.F.3.4 The Fuel Adjustment Surcharge will be calculated on six zones. The zones encompass movements from West Coast ports to West Coast states, a 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, 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.

7.F.3.5 The equations for calculating the Fuel Adjustment Surcharge are:

7.F.3.6 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	147
Average haul GC ports to GC points	265
Average haul WC ports to WC points	148
Average haul EC ports to rest of US	1056
Truck Component EC ports to rest of US	67
Average haul GC ports to rest of US	1418
Truck Component GC ports to rest of US	42
Average haul WC ports to rest of US	1570
Truck Component WC ports to rest of US	63
Truck fuel factor gallons/container mile	0.1667
Intermodal rail fuel factor gallons/container mile	0.033

7.F.3.7 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	151
Average haul GC ports to GC points	231
Average haul WC ports to WC points	72
Average haul EC ports to Rest of US	771
Average haul GC ports to Rest of US	1343
Average haul WC ports to Rest of US	899
Truck fuel factor gallons/container mile	0.1667
Reefer unit fuel factor gallons/hour	0.7
Average speed miles/hour	50

7.F.3.8 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	207
Average haul GC ports to GC points	125
Average haul WC ports to WC points	132
Average haul EC ports to Rest of US	774
Average haul GC ports to Rest of US	1488
Average haul WC ports to Rest of US	1924
Truck fuel factor gallons/trailer mile	0.1667

7.F.3.9 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	33
Average haul GC ports to GC points	216
Average haul WC ports to WC points	55
Average haul EC ports to Rest of US	1154
Average haul GC ports to Rest of US	1011
Average haul WC ports to Rest of US	1859
Truck fuel factor gallons/trailer mile	02192

7.F.4 Payment procedures

7.F.4.1 For shipments paid using Syncada/US 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.

7.F.4.2 For all shipments other than those paid using Syncada/US 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.

SECTION 8 – ABBREVIATIONS, DEFINITIONS, ROUTE INDICES

8.A Abbreviations/Acronyms

3PL	Third Party Logistics
AAFES	Army Air Force Exchange Service
AOR	Area of Responsibility
BAF	Bunker Adjustment Factor
CFS	Container Freight Station
CO	Contracting Officer
CONUS	Continental United States
COR	Contracting Officer’s Representative
CPA	Cargo Preference Act (1904)

CSC	Convention of Safe Containers
DeCA	Defense Commissary Agency
DFARS	Defense Federal Acquisition Regulation
DLA	Defense Logistics Agency
DoD	Department of Defense
DODAAC	Department of Defense Activity Address Code
DTEDI	Defense Transportation Electronic Data Interchange
DTR	Defense Transportation Regulation
DTS	Defense Transportation System
EDI	Electronic Data Interchange
EIPP	Electronic Invoice Presentation and Payment
FEU	Forty Foot Equivalent Unit
FAR	Federal Acquisition regulation
FAK	Freight All Kinds
FIO	Free In and Out
GFC	Government Furnished Containers
GLOC	Ground Line of Communication
GCP	Global POV Contract
GSA	General Services Administration
IMO	International Maritime Organization
ISO	International Organization for Standardization
IBS	Integrated Booking System
ITGBL	International Thru Government Bill of Lading
JOPEs	Joint Operation Planning and Execution System
LCL	Less-Than-Container-Load
MPSA	Military Postal Service Agency
MSC	Military Sealift Command
MTs	Measurement Ton (40 Cubic Feet)
MVC	Minimum Volume Commitment
NEXCOM	Navy Exchange Command
OCBO	Ocean Cargo Booking Office
OCCA	Ocean Cargo Clearance Authority
OCI	Ocean Carrier Interface
OCONUS	Outside Continental United States
OO	Ordering Officer
OTUM	Other Than Unit Movement
PCO	Procuring Contracting Officer
POD	Port of Debarkation
POE	Port of Embarkation
POV	Privately Owned Vehicle
PWS	Performance Work Statement
QA	Quality Assurance
QCP	Quality Control Plan
RDD	Required Delivery Date
Reefer	Refrigerated Container
RFP	Request for Proposal
RORO	Roll-On/Roll-Off
SCAC	Standard Carrier Alpha Code
SDDC	Surface Deployment and Distribution Command
TCMD	Transportation Control & Movement Document
TCN	Transportation Control Number
TEU	Twenty Foot Equivalent Unit

USTRANSCOM	United States Transportation Command
VETCOM	US Army Veterinary Command
VISA	Voluntary Intermodal Sealift Agreement
VPC	Vehicle Processing Center

8.B Definitions

The following terms have the meaning as set forth below:

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

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

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

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

Booking – Offer by the 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 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.

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

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

Continental United States (CONUS) – The 48 contiguous states on the North American land mass.

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. 3) or any other provision of law during a war or during a national emergency declared by the President or Congress.

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

Contracting Officer's Representative (COR) – Appointed in writing by the CO, responsible for, but not limited to, the following: monitoring the Contractor's performance in accordance with the terms of the contract; ensuring

Contractor's compliance with reporting requirements; providing data for 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 RDC-6 contract, the definition is further limited to ocean common carriers within the meaning of the Shipping Act of 1984, as amended, or vessel operating contract carriers as determined under Federal Maritime Law.

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

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

Cutoffs

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

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

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

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

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

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

Drop and Pick – See Spotting of Containers

Dry Cargo Container – A completely enclosed weatherproof container.

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

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

Exclusive Use- When linehaul service is provided, the Contractor will devote the entire conveyance for RDC-6 booked cargo and shall be prohibited from loading any non RDC-6 booked cargo either on the conveyance or on the government cargo.

Expedited Delivery- When requested, the Contractor guarantees delivery prior to the RDD established at time of booking.

Expedited Origin Linehaul-When requested, Contractor guarantees delivery to POE before the cutoff timelines outlined in section 3.A.13.4.1, 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).

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

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

Free time - The time allowed for US Government shippers and receivers to load or unload Contractor equipment (i.e. containers) before detention charges 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 20 ft containers, 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 shall be required to be stowed on deck per US Coast Guard Regulations.

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

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

Household Goods – Shipments of household goods and baggage.

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

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

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

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 – Liner Terms (Breakbulk) Accessorial service provided by the contractor for all services from receipt of break-bulk cargo at POE to load of break-bulk cargo on the vessel (liner in) or from discharge of the vessel at POD to outgate (liner-out). Unless booked under free-in and/or free-out terms, liner term rates apply for all cargo (to include POVs). The applicable liner term rate(s) in the Table of Accessorials shall be added to the FIO ocean breakbulk rate for the ports where liner service is ordered.

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 received for by the Contractor to the destination port or point where the Contractor makes the cargo available to the consignee. In the case of BB/RO-RO, the cargo is accepted and/or made available within the Contractor's terminal. Any costs for the loading or discharging of inland transport within the Contractor's terminal are for the account of the Contractor.

Live Load – See Spotting of Containers

Live Unload- Contractor delivers a loaded container and the receiver unloads the container while the driver waits

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

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

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

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

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

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

Outside the Continental United States (OCONUS) – Hawaii, Puerto Rico, and Alaska

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"

Note: Maximum height includes the combined height of the flatrack and cargo. For ocean rate calculation, add 25 inches for 40-foot flatrack and 15 inches for 20-foot flatrack to the height of the cargo to determine if within over dimensional standards.

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

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

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

Pools – See Spotting of Containers

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 Attachment 11, Section

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

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

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

Round Robin – See Spotting of Containers

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

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

L – In the commercial zone of the 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 Rates.

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

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

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

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

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

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

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

Short Stop – To stop cargo at the port of debarkation or any relay port where the ordering officer elects to take delivery. Shutout – Cargo that is available for stevedoring but unable to be loaded on the vessel to which it is booked due to operational circumstances or overbooking of the vessel.

Staging – A delay in commencement of drayage, line-haul or on-carriage transit requested by the COR. 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.

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

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

Transloading service - Accessorial service provided by the Contractor. Transloading services include all labor, materials, 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.

US Flag Service:

Full Service(P1) – Service where cargo is only loaded on US Flag ships between ports of embarkation and final port of discharge.

Combination Service (P2)– Service where the cargo is loaded on US Flag ships for at least one segment of the transoceanic carriage.

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 cargo. 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.

8.C Trade Areas and Zones

8.C.1 General Definition of Trade Areas

Caribbean: Includes all ports within Puerto Rico

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

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

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

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

8.C.2 Descriptions of Zones

Many of the routes in this contract have been structured into zones so that ports can be grouped to best reflect market conditions and minimize the number of rates to be submitted by Contractors. Ocean rates apply on a zone to zone basis. The rates are directional for service between different zones of the same area. More information on zones can be found in Attachment 2, City Groupings.

The service provided by Contractors who provide rates for specific zones shall be reflected in service profiles as described in proposals and vessel schedules maintained within the booking office.

SECTION 9 - SECURITY (PHYSICAL, PERSONNEL, INFORMATION, OPERATIONS, INDUSTRIAL SECURITY AND ANTI-TERRORISM/FORCE PROTECTION) REQUIREMENTS. (MANDATORY)

9.1 General Security Information The overall classification of work associated with this PWS is UNCLASSIFIED; 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, contract officer (KO) or contract officer representative (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 KO before the start of the contract task order. All requirements will be validated for clearance or investigation level by SDDC before the start of the mission if classified is being carried. All classified material handled by the contract members will be safeguarded and derivatively classified IAW Executive Order (EO) 13526 and per SDDC Regulation 380-5 (Information Security Regulation) and all applicable Office of the Secretary of Defense (OSD) Classification Guides. A completed/signed DD 254 is attached to this PWS for classification and subsequent security requirements.

9.2 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 Travel Regulation 205, Section Z, SAFEGUARDING OF CLASSIFIED (SECRET/CONFIDENTIAL), SENSITIVE AND ARMORED TACTICAL VEHICLE SHIPMENTS IN TRANSIT BY SHIP.

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*).

9.3 Personnel Clearance (PCL) / Investigation 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. No dual citizens are authorized interim or final national security clearance determinations. Any US Citizens who have a foreign government (expired or active) passport will not be able to hold or continue any interim or final security clearances within DOD. Any contractors who maintain or have in their possession a passport (either expired or active) issued by a foreign country are considered dual-citizens. The contractor, subcontractor(s), and/or partner(s) shall possess the capability to articulate well, speak and write fluently in the English Language, and comprehend the English Language. 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. ***(EXCEPTION TO INTERIM SECRET REQUIREMENTS: Final SECRET eligibility and access when handling or transporting any COMSEC material or equipment).***

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 5200.1-R 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 DTM 08-003 (Dated Dec 08). 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) 85P 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.

SDDC only processes National Agency Check with Inquiries (NACI)/Position of Trust investigations and does 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 AR 380-67, DoD 5200.2-R and DTM 08-003.

9.4 Company Facility Clearance (FCL) The awarded contract company (and subcontract companies) must have a valid FCL at the SECRET level or higher. Interim Secret FCL's are acceptable provided they are not expired prior to final adjudication by Defense Security Service (DSS). FCL procedures and security guidelines for adjudicative requirements are outlined in DoD 5220.22-M, DoD 5200.22-R and AR 380-67. FCL is required upon contract start date.

9.5 Clearance / Investigation Validation Checks Upon award of this contract, the names and social security numbers of all contract employees supporting this contract will be submitted to SDDC G-2 for vetting in the Joint Personnel Adjudication System (JPAS) to ensure investigative requirements have been obtained before contract start date. This requirement will be completed prior to the COR/Trusted Agent (TA) submitting contract employees for their CAC in the DOD Trusted Associate Sponsorship System (TASS). If contract member does not have the appropriate investigative requirement, the contract employee will be denied the ability to work in support of this contract and will not be loaded in TASS.

9.6 Common Access Card (CAC) Issuance (if required) Contractors may be allowed CAC's under this contract if the following conditions are met and are approved by the COR/KO 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 HQ SDDC G2. ***(The details outlined in DTM 08-003, Subparagraph 3(b/c/d) do not apply in respect to foreign nationals and contractor CAC issuance)***

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 Contracting Officer (KO) or Contracting Officer Representative (COR) the name and social security number will be forwarded to the HQ SDDC G2 for validation of background investigation levels. Upon notification by the HQ SDDC G2 that contractor personnel meet the required investigative and clearance levels, the personnel may be loaded by the decision of the KO/COR or functional manager in the DoD 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. All CAC issuance will be based on the favorable NACI investigation.

When the NACI package is returned from OPM for an adjudication decision, it will be reviewed by HQ SDDC G2 to accept the risk and allow for the CAC to be retained. If the determination is made to not allow for a CAC to be retained the Director of SDDC G2 or the SDDC G2 Chief of security division will be the final determination and the contract company will be notified that the CAC will be returned.

9.7 Visit Authorization Visit(s) by contract company personnel not permanently assigned on Scott AFB (company presidents, company security managers, etc.) will require an electronic visit request in JPAS to SMO Code: USTC-SDDC.

9.8 In/Out-Processing Upon termination or completion of this contract, the contractor employee will surrender all Government supplies, materials, classified material and equipment to the COR. In addition, the Contractor CAC will be turned into the COR on the last day of the contract or upon any termination/reassignment of a contract employee. CORs will revoke access in TASS and turn the CAC into the SSC for final processing/out-processing.

9.9 Security briefing/debriefing statement (Standard Form 312) will be completed upon start/completion of the contract and will be maintained by the COR

9.10 Security Training Contractor shall provide the following training for all contractors within 30 days of contract start as prescribed by DOD, Army and SDDC Regulations: Employee Initial Security Briefing, Operations Security (OPSEC), Threat Awareness and Reporting Program (TARP), DOD Antiterrorism Level 1 Training, Active Shooter and Workplace Violence Training. This also includes Information Assurance (IA) Training required for specific computing platforms and applications. All Security training, to include Annual Security Awareness Training, is required on an annual basis.

9.10.1 Contractor employees will report training completion to the COR.

9.11 Security Permissions on DoD Systems The contractor shall ensure the roles/privileges assigned to contract employees on the Government computing platforms are limited to the roles/privileges essential to that individual's performance of his/her assignments. These roles/privileges can be limited or revoked by the Government for any reason.

9.12 Security Compliance / Deviations If the Government notifies the contractor that the employment or the continued employment of any contractor employee is prejudicial to the interests or endangers the security of the United States of America, that person shall be removed and barred from the worksite.

9.12.1 Circumstances surrounding the removal of contract employees include security deviations/incidents and credible derogatory information received or uncovered on contract members during the course of the contractual period. The contract company shall make any changes necessary in the appointment(s).

9.12.2 Contracting officers or contracting officer representatives will ensure Army contractors with security clearances comply with threat awareness and reporting requirements specified in AR 381-12. Additionally, persons employed by Army contractors will report threat-related incidents, behavioral indicators, and other matters of Counter-Intelligence (CI) interest specified in AR 381-12, chapter 3, to the Facility Security Officer, the nearest military CI Office, the Federal Bureau of Investigation, or the Defense Security Service.

9.12.3 Contractor employees will comply with base access and control procedures.

9.12.4 Operations Security (OPSEC): All information furnished to the Contractor is to be used FOR OFFICIAL USE ONLY (FOUO). The Contractor is required to be aware of OPSEC requirements from SDDC. Information determined as FOUO or included as part of the OPSEC Critical Information List (CIL) is not to be released to the public without the approval of DoD, more specifically USTRANSCOM or HQ SDDC. .

9.13 FPCON Impact on Work Levels (US Installation Only)

9.13.1 Contractors are considered mission essential in this PWS; therefore, access to the installation during increased force protection conditions (FPCON) is authorized.

9.14 Security Regulation Compliance The contractor will be required to comply with all security regulations and directives as identified herein and other security requirements in this contract. The contractor shall not divulge any financial, planning, programming, or budgeting information without the express consent of the Government as outlined in Operational Security (OPSEC) and Information Security regulations.

9.15 Security Regulation Guidance

Department of Defense (DoD):

2000.12 (DoD Antiterrorism (AT) Program)
2000.16 (DoD Antiterrorism (AT) Standards)
5200.01, volumes 1-4 (DoDM Information Security Program)
5200.2-R (DoD Personnel Security Program)
5200.08-R (DoD Physical Security Program)
5220.22-R (National Industrial Security Program)
8500.1 (Information Assurance (IA))
8500.2 (Information Assurance (IA) Implementation)

DoD regulations found at: <http://www.dtic.mil/whs/directives/corres/pub1.html>

Army:

AR 25-2 (Information Assurance)
AR 190-13 (Physical Security Program)
AR 380-5 (Department of the Army Information Security Program)
AR 380-20 (Restricted Areas)
AR 380-49 (Industrial Security Program)
AR 380-67 (Personnel Security Program)
AR 381-12 (Threat Awareness and Reporting Program)
AR 525-13 (Antiterrorism)
AR 530-1 (Operations Security)

Army regulations found at: <http://armypubs.army.mil/>

SDDC:

SDDC Regulation 190-13 (SDDC Physical Security Program)
SDDC Regulation 380-2 (SDDC Operations Security Program)
SDDC Regulation 380-5 (SDDC Information Security Program)
(Provided upon request from SDDC G2 at SAFB)

Forms:

DD 254, DoD, Contract Security Classification Specification

DoD forms found at: <http://www.dtic.mil/whs/directives/corres/pub1.html>

HQ SDDC Industrial Security Point of Contact:

Standa “Tony” Cameron
1 Soldier Way
SDDC G-2
SAFB, IL. 62225
Commercial: 618-220-6559
Email at standa.cameron@ustranscom.mil

HQ SDDC G2 Approval: Jacqueline Wheeler, 20 December 2012
HQ SDDC G2 Tracking #: HQSDDCG2-017-13

SECTION 10 – LIST OF ATTACHMENTS

Performance Work Statement (Exhibit 1)

Attachment 1 – Hazardous Cargo List

Attachment 2 – City Groupings

Attachment 3 – Route Matrix/Information

Attachment 4 – Invoicing and Payment

Attachment 5 – Reports and Formats

Attachment 6 – Shipment of Prime Vendor Cargo

Attachment 7 – Prime Vendor/RDC Carrier Agreement

Attachment 8 – Vendor Assessment Guidelines for Twenty Critical Security Controls for Effective Cyber Defense:
Consensus Audit Guidelines (CAG)

Attachment 9 – Jones Act Report Format

Attachment 10 – Container Pools

Attachment 11- Wage Determinations (Service Contract Act)

Exhibit 2 – Ordering Procedures

Exhibit 3 – Additional Clauses

Exhibit 4 – Addenda to FAR Provisions (Instructions to Offerors-only for Solicitation/RFP)

**ORDERING PROCEDURE
CARRIER SELECTION
“FAIR OPPORTUNITY PROCESS”**

1. Fair Opportunity to Compete.

1.1. Fair Opportunity to Compete for Task Order (booking) Awards: Under the Regional Domestic Contract (RDC-6) multiple award contracts, fair opportunity for booking awards are provided through a “best value” booking process detailed below. Only appointed cargo bookers (ordering officers) are authorized to book orders. The cargo bookers are responsible for evaluating shipment requirements and for making independent best value booking decisions.

1.2. Ordering Clause: IAW FAR 16.505, Ordering, all multiple award contractors shall be provided a fair opportunity to be considered for each order in excess of \$3,000 pursuant to the procedures established in this section, unless the contracting officer (or ordering officer / booker) determines that:

a. The agency’s need for the services or supplies is of such urgency that providing such opportunity to all such contractors would result in unacceptable delays.

b. Only one such contractor is capable of providing the services or supplies at the level of quality required because the services or supplies ordered are unique or highly specialized.

c. The task/delivery order should be issued on a sole source basis in the interest of economy or efficiency because it is a logical follow-on to an order already issued under the contract, provided that all awardees were given a fair opportunity pursuant to the procedures in this clause to be considered for the original order.

d. It is necessary to place an order to satisfy a minimum guarantee.

1.3. All bookings will be awarded in accordance with the Cargo Preference Act of 1904, with a priority given to VISA participants. Application of the “VISA Priorities” listed below for booking cargo ensures these requirements are met. SDDC will provide an updated list of VISA participants to designated Ordering Officers as changes to the list occur. Notwithstanding anything contained in this contract, nothing should be construed as effecting, changing or weakening the Cargo Preference Act of 1904 (10 U.S.C. 2631). Any waiver or change to this policy must be consistent with that provided under existing law.”

2. Ordering Process for Bookings:

2.1. RDC-6 allows for cargo bookings based on a “best value” concept.

2.2. The best value analysis will consider the following factors and sub-factors:

a. Technical—the ordering officer first evaluates potential carriers on a pass/fail basis to determine which carriers can meet the following technical requirements for the shipment or group of shipments that the ordering officer requires to move together:

- (1) Can meet or exceed RDD
- (2) Can provide all required services and accessories and has awarded rates for same.
- (3) Has required equipment

b. VISA Priorities—once the field of potential carriers meeting the technical requirements is identified, a review of the technically compliant carriers is conducted to determine which carriers have the highest VISA priority based upon the criteria below. The carriers/carrier identified as meeting the highest VISA priority under the following scheme are then evaluated as to the US Domestic Shipyard Preference as described in paragraph “d” below:

(1) U.S. flag vessel capacity operated by a VISA "Participant" that has made a current, minimum commitment of its U.S. flag vessel capacity to Stages I, II and III of VISA or that has made a current, minimum

commitment of its US Domestic Shipyard capacity (capacity exclusively engaged in the domestic trades) to Stage

III of VISA and a current, minimum commitment of the remainder of its U.S. flag vessel capacity to Stages I, II and III or, VISA or with regard to an offer for a long-term charter to DoD that has made a current, minimum commitment of its U.S. flag vessel capacity to Stage III of VISA. The U.S. Flag Vessel Sharing Agreement (VSA) capacity of such a participant also is grouped in this category of priority.

(2) U.S. flag vessel capacity operated by a VISA "Participant" that has made a current, minimum commitment of its U.S. Flag vessel capacity to Stage III of VISA and the U.S. flag Vessel Sharing Agreement (VSA) capacity of such a Participant.

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

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

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

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

(7) U.S. owned or operated foreign flag vessel capacity and/or VSA capacity of the kind of "Participant" described in paragraph a above.

(8) U.S. owned or operated foreign flag vessel capacity and/or VSA capacity of the kind of "Participant" described in paragraph b above.

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

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

c. Best Value Determination—carriers meeting the technical requirements above, who are identified as falling within the highest identified VISA priority group will be evaluated based upon the factors below. Evaluation factors are listed in descending order of importance. Sub factors within the Past Performance factor are of equal importance.

d. Evaluation Factors:

(1) Past Performance

(i) Carriers' Performance Score from the Assessment at Section 5 of the PWS. (All contractors will automatically receive a contractor rating of "Alpha" for the first 90 days after contract award.)

(ii) History of meeting RDD for the required route

(2) Cost

(i) Total prices of all the services (line haul, ocean freight and accessorial) applicable to the booking.

(3) US Domestic Shipyard Preference

(i) Carriers will be evaluated based upon the highest US Domestic Shipyard Preference as determined by the evaluation of US shipyard repairs per the evaluation criteria stated in the solicitation (DFARS 247.573-2).

*Note: pursuant to the provision of Section 5 of the PWS, the Government will assign each contractor a "Performance Score" that will be considered in the Past Performance evaluation factor. Assignment of certain "performance scores" may result in a decision by the Government to consider certain carriers before others, or to exclude a carrier from certain types of cargo movements (i.e. unit moves, etc.) regardless of their technical or cost scores in the best value process. Certain best value booking evaluations may result in no bookings awarded under this contract and the Government utilizing a charter service instead.

Exhibit 3: Additional Clauses

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 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 US Government may not be higher than the charges for transporting like goods for private persons.

1.2 Cargo Preference

The availability of US flag service shall be evaluated up to the date for responses to the RFP that resulted in this contract. While initial awardees may be subject to contractual remedies for failure to provide promised US flag service, an initial award for foreign flag service that complies with law at the time of award shall be displaced during the period of the contract by another Contractor's subsequent offer of US flag service for the same requirement only in accordance with the following procedures. Initial award(s) shall not be displaced until the minimum cargo guaranteed to the initial awardee(s) has been offered to the awardee(s). Initial awardees displaced by a "late" offeror remain eligible to receive future orders for transportation when the "late" offeror is unavailable or as otherwise authorized by this contract and applicable law.

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 up to the date for responses to the RFP that resulted in this contract, or the date for responses to the option period. A contract awardee may be subject to contractual remedies for failure to maintain at least the same VISA status throughout the respective base or option period of this contract. However, minimum cargo commitments awarded that properly reflect all offerors' VISA status at the time of responses to the RFP or option period shall not be negated during the respective base or option period as a result of one or more contract awardees subsequently attaining a higher VISA status.

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 US flag service or combination US flag service that cannot otherwise be obtained from Contractors that were awarded contracts. In such case, 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 VISA priority service than otherwise available to the US Government under initially awarded rates. Rates for ocean and single factor service accepted after initial award will be marked as late and used only when the late rates involve a service with a higher VISA priority than the service otherwise available to the US Government under initially awarded rates; or capacity from Contractors with initially awarded rates is not available to meet the requirement.

2 Maritime Clauses

2.1 Application of 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 .

2.2 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 non-government cargo arising at any time in the custody of the Contractor .

2.2.1 Application of COGSA for Barge Service

If the Contractor provides service via a barge system, the following additional provisions apply. The Contractor will be liable for cargo claims in accordance with the Carriage of Goods by Sea Act, 46 USC 1300 et seq. from the time the cargo is loaded on a barge to the time the cargo is discharged from the barge. On any voyage, the Contractor will not invoke limitation of shipowner's liability under 46 USC 183 for aggregate losses or damages to cargo in barges to a value less than the limitation value of the tug(s) and barges at time 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 (See also Paragraph 7.I.3). 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.

2.2.2 Liability of Motor Carriers and Freight Forwarders for Overland Transportation

If overland cargo transport is undertaken incidental to, or in lieu of, ocean shipments ordered under this contract, 49 USC §14706 will apply to any loss or damage that occurs while cargo is in the custody of a motor carrier or applicable freight forwarder. For all overland cargo transportation, including overland cargo transportation provided by initial or delivering carrier(s) as contemplated in 49 USC §14706(c)(2), liability for any loss or damage that occurs while cargo is in the custody of a motor carrier or applicable freight forwarder shall be as stated in 49 USC §14706(a) notwithstanding 49 USC §14706(c)(2). When the Carmack Amendment would otherwise apply based upon the mode of cargo transportation at the location where the loss or damage occurred and the application of the Carmack Amendment would not result in a limitation on liability, this contract also excludes any limitation on liability.

2.3 Scope of Voyage (Liberties)

US 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 US Government cargo at sea requires the unique conditions set forth below.

2.3.1 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 US Government Cargo (the Cargo) may, upon notification to the Contracting Officer (CO) as described at Section 2.3.1.1 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.

2.3.1.1 Notice of Diversion. The Notice described at Section 2.3.1 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.

2.3.1.2 Equitable Adjustment, Carrier Proposed Course of Action. After notification to the CO and approval by the CO of the contractor's proposed course of action, the contractor may submit a request for an equitable adjustment to the contract for the reasonable, allocable, incurred costs to implement the approved course of action. It is understood that the contractor may be required to act before CO approval to prevent risk of loss, damage or injury to the vessel, her crew or cargo. If the contractor acts before notice to and approval by the CO, the contractor shall nonetheless be entitled to reasonable, allocable, incurred costs if the CO finds that the actions were prudent and necessary for the security and protection of government cargo. In no case shall an equitable adjustment duplicate compensation provided in a RDC-6 rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-RDC-6 shipper. If the contractor has been paid for delivery to destination, the CO will consider this fact in evaluating any request for an equitable adjustment or potential government claim for a windfall to the contractor.

2.3.1.3 Mutual Agreement. Where the CO determines that the Contractor's planned diversion of the Cargo is not in the best interest of the US Government, the CO shall so advise the Contractor as soon as practicable. Thereafter, the CO and the Contractor shall, with all due diligence and good faith, endeavor to mutually agree upon the prudent disposition of the Cargo.

2.3.1.4 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 US Government and the Contracting Officer and the Contractor cannot timely agree upon the disposition of the Cargo, the Contractor shall comply with the CO's direction to the contractor to divert the cargo to a port of the US Government's choice and to make any other arrangements for the cargo the Contracting Officer deems necessary to protect the Government's interest.

2.3.1.5 Equitable Adjustment for US Government Directed Course of Action. The contractor may submit a request for an equitable adjustment to the contract for reasonable, allocable costs incurred to carry out the CO's direction if such costs are caused by the need to respond to the special situation and would not have been incurred in performing the contract of carriage except for the special situation. This equitable adjustment includes costs associated with cargo on the vessel that is not transported under this contract to the extent these costs exceed costs allocable to any non-RDC-6 shipper under any Scope of Voyage (Liberties) or similar clause in any contract between the contractor and a non-RDC-6 shipper. In no case shall an equitable adjustment duplicate compensation provided in a RDC-6 freight rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-RDC-6 shipper. If the contractor has been paid for delivery to destination, the CO will consider this fact in evaluating any request for an equitable adjustment or any government claim for a windfall to the contractor.

2.3.1.6 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 US Government or its designated agent.

2.3.2 Liberties. The Contractor, the master and the vessel shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, discharge, destination, delivery or otherwise howsoever given by the government of any nation or department thereof or any person acting or purporting to act with the authority of such government or of any department thereof. Delivery or other disposition of the goods in accordance with such orders or directions shall excuse delay in performance to the extent that such order or direction persists in prevention of performance. (See compensable Delay Clause below in Para 5.) The vessel may carry seized contraband, explosives, munitions, warlike stores, hazardous cargo, and may sail armed or unarmed and with or without convoy.

2.3.3 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.

2.4 Strikes

2.4.1 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.

2.4.2 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 US Government dispose of the cargo or any part of it at the US Government's risk and expense.

2.5 General Average

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

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 US 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 US 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 US 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 act of God, enemies, fire, restraint of princes, rulers of people, and all dangers and accidents of the seas, rivers, machinery, boilers and steam navigation, and errors of navigation throughout this Contract are mutually excepted. In other words, such situations excuse delay in performance (similar to paragraph (f) of FAR 52.212-4) by either party to this contract to the extent that the situation persists in preventing performance. This clause does not address

liability for loss/damage to cargo (see, instead, Exhibit 3, Section 2.1.), liability for costs/damages resulting from delay in performance, or matters other than excusable delay.

3. 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.

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

4.1 The Contractor recognizes that the Contracting Officer ordinarily must reject services that are nonconforming 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.

4.2 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 nonconforming 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 nonconforming.

4.3 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.

5. Compensable Delays

5.1 Other clauses in this (such as FAR 52.212-4 paragraph f; 2.8 force majeure; 2.3.2 Scope of Voyage (Liberties) etc.) cover delay in performance or frustration of performance in certain situations. Section 2.3.1 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.

5.2 Situations where the US Government Causes a Delay. This clause addresses compensation/financial liability in other situations. Specifically, to the extent action or inaction by the US 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 US 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 US Government action or inaction is otherwise not compensable under other provisions of this contract; and

- b) The US 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.

5.2.1 In no case shall an equitable adjustment duplicate compensation provided in a RDC-6 freight rate, accessorial charge or similar charge or otherwise reimburse the Contractor for costs chargeable (by the Contractor) to or otherwise allocable to a non-RDC-6 shipper.

5.3 Situations where neither the Contractor nor the US 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 US 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 US 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 US 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. Contractor Performance Assessment Reporting

6.1 Good performance by Department of Defense (DOD) contractors is essential. FAR 42.1502 directs all Federal Agencies to collect past performance information on contracts, which will benefit source selection teams. TCAQ will be conducting an evaluation of your company's performance for the duration of the contract using a web-enabled application called the Contractor Performance Assessment Reporting System (CPARS).

6.2 As of 01 November 2006, all DoD contractors were required to obtain a Public Key Infrastructure (PKI) certificate to access the CPARS/ACASS/CCASS applications. DoD contractors are required to purchase a certificate from an External Certificate Authority (ECA). We recommend that you begin the process in the very near future to obtain the PKI Certificate before the CPARS becomes available for review. If you have questions on obtaining PKI certificates, please visit <http://www.cpars.csd.disa.mil/cparsmain.htm>. Questions should be directed to the Customer Support Desk at (207) 438-1690, or via e-mail: webptsmh@navy.mil.

6.2.1 You may purchase a DoD PKI certificate from one of three External Certificate Authorities (ECAs). The ECAs are vendors who provide digital certificates to DoD's industry partners who are using their own equipment or working in non-government facilities. A list of ECAs is available at http://www.cpars.disa.mil/pki_info.htm. Each contractor employee accessing CPARS, ACASS, or CCASS will need an Identity Certificate; an Encryption Certificate is not required.

6.3 Following a contract award, the contracting officer will request the contractor furnish the name of the Defense Contractor Representative who will have program management oversight on the awarded contract and is qualified to participate in the performance assessment process. This individual will receive a CPARS Userid and Temporary Password from the Government CPARS Focal Point by telephone or E-mail.

6.4 Contractors should log on to the Navy CPARS website (<http://www.cpars.csd.disa.mil/cparsmain.htm>). At this site, you will find helpful information regarding the CPARS process under “Reference Material.”

7 Pass-through Charges

7.1 The Contractor shall pay valid pass-through charges incurred on behalf of the US Government. Pass-through charges shall not include any cost or charge that is included in priced services or is paid directly by the US 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 US Government, not included in priced services or covered by the Compensable Delays clause at “Additional Clauses” paragraph 5. The pass-through charges shall be allowable, reasonable, and allocable, supported by an invoice, and subject to audit. The Government reserves the right to reject any pass-through charge that is not allowable, reasonable, and allocable, or is not supported by a proper invoice. Pass-through charges shall include only direct reimbursable pass-through costs and shall exclude overhead, general and administrative expenses, and profit.

7.1.1 Examples of the type of additional charges that shall be paid include, but are not limited to, port storage, custom inspection charges, rework of improper blocking and bracing, and dry run.

7.1.2 Pass-through charges shall be invoiced in accordance with Attachment 4.

7.2 Priced Services

7.2.1 Pursuant to Section 7, Rate Rules, Provisions, and additional clauses, all rates shall include all costs and charges in accordance with applicable Federal, State, and local laws and regulations for normal services from origin to destination.

7.3 Equitable Adjustments

7.3.1 Where the Government causes delay, or where neither the Contractor nor the US Government cause the delay, and the Contractor accrues costs due to the delay, pursuant the Compensable Delays clause at “Additional Clauses” paragraph 5, these costs shall not be invoiced under Attachment 4 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).

7.3.2 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. Subcontractor Responsibility

8.1 The contractor has a duty to determine the responsibility of its prospective subcontractors. Special factors related to performance of this contract compel the contracting officer to assist in that determination of subcontractor responsibility. These factors include critical requirements, substantial subcontracting, safety concerns, risk of terrorism and hostilities, and rapidly changing organizational forms of subcontractors that mask prior performance records and relationships with affiliated concerns. Periodically, the contracting officer will make available to the contractor the name of potential subcontractors with questioned responsibility. These names will be periodically updated to reflect more recent information and changing evaluations. The contractor shall not allow named entities to perform any role in performance of a task order (booking) under this contract unless it first provides written evidence to the contracting officer that affirmatively demonstrates to the contracting officer's satisfaction the responsibility of the proposed subcontractor.

9. Fuel Surcharge, FAR 252.247-7003 Exception

9.1 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.

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

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

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

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

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

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

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

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

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Flammable liquids, toxic, n.o.s.	1992	3	II
Flammable liquids, toxic, n.o.s.	1992	3	III
Combustible liquid, n.o.s.	1993	Comb liq	III
Compounds, cleaning liquid	1993	3	I
Compounds, cleaning liquid	1993	3	II
Compounds, cleaning liquid	1993	3	III
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1993	3	I
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1993	3	II
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	1993	3	III
Diesel fuel	1993	3	III
Flammable liquids, n.o.s.	1993	3	I
Flammable liquids, n.o.s.	1993	3	II
Flammable liquids, n.o.s.	1993	3	III
Fuel oil [(No. 1, 2, 4, 5, or 6)]	1993	3	III
Asphalt, [at or above its flash point]	1999	3	III
Tars, liquid [including road asphalt and oils, bitumen and cut backs]	1999	3	II
Tars, liquid [including road asphalt and oils, bitumen and cut backs]	1999	3	III
Celluloid, [in block, rods, rolls, sheets, tubes, etc., except scrap]	2000	4.1	III
Cobalt naphthenates, powder	2001	4.1	III
Hydrogen peroxide, aqueous solutions [with more than 40 percent but not more than 60 percent hydrogen peroxide (stabilized as necessary)]	2014	5.1	II
Hydrogen peroxide, aqueous solutions [with not less than 20 percent but not more than 40 percent hydrogen peroxide (stabilized as necessary)]	2014	5.1	II
Ammunition, tear-producing, non-explosive, [without burster or expelling charge, non-fuzed]	2017	6.1	II
Epichlorohydrin	2023	6.1	II
Mercury compounds, liquid, n.o.s.	2024	6.1	I
Mercury compounds, liquid, n.o.s.	2024	6.1	II
Mercury compounds, liquid, n.o.s.	2024	6.1	III
Mercury compounds, solid, n.o.s.	2025	6.1	I
Mercury compounds, solid, n.o.s.	2025	6.1	II
Mercury compounds, solid, n.o.s.	2025	6.1	III
Sodium arsenite, solid	2027	6.1	II
Nitric acid [other than red fuming, with more than 70 percent nitric acid]	2031	8	I
Nitric acid [other than red fuming, with not more than 70 percent nitric acid]	2031	8	II
1,1,1-Trifluoroethane [or] Refrigerant gas, R 143a	2035	2.1	
Gas cartridges, [(flammable) without a release device, non-refillable]	2037	2.1	
Receptacles, small, containing gas (gas cartridges) [flammable, without release device, not refillable and not exceeding 1 L capacity]	2037	2.1	
Receptacles, small, containing gas (gas cartridges) [non-flammable, without release device, not refillable and not exceeding 1 L capacity]	2037	2.2	
Methyl isobutyl carbinol	2053	3	III
Morpholine	2054	8	I
Tetrahydrofuran	2056	3	II
Ammonium nitrate based fertilizer	2067	5.1	III
Ammonium nitrate based fertilizer	2071	9	III
Diethylenetriamine	2079	8	II
Carbon dioxide, refrigerated liquid	2187	2.2	
Hexafluoroethane, [or] Refrigerant gas R 116	2193	2.2	
Nitrous oxide, refrigerated liquid	2201	2.2	
Isocyanates, toxic, n.o.s. [or] Isocyanate solutions, toxic, n.o.s., [flash point more than 61 degrees C and boiling point less than 300 degrees C]	2206	6.1	II

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Isocyanates, toxic, n.o.s. [or] Isocyanate solutions, toxic, n.o.s., [flash point more than 61 degrees C and boiling point less than 300 degrees C]	2206	6.1	III
Calcium hypochlorite mixtures, dry, [with more than 10 percent but not more than 39 percent available chlorine]	2208	5.1	III
Formaldehyde, solutions, [with not less than 25 percent formaldehyde]	2209	8	III
Asbestos	2212	9	III
Blue asbestos [(Crocidolite)] [or] Brown asbestos [(amosite, mysorite)]	2212	9	II
Chlorotoluenes	2238	3	III
Matches, fusee	2254	4.1	III
Triethylenetetramine	2259	8	II
Hexamethylenediamine, solid	2280	8	III
Isobutyl methacrylate, stabilized	2283	3	III
Isophoronediamine	2289	8	III
Polychlorinated biphenyls, liquid	2315	9	II
Trimethylhexamethylenediamines	2327	8	III
Zinc chloride, anhydrous	2331	8	III
Butyl acrylates, stabilized	2348	3	III
Cyclohexylamine	2357	8	II
Diethyl sulfide	2375	3	II
Dimethyldiethoxysilane	2380	3	II
Bromotrifluoroethylene	2419	2.1	
Potassium chlorate, aqueous solution	2427	5.1	II
Potassium chlorate, aqueous solution	2427	5.1	III
Nitrogen trifluoride	2451	2.2	
Beryllium nitrate	2464	5.1	II
Dichloroisocyanuric acid, dry [or] Dichloroisocyanuric acid salts	2465	5.1	II
Potassium superoxide	2466	5.1	I
Trichloroisocyanuric acid, dry	2468	5.1	II
Ethanolamine [or] Ethanolamine solutions	2491	8	III
Bromobenzene	2514	3	III
Tricresyl phosphate [with more than 3 percent ortho isomer]	2574	6.1	II
Aluminum chloride, solution	2581	8	III
Ferric chloride, solution	2582	8	III
Alkyl sulfonic acids, liquid [or] Aryl sulfonic acids, liquid [with more than 5 percent free sulfuric acid]	2584	8	II
Alkyl sulfonic acids, liquid [or] Aryl sulfonic acids, liquid [with not more than 5 percent free sulfuric acid]	2586	8	III
Pesticides, solid, toxic, n.o.s.	2588	6.1	I
Pesticides, solid, toxic, n.o.s.	2588	6.1	II
Pesticides, solid, toxic, n.o.s.	2588	6.1	III
White asbestos [(chrysotile, actinolite, anthophyllite, tremolite)]	2590	9	III
Dichlorodifluoromethane and difluoroethane azeotropic mixture [or] Refrigerant gas R 500 [with approximately 74 percent dichlorodifluoromethane]	2602	2.2	
Methyl alcohol	2614	3	III
Glycidaldehyde	2622	3	II
Firelighters, solid [with flammable liquid]	2623	4.1	III
Nitrites, inorganic, n.o.s.	2627	5.1	II
Hydroquinone, solid	2662	6.1	III
Ammonia solutions, [relative density between 0.880 and 0.957 at 15 degrees C in water, with more than 10 percent but not more than 35 percent ammonia]	2672	8	III
Lithium hydroxide	2680	8	II
Amines, flammable, corrosive, n.o.s. [or] Polyamines, flammable, corrosive, n.o.s.	2733	3	I
Amines, flammable, corrosive, n.o.s. [or] Polyamines, flammable, corrosive, n.o.s.	2733	3	II

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Amines, flammable, corrosive, n.o.s. [or] Polyamines, flammable, corrosive, n.o.s.	2733	3	III
Amines, liquid, corrosive, n.o.s., [or] Polyamines, liquid, corrosive, n.o.s.	2735	8	I
Amines, liquid, corrosive, n.o.s., [or] Polyamines, liquid, corrosive, n.o.s.	2735	8	II
Amines, liquid, corrosive, n.o.s., [or] Polyamines, liquid, corrosive, n.o.s.	2735	8	III
Carbamate pesticides, solid, toxic	2757	6.1	I
Carbamate pesticides, solid, toxic	2757	6.1	II
Carbamate pesticides, solid, toxic	2757	6.1	III
Organochlorine pesticides, solid, toxic	2761	6.1	I
Organochlorine pesticides, solid, toxic	2761	6.1	II
Organochlorine pesticides, solid, toxic	2761	6.1	III
Organophosphorus pesticides, solid, toxic	2783	6.1	I
Organophosphorus pesticides, solid, toxic	2783	6.1	II
Organophosphorus pesticides, solid, toxic	2783	6.1	III
Organophosphorus pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	2784	3	I
Organophosphorus pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	2784	3	II
Acetic acid, glacial [or] Acetic acid solution, [with more than 80 percent acid, by mass]	2789	8	II
Acetic acid solution, [not less than 50 percent but not more than 80 percent acid, by mass]	2790	8	II
Acetic acid solution, [with more than 10 percent and less than 50 percent acid, by mass]	2790	8	III
Batteries, wet, filled with acid, [electric storage]	2794	8	III
Batteries, wet, filled with alkali, [electric storage]	2795	8	III
Battery fluid, acid	2796	8	II
Sulfuric acid [with not more than 51% acid]	2796	8	II
Battery fluid, alkali	2797	8	II
Batteries, wet, non-spillable, [electric storage]	2800	8	III
Copper chloride	2802	8	III
Mercury	2809	8	III
Mercury [contained in manufactured articles]	2809	8	III
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	2810	6.1	I
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	2810	6.1	II
Compounds, tree killing, liquid [or] Compounds, weed killing, liquid	2810	6.1	III
Toxic, liquids, organic, n.o.s.	2810	6.1	I
Toxic, liquids, organic, n.o.s.	2810	6.1	II
Toxic, liquids, organic, n.o.s.	2810	6.1	III
Toxic solids, organic, n.o.s.	2811	6.1	I
Toxic solids, organic, n.o.s.	2811	6.1	II
Toxic solids, organic, n.o.s.	2811	6.1	III
Water-reactive solid, n.o.s.	2813	4.3	I
Water-reactive solid, n.o.s.	2813	4.3	II
Water-reactive solid, n.o.s.	2813	4.3	III
Phenol solutions	2821	6.1	II
Phenol solutions	2821	6.1	III
1,1,1-Trichloroethane	2831	6.1	III
Phosphorous acid	2834	8	III
Nitroethane	2842	3	III
Fluorosilicates, n.o.s.	2856	6.1	III
Refrigerating machines, [containing non-flammable, non-toxic, or ammonia solution (UN2672)]	2857	2.2	
Resorcinol	2876	6.1	III
Calcium hypochlorite, hydrated [or] Calcium hypochlorite, hydrated mixtures, [with not less than 5.5 percent but not more than 16 percent water]	2880	5.1	II

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Calcium hypochlorite, hydrated [or] Calcium hypochlorite, hydrated mixtures, [with not less than 5.5 percent but not more than 16 percent water]	2880	5.1	III
Pesticides, liquid, toxic, n.o.s.	2902	6.1	I
Pesticides, liquid, toxic, n.o.s.	2902	6.1	II
Pesticides, liquid, toxic, n.o.s.	2902	6.1	III
Pesticides, liquid, toxic, flammable, n.o.s. [flash point not less than 23 degrees C]	2903	6.1	I
Pesticides, liquid, toxic, flammable, n.o.s. [flash point not less than 23 degrees C]	2903	6.1	II
Pesticides, liquid, toxic, flammable, n.o.s. [flash point not less than 23 degrees C]	2903	6.1	III
Radioactive material, excepted package-articles manufactured from natural uranium [or] depleted uranium [or] natural thorium	2909	7	
Radioactive material, excepted package-limited quantity of material	2910	7	
Radioactive material, excepted package-instruments [or] articles	2911	7	
Radioactive material, low specific activity (LSA-I) [non fissile or fissile-excepted]	2912	7	
Corrosive liquids, flammable, n.o.s.	2920	8	I
Corrosive liquids, flammable, n.o.s.	2920	8	II
Corrosive liquids, toxic, n.o.s.	2922	8	I
Corrosive liquids, toxic, n.o.s.	2922	8	II
Corrosive liquids, toxic, n.o.s.	2922	8	III
Corrosive solids, toxic, n.o.s.	2923	8	I
Corrosive solids, toxic, n.o.s.	2923	8	II
Corrosive solids, toxic, n.o.s.	2923	8	III
Flammable liquids, corrosive, n.o.s.	2924	3	I
Flammable liquids, corrosive, n.o.s.	2924	3	II
Flammable liquids, corrosive, n.o.s.	2924	3	III
Flammable solids, toxic, organic, n.o.s.	2926	4.1	II
Flammable solids, toxic, organic, n.o.s.	2926	4.1	III
Ethyl phosphonothioic dichloride, anhydrous	2927	6.1	I
Ethyl phosphorodichloridate	2927	6.1	I
Toxic liquids, corrosive, organic, n.o.s.	2927	6.1	I
Toxic liquids, corrosive, organic, n.o.s.	2927	6.1	II
Methyl 2-chloropropionate	2933	3	III
Sulfamic acid	2967	8	III
Hydrogen peroxide, aqueous solutions [with not less than 8 percent but less than 20 percent hydrogen peroxide (stabilized as necessary)]	2984	5.1	III
Life-saving appliances, self inflating	2990	9	
Carbamate pesticides, liquid, toxic	2992	6.1	I
Carbamate pesticides, liquid, toxic	2992	6.1	II
Carbamate pesticides, liquid, toxic	2992	6.1	III
Arsenical pesticides, liquid, toxic	2994	6.1	I
Arsenical pesticides, liquid, toxic	2994	6.1	II
Arsenical pesticides, liquid, toxic	2994	6.1	III
Copper based pesticides, liquid, toxic	3010	6.1	I
Copper based pesticides, liquid, toxic	3010	6.1	II
Copper based pesticides, liquid, toxic	3010	6.1	III
Substituted nitrophenol pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3013	6.1	I
Substituted nitrophenol pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3013	6.1	II
Substituted nitrophenol pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3013	6.1	III
Organophosphorus pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3017	6.1	I

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Organophosphorus pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3017	6.1	II
Organophosphorus pesticides, liquid, toxic, flammable, [flash point not less than 23 degrees C]	3017	6.1	III
Organophosphorus pesticides, liquid, toxic	3018	6.1	I
Organophosphorus pesticides, liquid, toxic	3018	6.1	II
Organophosphorus pesticides, liquid, toxic	3018	6.1	III
Organotin pesticides, liquid, toxic	3020	6.1	I
Organotin pesticides, liquid, toxic	3020	6.1	II
Organotin pesticides, liquid, toxic	3020	6.1	III
Pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	3021	3	I
Pesticides, liquid, flammable, toxic, [flash point less than 23 degrees C]	3021	3	II
Batteries, dry, containing potassium hydroxide solid, [electric, storage]	3028	8	III
Aluminum alkyls	3051	4.2	I
Alcoholic beverages	3065	3	II
Alcoholic beverages	3065	3	III
Paint [or] Paint related material	3066	8	II
Paint [or] Paint related material	3066	8	III
Life-saving appliances, not self inflating [containing dangerous goods as equipment]	3072	9	
Environmentally hazardous substances, solid, n.o.s.	3077	9	III
Hazardous waste, solid, n.o.s.	3077	9	III
Other regulated substances, solid, n.o.s.	3077	9	III
Isocyanates, toxic, flammable, n.o.s. [or] Isocyanate solutions, toxic, flammable, n.o.s., [flash point not less than 23 degrees C but not more than 61 degrees C and boiling point less than 300 degrees C]	3080	6.1	II
Environmentally hazardous substances, liquid, n.o.s.	3082	9	III
Hazardous waste, liquid, n.o.s.	3082	9	III
Other regulated substances, liquid, n.o.s.	3082	9	III
Corrosive solids, oxidizing, n.o.s.	3084	8	I
Corrosive solids, oxidizing, n.o.s.	3084	8	II
Oxidizing solid, corrosive, n.o.s.	3085	5.1	I
Oxidizing solid, corrosive, n.o.s.	3085	5.1	II
Oxidizing solid, corrosive, n.o.s.	3085	5.1	III
Lithium battery	3090	9	II
Lithium batteries packed with equipment	3091	9	II
Lithium batteries, contained in equipment	3091	9	II
Corrosive liquids, oxidizing, n.o.s.	3093	8	I
Corrosive liquids, oxidizing, n.o.s.	3093	8	II
Corrosive liquids, water-reactive, n.o.s.	3094	8	I
Corrosive liquids, water-reactive, n.o.s.	3094	8	II
Oxidizing liquid, corrosive, n.o.s.	3098	5.1	I
Oxidizing liquid, corrosive, n.o.s.	3098	5.1	II
Oxidizing liquid, corrosive, n.o.s.	3098	5.1	III
Oxidizing liquid, toxic, n.o.s.	3099	5.1	I
Oxidizing liquid, toxic, n.o.s.	3099	5.1	II
Oxidizing liquid, toxic, n.o.s.	3099	5.1	III
Organic peroxide type D, liquid	3105	5.2	II
Organic peroxide type E, liquid	3107	5.2	II
Organic peroxide type F, liquid	3109	5.2	II
Organic peroxide type D, solid, temperature controlled	3116	5.2	II
Organic peroxide type F, solid, temperature controlled	3120	5.2	II
Trifluoromethane, refrigerated liquid	3136	2.2	
Oxidizing liquid, n.o.s.	3139	5.1	I

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Oxidizing liquid, n.o.s.	3139	5.1	I
Oxidizing liquid, n.o.s.	3139	5.1	II
Oxidizing liquid, n.o.s.	3139	5.1	II
Oxidizing liquid, n.o.s.	3139	5.1	III
Oxidizing liquid, n.o.s.	3139	5.1	III
Dyes, solid, toxic, n.o.s. [or] Dye intermediates, solid, toxic, n.o.s.	3143	6.1	I
Dyes, solid, toxic, n.o.s. [or] Dye intermediates, solid, toxic, n.o.s.	3143	6.1	II
Dyes, solid, toxic, n.o.s. [or] Dye intermediates, solid, toxic, n.o.s.	3143	6.1	III
Dyes, solid, corrosive, n.o.s. [or] Dye intermediates, solid, corrosive, n.o.s.	3147	8	I
Dyes, solid, corrosive, n.o.s. [or] Dye intermediates, solid, corrosive, n.o.s.	3147	8	II
Dyes, solid, corrosive, n.o.s. [or] Dye intermediates, solid, corrosive, n.o.s.	3147	8	III
Compressed gas, oxidizing, n.o.s.	3156	2.2	
1,1,1,2-Tetrafluoroethane [or] Refrigerant gas R 134a	3159	2.2	
Liquefied gas, flammable, n.o.s.	3161	2.1	
Liquefied gas, n.o.s.	3163	2.2	
Articles, pressurized pneumatic [or] hydraulic [containing non-flammable gas]	3164	2.2	
Engines, internal combustion, [flammable gas powered]	3166	9	
Engines, internal combustion, [flammable liquid powered]	3166	9	
Vehicle, flammable gas powered	3166	9	
Vehicle, flammable liquid powered	3166	9	
Battery-powered vehicle [or] Battery-powered equipment	3171	9	
Solids containing flammable liquid, n.o.s.	3175	4.1	II
Flammable solid, inorganic, n.o.s.	3178	4.1	II
Flammable solid, inorganic, n.o.s.	3178	4.1	III
Smokeless powder for small arms ([100 pounds or less])	3178	4.1	I
Self-heating liquid, corrosive, inorganic, n.o.s.	3188	4.2	II
Self-heating liquid, corrosive, inorganic, n.o.s.	3188	4.2	III
Self-reactive liquid type B	3221	4.1	II
Self-reactive liquid type D	3225	4.1	II
Medicine, solid, toxic, n.o.s.	3249	6.1	II
Medicine, solid, toxic, n.o.s.	3249	6.1	III
Disodium trioxosilicate	3253	8	III
Amines, solid, corrosive, n.o.s., [or] Polyamines, solid, corrosive n.o.s.	3259	8	I
Amines, solid, corrosive, n.o.s., [or] Polyamines, solid, corrosive n.o.s.	3259	8	II
Amines, solid, corrosive, n.o.s., [or] Polyamines, solid, corrosive n.o.s.	3259	8	III
Corrosive solid, acidic, inorganic, n.o.s.	3260	8	I
Corrosive solid, acidic, inorganic, n.o.s.	3260	8	II
Corrosive solid, acidic, inorganic, n.o.s.	3260	8	III
Corrosive solid, acidic, organic, n.o.s.	3261	8	I
Corrosive solid, acidic, organic, n.o.s.	3261	8	II
Corrosive solid, acidic, organic, n.o.s.	3261	8	III
Corrosive solid, basic, inorganic, n.o.s.	3262	8	I
Corrosive solid, basic, inorganic, n.o.s.	3262	8	II
Corrosive solid, basic, inorganic, n.o.s.	3262	8	III
Corrosive solid, basic, organic, n.o.s.	3263	8	I
Corrosive solid, basic, organic, n.o.s.	3263	8	II
Corrosive solid, basic, organic, n.o.s.	3263	8	III
Corrosive liquid, acidic, inorganic, n.o.s.	3264	8	I
Corrosive liquid, acidic, inorganic, n.o.s.	3264	8	II
Corrosive liquid, acidic, inorganic, n.o.s.	3264	8	III
Corrosive liquid, acidic, organic, n.o.s.	3265	8	I
Corrosive liquid, acidic, organic, n.o.s.	3265	8	II
Corrosive liquid, acidic, organic, n.o.s.	3265	8	III

SHIPPING NAME	UN NUMBER	HAZ CLASS	PG
Corrosive liquid, basic, inorganic, n.o.s.	3266	8	I
Corrosive liquid, basic, inorganic, n.o.s.	3266	8	II
Corrosive liquid, basic, inorganic, n.o.s.	3266	8	III
Corrosive liquid, basic, organic, n.o.s.	3267	8	I
Corrosive liquid, basic, organic, n.o.s.	3267	8	II
Corrosive liquid, basic, organic, n.o.s.	3267	8	III
Air bag inflators, [or] Air bag modules, [or] Seat-belt pretensioners.	3268	9	III
Polyester resin kit	3269	3	
Nitrocellulose membrane filters, [with not more than 12.6% nitrogen, by dry mass]	3270	4.1	II
Organophosphorus compound, toxic, liquid, n.o.s.	3278	6.1	I
Organophosphorus compound, toxic, liquid, n.o.s.	3278	6.1	II
Organophosphorus compound, toxic, liquid, n.o.s.	3278	6.1	III
Vanadium compound, n.o.s.	3285	6.1	I
Vanadium compound, n.o.s.	3285	6.1	II
Vanadium compound, n.o.s.	3285	6.1	III
Flammable liquid, toxic, corrosive, n.o.s.	3286	3	I
Flammable liquid, toxic, corrosive, n.o.s.	3286	3	II
Toxic liquid, inorganic, n.o.s.	3287	6.1	I
Toxic liquid, inorganic, n.o.s.	3287	6.1	II
Toxic liquid, inorganic, n.o.s.	3287	6.1	III
Toxic solid, inorganic, n.o.s.	3288	6.1	I
Toxic solid, inorganic, n.o.s.	3288	6.1	II
Toxic solid, inorganic, n.o.s.	3288	6.1	III
Hydrazine, aqueous solution [with not more than 37 percent hydrazine, by mass]	3293	6.1	III
Hydrocarbons, liquid, n.o.s.	3295	3	I
Hydrocarbons, liquid, n.o.s.	3295	3	II
Hydrocarbons, liquid, n.o.s.	3295	3	III
Heptafluoropropane [or] Refrigerant gas R 227	3296	2.2	
Chemical kits	3316	9	
First aid kits	3316	9	
Refrigerant gas R 404A	3337	2.2	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone A]	3355	2.3	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone B]	3355	2.3	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone C]	3355	2.3	
Insecticide gases, toxic, flammable, n.o.s. [Inhalation hazard Zone D]	3355	2.3	
Oxygen generator, chemical [(including when contained in associated equipment, e.g., passenger service units (PSUs), portable breathing equipment (PBE), etc.)]	3356	5.1	II
Oxygen generator, chemical, spent	3356	9	III
Dangerous Goods in Machinery [or] Dangerous Goods in Apparatus	3363	9	

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
ALBANY		UNITED STATES	GA	ALBANY
ALBANY		UNITED STATES	GA	BACONTON
ALBANY		UNITED STATES	GA	CAMILLA
ALBANY		UNITED STATES	GA	DAWSON
ALBANY		UNITED STATES	GA	DOERUN
ALBANY		UNITED STATES	GA	HARTSFIELD
ALBANY		UNITED STATES	GA	LEARY
ALBANY		UNITED STATES	GA	MOULTRIE
ALBANY		UNITED STATES	GA	NEWTON
ALBANY		UNITED STATES	GA	POULAN
ALBANY		UNITED STATES	GA	SALE CITY
ALBANY		UNITED STATES	GA	SYLVESTER
ALLENTOWN		UNITED STATES	PA	ALBURTIS
ALLENTOWN		UNITED STATES	PA	ALLENTOWN
ALLENTOWN		UNITED STATES	PA	BALLY
ALLENTOWN		UNITED STATES	PA	BETHLEHEM
ALLENTOWN		UNITED STATES	PA	BREINIGSVILLE
ALLENTOWN		UNITED STATES	PA	CATASAUQUA
ALLENTOWN		UNITED STATES	PA	CENTER VALLEY
ALLENTOWN		UNITED STATES	PA	CHERRYVILLE
ALLENTOWN		UNITED STATES	PA	COOPERSBURG
ALLENTOWN		UNITED STATES	PA	COPLAY
ALLENTOWN		UNITED STATES	PA	DANIELSVILLE
ALLENTOWN		UNITED STATES	PA	EAST GREENVILLE
ALLENTOWN		UNITED STATES	PA	EMMAUS
ALLENTOWN		UNITED STATES	PA	HELLERTOWN
ALLENTOWN		UNITED STATES	PA	HEREFORD
ALLENTOWN		UNITED STATES	PA	MACUNGIE
ALLENTOWN		UNITED STATES	PA	NORTHAMPTON
ALLENTOWN		UNITED STATES	PA	OREFIELD
ALLENTOWN		UNITED STATES	PA	PALM
ALLENTOWN		UNITED STATES	PA	RED HILL

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
ALLENTOWN		UNITED STATES	PA	RICHLANDTOWN
ALLENTOWN		UNITED STATES	PA	RIEGELSVILLE
ALLENTOWN		UNITED STATES	PA	SCHNECKSVILLE
ALLENTOWN		UNITED STATES	PA	TOPTON
ALLENTOWN		UNITED STATES	PA	TREXLERTOWN
ALLENTOWN		UNITED STATES	PA	WALNUTPORT
ALLENTOWN		UNITED STATES	PA	WHITEHALL
ALLENTOWN		UNITED STATES	PA	ZIONSVILLE
ANCHORAGE	ANCHORAGE	ALASKA		ANCHORAGE
ANCHORAGE	ANCHORAGE	ALASKA		ELMENDORF AFB
ANCHORAGE	ANCHORAGE	ALASKA		FORT RICHARDSON
ANNISTON		UNITED STATES	AL	ALEXANDRIA
ANNISTON		UNITED STATES	AL	ANNISTON
ANNISTON		UNITED STATES	AL	BYNUM
ANNISTON		UNITED STATES	AL	CHOCOLOCCO
ANNISTON		UNITED STATES	AL	DE ARMANVILLE
ANNISTON		UNITED STATES	AL	EASTABOGA
ANNISTON		UNITED STATES	AL	WEAVER
APPOMATTOX		UNITED STATES	VA	APPOMATTOX
APPOMATTOX		UNITED STATES	VA	CONCORD
APPOMATTOX		UNITED STATES	VA	EVERGREEN
APPOMATTOX		UNITED STATES	VA	SPOUT SPRING
ARCADIA		UNITED STATES	WI	ARCADIA
ARCADIA		UNITED STATES	WI	INDEPENDENCE
ASHEBORO		UNITED STATES	NC	ASHEBORO
ASHEBORO		UNITED STATES	NC	CEDAR FALLS
ASHEBORO		UNITED STATES	NC	FRANKLINVILLE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
ASHEBORO		UNITED STATES	NC	RANDLEMAN
ATLANTA (RDC)		UNITED STATES	GA	ALPHARETTA
ATLANTA (RDC)		UNITED STATES	GA	ATLANTA
ATLANTA (RDC)		UNITED STATES	GA	AUSTELL
ATLANTA (RDC)		UNITED STATES	GA	AVONDALE ESTATES
ATLANTA (RDC)		UNITED STATES	GA	CLARKSTON
ATLANTA (RDC)		UNITED STATES	GA	CONLEY
ATLANTA (RDC)		UNITED STATES	GA	DECATUR
ATLANTA (RDC)		UNITED STATES	GA	DOUGLASVILLE
ATLANTA (RDC)		UNITED STATES	GA	DULUTH
ATLANTA (RDC)		UNITED STATES	GA	ELLENWOOD
ATLANTA (RDC)		UNITED STATES	GA	FAIRBURN
ATLANTA (RDC)		UNITED STATES	GA	FOREST PARK
ATLANTA (RDC)		UNITED STATES	GA	LAWRENCEVILLE
ATLANTA (RDC)		UNITED STATES	GA	LILBURN
ATLANTA (RDC)		UNITED STATES	GA	LITHIA SPRINGS
ATLANTA (RDC)		UNITED STATES	GA	MABLETON
ATLANTA (RDC)		UNITED STATES	GA	MARIETTA
ATLANTA (RDC)		UNITED STATES	GA	MORROW
ATLANTA (RDC)		UNITED STATES	GA	NORCROSS
ATLANTA (RDC)		UNITED STATES	GA	PALMETTO
ATLANTA (RDC)		UNITED STATES	GA	REX
ATLANTA (RDC)		UNITED STATES	GA	RIVERDALE
ATLANTA (RDC)		UNITED STATES	GA	ROSWELL
ATLANTA (RDC)		UNITED STATES	GA	SCOTTDALE
ATLANTA (RDC)		UNITED STATES	GA	SMYRNA
ATLANTA (RDC)		UNITED STATES	GA	STONE MOUNTAIN
ATLANTA (RDC)		UNITED STATES	GA	SUWANEE
ATLANTA (RDC)		UNITED STATES	GA	TUCKER
ATLANTA (RDC)		UNITED STATES	GA	UNION CITY
AUSTIN		UNITED STATES	TX	AUSTIN
AUSTIN		UNITED STATES	TX	TAYLOR

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
BALTIMORE		UNITED STATES	MD	ABINGDON
BALTIMORE		UNITED STATES	MD	ANNAPOLIS
BALTIMORE		UNITED STATES	MD	ANNAPOLIS JUNCTION
BALTIMORE		UNITED STATES	MD	ARNOLD
BALTIMORE		UNITED STATES	MD	BALDWIN
BALTIMORE		UNITED STATES	MD	BALTIMORE
BALTIMORE		UNITED STATES	MD	BEL AIR
BALTIMORE		UNITED STATES	MD	BELCAMP
BALTIMORE		UNITED STATES	MD	BRADSHAW
BALTIMORE		UNITED STATES	MD	COCKEYSVILLE
BALTIMORE		UNITED STATES	MD	COLUMBIA
BALTIMORE		UNITED STATES	MD	CROWNSVILLE
BALTIMORE		UNITED STATES	MD	EDGEWOOD
BALTIMORE		UNITED STATES	MD	ELLCOTT CITY
BALTIMORE		UNITED STATES	MD	FALLSTON
BALTIMORE		UNITED STATES	MD	FORK
BALTIMORE		UNITED STATES	MD	FORT GEORGE G MEADE
BALTIMORE		UNITED STATES	MD	GIBSON ISLAND
BALTIMORE		UNITED STATES	MD	GLEN ARM
BALTIMORE		UNITED STATES	MD	GLEN BURNIE
BALTIMORE		UNITED STATES	MD	GLYNDON
BALTIMORE		UNITED STATES	MD	HALETHORPE
BALTIMORE		UNITED STATES	MD	HANOVER
BALTIMORE		UNITED STATES	MD	HUNT VALLEY
BALTIMORE		UNITED STATES	MD	HYDES
BALTIMORE		UNITED STATES	MD	JESSUP
BALTIMORE		UNITED STATES	MD	JOPPA
BALTIMORE		UNITED STATES	MD	KINGSVILLE
BALTIMORE		UNITED STATES	MD	LINTHICUM HEIGHTS
BALTIMORE		UNITED STATES	MD	LUTHERVILLE TIMONIU
BALTIMORE		UNITED STATES	MD	MARRIOTTSVILLE
BALTIMORE		UNITED STATES	MD	MILLERSVILLE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
BALTIMORE		UNITED STATES	MD	OWINGS MILLS
BALTIMORE		UNITED STATES	MD	PASADENA
BALTIMORE		UNITED STATES	MD	PERRY HALL
BALTIMORE		UNITED STATES	MD	PHOENIX
BALTIMORE		UNITED STATES	MD	RANDALLSTOWN
BALTIMORE		UNITED STATES	MD	REISTERSTOWN
BALTIMORE		UNITED STATES	MD	ROSEDALE
BALTIMORE		UNITED STATES	MD	SAVAGE
BALTIMORE		UNITED STATES	MD	SEVERN
BALTIMORE		UNITED STATES	MD	SEVERNA PARK
BALTIMORE		UNITED STATES	MD	SPARKS GLENCOE
BALTIMORE		UNITED STATES	MD	UPPER FALLS
BALTIMORE		UNITED STATES	MD	WEST FRIENDSHIP
BALTIMORE		UNITED STATES	MD	WHITE MARSH
BALTIMORE		UNITED STATES	MD	WOODSTOCK
BARSTOW		UNITED STATES	CA	BARSTOW
BARSTOW		UNITED STATES	CA	FORT IRWIN
BAY MINETTE		UNITED STATES	AL	BAY MINETTE
BAY MINETTE		UNITED STATES	AL	STAPLETON
BEATTY		UNITED STATES	NV	BEATTY
BLUE MOUNTAIN		UNITED STATES	MS	BLUE MOUNTAIN
BLUE MOUNTAIN		UNITED STATES	MS	MYRTLE
BLUE MOUNTAIN		UNITED STATES	MS	NEW ALBANY
BLUE RIDGE		UNITED STATES	GA	BLUE RIDGE
BOSTON		UNITED STATES	MA	ABINGTON
BOSTON		UNITED STATES	MA	ALLSTON
BOSTON		UNITED STATES	MA	ARLINGTON
BOSTON		UNITED STATES	MA	AUBURNDALE
BOSTON		UNITED STATES	MA	AVON
BOSTON		UNITED STATES	MA	BEDFORD
BOSTON		UNITED STATES	MA	BELMONT
BOSTON		UNITED STATES	MA	BEVERLY

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
BOSTON		UNITED STATES	MA	BOSTON
BOSTON		UNITED STATES	MA	BRAINTREE
BOSTON		UNITED STATES	MA	BRIGHTON
BOSTON		UNITED STATES	MA	BROCKTON
BOSTON		UNITED STATES	MA	BROOKLINE
BOSTON		UNITED STATES	MA	BURLINGTON
BOSTON		UNITED STATES	MA	CAMBRIDGE
BOSTON		UNITED STATES	MA	CANTON
BOSTON		UNITED STATES	MA	CHARLESTOWN
BOSTON		UNITED STATES	MA	CHELSEA
BOSTON		UNITED STATES	MA	CHESTNUT HILL
BOSTON		UNITED STATES	MA	COHASSET
BOSTON		UNITED STATES	MA	CONCORD
BOSTON		UNITED STATES	MA	DANVERS
BOSTON		UNITED STATES	MA	DEDHAM
BOSTON		UNITED STATES	MA	DORCHESTER
BOSTON		UNITED STATES	MA	DOVER
BOSTON		UNITED STATES	MA	EAST WALPOLE
BOSTON		UNITED STATES	MA	EVERETT
BOSTON		UNITED STATES	MA	HANOVER
BOSTON		UNITED STATES	MA	HINGHAM
BOSTON		UNITED STATES	MA	HOLBROOK
BOSTON		UNITED STATES	MA	HULL
BOSTON		UNITED STATES	MA	HYDE PARK
BOSTON		UNITED STATES	MA	JAMAICA PLAIN
BOSTON		UNITED STATES	MA	LEXINGTON
BOSTON		UNITED STATES	MA	LINCOLN
BOSTON		UNITED STATES	MA	LYNN
BOSTON		UNITED STATES	MA	LYNNFIELD
BOSTON		UNITED STATES	MA	MALDEN
BOSTON		UNITED STATES	MA	MARBLEHEAD
BOSTON		UNITED STATES	MA	MATTAPAN

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
BOSTON		UNITED STATES	MA	MEDFIELD
BOSTON		UNITED STATES	MA	MEDFORD
BOSTON		UNITED STATES	MA	MELROSE
BOSTON		UNITED STATES	MA	MIDDLETON
BOSTON		UNITED STATES	MA	MILLIS
BOSTON		UNITED STATES	MA	MILTON
BOSTON		UNITED STATES	MA	NAHANT
BOSTON		UNITED STATES	MA	NATICK
BOSTON		UNITED STATES	MA	NEEDHAM
BOSTON		UNITED STATES	MA	NEWTON
BOSTON		UNITED STATES	MA	NORFOLK
BOSTON		UNITED STATES	MA	NORTHEASTON
BOSTON		UNITED STATES	MA	NORTHREADING
BOSTON		UNITED STATES	MA	NORWELL
BOSTON		UNITED STATES	MA	NORWOOD
BOSTON		UNITED STATES	MA	PEABODY
BOSTON		UNITED STATES	MA	QUINCY
BOSTON		UNITED STATES	MA	RANDOLPH
BOSTON		UNITED STATES	MA	READING
BOSTON		UNITED STATES	MA	REVERE
BOSTON		UNITED STATES	MA	ROCKLAND
BOSTON		UNITED STATES	MA	ROSLINDALE
BOSTON		UNITED STATES	MA	ROXBURY
BOSTON		UNITED STATES	MA	SALEM
BOSTON		UNITED STATES	MA	SAUGUS
BOSTON		UNITED STATES	MA	SCITUATE
BOSTON		UNITED STATES	MA	SHARON
BOSTON		UNITED STATES	MA	SHERBORN
BOSTON		UNITED STATES	MA	SOMERVILLE
BOSTON		UNITED STATES	MA	SOUTH WALPOLE
BOSTON		UNITED STATES	MA	STONEHAM
BOSTON		UNITED STATES	MA	STOUGHTON

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
BOSTON		UNITED STATES	MA	SWAMPSCOTT
BOSTON		UNITED STATES	MA	WABAN
BOSTON		UNITED STATES	MA	WAKEFIELD
BOSTON		UNITED STATES	MA	WALPOLE
BOSTON		UNITED STATES	MA	WALTHAM
BOSTON		UNITED STATES	MA	WATERTOWN
BOSTON		UNITED STATES	MA	WAYLAND
BOSTON		UNITED STATES	MA	WELLESLEY
BOSTON		UNITED STATES	MA	WENHAM
BOSTON		UNITED STATES	MA	WEST ROXBURY
BOSTON		UNITED STATES	MA	WESTON
BOSTON		UNITED STATES	MA	WESTWOOD
BOSTON		UNITED STATES	MA	WEYMOUTH
BOSTON		UNITED STATES	MA	WHITMAN
BOSTON		UNITED STATES	MA	WILMINGTON
BOSTON		UNITED STATES	MA	WINCHESTER
BOSTON		UNITED STATES	MA	WINTHROP
BOSTON		UNITED STATES	MA	WOBURN
BOX SPRINGS GROUP	LOS ANGELES (COMM) US	UNITED STATES	CA	ANAHEIM
BOX SPRINGS GROUP	LOS ANGELES (COMM) US	UNITED STATES	CA	BREA
BOX SPRINGS GROUP	LOS ANGELES (COMM) US	UNITED STATES	CA	YORBA LINDA
BOX SPRINGS GROUP		UNITED STATES	CA	ALTA LOMA
BOX SPRINGS GROUP		UNITED STATES	CA	BEAUMONT
BOX SPRINGS GROUP		UNITED STATES	CA	BLOOMINGTON
BOX SPRINGS GROUP		UNITED STATES	CA	CALIMESA
BOX SPRINGS GROUP		UNITED STATES	CA	CHINO
BOX SPRINGS GROUP		UNITED STATES	CA	CHINO HILLS
BOX SPRINGS GROUP		UNITED STATES	CA	CLAREMONT
BOX SPRINGS GROUP		UNITED STATES	CA	COLTON
BOX SPRINGS GROUP		UNITED STATES	CA	CORONA
BOX SPRINGS GROUP		UNITED STATES	CA	DIAMOND BAR
BOX SPRINGS GROUP		UNITED STATES	CA	FONTANA

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
BOX SPRINGS GROUP		UNITED STATES	CA	HIGHLAND
BOX SPRINGS GROUP		UNITED STATES	CA	HOMELAND
BOX SPRINGS GROUP		UNITED STATES	CA	LA VERNE
BOX SPRINGS GROUP		UNITED STATES	CA	LOMA LINDA
BOX SPRINGS GROUP		UNITED STATES	CA	MENTONE
BOX SPRINGS GROUP		UNITED STATES	CA	MIRA LOMA
BOX SPRINGS GROUP		UNITED STATES	CA	MONTCLAIR
BOX SPRINGS GROUP		UNITED STATES	CA	MORENO VALLEY
BOX SPRINGS GROUP		UNITED STATES	CA	NORCO
BOX SPRINGS GROUP		UNITED STATES	CA	NUEVO
BOX SPRINGS GROUP		UNITED STATES	CA	PERRIS
BOX SPRINGS GROUP		UNITED STATES	CA	POMONA
BOX SPRINGS GROUP		UNITED STATES	CA	RANCHO CUCAMONGA
BOX SPRINGS GROUP		UNITED STATES	CA	REDLANDS
BOX SPRINGS GROUP		UNITED STATES	CA	RIALTO
BOX SPRINGS GROUP		UNITED STATES	CA	RIVERSIDE
BOX SPRINGS GROUP		UNITED STATES	CA	SAN BERNARDINO
BOX SPRINGS GROUP		UNITED STATES	CA	SAN DIMAS
BOX SPRINGS GROUP		UNITED STATES	CA	SAN JACINTO
BOX SPRINGS GROUP		UNITED STATES	CA	SUN CITY
BOX SPRINGS GROUP		UNITED STATES	CA	UPLAND
BOX SPRINGS GROUP		UNITED STATES	CA	YUCAIPA
CADILLAC, MICHIGAN		UNITED STATES	MI	CADILLAC
CALHOUN CITY		UNITED STATES	MS	BIG CREEK
CALHOUN CITY		UNITED STATES	MS	CALHOUN CITY
CALHOUN CITY		UNITED STATES	MS	DERMA
CALHOUN CITY		UNITED STATES	MS	PITTSBORO
CALHOUN CITY		UNITED STATES	MS	SLATE SPRING
CALHOUN CITY		UNITED STATES	MS	VARDAMAN
CAMP LEJEUNE		UNITED STATES	NC	CAMP LEJEUNE
CAMP LEJEUNE		UNITED STATES	NC	JACKSONVILLE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
CANANDAIGUA		UNITED STATES	NY	CANANDAIGUA
CANANDAIGUA		UNITED STATES	NY	FARMINGTON
CAPE CANAVERAL	CAPE CANAVERAL	UNITED STATES	FL	CAPE CANAVERAL
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
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 AFB
CHARLESTON	CHARLESTON	UNITED STATES	SC	CORDESVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	CROSS
CHARLESTON	CHARLESTON	UNITED STATES	SC	DORCHESTER
CHARLESTON	CHARLESTON	UNITED STATES	SC	GOOSE CREEK
CHARLESTON	CHARLESTON	UNITED STATES	SC	HANAHAN
CHARLESTON	CHARLESTON	UNITED STATES	SC	HARLEYVILLE
CHARLESTON	CHARLESTON	UNITED STATES	SC	HOLLYWOOD
CHARLESTON	CHARLESTON	UNITED STATES	SC	HUGER
CHARLESTON	CHARLESTON	UNITED STATES	SC	ISLE OF PALMS
CHARLESTON	CHARLESTON	UNITED STATES	SC	JOHNS ISLAND
CHARLESTON	CHARLESTON	UNITED STATES	SC	LADSON
CHARLESTON	CHARLESTON	UNITED STATES	SC	MONCK'S CORNER
CHARLESTON	CHARLESTON	UNITED STATES	SC	MOUNT PLEASANT
CHARLESTON	CHARLESTON	UNITED STATES	SC	PINOPOLIS
CHARLESTON	CHARLESTON	UNITED STATES	SC	RAVENEL

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
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
CHATTANOOGA		UNITED STATES	TN	CHATTANOOGA
CHICAGO		UNITED STATES	IL	ADDISON
CHICAGO		UNITED STATES	IL	AMF OHARE
CHICAGO		UNITED STATES	IL	ANTIOCH
CHICAGO		UNITED STATES	IL	ARLINGTON HEIGHTS
CHICAGO		UNITED STATES	IL	BARRINGTON
CHICAGO		UNITED STATES	IL	BARTLETT
CHICAGO		UNITED STATES	IL	BELLWOOD
CHICAGO		UNITED STATES	IL	BENSENVILLE
CHICAGO		UNITED STATES	IL	BERKELEY
CHICAGO		UNITED STATES	IL	BERWYN
CHICAGO		UNITED STATES	IL	BLOOMINGDALE
CHICAGO		UNITED STATES	IL	BLUE ISLAND
CHICAGO		UNITED STATES	IL	BOLINGBROOK
CHICAGO		UNITED STATES	IL	BRIDGEVIEW
CHICAGO		UNITED STATES	IL	BROOKFIELD
CHICAGO		UNITED STATES	IL	BUFFALO GROVE
CHICAGO		UNITED STATES	IL	BURBANK
CHICAGO		UNITED STATES	IL	CALUMET CITY
CHICAGO		UNITED STATES	IL	CAROL STREAM
CHICAGO		UNITED STATES	IL	CARPENTERSVILLE
CHICAGO		UNITED STATES	IN	CEDAR LAKE
CHICAGO		UNITED STATES	IL	CHICAGO
CHICAGO		UNITED STATES	IL	CHICAGO HEIGHTS
CHICAGO		UNITED STATES	IL	CHICAGO RIDGE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
CHICAGO		UNITED STATES	IL	CICERO
CHICAGO		UNITED STATES	IL	CLAREDON HILLS
CHICAGO		UNITED STATES	IL	COUNTRY CLUB HILLS
CHICAGO		UNITED STATES	IL	CRETE
CHICAGO		UNITED STATES	IN	CROWN POINT
CHICAGO		UNITED STATES	IL	DEERFIELD
CHICAGO		UNITED STATES	IL	DES PLAINES
CHICAGO		UNITED STATES	IL	DOLTON
CHICAGO		UNITED STATES	IL	DOWNERS GROVE
CHICAGO		UNITED STATES	IN	DYER
CHICAGO		UNITED STATES	IN	EAST CHICAGO
CHICAGO		UNITED STATES	IL	ELGIN
CHICAGO		UNITED STATES	IL	ELK GROVE VILLAGE
CHICAGO		UNITED STATES	IL	ELMHURST
CHICAGO		UNITED STATES	IL	EVANSTON
CHICAGO		UNITED STATES	IL	EVERGREEN PARK
CHICAGO		UNITED STATES	IL	FLOSSMOOR
CHICAGO		UNITED STATES	IL	FOREST PARK
CHICAGO		UNITED STATES	IL	FORT SHERIDAN
CHICAGO		UNITED STATES	IL	FOX LAKE
CHICAGO		UNITED STATES	IL	FOX RIVER GROVE
CHICAGO		UNITED STATES	IL	FRANKFORT
CHICAGO		UNITED STATES	IL	FRANKLIN PARK
CHICAGO		UNITED STATES	IN	GARY
CHICAGO		UNITED STATES	IL	GLEN ELLYN
CHICAGO		UNITED STATES	IL	GLENCOE
CHICAGO		UNITED STATES	IL	GLENDALE HEIGHTS
CHICAGO		UNITED STATES	IL	GLENVIEW
CHICAGO		UNITED STATES	IL	GLENVIEW NAS
CHICAGO		UNITED STATES	IL	GLENWOOD
CHICAGO		UNITED STATES	IL	GRAYSLAKE
CHICAGO		UNITED STATES	IL	GREAT LAKES

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
CHICAGO		UNITED STATES	IN	GRIFFITH
CHICAGO		UNITED STATES	IL	GURNEE
CHICAGO		UNITED STATES	IN	HAMMOND
CHICAGO		UNITED STATES	IL	HARVEY
CHICAGO		UNITED STATES	IL	HAZEL CREST
CHICAGO		UNITED STATES	IL	HICKORY HILLS
CHICAGO		UNITED STATES	IL	HIGHLAND PARK
CHICAGO		UNITED STATES	IL	HIGHWOOD
CHICAGO		UNITED STATES	IL	HILLSIDE
CHICAGO		UNITED STATES	IL	HINES
CHICAGO		UNITED STATES	IL	HINSDALE
CHICAGO		UNITED STATES	IN	HOBART
CHICAGO		UNITED STATES	IL	HOMETOWN
CHICAGO		UNITED STATES	IL	HOMEWOOD
CHICAGO		UNITED STATES	IL	INGLESIDE
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

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
CHICAGO		UNITED STATES	IL	LYONS
CHICAGO		UNITED STATES	IL	MATTESON
CHICAGO		UNITED STATES	IL	MAYWOOD
CHICAGO		UNITED STATES	IL	MEDINAH
CHICAGO		UNITED STATES	IL	MELROSE PARK
CHICAGO		UNITED STATES	IN	MERRILLVILLE
CHICAGO		UNITED STATES	IL	MIDLOTHIAN
CHICAGO		UNITED STATES	IL	MOKENA
CHICAGO		UNITED STATES	IL	MONEE
CHICAGO		UNITED STATES	IL	MORTON GROVE
CHICAGO		UNITED STATES	IL	MOUNT PROSPECT
CHICAGO		UNITED STATES	IL	MUNDELEIN
CHICAGO		UNITED STATES	IN	MUNSTER
CHICAGO		UNITED STATES	IL	NAPERVILLE
CHICAGO		UNITED STATES	IL	NEW LENOX
CHICAGO		UNITED STATES	IL	NORTH CHICAGO
CHICAGO		UNITED STATES	IL	NORTHBROOK
CHICAGO		UNITED STATES	IL	OAK FOREST
CHICAGO		UNITED STATES	IL	OAK LAWN
CHICAGO		UNITED STATES	IL	OAK PARK
CHICAGO		UNITED STATES	IL	OLYMPIA FIELDS
CHICAGO		UNITED STATES	IL	ORLAND PARK
CHICAGO		UNITED STATES	IL	PALATINE
CHICAGO		UNITED STATES	IL	PALOS HEIGHTS
CHICAGO		UNITED STATES	IL	PALOS HILLS
CHICAGO		UNITED STATES	IL	PALOS PARK
CHICAGO		UNITED STATES	IL	PARK FOREST
CHICAGO		UNITED STATES	IL	PARK RIDGE
CHICAGO		UNITED STATES	IL	POSEN
CHICAGO		UNITED STATES	IL	PROSPECT HEIGHTS
CHICAGO		UNITED STATES	IL	RICHTON PARK
CHICAGO		UNITED STATES	IL	RIVER FOREST

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
CHICAGO		UNITED STATES	IL	RIVER GROVE
CHICAGO		UNITED STATES	IL	RIVERDALE
CHICAGO		UNITED STATES	IL	RIVERSIDE
CHICAGO		UNITED STATES	IL	ROBBINS
CHICAGO		UNITED STATES	IL	ROLLING MEADOWS
CHICAGO		UNITED STATES	IL	ROSELLE
CHICAGO		UNITED STATES	IL	ROUND LAKE
CHICAGO		UNITED STATES	IN	SAINT JOHN
CHICAGO		UNITED STATES	IL	SCHAUMBURG
CHICAGO		UNITED STATES	IN	SCHERERVILLE
CHICAGO		UNITED STATES	IL	SCHILLER PARK
CHICAGO		UNITED STATES	IL	SKOKIE
CHICAGO		UNITED STATES	IL	SOUTH ELGIN
CHICAGO		UNITED STATES	IL	SOUTH HOLLAND
CHICAGO		UNITED STATES	IL	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

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
CHICAGO		UNITED STATES	IL	WHEELING
CHICAGO		UNITED STATES	IN	WHITING
CHICAGO		UNITED STATES	IL	WILLOW SPRINGS
CHICAGO		UNITED STATES	IL	WILMETTE
CHICAGO		UNITED STATES	IL	WINFIELD
CHICAGO		UNITED STATES	IL	WINNETKA
CHICAGO		UNITED STATES	IL	WINTHROP HARBOR
CHICAGO		UNITED STATES	IL	WOOD DALE
CHICAGO		UNITED STATES	IL	WORTH
CHICAGO		UNITED STATES	IL	ZION
CHINO		UNITED STATES	CA	CHINO HILLS
CLEAR AFB		ALASKA		CLEAR
CLERMONT		UNITED STATES	KY	CLERMONT
CLEVELAND		UNITED STATES	OH	AVON
CLEVELAND		UNITED STATES	OH	AVON LAKE
CLEVELAND		UNITED STATES	OH	BAY VILLAGE
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	TX	CLEVELAND
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

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
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
COLORADO SPRINGS		UNITED STATES	CO	CALHAN
COLORADO SPRINGS		UNITED STATES	CO	CASCADE
COLORADO SPRINGS		UNITED STATES	CO	CHEYENNE MOUNTAIN
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

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
COLORADO SPRINGS		UNITED STATES	CO	PEYTON
COLORADO SPRINGS		UNITED STATES	CO	PUEBLO
COLORADO SPRINGS		UNITED STATES	CO	USAF ACADEMY
COLORADO SPRINGS		UNITED STATES	CO	WOODLAND PARK
COLORADO SPRINGS		UNITED STATES	CO	YODER
CONCORD		UNITED STATES	CA	CONCORD
CORDOVA		ALASKA		CORDOVA
CORYDON		UNITED STATES	IN	CENTRAL
CORYDON		UNITED STATES	IN	CORYDON
CORYDON		UNITED STATES	IN	CRANDALL
CORYDON		UNITED STATES	IN	DEPAUW
CORYDON		UNITED STATES	IN	NEW MIDDLETOWN
CORYDON		UNITED STATES	IN	NEW SALISBURY
CORYDON		UNITED STATES	IN	RAMSEY
CRANE		UNITED STATES	IN	CRANE
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

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
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	WILMER
DALLAS		UNITED STATES	TX	WYLIE
DALTON		UNITED STATES	GA	CHATSWORTH
DALTON		UNITED STATES	GA	DALTON
DALTON		UNITED STATES	GA	RINGGOLD
DALTON		UNITED STATES	GA	ROCKY FACE
DALTON		UNITED STATES	GA	TUNNEL HILL
DALTON		UNITED STATES	GA	VARNELL
DAYTON		UNITED STATES	OH	DAYTON
DAYVILLE		UNITED STATES	CT	ABINGTON
DAYVILLE		UNITED STATES	CT	BALLOUVILLE
DAYVILLE		UNITED STATES	CT	BROOKLYN
DAYVILLE		UNITED STATES	CT	CENTRAL VILLAGE
DAYVILLE		UNITED STATES	RI	CHEPACHET
DAYVILLE		UNITED STATES	CT	DANIELSON
DAYVILLE		UNITED STATES	CT	DAYVILLE
DAYVILLE		UNITED STATES	CT	EAST KILLINGLY
DAYVILLE		UNITED STATES	RI	FOSTER
DAYVILLE		UNITED STATES	CT	GROSVENOR DALE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
DAYVILLE		UNITED STATES	CT	MOOSUP
DAYVILLE		UNITED STATES	CT	NORTH GROSVENORDALE
DAYVILLE		UNITED STATES	CT	POMFRET
DAYVILLE		UNITED STATES	CT	POMFRET CENTER
DAYVILLE		UNITED STATES	CT	PUTNAM
DAYVILLE		UNITED STATES	CT	ROGERS
DAYVILLE		UNITED STATES	CT	SOUTH WOODSTOCK
DAYVILLE		UNITED STATES	CT	STERLING
DAYVILLE		UNITED STATES	CT	THOMPSON
DAYVILLE		UNITED STATES	CT	WAUREGAN
DAYVILLE		UNITED STATES	CT	WOODSTOCK
DE KALB		UNITED STATES	IL	AURORA
DE KALB		UNITED STATES	IL	DE KALB
DE KALB		UNITED STATES	IL	MONTGOMERY
DE KALB		UNITED STATES	IL	OSWEGO
DE KALB		UNITED STATES	IL	SYCAMORE
DENVER GROUP		UNITED STATES	CO	ARVADA
DENVER GROUP		UNITED STATES	CO	AURORA
DENVER GROUP		UNITED STATES	CO	BRIGHTON
DENVER GROUP		UNITED STATES	CO	BROOMFIELD
DENVER GROUP		UNITED STATES	CO	COMMERCE CITY
DENVER GROUP		UNITED STATES	CO	DENVER
DENVER GROUP		UNITED STATES	CO	EASTLAKE
DENVER GROUP		UNITED STATES	CO	ENGLEWOOD
DENVER GROUP		UNITED STATES	CO	GOLDEN
DENVER GROUP		UNITED STATES	CO	HENDERSON
DENVER GROUP		UNITED STATES	CO	LAFAYETTE
DENVER GROUP		UNITED STATES	CO	LAKESWOOD
DENVER GROUP		UNITED STATES	CO	LITTLETON
DENVER GROUP		UNITED STATES	CO	LONGMONT
DENVER GROUP		UNITED STATES	CO	WESTMINSTER
DENVER GROUP		UNITED STATES	CO	WHEAT RIDGE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
DETROIT GROUP		UNITED STATES	MI	ALLEN PARK
DETROIT GROUP		UNITED STATES	MI	AUBURN HILLS
DETROIT GROUP		UNITED STATES	MI	BELLEVILLE
DETROIT GROUP		UNITED STATES	MI	BERKLEY
DETROIT GROUP		UNITED STATES	MI	BIRMINGHAM
DETROIT GROUP		UNITED STATES	MI	BLOOMFIELD HILLS
DETROIT GROUP		UNITED STATES	MI	CANTON
DETROIT GROUP		UNITED STATES	MI	CARLETON
DETROIT GROUP		UNITED STATES	MI	CENTER LINE
DETROIT GROUP		UNITED STATES	MI	CLAWSON
DETROIT GROUP		UNITED STATES	MI	CLINTON
DETROIT GROUP		UNITED STATES	MI	DEARBORN
DETROIT GROUP		UNITED STATES	MI	DEARBORN HEIGHTS
DETROIT GROUP		UNITED STATES	MI	DETROIT
DETROIT GROUP		UNITED STATES	MI	EASTPOINTE
DETROIT GROUP		UNITED STATES	MI	ECORSE
DETROIT GROUP		UNITED STATES	MI	FARMINGTON
DETROIT GROUP		UNITED STATES	MI	FERNDALE
DETROIT GROUP		UNITED STATES	MI	FLAT ROCK
DETROIT GROUP		UNITED STATES	MI	FRANKLIN
DETROIT GROUP		UNITED STATES	MI	FRASER
DETROIT GROUP		UNITED STATES	MI	GARDEN CITY
DETROIT GROUP		UNITED STATES	MI	GROSSE ILE
DETROIT GROUP		UNITED STATES	MI	GROSSE POINTE
DETROIT GROUP		UNITED STATES	MI	HARPER WOODS
DETROIT GROUP		UNITED STATES	MI	HARRISON TOWNSHIP
DETROIT GROUP		UNITED STATES	MI	HAZEL PARK
DETROIT GROUP		UNITED STATES	MI	HUNTINGTON WOODS
DETROIT GROUP		UNITED STATES	MI	INKSTER
DETROIT GROUP		UNITED STATES	MI	KEEGO HARBOR
DETROIT GROUP		UNITED STATES	MI	LINCOLN PARK
DETROIT GROUP		UNITED STATES	MI	LIVONIA

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
DETROIT GROUP		UNITED STATES	MI	MACOMB
DETROIT GROUP		UNITED STATES	MI	MADISON HEIGHTS
DETROIT GROUP		UNITED STATES	MI	MELVINDALE
DETROIT GROUP		UNITED STATES	MI	MOUNT CLEMONS
DETROIT GROUP		UNITED STATES	MI	NEW BOSTON
DETROIT GROUP		UNITED STATES	MI	NORTHVILLE
DETROIT GROUP		UNITED STATES	MI	NOVI
DETROIT GROUP		UNITED STATES	MI	OAK PARK
DETROIT GROUP		UNITED STATES	MI	PLEASANT RIDGE
DETROIT GROUP		UNITED STATES	MI	PLYMOUTH
DETROIT GROUP		UNITED STATES	MI	PONTIAC
DETROIT GROUP		UNITED STATES	MI	REDFORD
DETROIT GROUP		UNITED STATES	MI	RIVER ROUGE
DETROIT GROUP		UNITED STATES	MI	ROCHESTER
DETROIT GROUP		UNITED STATES	MI	ROCKWOOD
DETROIT GROUP		UNITED STATES	MI	ROMULUS
DETROIT GROUP		UNITED STATES	MI	ROSEVILLE
DETROIT GROUP		UNITED STATES	MI	ROYAL OAK
DETROIT GROUP		UNITED STATES	MI	SAINT CLAIR SHORES
DETROIT GROUP		UNITED STATES	MI	SOUTH ROCKWOOD
DETROIT GROUP		UNITED STATES	MI	SOUTHFIELD
DETROIT GROUP		UNITED STATES	MI	SOUTHGATE
DETROIT GROUP		UNITED STATES	MI	STERLING HEIGHTS
DETROIT GROUP		UNITED STATES	MI	TAYLOR
DETROIT GROUP		UNITED STATES	MI	TRENTON
DETROIT GROUP		UNITED STATES	MI	TROY
DETROIT GROUP		UNITED STATES	MI	UTICA
DETROIT GROUP		UNITED STATES	MI	WALLED LAKE
DETROIT GROUP		UNITED STATES	MI	WARREN
DETROIT GROUP		UNITED STATES	MI	WATERFORD
DETROIT GROUP		UNITED STATES	MI	WAYNE
DETROIT GROUP		UNITED STATES	MI	WEST BLOOMFIELD

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
DETROIT GROUP		UNITED STATES	MI	WESTLAND
DETROIT GROUP		UNITED STATES	MI	WIXOM
DETROIT GROUP		UNITED STATES	MI	WYANDOTTE
DETROIT GROUP		UNITED STATES	MI	YPSILANTI
DISNEY GROUP		UNITED STATES	FL	ALTAMONTE SPRINGS
DISNEY GROUP		UNITED STATES	FL	APOPKA
DISNEY GROUP		UNITED STATES	FL	ASTATULA
DISNEY GROUP		UNITED STATES	FL	CASSELBERRY
DISNEY GROUP		UNITED STATES	FL	CLERMONT
DISNEY GROUP		UNITED STATES	FL	GOLDENROD
DISNEY GROUP		UNITED STATES	FL	GOTHA
DISNEY GROUP		UNITED STATES	FL	HOWEY IN THE HILLS
DISNEY GROUP		UNITED STATES	FL	KILLARNEY
DISNEY GROUP		UNITED STATES	FL	KISSIMMEE
DISNEY GROUP		UNITED STATES	FL	LAKE MARY
DISNEY GROUP		UNITED STATES	FL	LAKE MONROE
DISNEY GROUP		UNITED STATES	FL	LONGWOD
DISNEY GROUP		UNITED STATES	FL	MAITLAND
DISNEY GROUP		UNITED STATES	FL	MONTVERDE
DISNEY GROUP		UNITED STATES	FL	MOUNT DORA
DISNEY GROUP		UNITED STATES	FL	OAKLAND
DISNEY GROUP		UNITED STATES	FL	OCOOE
DISNEY GROUP		UNITED STATES	FL	ORLANDO
DISNEY GROUP		UNITED STATES	FL	OVIEDO
DISNEY GROUP		UNITED STATES	FL	PLYMOUTH
DISNEY GROUP		UNITED STATES	FL	SANFORD
DISNEY GROUP		UNITED STATES	FL	TAVARES
DISNEY GROUP		UNITED STATES	FL	WINDERMERE
DISNEY GROUP		UNITED STATES	FL	WINTER GARDEN
DISNEY GROUP		UNITED STATES	FL	WINTER PARK
DISNEY GROUP		UNITED STATES	FL	WINTER SPRINGS
DISNEY GROUP		UNITED STATES	FL	YALAHA

City Report by Locations in CARE

PWS Attachment 2
City Groupings

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
DISNEY GROUP		UNITED STATES	FL	ZELLWOOD
DUBLIN		UNITED STATES	GA	DUBLIN
EAU CLAIRE		UNITED STATES	WI	EAU CLAIRE
EDEN		UNITED STATES	NC	EDEN
EIELSON AFB		ALASKA		EIELSON AFB
EL PASO		UNITED STATES	TX	EL PASO
EL PASO		UNITED STATES	TX	FORT BLISS
ELKTON		UNITED STATES	VA	ELKTON
FAIRBANKS		ALASKA		EIELSON AFB
FAIRBANKS		ALASKA		FAIRBANKS
FAIRBANKS		ALASKA		FORT WAINWRIGHT
FAIRFIELD		UNITED STATES	CA	FAIRFIELD
FAIRFIELD		UNITED STATES	CA	TRAVIS AFB
FAIRFIELD		UNITED STATES	CA	VACAVILLE
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 AFB
FAYETTEVILLE		UNITED STATES	NC	SANFORD
FAYETTEVILLE		UNITED STATES	NC	SPRING LAKE
FAYETTEVILLE		UNITED STATES	NC	VASS
FERDINAND		UNITED STATES	IN	FERDINAND
FOGELSVILLE		UNITED STATES	PA	FOGELSVILLE
FORT CAMPBELL		UNITED STATES	TN	CLARKSVILLE
FORT CAMPBELL		UNITED STATES	KY	FORT CAMPBELL
FORT CAMPBELL		UNITED STATES	KY	LA FAYETTE
FORT DIX		UNITED STATES	NJ	FORT DIX
FORT DRUM		UNITED STATES	NY	FORT DRUM
FORT DRUM		UNITED STATES	NY	WATERTOWN
FORT GREELY		ALASKA		DELTA JUNCTION
FORT GREELY		ALASKA		FORT GREELY

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
FORT IRWIN (FICA)		UNITED STATES	CA	FORT IRWIN
FORT MCCOY		UNITED STATES	FL	FORT MCCOY
FORT POLK		UNITED STATES	LA	FORT POLK
FORT POLK		UNITED STATES	LA	FULLERTON
FORT POLK		UNITED STATES	LA	HICKS
FORT POLK		UNITED STATES	LA	LACAMP
FORT 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
FORT SHAFTER	HONOLULU (ZONE 1)	HAWAII		FORT SHAFTER
FORT SILL		UNITED STATES	OK	FORT SILL
FORTH WORTH		UNITED STATES	TX	ALEDO
FORTH WORTH		UNITED STATES	TX	ARLINGTON
FORTH WORTH		UNITED STATES	TX	AZLE
FORTH WORTH		UNITED STATES	TX	BEDFORD
FORTH WORTH		UNITED STATES	TX	BURLESON
FORTH WORTH		UNITED STATES	TX	CARSWELL AFB
FORTH WORTH		UNITED STATES	TX	COLLEYVILLE
FORTH WORTH		UNITED STATES	TX	CRESSON
FORTH WORTH		UNITED STATES	TX	CROWLEY
FORTH WORTH		UNITED STATES	TX	EULESS
FORTH WORTH		UNITED STATES	TX	FORTH WORTH
FORTH WORTH		UNITED STATES	TX	GODLEY
FORTH WORTH		UNITED STATES	TX	GRAPEVINE
FORTH WORTH		UNITED STATES	TX	HASLET
FORTH WORTH		UNITED STATES	TX	HURST
FORTH WORTH		UNITED STATES	TX	JOSHUA
FORTH WORTH		UNITED STATES	TX	KELLER
FORTH WORTH		UNITED STATES	TX	KENNEDALE
FORTH WORTH		UNITED STATES	TX	MANSFIELD
FORTH WORTH		UNITED STATES	TX	WEATHERFORD

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
FREMONT		UNITED STATES	CA	FREMONT
FREMONT		UNITED STATES	CA	NEWARK
FREMONT		UNITED STATES	CA	SUNOL
FT. KENT		UNITED STATES	ME	FORT KENT
GABILAN GROUP		UNITED STATES	CA	APTOS
GABILAN GROUP		UNITED STATES	CA	AROMAS
GABILAN GROUP		UNITED STATES	CA	CAPITOLA
GABILAN GROUP		UNITED STATES	CA	CASTROVILLE
GABILAN GROUP		UNITED STATES	CA	CHUALAR
GABILAN GROUP		UNITED STATES	CA	FREEDOM
GABILAN GROUP		UNITED STATES	CA	GILROY
GABILAN GROUP		UNITED STATES	CA	GONZALES
GABILAN GROUP		UNITED STATES	CA	HOLLISTER
GABILAN GROUP		UNITED STATES	CA	MARINA
GABILAN GROUP		UNITED STATES	CA	MONTEREY
GABILAN GROUP		UNITED STATES	CA	SALINAS
GABILAN GROUP		UNITED STATES	CA	SAN JUAN BAUTISTA
GABILAN GROUP		UNITED STATES	CA	SEASIDE
GABILAN GROUP		UNITED STATES	CA	SOQUEL
GABILAN GROUP		UNITED STATES	CA	WATSONVILLE
GULFPORT		UNITED STATES	MS	BAY SAINT LOUIS
GULFPORT		UNITED STATES	MS	BILOXI
GULFPORT		UNITED STATES	MS	GULFPORT
GULFPORT		UNITED STATES	MS	LONG BEACH
HADLOCK		UNITED STATES	WA	PORT HADLOCK
HANAPEPE		HAWAII	HI	HANAPEPE
HATTIESBURG		UNITED STATES	MS	BEAUMONT
HATTIESBURG		UNITED STATES	MS	BROOKLYN
HATTIESBURG		UNITED STATES	MS	HATTIESBURG
HATTIESBURG		UNITED STATES	MS	WIGGINS
HAWAII NATIONAL PARK		HAWAII	HI	HAWAII NATIONAL PARK
HAWAII NATIONAL PARK		HAWAII	HI	POHAKULOA

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
HERLONG		UNITED STATES	CA	HERLONG
HICKAM AFB	HONOLULU (ZONE 2)	HAWAII	HI	HICKAM AFB
HICKORY GROUP		UNITED STATES	NC	BOOMER
HICKORY GROUP		UNITED STATES	NC	CATAWBA
HICKORY GROUP		UNITED STATES	NC	CLAREMONT
HICKORY GROUP		UNITED STATES	NC	COLLETTSVILLE
HICKORY GROUP		UNITED STATES	NC	CONNELLYS SPRINGS
HICKORY GROUP		UNITED STATES	NC	CONOVER
HICKORY GROUP		UNITED STATES	NC	GRANITE FALLS
HICKORY GROUP		UNITED STATES	NC	HARMONY
HICKORY GROUP		UNITED STATES	NC	HICKORY
HICKORY GROUP		UNITED STATES	NC	HIDDENITE
HICKORY GROUP		UNITED STATES	NC	HUDSON
HICKORY GROUP		UNITED STATES	NC	LENOIR
HICKORY GROUP		UNITED STATES	NC	MAIDEN
HICKORY GROUP		UNITED STATES	NC	MORAVIAN FALLS
HICKORY GROUP		UNITED STATES	NC	NEWTON
HICKORY GROUP		UNITED STATES	NC	OLIN
HICKORY GROUP		UNITED STATES	NC	SHERRILLS FORD
HICKORY GROUP		UNITED STATES	NC	STATESVILLE
HICKORY GROUP		UNITED STATES	NC	STONY POINT
HICKORY GROUP		UNITED STATES	NC	TAYLORSVILLE
HICKORY GROUP		UNITED STATES	NC	TERRELL
HICKORY GROUP		UNITED STATES	NC	TROUTMAN
HICKORY GROUP		UNITED STATES	NC	UNION GROVE
HICKORY GROUP		UNITED STATES	NC	VALDESE
HIGH POINT GROUP		UNITED STATES	NC	HIGH POINT
HIGH POINT GROUP		UNITED STATES	NC	JAMESTOWN
HIGH POINT GROUP		UNITED STATES	NC	LEXINGTON
HIGH POINT GROUP		UNITED STATES	NC	LINWOOD
HIGH POINT GROUP		UNITED STATES	NC	SALISBURY
HIGH POINT GROUP		UNITED STATES	NC	SOPHIA

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
HIGH POINT GROUP		UNITED STATES	NC	SPENCER
HIGH POINT GROUP		UNITED STATES	NC	THOMASVILLE
HIGH POINT GROUP		UNITED STATES	NC	TRINITY
HOMER		ALASKA	AK	HOMER
HONOLULU	HONOLULU (ZONE 1)	HAWAII		FORT SHAFTER
HONOLULU	HONOLULU (ZONE 1)	HAWAII		HONOLULU
HONOLULU	HONOLULU (ZONE 2)	HAWAII		AIEA
HONOLULU	HONOLULU (ZONE 2)	HAWAII		CAMP H M SMITH
HONOLULU	HONOLULU (ZONE 2)	HAWAII		HICKAM AFB
HONOLULU	HONOLULU (ZONE 2)	HAWAII		PEARL CITY
HONOLULU	HONOLULU (ZONE 2)	HAWAII		PEARL HARBOR
HONOLULU	HONOLULU (ZONE 2)	HAWAII		TRIPLER ARMY MEDICAL
HONOLULU	HONOLULU (ZONE 2)	HAWAII		WAIPAHAU
HONOLULU	HONOLULU (ZONE 3)	HAWAII		BARBERS POINT NAS
HONOLULU	HONOLULU (ZONE 3)	HAWAII		EWA BEACH
HONOLULU	HONOLULU (ZONE 3)	HAWAII		KAPOLEI
HONOLULU	HONOLULU (ZONE 3)	HAWAII		KUNIA
HONOLULU	HONOLULU (ZONE 3)	HAWAII		M C B H KANEOHE BAY
HONOLULU	HONOLULU (ZONE 3)	HAWAII		MILILANI
HONOLULU	HONOLULU (ZONE 3)	HAWAII		SCHOFIELD BARRACKS
HONOLULU	HONOLULU (ZONE 3)	HAWAII		WAIMANALO
HONOLULU	HONOLULU (ZONE 3)	HAWAII		WHEELER ARMY AIRFIELD
HONOLULU		HAWAII		KAILUA
HONOLULU		HAWAII		KANEOHE
HOUSTON	GALVESTON BAY (ZONE	UNITED STATES	TX	HOUSTON
HOUSTON		UNITED STATES	MS	HOUSTON
HUDSON		UNITED STATES	OH	HUDSON
HUNTSVILLE		UNITED STATES	AL	HUNTSVILLE
HYDE		UNITED STATES	PA	HYDE
INDIANAPOLIS		UNITED STATES	IN	BEECH GROVE
INDIANAPOLIS		UNITED STATES	IN	CAMBY
INDIANAPOLIS		UNITED STATES	IN	CARMEL

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
INDIANAPOLIS		UNITED STATES	IN	FISHERS
INDIANAPOLIS		UNITED STATES	IN	GREENWOOD
INDIANAPOLIS		UNITED STATES	IN	INDIANAPOLIS
INDIANAPOLIS		UNITED STATES	IN	MC CORDSVILE
INDIANAPOLIS		UNITED STATES	IN	NEW PALESTINE
INDIANAPOLIS		UNITED STATES	IN	NOBLESVILLE
INDIANAPOLIS		UNITED STATES	IN	WEST NEWTON
IRWINDALE		UNITED STATES	CA	BALDWIN PARK
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	JACKSONVILLE BEACH
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	GA	SAINT GEORGE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	STARKE
JACKSONVILLE	JACKSONVILLE	UNITED STATES	FL	YULEE
KANAKEE		UNITED STATES	IL	KANKAKEE
KANSAS CITY		UNITED STATES	KS	BASEHOR
KANSAS CITY		UNITED STATES	MO	BELTON
KANSAS CITY		UNITED STATES	MO	BLUE SPRINGS

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
KANSAS CITY		UNITED STATES	KS	BONNER SPRINGS
KANSAS CITY		UNITED STATES	MO	BUCKNER
KANSAS CITY		UNITED STATES	MO	CAMDEN POINT
KANSAS CITY		UNITED STATES	MO	DEARBORN
KANSAS CITY		UNITED STATES	MO	EDGERTON
KANSAS CITY		UNITED STATES	MO	EXCELSIOR SPRINGS
KANSAS CITY		UNITED STATES	KS	FORT LEAVENWORTH
KANSAS CITY		UNITED STATES	MO	GRAIN VALLEY
KANSAS CITY		UNITED STATES	MO	GRANDVIEW
KANSAS CITY		UNITED STATES	MO	GREENWOOD
KANSAS CITY		UNITED STATES	MO	HOLT
KANSAS CITY		UNITED STATES	MO	INDEPENDENCE
KANSAS CITY		UNITED STATES	KS	KANSAS CITY
KANSAS CITY		UNITED STATES	MO	KANSAS CITY
KANSAS CITY		UNITED STATES	MO	KEARNEY
KANSAS CITY		UNITED STATES	KS	LANSING
KANSAS CITY		UNITED STATES	KS	LEAVENWORTH
KANSAS CITY		UNITED STATES	MO	LEES SUMMIT
KANSAS CITY		UNITED STATES	MO	LIBERTY
KANSAS CITY		UNITED STATES	KS	LINWOOD
KANSAS CITY		UNITED STATES	MO	OAK GROVE
KANSAS CITY		UNITED STATES	KS	OLATHE
KANSAS CITY		UNITED STATES	MO	PLATTE CITY
KANSAS CITY		UNITED STATES	MO	RAYMORE
KANSAS CITY		UNITED STATES	KS	SHAWNEE MISSION
KANSAS CITY		UNITED STATES	MO	SIBLEY
KANSAS CITY		UNITED STATES	MO	SMITHVILLE
KANSAS CITY		UNITED STATES	KS	SPRING HILL
KANSAS CITY		UNITED STATES	KS	STILWELL
KANSAS CITY		UNITED STATES	MO	TRIMBLE
KEKAHA		HAWAII		KEKAHA
KODIAK	KODIAK ISLAND	ALASKA		KODIAK

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
LA PORTE	GALVESTON BAY (ZONE	UNITED STATES	TX	LA PORTE
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
LAKE WALES		UNITED STATES	FL	LAKE WALES
LIMESTONE		UNITED STATES	ME	LIMESTONE
LISBON		UNITED STATES	NH	LISBON
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
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	ALHAMBRA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	ALTADENA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	ANAHEIM
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	ARCADIA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	BELL
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	BEVERLY HILLS
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	BREA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	BUENA PARK
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	BURBANK
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	CALABASAS

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	CANOGA PARK
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	CANYON COUNTRY
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	CHATSWORTH
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	CULVER CITY
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	CYPRESS
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	DOWNEY
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	DUARTE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	EL MONTE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	EL SEGUNDO
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	ENCINO
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	FULLERTON
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	GARDEN GROVE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	GLENDALE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	GRANADA HILLS
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	HACIENDA HEIGHTS
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	HAWTHORNE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	HUNTINGTON BEACH
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	HUNTINGTON PARK
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	INGLEWOOD
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	LA CANADA FLINTRIDGE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	LA CRESCENTA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	LA HABRA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	LA MIRADA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	LA PALMA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	LA PUENTE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	LOS ALAMITOS
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	LOS ANGELES
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	LYNWOOD
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	MARINA DEL REY
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	MAYWOOD
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	MIDWAY CITY
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	MISSION HILLS

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	MONTEBELLO
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	MONTEREY PARK
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	MONTROSE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	NEWHALL
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	NORTH HILLS
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	NORTH HOLLYWOOD
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	NORTHRIDGE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	NORWALK
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	PACIFIC PALISADES
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	PACOIMA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	PANORAMA CITY
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	PASADENA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	PICO RIVERA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	PLACENTIA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	PLAYA DEL REY
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	RESEDA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	ROSEMEAD
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	ROWLAND HEIGHTS
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SAN FERNANDO
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SAN GABRIEL
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SAN MARINO
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SANTA FE SPRINGS
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SANTA MONICA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SEAL BEACH
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SHERMAN OAKS
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SIERRA MADRE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SOUTH EL MONTE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SOUTH GATE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SOUTH PASADENA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	STANTON
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	STUDIO CITY
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SUN VALLEY

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SUNLAND
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	SYLMAR
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	TARZANA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	TEMPLE CITY
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	TOPANGA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	TUJUNGA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	VALLEY VILLAGE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	VAN NUYS
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	VENICE
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	WALNUT
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	WEST COVINA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	WESTMINSTER
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	WHITTIER
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	WINNETKA
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	WOODLAND HILLS
LOS ANGELES	LOS ANGELES (COMM) U	UNITED STATES	CA	YORBA LINDA
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	ARTESIA
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	BELLFLOWER
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	CARSON
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	CERRITOS
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	COMPTON
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	GARDENA
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 (ZONE 1)	UNITED STATES	CA	HERMOSA BEACH
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	LAKESWOOD
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 (ZONE 1)	UNITED STATES	CA	MANHATTAN BEACH
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	PALOS VERDES PENINS
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	PARAMOUNT

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	REDONDO BEACH
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	SAN PEDRO
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	TORRANCE
LOS ANGELES	LOS ANGELES (ZONE 1)	UNITED STATES	CA	WILMINGTON
LOUISVILLE GROUP		UNITED STATES	KY	BARDSTOWN
LOUISVILLE GROUP		UNITED STATES	KY	BROOKS
LOUISVILLE GROUP		UNITED STATES	KY	CRESTWOOD
LOUISVILLE GROUP		UNITED STATES	IN	ELIZABETH
LOUISVILLE GROUP		UNITED STATES	KY	FAIRDALE
LOUISVILLE GROUP		UNITED STATES	KY	FINCHVILLE
LOUISVILLE GROUP		UNITED STATES	KY	FISHERVILLE
LOUISVILLE GROUP		UNITED STATES	KY	FORT KNOX
LOUISVILLE GROUP		UNITED STATES	IN	JEFFERSONVILLE
LOUISVILLE GROUP		UNITED STATES	IN	LANESVILLE
LOUISVILLE GROUP		UNITED STATES	KY	LEBONON JUNCTION
LOUISVILLE GROUP		UNITED STATES	KY	LOUISVILLE
LOUISVILLE GROUP		UNITED STATES	KY	MOUNT WASHINGTON
LOUISVILLE GROUP		UNITED STATES	IN	NEW ALBANY
LOUISVILLE GROUP		UNITED STATES	KY	PROSPECT
LOUISVILLE GROUP		UNITED STATES	KY	RADCLIFF
LOUISVILLE GROUP		UNITED STATES	IN	SELLERSBURG
LOUISVILLE GROUP		UNITED STATES	KY	SHEPHERDSVILLE
LOUISVILLE GROUP		UNITED STATES	KY	SIMPSONVILLE
LOUISVILLE GROUP		UNITED STATES	KY	WEST POINT
MACON		UNITED STATES	GA	FORT VALLEY
MACON		UNITED STATES	GA	MACON
MACON		UNITED STATES	GA	UNADILLA
MACON		UNITED STATES	GA	WARNER ROBINS
MANTON		UNITED STATES	MI	MANTON
MARTINSVILLE		UNITED STATES	VA	BASSETT
MARTINSVILLE		UNITED STATES	VA	COLLINSVILLE
MARTINSVILLE		UNITED STATES	VA	FIELDALE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
MARTINSVILLE		UNITED STATES	VA	MARTINSVILLE
MARTINSVILLE		UNITED STATES	VA	STANLEYTOWN
MCALESTER		UNITED STATES	OK	MCALESTER
MCALESTER		UNITED STATES	OK	MCALESTER
MECHANICSBURG GROUP		UNITED STATES	PA	BOILING SPRINGS
MECHANICSBURG GROUP		UNITED STATES	PA	CAMP HILL
MECHANICSBURG GROUP		UNITED STATES	PA	DAUPHINE
MECHANICSBURG GROUP		UNITED STATES	PA	DILLSBURG
MECHANICSBURG GROUP		UNITED STATES	PA	ENOLA
MECHANICSBURG GROUP		UNITED STATES	PA	ETTERS
MECHANICSBURG GROUP		UNITED STATES	PA	GRANTVILLE
MECHANICSBURG GROUP		UNITED STATES	PA	HARRISBURG
MECHANICSBURG GROUP		UNITED STATES	PA	HIGHSPIRE
MECHANICSBURG GROUP		UNITED STATES	PA	HUMMELSTOWN
MECHANICSBURG GROUP		UNITED STATES	PA	LEMOYNE
MECHANICSBURG GROUP		UNITED STATES	PA	LEWISBERRY
MECHANICSBURG GROUP		UNITED STATES	PA	MARYSVILLE
MECHANICSBURG GROUP		UNITED STATES	PA	MECHANICSBURG
MECHANICSBURG GROUP		UNITED STATES	PA	MIDDLETOWN
MECHANICSBURG GROUP		UNITED STATES	PA	NEW CUMBERLAND
MECHANICSBURG, PA		UNITED STATES	PA	MECHANICSBURG
MEMPHIS		UNITED STATES	TN	ARLINGTON
MEMPHIS		UNITED STATES	TN	ATOKA
MEMPHIS		UNITED STATES	MS	BYHALIA
MEMPHIS		UNITED STATES	TN	COLLIERVILLE
MEMPHIS		UNITED STATES	TN	CORDOVA
MEMPHIS		UNITED STATES	AR	CRAWFORDSVILLE
MEMPHIS		UNITED STATES	AR	DRIVER
MEMPHIS		UNITED STATES	TN	DRUMMONDS
MEMPHIS		UNITED STATES	TN	EADS
MEMPHIS		UNITED STATES	AR	FRENCHMANS BAYOU
MEMPHIS		UNITED STATES	AR	GILMORE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
MEMPHIS		UNITED STATES	MS	HERNANDO
MEMPHIS		UNITED STATES	MS	HORN LAKE
MEMPHIS		UNITED STATES	AR	JOINER
MEMPHIS		UNITED STATES	MS	LAKE CORMORANT
MEMPHIS		UNITED STATES	AR	MARION
MEMPHIS		UNITED STATES	TN	MEMPHIS
MEMPHIS		UNITED STATES	TN	MILLINGTON
MEMPHIS		UNITED STATES	MS	NESBIT
MEMPHIS		UNITED STATES	TN	OAKLAND
MEMPHIS		UNITED STATES	MS	OLIVE BRANCH
MEMPHIS		UNITED STATES	AR	PROCTOR
MEMPHIS		UNITED STATES	TN	ROSSVILLE
MEMPHIS		UNITED STATES	MS	SOUTHAVEN
MEMPHIS		UNITED STATES	AR	TURRELL
MEMPHIS		UNITED STATES	MS	WALLS
MEMPHIS		UNITED STATES	AR	WEST MEMPHIS
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	DANIA
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	DEERFIELD BEACH
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	FORT LAUDERDALE
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	HALLANDALE
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	HOLLYWOD
MIAMI GROUP	MIAMI (ZONE 2) US	UNITED STATES	FL	POMPANO BEACH
MIAMI GROUP		UNITED STATES	FL	HIALEAH
MIAMI GROUP		UNITED STATES	FL	HOMESTEAD
MIAMI GROUP		UNITED STATES	FL	MIAMI
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

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
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
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
MOLALLA		UNITED STATES	OR	MOLALLA
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

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
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
MORRISTOWN		UNITED STATES	TN	BEAN STATION
MORRISTOWN		UNITED STATES	TN	LOWLAND
MORRISTOWN		UNITED STATES	TN	MOORESBURG
MORRISTOWN		UNITED STATES	TN	MORRISTOWN
MORRISTOWN		UNITED STATES	TN	THORN HILL
NEW ALBANY		UNITED STATES	MS	BLUE MOUNTAIN
NEW ALBANY		UNITED STATES	MS	MYRTLE
NEW ALBANY		UNITED STATES	MS	NEW ALBANY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ALBERTSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ALLENDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ALLENHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ALPINE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	AMITYVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ARDSLEY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ASBURY PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ATLANTIC BEACH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ATLANTIC HIGHLANDS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	AVENEL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BABYLON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BALDWIN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BASKING RIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BAYONNE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BAYVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BEDMINSTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BELFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BELLE MEAD

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BELLEVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BELLMORE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BERGENFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BERKELEY HEIGHTS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BERNARDSVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BETHPAGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BLAUVELT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BLOOMFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BOGOTA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BOONTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BOUND BROOK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BRIDGEWATER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BRIGHTWATERS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BRONX
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BRONXVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	BROOKLYN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BUDD LAKE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	BUTLER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CALDWELL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	CARLE PLACE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CARLSTADT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CARTERET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CEDAR GROVE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CEDAR KNOLLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	CEDARHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	CENTERPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CHATHAM
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CHESTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLIFFSIDE PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLIFFWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLIFTON

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CLOSTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	COLD SPRING HARBOR
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	COLONIA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	COLTS NECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	COPIAGUE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CRANFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	CRESSKILL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DAYTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DEAL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	DEER PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DEMAREST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DENVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	DOBBS FERRY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DOVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DUMONT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	DUNELLEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST BRUNSWICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST HANOVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST MEADOW
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST NORTHPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST NORWICH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST ORANGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EAST ROCKWAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EAST RUTHERFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	EASTCHESTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EATONTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EDGEWATER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EDISON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ELIZABETH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ELMONT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ELMSFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ELMWOOD PARK

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	EMERSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ENGLEWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ENGLEWOOD CLIFFS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ENGLISHTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ESSEX FELLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FAIR HAVEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FAIR LAWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FAIRFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FAIRVIEW
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FANWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FAR HILLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FAR ROCKAWAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FARMINGDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FLANDERS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FLORAL PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FLORHAM PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FLUSHING
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FORDS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FORT LEE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FORT MONMOUTH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	FRANKLIN PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FRANKLIN SQUARE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	FREEPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GARDEN CITY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GARFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GARWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GILLETTE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GLADSTONE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GLEN COVE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GLEN HEAD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GLEN OAKS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GLEN RIDGE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GLEN ROCK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GREAT NECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	GREEN VILLAGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GREENLAWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	GREENVALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HACKENSACK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HALEDON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HARRINGTON PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HARRISON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HARRISON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HARTSDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HASBROUCK HEIGHTS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HASTINGS ON HUDSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HAWORTH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HAWTHORNE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HAZLET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HELMETTA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HEMPSTEAD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HEWLETT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HICKSVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HIGHLAND PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HIGHLANDS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HILLSDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HILLSIDE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HO HO KUS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HOBOKEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HOLMDEL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	HOPATCONG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HUNTINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	HUNTINGTON STATION
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	INWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	IRVINGTON

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	IRVINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ISELIN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ISLAND PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	JAMAICA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	JAMESBURG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	JERICHO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KEANSBURG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KEARNY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KEASBEY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KENDALL PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KENILWORTH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KENVIL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KEYPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	KINGSTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LAKE HIAWATHA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LAKE HOPATCONG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LANDING
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LARCHMONT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LAWRENCE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LEDGEWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LEONARDO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LEONIA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LEVITTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LINCOLN PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LINCROFT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LINDEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LINDENHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LITTLE FALLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LITTLE FERRY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LITTLE SILVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LIVINGSTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LOCUST VALLEY

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LODI
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LONG BEACH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LONG BRANCH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LONG ISLAND CITY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LONG VALLEY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	LYNBROOK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	LYNDHURST
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MADISON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MALVERNE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MAMARO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MANHASSET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MANVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MAPLEWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MARLBORO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MARTINSVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MASSAPEQUA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MASSAPEQUA PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MATAWAN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MAYWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MELVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MENDHAM
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MERRICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	METUCHEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MIDDLESEX
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MIDDLETOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MIDLAND PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MILL NECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MILLBURN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MILLINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MILLTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MINEOLA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONMOUTH BEACH

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONMOUTH JUNCTION
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONTCLAIR
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONTVALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MONTVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOONACHIE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MORGANVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MORRIS PLAINS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MORRISTOWN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOUNT ARLINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	MOUNT VERNON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOUNTAIN LAKES
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	MOUNTAINSIDE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEPTUNE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NESHANIC STATION
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NETCONG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEW BRUNSWICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	NEW HYDE PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEW MILFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEW PROVIDENCE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	NEW ROCHELLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEW VERNON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	NEW YORK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NEWARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NORTH ARLINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	NORTH BABYLON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NORTH BERGEN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NORTH BRUNSWICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NORTHVALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NORWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	NUTLEY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	OAK RIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	OAKHURST

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	OCEANPORT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	OCEANSIDE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	OLD BETHPAGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	OLD BRIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	OLD WESTBURY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ORADELL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ORANGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ORANGEBURG
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	OYSTER BAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PALISADES
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PALISADES PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PARAMUS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PARK RIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PARLIN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PARSIPPANY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PASSAIC
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PATERSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PEARL RIVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PELHAM
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PEQUANNOCK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PERTH AMBOY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PICATINNY ARSENAL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PIERMONT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PINE BROOK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PISCATAWAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PLAINFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PLAINVIEW
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	POMPTON PLAINS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PORT CHESTER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PORT MONMOUTH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PORT READING
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PORT WASHINGTON

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	PRINCETON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	PURCHASE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RAHWAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RANDOLPH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RARITAN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RED BANK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RIDGEFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RIDGEFIELD PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RIDGEWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RIVER EDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RIVERDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROCHELLE PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROCKAWAY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ROCKVILLE CENTRE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROCKY HILL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ROOSEVELT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROSELAND
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROSELLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	ROSELLE PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ROSLYN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	ROSLYN HEIGHTS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RUMSON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	RUTHERFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	RYE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SADDLE BROOK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SADDLE RIVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SAYREVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SCARSDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SCOTCH PLAINS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SEA CLIFF
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SEAFORD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SECAUCUS

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SEWAREN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SHORT HILLS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SHREWSBURY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOMERSET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOMERVILLE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTH AMBOY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTHBOUND BROOK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTH HACKENSACK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTH ORANGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTH PLAINFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SOUTH RIVER
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SPARKILL
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SPOTSWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SPRINGFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	STANHOPE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	STATEN ISLAND
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	STIRLING
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SUCCASUNNA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	SUMMIT
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	SYOSSET
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	TAPPAN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TEANECK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TENAFLY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TETERBORO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TOTOWA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	TOWACO
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	TUCKAHOE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	UNION
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	UNION CITY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	UNIONDALE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	VALLEY STREAM
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	VAUXHALL

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	VERONA
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WALDWICK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WALLINGTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WANTAGH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WAREN
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WAYNE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WEST BABYLON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WEST HEMPSTEAD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WEST ISLIP
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WEST LONG BRANCH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WEST NEW YORK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WEST ORANGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WESTBURY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WESTFIELD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WESTWOOD
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WHARTON
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WHIPPANY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WHITE PLAINS
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WILLISTON PARK
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WOOD RIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WOODBIDGE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WOODBURY
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WOODMERE
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	WYANDANCH
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NJ	WYCKOFF
NEW YORK	NEW YORK (ZONE 2)	UNITED STATES	NY	YONKERS
NORFOLK	NORFOLK (ZONE 1)	UNITED STATES	VA	CHESAPEAKE
NORFOLK	NORFOLK (ZONE 1)	UNITED STATES	VA	NORFOLK
NORFOLK	NORFOLK (ZONE 1)	UNITED STATES	VA	PORTSMOUTH
NORFOLK	NORFOLK (ZONE 1)	UNITED STATES	VA	SUFFOLK
NORFOLK	NORFOLK (ZONE 1)	UNITED STATES	VA	VIRGINIA BEACH
NORFOLK	NORFOLK (ZONE 1)	UNITED STATES	VA	HAMPTON

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
NORFOLK	NORFOLK (ZONE 2)	UNITED STATES	VA	NEWPORT NEWS
NORFOLK	NORFOLK (ZONE 2)	UNITED STATES	VA	YORKTOWN
OAK HARBOR		UNITED STATES	WA	OAK HARBOR
OGDEN		UNITED STATES	UT	CLEARFIELD
OGDEN		UNITED STATES	UT	EDEN
OGDEN		UNITED STATES	UT	HILL AFB
OGDEN		UNITED STATES	UT	HOOPER
OGDEN		UNITED STATES	UT	LAYTON
OGDEN		UNITED STATES	UT	OGDEN
OGDEN		UNITED STATES	UT	ROY
OGDEN		UNITED STATES	UT	SYRACUSE
OGDEN		UNITED STATES	UT	WILLARD
OKLAHOMA CITY		UNITED STATES	OK	OKLAHOMA CITY
OSHKOSH		UNITED STATES	WI	NEENAH
OSHKOSH		UNITED STATES	WI	OSHKOSH
OSHKOSH		UNITED STATES	WI	RIPON
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	NJ	ATCO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	AUDUBON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BALA CYNWYD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BARRINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BELLMAWR
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BENSALEM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BERLIN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BERWYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BEVERLY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BLACKWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BLUE BELL

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BORDENTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BRIDGEPORT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BRIDGEPORT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BRISTOL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BROOKHAVEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BROOMALL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	BRYN MAWR
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	BURLINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CAMDEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CARVERSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CHADDS FORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CHALFONT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CHELTENHAM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CHERRY HILL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CHESTER
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CHEYNEY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CLARKSBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	DE	CLAYMONT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CLAYTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CLEMENTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CLIFTON HEIGHTS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	COLLEGEVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	COLLINGSWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	COLMAR
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	COLUMBUS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CONSHOHOCKEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	COOKSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	CROSSWICKS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CROYDON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	CRUM LYNNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	DARBY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	DEVON

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
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 TREVOR
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	FLORENCE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FLOURTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FOLCROFT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FOLSOM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FORT WASHINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FOUNTAINVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	FURLONG
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GIBBSBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GIBBSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GLADWYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GLASSBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GLEN MILLS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GLENDORA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GLENOLDEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GLENSIDE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	GLOUCESTER CITY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	GWUNEDD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	HADDON HEIGHTS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	HADDONFIELD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HARLEYSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HATBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HATFIELD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HAVERFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HAVERTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HILLTOWN

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HOLMES
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HORSHAM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	HUNTINGDON VALLEY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	JAMISON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	JENKINTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	JOBSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	KING OF PRUSSIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LAFAYETTE HILL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	LAMBERTVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LANGHORNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LANSDALE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LANSDOWNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	LAWNSIDE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LEVITTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LINE LEXINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	LUMBERTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	LUMBERVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MAGNOLIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MALVERN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MANTAU
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MAPLE SHADE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MARCUS HOOK
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MARLTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MECHANICSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MEDFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MEDIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MERCHANTVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MERION STATION
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MICKLETON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MONROEVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MONT CLARE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MONTGOMERYVILLE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MOORESTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MORRISVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	MORTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MOUNT EPHRAIM
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MOUNT HOLLY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MOUNT LAUREL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MOUNT ROYAL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	MULLICA HILL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NARBERTH
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	NATIONAL PARK
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NEW HOPE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NEWTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NEWTOWN SQUARE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NORRISTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NORTH WALES
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	NORWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	OAKLYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ORELAND
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PALMYRA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PAOLI
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PAULSBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PEDRICKTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PENNINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PENNS GROVE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PENNSAUKEN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PENNSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PHILADELPHIA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PHOENIXVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	PITMAN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PLYMOUTH MEETING
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	PROSPECT PARK
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	RICHBORO

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	RIDLEY PARK
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	RIVERSIDE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	RIVERTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	ROEBLING
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	ROSEMONT
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ROYERSFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	RUNNEMEDE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SCHWENKSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SEWELL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SHARON HILL
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SICKLERVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SOMERDALE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SOUDERTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SOUTHAMPTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SPRING HOUSE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SPRINGFIELD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	STRATFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	SWARTHMORE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	SWEDESBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	TELFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	THORNTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	THOROFARE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	TITUSVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	TRENTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	UPPER DARBY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	VILLANOVA
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	VOORHEES
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WALLINGFORD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WARMINSTER
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WARRINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WASHINGTON CROSSING
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WATERFORD WORKS

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WAYNE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WENONAH
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WEST BERLIN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WESTVILLE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WILLINGBORO
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WILLOW GROVE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	DE	WILMINGTON
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WOODBURY
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WOODBURY HEIGHTS
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WOODLYN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	NJ	WOODSTOWN
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WYNCOTE
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	WYNNEWOOD
PHILADELPHIA	PHILADELPHIA	UNITED STATES	PA	ZIEGLERVILLE
PHILADELPHIA		UNITED STATES	NJ	MCGUIRE AFB
PHOENIX		UNITED STATES	AZ	GOODYEAR
PHOENIX		UNITED STATES	AZ	LUKE AFB
PHOENIX		UNITED STATES	AZ	PHOENIX
PHOENIX		UNITED STATES	AZ	SCOTTSDALE
PHOENIX		UNITED STATES	AZ	TEMPE
PHOENIX		UNITED STATES	AZ	TOLLESON
PLAINFIELD		UNITED STATES	IL	PLAINFIELD
POMONA GROUP		UNITED STATES	CA	AGOURA HILLS
POMONA GROUP		UNITED STATES	CA	ATWOOD
POMONA GROUP		UNITED STATES	CA	AZUSA
POMONA GROUP		UNITED STATES	CA	BALDWIN PARK
POMONA GROUP		UNITED STATES	CA	CITY OF INDUSTRY
POMONA GROUP		UNITED STATES	CA	CLAREMONT
POMONA GROUP		UNITED STATES	CA	COVINA
POMONA GROUP		UNITED STATES	CA	DIAMOND BAR
POMONA GROUP		UNITED STATES	CA	GLENDORA
POMONA GROUP		UNITED STATES	CA	GUASTI

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
POMONA GROUP		UNITED STATES	CA	LA VERNE
POMONA GROUP		UNITED STATES	CA	MONTCLAIR
POMONA GROUP		UNITED STATES	CA	ONTARIO
POMONA GROUP		UNITED STATES	CA	ORANGE
POMONA GROUP		UNITED STATES	CA	POMONA
POMONA GROUP		UNITED STATES	CA	RANCHO COCAMUNGA
POMONA GROUP		UNITED STATES	CA	SAN DIMAS
POMONA GROUP		UNITED STATES	CA	THORNTON
POMONA GROUP		UNITED STATES	CA	UPLAND
POMONA GROUP		UNITED STATES	CA	VILLA PARK
PONTOTOC		UNITED STATES	MS	PONTOTOC
PORT HUENEME		UNITED STATES	CA	OXNARD
PORT HUENEME		UNITED STATES	CA	POINT MUGU NAWC
PORT HUENEME		UNITED STATES	CA	PORT HUENEME
PORT HUENEME		UNITED STATES	CA	PORT HUENEME CBC BA
PORT HUENEME		UNITED STATES	CA	VENTURA
PORTLAND	PORTLAND	UNITED STATES	WA	BATTLE GROUND
PORTLAND	PORTLAND	UNITED STATES	OR	BEAVERTON
PORTLAND	PORTLAND	UNITED STATES	WA	BRUSH PRAIRIE
PORTLAND	PORTLAND	UNITED STATES	WA	CAMAS
PORTLAND	PORTLAND	UNITED STATES	OR	CLACKAMAS
PORTLAND	PORTLAND	UNITED STATES	OR	ESTACADA
PORTLAND	PORTLAND	UNITED STATES	OR	FAIRVIEW
PORTLAND	PORTLAND	UNITED STATES	OR	GLADSTONE
PORTLAND	PORTLAND	UNITED STATES	OR	GRESHAM
PORTLAND	PORTLAND	UNITED STATES	OR	HILLSBORO
PORTLAND	PORTLAND	UNITED STATES	OR	MARYLHURST
PORTLAND	PORTLAND	UNITED STATES	OR	OREGON CITY
PORTLAND	PORTLAND	UNITED STATES	OR	PORTLAND
PORTLAND	PORTLAND	UNITED STATES	WA	RIDGEFIELD
PORTLAND	PORTLAND	UNITED STATES	OR	SCAPPOOSE
PORTLAND	PORTLAND	UNITED STATES	OR	SHERWOOD

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
PORTLAND	PORTLAND	UNITED STATES	OR	TROUTDALE
PORTLAND	PORTLAND	UNITED STATES	OR	TUALATIN
PORTLAND	PORTLAND	UNITED STATES	WA	VANCOUVER
PORTLAND	PORTLAND	UNITED STATES	OR	WEST LINN
PORTLAND	PORTLAND	UNITED STATES	OR	WILSONVILLE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	BAINBRIDGE ISLAND
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	BELLEVUE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	BOTHELL
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	BREMERTON
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	EDMONDS
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	EVERETT
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	ISSAQUAH
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	KENT
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	KIRKLAND
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	LYNNWOOD
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	MAPLE VALLEY
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	MARYSVILLE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	MERCER ISLAND
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	MOUNTLAKE TERRACE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	MUKILTEO
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	OLALLA
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	PORT ORCHARD
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	POULSBO
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	RAVENSDALE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	REMOND
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	RENTON
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	SEATTLE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	SILVERDALE
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	STANWOOD
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	SUQUAMISH
PUGET SOUND	PUGET SOUND (ZONE 1)	UNITED STATES	WA	WOODINVILLE
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	CAMP MURRAY

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	CARBONADO
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	FEDERAL WAY
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	FORT LEWIS
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	GIG HARBOR
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	GRAHAM
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	MILTON
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	ORTING
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	PUYALLUP
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	SPANAWAY
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	STEILACOOM
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	SUMNER
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	TACOMA
PUGET SOUND	PUGET SOUND (ZONE 3)	UNITED STATES	WA	UNIVERSITY PLACE
PUGET SOUND		UNITED STATES	WA	AUBURN
PUGET SOUND		UNITED STATES	WA	LACEY
RIVERSIDE		UNITED STATES	CA	BEAUMONT
RIVERSIDE		UNITED STATES	CA	BLOOMINGTON
RIVERSIDE		UNITED STATES	CA	BRYN MAWR
RIVERSIDE		UNITED STATES	CA	COLTON
RIVERSIDE		UNITED STATES	CA	CORONA
RIVERSIDE		UNITED STATES	CA	FONTANA
RIVERSIDE		UNITED STATES	CA	GRAND TERRACE
RIVERSIDE		UNITED STATES	CA	HIGHLAND
RIVERSIDE		UNITED STATES	CA	LOMA LINDA
RIVERSIDE		UNITED STATES	CA	MARCH AFB
RIVERSIDE		UNITED STATES	CA	MIRA LOMA
RIVERSIDE		UNITED STATES	CA	NORCO
RIVERSIDE		UNITED STATES	CA	PATTON
RIVERSIDE		UNITED STATES	CA	REDLANDS
RIVERSIDE		UNITED STATES	CA	RIALTO
RIVERSIDE		UNITED STATES	CA	RIVERSIDE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
RIVERSIDE		UNITED STATES	CA	SAN BERNARDINO
ROBINS AFB		UNITED STATES	GA	WARNER ROBIN
ROCK ISLAND		UNITED STATES	IA	DAVENPORT
ROCK ISLAND		UNITED STATES	IL	MOLINE
ROCK ISLAND		UNITED STATES	IL	ROCK ISLAND
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 AFB
SACRAMENTO		UNITED STATES	CA	NORTH HIGHLANDS
SACRAMENTO		UNITED STATES	CA	ORANGEVALE
SACRAMENTO		UNITED STATES	CA	PILOT HILL
SACRAMENTO		UNITED STATES	CA	PLEASANT GROVE
SACRAMENTO		UNITED STATES	CA	RANCHO CORDOVA
SACRAMENTO		UNITED STATES	CA	RIO LINDA
SACRAMENTO		UNITED STATES	CA	ROSEVILLE
SACRAMENTO		UNITED STATES	CA	SACRAMENTO
SACRAMENTO		UNITED STATES	CA	WEST SACRAMENTO
SACRAMENTO		UNITED STATES	CA	WILTON
SALT LAKE CITY		UNITED STATES	UT	ALPINE
SALT LAKE CITY		UNITED STATES	UT	AMERICAN FORK
SALT LAKE CITY		UNITED STATES	UT	BINGHAM CANYON
SALT LAKE CITY		UNITED STATES	UT	BOUNTIFUL
SALT LAKE CITY		UNITED STATES	UT	CENTERVILLE
SALT LAKE CITY		UNITED STATES	UT	DRAPER
SALT LAKE CITY		UNITED STATES	UT	FARMINGTON

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
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
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

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
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
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

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
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 BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	ALAMEDA
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	ALBANY
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	BERKELEY
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	EL CERRITO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	EMERYVILLE
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	HAYWARD
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	OAKLAND
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	OAKLAND ARMY BASE
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	SAN LEANDRO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	SAN LORENZO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	SAN PABLO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	UNION CITY
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	DALY CITY
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	SAN BRUNO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	SAN FRANCISCO
SAN FRANCISCO BAY	SAN FRANCISCO BAY (Z)	UNITED STATES	CA	SOUTH SAN FRANCISCO
SAN JOAQUIN		UNITED STATES	CA	FRENCH CAMP
SAN JOAQUIN		UNITED STATES	CA	LATHROP

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	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
SAVANNAH		UNITED STATES	GA	BLOOMINGDALE
SAVANNAH		UNITED STATES	GA	FORT STEWART
SAVANNAH		UNITED STATES	GA	POOLER
SAVANNAH		UNITED STATES	GA	RICHMOND HILL
SAVANNAH		UNITED STATES	GA	SAVANNAH
SEWARD		ALASKA	AK	SEWARD
SOLOMONS ISLAND		UNITED STATES	MD	PATUXENT RIVER
SOLOMONS ISLAND		UNITED STATES	MD	SOLOMONS
SPARTA		UNITED STATES	WI	CAMP DOUGLAS
SPARTA		UNITED STATES	WI	SPARTA
SPOKANE		UNITED STATES	WA	CHENEY
SPOKANE		UNITED STATES	WA	SPOKANE
ST. LOUIS		UNITED STATES	IL	ALTON
ST. LOUIS		UNITED STATES	MO	ARNOLD

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
ST. LOUIS		UNITED STATES	MO	BALLWIN
ST. LOUIS		UNITED STATES	IL	BELLEVILLE
ST. LOUIS		UNITED STATES	IL	BETHALTO
ST. LOUIS		UNITED STATES	MO	BRIDGETON
ST. LOUIS		UNITED STATES	IL	CASEYVILLE
ST. LOUIS		UNITED STATES	MO	CHESTERFIELD
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	MO	EARTH CITY
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	MO	FENTON
ST. LOUIS		UNITED STATES	MO	FLORISSANT
ST. LOUIS		UNITED STATES	IL	GLEN CARBON
ST. LOUIS		UNITED STATES	IL	GRANITE CITY
ST. LOUIS		UNITED STATES	IL	HARTFORD
ST. LOUIS		UNITED STATES	MO	HAZELWOOD
ST. LOUIS		UNITED STATES	MO	HIGH RIDGE
ST. LOUIS		UNITED STATES	IL	MADISON
ST. LOUIS		UNITED STATES	MO	MARYLAND HEIGHTS
ST. LOUIS		UNITED STATES	IL	MILLSTADT
ST. LOUIS		UNITED STATES	IL	ROXANA
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	IL	VENICE
ST. LOUIS		UNITED STATES	MO	WEST ALTON

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
ST. LOUIS		UNITED STATES	IL	WOOD RIVER
STOCKTON		UNITED STATES	CA	HOLT
STOCKTON		UNITED STATES	CA	LINDEN
STOCKTON		UNITED STATES	CA	MANTECA
STOCKTON		UNITED STATES	CA	STOCKTON
TAMPA		UNITED STATES	FL	BALM
TAMPA		UNITED STATES	FL	BAY PINES
TAMPA		UNITED STATES	FL	BRADENTON
TAMPA		UNITED STATES	FL	BRANDON
TAMPA		UNITED STATES	FL	CLEARWATER
TAMPA		UNITED STATES	FL	CLEARWATER BEACH
TAMPA		UNITED STATES	FL	CRYSTAL BEACH
TAMPA		UNITED STATES	FL	DOVER
TAMPA		UNITED STATES	FL	DUNEDIN
TAMPA		UNITED STATES	FL	GIBSONTON
TAMPA		UNITED STATES	FL	LAND O LAKES
TAMPA		UNITED STATES	FL	LARGO
TAMPA		UNITED STATES	FL	LUTZ
TAMPA		UNITED STATES	FL	MANGO
TAMPA		UNITED STATES	FL	ODESSA
TAMPA		UNITED STATES	FL	OLDSMAR
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

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
TAMPA		UNITED STATES	FL	THONOTOSASSA
TAMPA		UNITED STATES	FL	VALRICO
TERRELL		UNITED STATES	TX	TERRELL
TERRELL, TX		UNITED STATES	TX	TERRELL
TEXARKANA GROUP		UNITED STATES	TX	TEXARKANA
TOBYHANNA		UNITED STATES	PA	STARLIGHT
TOBYHANNA		UNITED STATES	PA	TOBYHANNA
TRACY		UNITED STATES	CA	TRACY
VALDEZ		ALASKA		VALDEZ
VALDOSTA		UNITED STATES	GA	VALDOSTA
VERONA		UNITED STATES	MS	VERONA
WACO		UNITED STATES	TX	FORT HOOD
WACO		UNITED STATES	TX	KILLEEN
WACO		UNITED STATES	TX	TEMPLE
WACO		UNITED STATES	TX	WACO
WAIANAE GROUP		HAWAII		WAIALUA
WAIANAE GROUP		HAWAII		WAIANAE
WASHINGTON		UNITED STATES	VA	ALDIE
WASHINGTON		UNITED STATES	VA	ALEXANDRIA
WASHINGTON		UNITED STATES	MD	ANDREWS AFB
WASHINGTON		UNITED STATES	VA	ANNANDALE
WASHINGTON		UNITED STATES	VA	ARCOLA
WASHINGTON		UNITED STATES	VA	ARLINGTON
WASHINGTON		UNITED STATES	VA	ASHBURN
WASHINGTON		UNITED STATES	MD	ASHTON
WASHINGTON		UNITED STATES	MD	BELTSVILLE
WASHINGTON		UNITED STATES	MD	BETHESDA
WASHINGTON		UNITED STATES	MD	BLADENSBURG
WASHINGTON		UNITED STATES	MD	BOWIE
WASHINGTON		UNITED STATES	MD	BRENTWOOD
WASHINGTON		UNITED STATES	VA	BRISTOW
WASHINGTON		UNITED STATES	VA	BROAD RUN

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
WASHINGTON		UNITED STATES	VA	BURKE
WASHINGTON		UNITED STATES	MD	BURTONSVILLE
WASHINGTON		UNITED STATES	MD	CABIN JOHN
WASHINGTON		UNITED STATES	MD	CAPITOL HEIGHTS
WASHINGTON		UNITED STATES	VA	CATHARPIN
WASHINGTON		UNITED STATES	VA	CENTREVILLE
WASHINGTON		UNITED STATES	VA	CHANTILLY
WASHINGTON		UNITED STATES	MD	CHELTENHAM
WASHINGTON		UNITED STATES	MD	CHEVY CHASE
WASHINGTON		UNITED STATES	VA	CLIFTON
WASHINGTON		UNITED STATES	MD	CLINTON
WASHINGTON		UNITED STATES	MD	COLLEGE PARK
WASHINGTON		UNITED STATES	MD	CROFTON
WASHINGTON		UNITED STATES	MD	DAVIDSONVILLE
WASHINGTON		UNITED STATES	MD	DISTRICT HEIGHTS
WASHINGTON		UNITED STATES	VA	DUMFRIES
WASHINGTON		UNITED STATES	VA	DUNN LORING
WASHINGTON		UNITED STATES	VA	FAIRFAX
WASHINGTON		UNITED STATES	VA	FAIRFAX STATION
WASHINGTON		UNITED STATES	VA	FALLS CHURCH
WASHINGTON		UNITED STATES	VA	FORT BELVOIR
WASHINGTON		UNITED STATES	MD	FORT WASHINGTON
WASHINGTON		UNITED STATES	MD	FULTON
WASHINGTON		UNITED STATES	VA	GAINESVILLE
WASHINGTON		UNITED STATES	MD	GAMBRILLS
WASHINGTON		UNITED STATES	MD	GLEN ECHO
WASHINGTON		UNITED STATES	MD	GLENN DALE
WASHINGTON		UNITED STATES	VA	GREAT FALLS
WASHINGTON		UNITED STATES	MD	GREENBELT
WASHINGTON		UNITED STATES	VA	HAYMARKET
WASHINGTON		UNITED STATES	VA	HERNDON
WASHINGTON		UNITED STATES	MD	HYATTSVILLE

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
WASHINGTON		UNITED STATES	MD	KENSINGTON
WASHINGTON		UNITED STATES	MD	LANHAM
WASHINGTON		UNITED STATES	MD	LAUREL
WASHINGTON		UNITED STATES	VA	LORTON
WASHINGTON		UNITED STATES	VA	MANASSAS
WASHINGTON		UNITED STATES	VA	MC LEAN
WASHINGTON		UNITED STATES	MD	MOUNT RAINIER
WASHINGTON		UNITED STATES	VA	NOKESVILLE
WASHINGTON		UNITED STATES	VA	OAKTON
WASHINGTON		UNITED STATES	MD	ODENTON
WASHINGTON		UNITED STATES	MD	OXON HILL
WASHINGTON		UNITED STATES	MD	POTOMAC
WASHINGTON		UNITED STATES	VA	QUANTICO
WASHINGTON		UNITED STATES	VA	RESTON
WASHINGTON		UNITED STATES	MD	RIVERDALE
WASHINGTON		UNITED STATES	MD	ROCKVILLE
WASHINGTON		UNITED STATES	MD	SANDY SPRING
WASHINGTON		UNITED STATES	MD	SILVER SPRING
WASHINGTON		UNITED STATES	MD	SPENCERVILLE
WASHINGTON		UNITED STATES	VA	SPRINGFIELD
WASHINGTON		UNITED STATES	VA	STERLING
WASHINGTON		UNITED STATES	MD	SUITLAND
WASHINGTON		UNITED STATES	MD	TAKOMA PARK
WASHINGTON		UNITED STATES	MD	TEMPLE HILLS
WASHINGTON		UNITED STATES	VA	TRIANGLE
WASHINGTON		UNITED STATES	MD	UPPER MARLBORO
WASHINGTON		UNITED STATES	VA	VIENNA
WASHINGTON		UNITED STATES	DC	WASHINGTON
WASHINGTON		UNITED STATES	VA	WOODBIDGE
WEATHERFORD		UNITED STATES	TX	WEATHERFORD
WILLIAMSBURG		UNITED STATES	VA	JAMESTOWN
WILLIAMSBURG		UNITED STATES	VA	WILLIAMSBURG

City Report by Locations in CARE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
WILMINGTON	LOS ANGELES (ZONE 1)	UNITED STATES	CA	WILMINGTON
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
WINTERS		UNITED STATES	CA	WINTERS
ZEELAND		UNITED STATES	MI	ZEELAND

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
	DUTCH HARBOR, ALASKA	ALASKA		DUTCH HARBOR
	GALVESTON BAY (ZONE	UNITED STATES	TX	ALVIN
	GALVESTON BAY (ZONE	UNITED STATES	TX	BACLIFF
	GALVESTON BAY (ZONE	UNITED STATES	TX	BAYTOWN
	GALVESTON BAY (ZONE	UNITED STATES	TX	BELLAIRE
	GALVESTON BAY (ZONE	UNITED STATES	TX	CHANNELVIEW
	GALVESTON BAY (ZONE	UNITED STATES	TX	CONROE
	GALVESTON BAY (ZONE	UNITED STATES	TX	CROSBY
	GALVESTON BAY (ZONE	UNITED STATES	TX	CYPRESS
	GALVESTON BAY (ZONE	UNITED STATES	TX	DAYTON
	GALVESTON BAY (ZONE	UNITED STATES	TX	DEER PARK
	GALVESTON BAY (ZONE	UNITED STATES	TX	DICKINSON
	GALVESTON BAY (ZONE	UNITED STATES	TX	FRESNO
	GALVESTON BAY (ZONE	UNITED STATES	TX	FRIENDSWOOD
	GALVESTON BAY (ZONE	UNITED STATES	TX	FULSHEAR
	GALVESTON BAY (ZONE	UNITED STATES	TX	GALENA PARK
	GALVESTON BAY (ZONE	UNITED STATES	TX	HIGHLANDS
	GALVESTON BAY (ZONE	UNITED STATES	TX	HOCKLEY
	GALVESTON BAY (ZONE	UNITED STATES	TX	HUFFMAN
	GALVESTON BAY (ZONE	UNITED STATES	TX	HUMBLE
	GALVESTON BAY (ZONE	UNITED STATES	TX	KATY
	GALVESTON BAY (ZONE	UNITED STATES	TX	KEMAH
	GALVESTON BAY (ZONE	UNITED STATES	TX	LEAGUE CITY
	GALVESTON BAY (ZONE	UNITED STATES	TX	MAGNOLIA
	GALVESTON BAY (ZONE	UNITED STATES	TX	MANVEL
	GALVESTON BAY (ZONE	UNITED STATES	TX	MISSOURI CITY
	GALVESTON BAY (ZONE	UNITED STATES	TX	NEW CANEY
	GALVESTON BAY (ZONE	UNITED STATES	TX	PASADENA
	GALVESTON BAY (ZONE	UNITED STATES	TX	PEARLAND
	GALVESTON BAY (ZONE	UNITED STATES	TX	PINEHURST
	GALVESTON BAY (ZONE	UNITED STATES	TX	PORTER
	GALVESTON BAY (ZONE	UNITED STATES	TX	RICHMOND

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
	GALVESTON BAY (ZONE	UNITED STATES	TX	ROSENBERG
	GALVESTON BAY (ZONE	UNITED STATES	TX	ROSHARON
	GALVESTON BAY (ZONE	UNITED STATES	TX	SANTA FE
	GALVESTON BAY (ZONE	UNITED STATES	TX	SEABROOK
	GALVESTON BAY (ZONE	UNITED STATES	TX	SOUTH HOUSTON
	GALVESTON BAY (ZONE	UNITED STATES	TX	SPLENDORA
	GALVESTON BAY (ZONE	UNITED STATES	TX	SPRING
	GALVESTON BAY (ZONE	UNITED STATES	TX	STAFFORD
	GALVESTON BAY (ZONE	UNITED STATES	TX	SUGAR LAND
	GALVESTON BAY (ZONE	UNITED STATES	TX	TOMBALL
	GALVESTON BAY (ZONE	UNITED STATES	TX	WEBSTER
	HILO	HAWAII		HILO
	HONOLULU (ZONE 3)	HAWAII		WAHIAWA
	KAHULUI	HAWAII		KAHULUI
	KAHULUI	HAWAII		WAILUKU
	KETCHIKAN	ALASKA		KETCHIKAN
	LOS ANGELES (COMM) U	UNITED STATES	CA	FOUNTAIN VALLEY
	LOS ANGELES (COMM) U	UNITED STATES	CA	MONROVIA
	LOS ANGELES (COMM) U	UNITED STATES	CA	SANTA ANA
	NEW ORLEANS	UNITED STATES	LA	AMA
	NEW ORLEANS	UNITED STATES	LA	ARABI
	NEW ORLEANS	UNITED STATES	LA	CHALMETTE
	NEW ORLEANS	UNITED STATES	LA	DESTREHAN
	NEW ORLEANS	UNITED STATES	LA	GRETN
	NEW ORLEANS	UNITED STATES	LA	HARVEY
	NEW ORLEANS	UNITED STATES	LA	KENNER
	NEW ORLEANS	UNITED STATES	LA	LULING
	NEW ORLEANS	UNITED STATES	LA	MARRERO
	NEW ORLEANS	UNITED STATES	LA	MERAUX
	NEW ORLEANS	UNITED STATES	LA	METAIRIE
	NEW ORLEANS	UNITED STATES	LA	NEW ORLEANS
	NEW ORLEANS	UNITED STATES	LA	SAINT ROSE

RFP Cd: RDC6

Location Group:	Port Zone:	Country:	State:	City:
	NEW ORLEANS	UNITED STATES	LA	VIOLET
	NEW ORLEANS	UNITED STATES	LA	WESTWEGO
	NEW YORK (ZONE 2)	UNITED STATES	NJ	JERSEY CITY
	SAN FRANCISCO BAY (ZO	UNITED STATES	CA	RICHMOND
	SAN FRANCISCO BAY (ZO	UNITED STATES	CA	BURLINGAME
	WHITTIER	ALASKA		WHITTIER
PUERTO RICO ZONE 1		PUERTO RICO		CATANO
PUERTO RICO ZONE 1		PUERTO RICO		FORT BUCHANAN
PUERTO RICO ZONE 1		PUERTO RICO		SAN JUAN
PUERTO RICO ZONE 1		PUERTO RICO		PUERTO NUEVO
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		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 4		PUERTO RICO		CAGUAS
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
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

ROUTE INFORMATION

From/To	Alaska	Caribbean	Hawaii
Alaska			1B
Hawaii	1B		1A
U.S. East Coast		37	
U.S. Gulf Coast		42	
U.S. West Coast	26		3

Route and zones not include above may be added to the RDC by modifications.

Route	Description
1A	Hawaii - Hawaii
1B	Alaska - Hawaii
03*	U.S. West Coast - Hawaii
26*	U.S. West Coast - Alaska
37*	U.S. East Coast - Caribbean
42*	U.S. Gulf Coast - Caribbean

*Includes zones that are covered by other USTRANSCOM contracts

Attachment 4 Invoicing and Payment

A. General Information

A.1. Invoices shall be submitted only after services included on the invoice have been satisfactorily performed (Ref FAR 32.905). Commercial interim financing payments may be billed as described below, unless the Contracting Officer determines after award that adequate security is lacking or financing payments are no longer in the best interest of the Government. Invoices shall be submitted within the timeframe requested under the established billing procedures stated in sections B and C below.

A.2. Invoices shall be submitted to G8 Accounts Payable Branch at:

(a) HQ, SDDC
1 Soldier Way, Bldg 1900W
Attn: AMSSD-RMM-AP
3rd Floor
Scott Air Force Base, IL 62225

(b) Or submitted via email to:
usarmy.scott.sddc.mbx.g8-ap-invoices

For those submitted via email subject must contain Standard Carrier Alpha Code (SCAC), contract number, and applicable invoice number (i.e. MAEU, HTC711-12-D-W013, USG85631113A). Email with invoice must contain all contract required backup documentation in a single email to be considered a valid invoice. When required as part of the supporting documentation an actual excel spreadsheet must be submitted. Scanned copy of the spreadsheet is not acceptable. Scanned copy of the invoice with a “wet” signature or a public key infrastructure digital signature is acceptable.

(c) Charges for normal freight using EDI 310 will also be accepted. Supplemental and non booked service charges will need to be under A.2 (a) or A.2 (b) procedures.

A.3. In accordance with the Prompt Payment Act, payment terms are net 30 days from receipt of a proper final invoice. Exception will be made for small businesses – the US Government’s goal is to pay within 15 days from receipt of a proper invoice for the entities properly identified in the Central Contractor Registration (CCR) database as small businesses. Proper invoices will be date stamped by the SDDC G8 Accounts Payable Branch upon receipt. Prompt Payment Act applies to final invoices, but not to requests for financing payments. Financing Payments will be made as soon as possible upon receipt of the invoice identified as “First Invoice”; target date will be within 10 business days of receipt of a proper interim financing invoice and EDI 315 VD.

A.4. 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. This only applies to invoices submitted in accordance with Sections C below. 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.5. The US Government and Contractor will resolve any differences between the invoice amount and the validated amount for reconciliation purposes. Upon completion of the reconciliation, US Government will make final payment on the invoice or the contractor will reimburse the US Government for any charges paid above the reconciled amount.

A.6. For direct booked cargo, the contractor shall submit invoices for container detention, port storage, reefer

maintenance and any other costs for services not ordered yet associated with the movement of cargo to G8 Accounts Payable in accordance with the Section C below.

A.7. All final invoices must be presented for the complete door to door shipment cost. The manifest, signed delivery receipts and EDI transactions are required to pay the entire shipment. The final invoice should indicate the complete cost and then show any previous requested payment made on an interim invoice.

A.8. Hardcopy Interim Financing Invoice Procedures: Contractors requesting a commercial interim financing payment shall submit a proper hardcopy interim invoice to SDDC G8 Accounts Payable Branch. Interim financing invoices shall not be submitted prior to the vessel departing the SPOE. All interim financing invoices shall be identified as "First Invoice".

A.9. Once an Interim Invoice is paid a final invoice is expected to close out the order. Final invoices not received within 120 days of scheduled Required Delivery Date will result in the interim financing becoming a due US and all payment to the carrier will be withheld until the interim payment is offset.

B. Invoicing Procedures for Services Ordered in IBS

Procedures applicable to invoicing and payment for services ordered or modified thereafter in IBS.

B.1. Electronic Invoice Presentment and Payment (EIPP): Offerors awarded contracts will be required to participate in the US Government's EIPP program. Syncada is the EIPP service used by Department of Defense. The invoice less matching criteria methodology is not an acceptable mechanism supported by the bank.

B.2. Contractors must have a Trading Partner agreement with Syncada certified for the electronic payment of commercial transportation services. It is important that contractors begin the Syncada certification process immediately by using the following website address:
<http://www.customersupport@syncada.com>

B.3. Fees charged by Syncada are for the account of the contractor and are not reimbursable.

B.4. Syncada is currently limited to routes and types of cargo that are priced by IBS and originating from CONUS. Upon the expansion of the capability of IBS and upon 90 days notice to the contractor, the contractor will be required to participate in Syncada for additional routes and types of cargo.

B.5. Syncada is authorized to release payment to contractors in accordance with business rules that require:

- 1) Shipping Instructions with pricing as evidence of the order
- 2) EDI submission of a vessel sail, or delivery completed transaction as evidence of performance
- 3) Discrepancies in pricing are handled as prescribed in business rules
- 4) 80% based on the VD and remainder based on the XI
- 5) These procedures apply to shipments ordered by shippers using Direct Booking procedures and shipments booked using IBS.

B.6. Transportation Service Providers (TSP) are required to submit the shipments contract number via EDI. In the event TSP's need assistance configuring their EDI file to include the contract number, you can call the U.S Bank customer service help desk or email the customer service email box and a representative will open a Service Request to assign a U.S. Bank EDI analyst to assist you. TSPs who do not transmit EDI, must provide the contract number when entering invoices in the U.S. Bank Freight Payment web-based user interface.

B.7. Hardcopy Invoice Procedures: For services that are not paid via Syncada, an invoice shall be submitted to SDDC G8 Accounts Payable Branch. The contractor is entitled to payment for services

ordered and performed (for services ordered at time of booking, EDI submission of a vessel sail transaction and the reconciled manifest function as evidence of performance). Invoices with proper documentation should be submitted no later than 30 days from the date charges occur. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

B.7.1.A proper invoice contains the following information:

- Contractor Name and Address
- Invoice Date and Invoice Number
- Contract Number
- Military Voyage Document Number (no more than 1 per invoice)
- *Defense Transportation Regulation (DTR)* POE/POD codes (no more than 1 per invoice)
- Port Call File Number (PCFN) (no more than 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
 - Sail Date
 - Van TCN
 - Container number with alpha prefix
 - For each break-bulk or multi modal (including air) shipment:
 - Type of cargo
 - Pieces, weight, and cubic feet
 - Sail Date
 - IBS TCNs (listed in alphanumeric order)
 - Services should be broken down by Contract Line Item (CLIN), i.e., drayage, linehaul, ocean transportation, etc., and the specific service. Example: Drayage, Norfolk, Zone 2: Drayage, Norfolk to Newport News
 - For One Time Only (OTO) shipments, a reference to the relevant modification number
- Name and address of contractor official to whom payment is to be sent (must be the same as that in the contract or in a proper notice of assignment)
- ****Certification Statement signed by authorized contractor representative: “I hereby certify that the above bill is correct and just, and services were performed”.**

B.7.2. Each invoice should include no more than one Military Voyage Document (VOYDOC), POE, and POD.

C. General Invoicing Procedures for Non-IBS Ordered Services

General procedures applicable to invoicing and payment for priced services or pass through charges that cannot be ordered or modified in IBS or through direct booking modifications.

C.1. Hardcopy Invoice Procedures: An invoice shall be submitted to SDDC G8 Accounts Payable Branch. The contractor is entitled to payment for services ordered and completed.

C.2. A proper invoice contains the following information:

- Contractor Name and Address
- Invoice Date and Invoice Number

- Contract Number
- Invoice Type (e.g. container detention, port storage)
- Taxpayer Identification Number
- Port Call File Number
- Contractor Booking Number
- Dollar amount of invoice
- Contract Iteration (e.g. USC-5/6/7)
- 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)
- Any additional information as requested under the billing procedure
- ****Certification Statement signed by authorized contractor representative: “I hereby certify that the above bill is correct and just, and services were performed”.**

C.3. Pass-through charges: Contractor shall submit these charges (see Exhibit 2, Paragraph 8) with supporting documentation. Supporting documentation must include: notification email to the applicable COR when the additional cost/service was incurred, copy of third party invoice and basis for rate being charged (e.g. applicable port tariff) and proof of payment to third party. For re-working of containers due to rejection by port or rail authority, a copy of the inspection report identifying reasons for rejection must be provided. Invoices with proper documentation should be submitted no later than 30 days from the date charges occur or within 5 days of payment to the 3rd party. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified. Contractor will provide supporting documentation to support charges as requested by the US Government.

C.4. Defense Base Act: Invoices submitted for Defense Base Act Insurance will be submitted as a “Pass through Charge” and accompanied by a copy of the current insurance policy and proof of payment to the insurance underwriter. Invoices with proper documentation should be submitted no later than 30 days from the date charges occur or within 5 days of payment to the 3rd party. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

For contractors with subcontractors who purchase DBA insurance under this requirement, a copy of the subcontractor’s payment to the insurance underwriter, copy of the subcontractor’s invoice to the prime contractor seeking reimbursement and payment documentation of the prime contractor’s reimbursement to the subcontractor shall be provided.

C.5. Container Detention: Charges should be consolidated monthly and submitted no later than 30 days from the billing period time ends for a billable container. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified. For example, the container detention invoice for charges accrued in October 2010 should not be received later than 30 November 2010.

C.5.1. In addition to invoice summary information required in C.2, itemized invoices for container detention will contain the following information for each container in excel format, using the below column headers only. Itemized invoices must be in the exact format, with below headers in row 1, and the first container to be invoiced in row 2, and the remaining containers to be invoiced in the rows which follow without skipping any rows. No company logos and other annotations should be made on the itemized invoice except as described in this paragraph.

Col A: Van TCN

Col B: PCFN

Col C: Container #

Col D: Carrier Booking #

Col E: Shipper DoDAAC

Col F: Consignee DoDAAC

Col G: Container type (i.e R20, D40 etc)

Col H: POE (MILSTAMP Format)
 Col I: POD (MILSTAMP Format)
 Col J: In the clear final destination
 Col K: Anchor Date for calculating detention (EDI 315 UV, X6, X1 as appropriate) (Format MMDDYYYY)
 Col L: Detention start date (Format MMDDYYYY)
 Col M: Detention end date (i.e. EDI 315 RA, CP, RD, End of Month) (Format MMDDYYYY)
 Col N: Detention rate (Cost per day)
 Col O: Days being invoiced (For the current month)
 Col P: Invoice amount (Column N x Column O) i (For the current month)

C.6. Reefer Maintenance: The Contractor should submit invoices every 30 days in sequential order by billing month. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified. In addition to invoice information required in C.2, invoices for reefer maintenance will contain the following information for each container in excel format, using the below column headers only. Itemized invoices must be in the exact format, with below headers in row 1, and the first container to be invoiced in row 2, and the remaining containers to be invoiced in the rows which follow without skipping any rows. No company logos and other annotations should be made on the itemized invoice except as described in this paragraph.

Col A: Van TCN Col
 B: PCFN
 Col C: Container #
 Col D: Carrier Booking # Col E:
 Shipper DoDAAC Col F:
 Consignee DoDAAC
 Col G: Container type (i.e. R20, D40 etc) Col
 H: POE (MILSTAMP Format)
 Col I: POD (MILSTAMP Format) Col
 J: In the clear final destination
 Col K: Anchor Date for calculating detentino (EDI 315 UV, X6, X1 as appropriate) (Format MMDDYYYY)
 Col L: Detention start date (Format MMDDYYYY)
 Col M: Reefer Maintenance end date (i.e. CN, CP, RD, End of Month) (Format MMDDYYYY)
 Col N: Reefer Maintenance rate (contract rates)
 Col O: Days being invoiced (For the current month)
 Col P: Invoice amount (Column N x Column O) (For the current month)

C.7. Equipment Purchase: Invoices should be submitted every 30 days in sequential order by billing month. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified. In addition to invoice information required in C.2, invoices submitted for equipment purchase will contain the following information:

- Equipment Number with Alpha Prefix /serial number
- Size and Type of equipment
- Description, quantity, unit of measure, unit price and extended price of equipment. The invoice must provide sufficient detail so as to enable verification and certification by the Government.
- Date of US Government notification of intent to purchase equipment (see PWS Para 6.C.3)

C.8. Port Storage: Invoices will be submitted as a "Pass Through Charge". Invoices with supporting documentation should be submitted no later than 30 days from the date cargo departed the port (e.g. lift or dispatch) or within 5 days of payment to the 3rd party. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

C.8.1. In addition to invoice summary information required in C.2, the invoice shall include the following supporting documentation:

- 1) A copy of the applicable port tariff in effect at the time charges were incurred
- 2) A copy of the invoice for charges associated with port storage charges
- 3) A copy of the applicable fees assessed by subcontractor to store cargo at the port
- 4) Supporting documentation showing port storage incurred at fault or request of US Government.
- 5) An excel spreadsheet which contains the following information:

CONTAINERIZED CARGO: PCFN, Movement type (Import/Export), IBS TCN, Container number, Container Type/Size, POE, POD, Reason for Delay, Total Days at Port, Free Time (days), Chargeable Days (less free time), Total Port Storage Amount (local currency), Total Port Storage Amount (in US Dollars), Exchange Rate Used and Remarks.

BREAKBULK CARGO: PCFN, Movement type (Import/Export), IBS TCN, Cube/Measurement Ton (cubic meter), Metric Ton (in kg), POE, POD, Reason for Delay, Total Days at Port, Free Time (days), Chargeable Days (less free time), Total Port Storage Amount (local currency), Total Port Storage Amount (in US Dollars), Exchange Rate Used and Remarks.

NOTE:

For Export Cargo: Shipper DoDAAC, In-gate at POE and Lift Date must be provided
For Import Cargo: Consignee DoDAAC, Discharge Date and Out-gate/Dispatch Date from POD must be provided

- 6) Documentation verifying US Government direction to stage cargo at port (if applicable)
- 7) Any other documentation verifying costs incurred and proof of payment

C.9. Futile Trip: Invoices will be submitted as a "Pass-Through Charge". Invoices with supporting documentation should be submitted no later than 30 days from the date the futile trip occurred or within 5 days of payment to the 3rd party. However, the US Government will consider and process invoices submitted after 30 days so long as they are properly supported and the claimed services can be verified.

C.9.1. In addition to the invoice summary information required in C.2, the invoice shall include the following supporting documentation:

- 1) Notification email to the cognizant COR outlining the details and the date when the futile trip was incurred.
- 2) Authorization email from COR for futile trip invoice submission
- 3) Copy of third party invoice/basis for rate
- 4) Proof of payment of third party invoice
- 5) Any other documentation verifying proof of costs incurred and paid

Attachment 5

Reports and Formats

Sample Format for each report to be provided by the US Government prior to contract award

Operational Reports:

1. Cargo Lift – Containers/Breakbulk
- 1.1 Required by: 3.A.12
- 1.2 Reports due: Next business day after vessel sail
- 1.3 Medium: Excel attachment uploaded into Pipeline Asset Tool (PAT) per POE
- 1.4 Distribution: Authorized users of ETA/PAT
- 1.5 Required elements:

Mandatory header fields (Populates these fields for all records)

1. SCAC
2. VOYDOC (Select from dropdown)
3. Sail Date
4. POE (Select from dropdown – based on vessel schedule and voydoc selection)
5. Vessel Name (select from dropdown – based on vessel schedule and voydoc selection)
6. VOYDOC year (Select from dropdown)

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. POD – 3 characters
7. Commercial Booking Number – 25 characters
8. PCFN – 6 characters
9. Vessel Status – 2 characters
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. Comment One – free form text field for any contractor comment on the item (250 characters max)
21. Comment Two – free form text field for any contractor comment on the item (250 characters max)

2. Pre-Arrival Notice

2.1 Required by: 3.A.12

2.2 Reports due: Three days prior to the scheduled arrival of the delivering vessel or day after sail if less than three days sail time to POD

2.3 Medium: Excel attachment to email

2.4 Distribution: Cognizant SDDC terminal as advised by COR

2.5 Required elements:

TCN

Consignee DODAAC

Container number (when applicable) with alpha prefix, estimated date and time of vessel arrival, and any variation from information previously furnished

Contractor Name

PCFN/Contractor booking number

Vessel name and voyage

Voydoc

Seal number (when applicable on container shipments) Date cargo is to arrive

POD

Name and voyage number of mother vessel if transshipped

3 Contractor Containerization:

3.1 Required by: 3.A.12

3.2 Reports due: Next business day after Contractor provides container cargo handling service or LCL service

3.3 Medium: Excel attachment to email

3.4 Distribution: Cognizant SDDC terminal as advised by COR

3.5 Required elements:

Booked container

TCN POE

Cargo TCN, pieces, weight, cube

Container number and prefix

Seal
number

Date
stuffed

POD

Consignee if for inland delivery by the Contractor

Booking reference

Booked / scheduled vessel

Location stuffed

4 Cargo not lifted as booked / booked and not lifted:

4.1 Required by: 3.A.12

4.2 Reports due: Next business day after vessels departs the POE.

4.3. Distribution: Cognizant COR for the POE

4.4 Required elements:

Contractor Name

POE

Vessel

Name Sail

date TCN

Container number with prefix
Reason cargo/container was not lifted as booked

- 5. Direct Booking Report:
 - 5.1 Required by: 3.A.12
 - 5.2 Reports due: Within 24 hours of booking, cancellation, decrease or increase
 - 5.3. Distribution:
 - 5.4 Required elements:

- Contractor
 - name Vessel
 - name TCN
 - DTR Commodity code
 - SCAC code
 - Booked
 - VOYDOC#
 - Estimated sail
 - date POE
 - POD
 - Shipper DODAAC
 - Shipper POC
 - Consignee
 - DODAAC
 - Equipment size and type
 - Estimated arrival date at
 - POD Date booked
 - VISA priority
 - RDD (Required Delivery Date)
 - Report type (new booking or cancellation/decrease)

SHIPMENTS OF DLA PRIME VENDOR CARGO

1. Special Provisions for Defense Logistics Agency (DLA) Prime Vendor Program

1.1 Background.

DLA has entered into contracts with various suppliers and distributors under a "Prime Vendor" program for the supply of various commodities to U.S. Government agencies. These contracts support DLA customers in geographic locations worldwide. The Defense Distribution Center (DDC), is an authorized ordering office for Prime Vendor Shipments through DLA under this contract. The items are shipped overseas under the RDC contract via ocean transportation ordered through DDC. Under the terms of the DLA Prime Vendor contracts, ownership and title to these items, remains with the Prime Vendor while the items move within the Defense Transportation System (DTS). RDC carriers deliver Prime Vendor cargo to the Prime Vendor rather than delivering cargo to the U.S. Government.

1.2 Contractual Intent. Generally, the terms, conditions and prices of this contract shall apply equally to the transportation of both Government owned and non-Government owned cargo. For example, the standard of liability of a RDC Contractor for loss/damage to cargo is the same in both situations. Also, compensation due the RDC Contractor for detention of carrier containers, for port storage, for reefer maintenance, and other matters (see paragraph 1.6 below), is the same in both situations. However, experience has demonstrated to the Government that certain matters are properly handled directly between a Prime Vendor and a RDC Contractor (the real parties in interest) where non-Government cargo is involved. These matters include:

- a) Claims procedures and claims dispute resolution procedures related to Prime Vendor cargo and Prime Vendor claims against a RDC Contractor for loss/damage to Prime Vendor cargo;
- b) RDC Contractor claims against a Prime Vendor for loss/damage to RDC Contractor equipment;
- c) RDC Contractor claims against a Prime Vendor for detention of RDC Contractor equipment;
- d) RDC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor);
- e) RDC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor);
- f) RDC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and,
- g) Claims between the Prime Vendor and RDC Contractor for services not ordered by the Government

This stands to reason because the Prime Vendor owns the cargo and because only the Prime Vendor and a RDC Contractor have specific, factual knowledge and evidence related to such matters and the delivery location, DLA's Prime Vendor contracts involving the Pakistan / Afghanistan Routes (PakGLOC) require the Prime Vendor to sign an agreement (which the RDC 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 over the PakGLOC. The contractual intent is for the Prime Vendor and the RDC Contractor to address/resolve such matters directly with each other. The Government customer can be harmed when procedures for resolving such matters between the Prime Vendor and a RDC Contractor are not established and problems are not resolved directly between the Prime Vendor and the RDC Contractor.

1.2.1 The U.S. Government shall not be liable for loss or damage to Prime Vendor cargo. Any discrepancy report or notice of claim for such loss or damage shall be submitted by the DLA Prime Vendor directly to the RDC Contractor for resolution, not to DLA or USTRANSCOM. The RDC Contractor shall accept such discrepancy report or notice of claim for such loss or damage from the DLA Prime Vendor, as well as any other communications regarding such loss or damage.

1.2.2 The U.S Government shall not be liable for RDC Contractor claims against a Prime Vendor for loss/damage to RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for detention of RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); RDC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); RDC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and claims between the Prime Vendor and RDC Contractor for services not ordered by the Government). The RDC Contractor shall submit directly to the Prime Vendor, with copy to the RDC Contracting Officer, any claim for damage, detention, port storage, reefer maintenance, or services not ordered by the U.S. Government. If the RDC Contractor is unable to communicate directly with the Prime Vendor for any reason, the RDC Contractor shall so advise the RDC Contracting Officer. In those instances, or instances where the resolution of Prime Vendor / RDC Carrier claims is at an impasse, the RDC Contracting Officer will function (in coordination with other Government agencies as appropriate) as a facilitator in order to bring the parties together and work towards resolution of the claim(s).

1.2.3 Notwithstanding the provisions of 1.2.2 above, the RDC Contractor may pursue any rights it may have under this contract and may file a claim with the RDC Contracting Officer under the terms of this contract in connection with the transportation of Prime Vendor cargo. An example of such a situation could be where Government action harms the RDC Contractor with respect to Prime Vendor cargo transportation and some other part of this contract provides a remedy.

1.2.4 Failure of the Prime Vendor to Satisfy an Arbitral Award, Judgment, or Binding Alternate Dispute Resolution (ADR) Decision

(i) The RDC Contractor may, at any time after the RDC Contractor has initiated arbitration, a lawsuit, or demand for binding ADR against a Prime Vendor for amounts due to the RDC Contractor by the Prime Vendor, request in writing that the Government agree to guarantee payment in the amount stated in the demand (excluding any amount for dispute resolution proceeding costs, including attorney fees) for arbitration, lawsuit, or demand for binding ADR. Within thirty (30) days of receiving such a request, the Government may, in its sole discretion, either: (1) by modification issue a guarantee to the RDC Contractor in the amount of the arbitral demand made by the RDC Contractor against the Prime Vendor, or (2) in writing deny such request for a guarantee. In the event that the Government issues a guarantee as described above, payment under that guarantee shall become due thirty (30) days after the RDC Contractor provides to the Government a copy of the arbitral award, judgment or binding ADR decision in the RDC Contractor's favor, along with a certification that the Prime Vendor has not satisfied such award, judgment or binding ADR decision within thirty (30) days of its effective date. The amount of the payment due shall be the amount of the arbitral award, judgment or binding ADR decision (excluding any amount for dispute resolution proceeding costs, including attorney fees), not to exceed the amount set forth in the arbitral demand or any amended arbitral demand, lawsuit, or demand for binding ADR. If the Government instead elects to deny the issuance of a guarantee, then upon such denial the RDC Contractor shall be relieved of its obligation to accept any bookings for cargo tendered for shipment by or on behalf of the Prime Vendor and, if requested bookings are denied, the Government is free to use other carriers. If the Government fails to respond in writing to a request for a guarantee within thirty (30) days of receipt of such request, then such failure shall be treated as a denial of the request, and the RDC Contractor shall be relieved of its obligation to accept any bookings for cargo tendered by or on behalf of the Prime Vendor and, if requested bookings are denied, the Government is free to use other carriers.

(ii) In the event that the Government actually makes payment under a guarantee issued under subsections (i) of this section 1.2.4, the Government shall have a right to assert the Contractor's claim, up to the amount of its payment to the Contractor, against the party whose failure to pay a final arbitral award, judgment, or binding ADR decision resulted in the Government's obligation to pay under the relevant guarantee.

(iii) The RDC Contractor agrees to cooperate with Government efforts to resolve a claim against the party whose failure to pay a final arbitral award, judgment, or binding ADR decision resulted in the Government's obligation to pay under the relevant guarantee. This includes providing documents/correspondence relevant to the claim, producing personnel with knowledge of the claim, and advising on industry practices.

1.3 Third-Party Agreement. Under the terms of the DLA Prime Vendor contracts, the Prime Vendor will execute a minimum level agreement which can be accepted or expanded by negotiation.) . The required format for the

minimum level Prime Vendor/RDC Carrier Agreement is provide at Attachment 7. As detailed below, the RDC Contractor is required to accept and sign the Attachment 7 previously signed by the applicable Prime Vendor to be eligible to move Prime Vendor cargo on PakGLOC routes.

1.3.1 Prime Vendor and RDC Contractor Agreements on PakGLOC routes. In order to be eligible for movement of Prime Vendor cargo on Pakistan and/or Afghanistan overland routes, the RDC Contractor must , after notification of an award on a PakGLOC route for Prime Vendor cargo movement, and upon request by the RDC Contracting Officer, the RDC Contractor shall enter into a written agreement with the Prime Vendor which shall, as a minimum, use the Prime Vendor/RDC Carrier Agreement (See Attachment 7) 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/RDC Carrier Agreement (See Attachment 7) 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 RDC Contracting Officer. Any agreement that does not, as a minimum, use the Prime Vendor/RDC Carrier Agreement (See Attachment 7) 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 RDC Contracting Officer making that RDC Contractor ineligible to transport Prime Vendor cargo on PakGLOC routes. No RDC Contractor will receive a task order to move Prime Vendor cargo on a PakGLOC route under this contract without an approved Prime Vendor Agreement. The RDC carrier and Prime Vendor may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and this Attachment 6.

1.3.2. Prime Vendor and RDC Contractor Agreements on Routes other than Pakistan / Afghanistan (PakGLOC). The RDC Contractor is not required to negotiate a Prime Vendor/RDC Carrier Agreement (such as Attachment 7) in order to be considered for the award of cargo on other than PakGLOC Routes, however the RDC Contractor is encouraged to enter into a written agreement with the Prime Vendor which should, as a guide, use the Prime Vendor/RDC Carrier Agreement (See Attachment 7) to define procedures to submit and process claims and resolve disputes arising in connection with US Government ordered transportation services for non-Government owned cargo. A copy of the agreement and any changes thereto, shall be furnished to the RDC Contracting Officer. The RDC carrier and Prime Vendor may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and this Attachment 6

1.4 Supplementation Encouraged. The RDC Contractor is encouraged, but not required, to supplement the terms of Attachment 7 with each Prime Vendor by providing additional details, more specific procedures, or other terms that will facilitate claims processing and dispute resolution. Supplementary language must be consistent with Attachment 7 and this Attachment 6. A copy of any supplemental terms must be provided to the RDC Contracting Officer. In negotiating any agreement, the RDC Contractor should consider that the Prime Vendor may exercise a right of setoff, if any exists, involving a commercial contract or other remedial action against the RDC Contractor. Similarly, the RDC Contractor may take remedial action or other actions to protect its interests against the Prime Vendor, including the assertion of a lien, if any exists, on Prime Vendor cargo.

1.5 Third Party Beneficiary. As noted in Section 1.2, except for the subjects covered in Sections 1.2 and 1.3 (claims procedures and claims dispute resolution procedures related to Prime Vendor cargo, including Prime Vendor claims against a RDC Contractor for loss/damage to Prime Vendor cargo; RDC Contractor claims against a Prime Vendor for loss/damage to RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for detention of RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); RDC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); RDC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and claims between the Prime Vendor and RDC Contractor for services not ordered by the Government), and procedures for ending container detention charges) and except for the modified provisions described in 1.6 or other exceptions specified elsewhere in this contract, the terms, conditions and prices of this RDC contract apply equally to the transportation of both

Government owned and non-Government owned cargo. The Prime Vendor/RDC Carrier Agreement (Attachment 7) incorporates the RDC-6 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 RDC6 contract when it describes the rights and obligations between the Prime Vendor and RDC Contractor. See the list of subjects at 1.5 and the modified provisions of 1.6. The Prime Vendor's rights as a Third Party Beneficiary exist (and could be most useful) in the absence of a Prime Vendor/RDC Carrier Agreement (Attachment 7). A third party beneficiary is not subject to amendments and modifications of this contract and relevant DLA Prime Vendor contracts.

1.5.2 Carrier as Third Party Beneficiary. The RDC Contractor is an express beneficiary of the terms, conditions and prices of the DLA Prime Vendor contract when it describes the rights and obligations between the Prime Vendor and RDC Contractor, including descriptions in this contract incorporated by reference into the DLA contract. The RDC Contractor's rights as a Third Party Beneficiary exist (and could be most useful) in the absence of a Prime Vendor/Carrier Agreement (Attachment 7). A third party beneficiary is not subject to amendments and modifications of this contract and relevant DLA Prime Vendor contracts.

1.6 Other RDC Provisions Impacted by the Special Provisions for the DLA Prime Vendor Program.

Unless specified elsewhere in this contract, the terms of Attachment 6, including the additional items below, are the only variations in RDC terms and conditions applicable to the transportation of cargo in the DLA Prime Vendor Program. The purpose of these variations is to acknowledge that such transportation involves Prime Vendor-owned cargo, not Government-owned cargo; that RDC carriers deliver cargo back to the Prime Vendor, not to the Government; and that the real parties in interest for Prime Vendor cargo movements are generally the Prime Vendor and the RDC Contractor, not the Government.

- a) Paragraph (d) of FAR 52.212-4, is supplemented in accord with Section 1.4.
- b) FAR 52.233-4 does not apply to claims of breach of the business agreement between the Prime Vendor and the Contractor.
- c) DFARS 252.233-7001 does not apply to disputes between the Prime Vendor and the Contractor. See Section 1.4.
- d) Section 2.7.1, Liens/Seizure of Cargo of the "Additional Clauses" Section of this contract shall not apply to Prime Vendor cargo. (Similarly, the DLA Prime Vendor contract does not prohibit the Prime Vendor from exercising any right of setoff involving a commercial contract or other remedial action to protect its interest with respect to RDC Contractor(s).)
- e) The clause "Application of COGSA for Non-Government Owned Cargo" at Section 2.2 of the "Additional Clauses" Section shall apply to transportation of Prime Vendor Cargo instead of the clause "Application of COGSA" at section 2.1.
- f) Under PWS paragraph 3.F.4, the Prime Vendor, not the Government, pays the Contractor for detention caused by the Prime Vendor. The Prime Vendor and RDC Contractor are not required to use the purchase of a container as a procedure to terminate container detention charges. Under PWS paragraph 3.F.11, the Prime Vendor is required to provide notice, reimbursement, etc. to the RDC Contractor, not the U.S. Government. The Prime Vendor and RDC Contractor are not required to use the purchase of a container as a procedure for resolving container damages.
- g) Under PWS paragraph 3.F.12, the Prime Vendor's representative, not the Ordering Officer, COR, or Contracting Officer, determines theft or disappearance of Contractor equipment. The Prime Vendor and RDC Contractor are not required to use the purchase of a container as a procedure for resolving container theft or disappearance.
- h) Under PWS paragraph 3.F.13.1, the Prime Vendor, not the Government, reimburses the Contractor for onward movement delays cause by the Prime Vendor.
- i) Under PWS paragraph 3.F.4, the Prime Vendor, not the Government, pays the RDC Contractor for detention caused by the Prime Vendor. The Prime Vendor and RDC Contractor are not required to use the purchase of a container as a procedure for terminating container detention charges.
- j) Under Attachment 4, Invoicing and Payment, the Prime Vendor and the RDC Contractor are required to develop their own invoicing and payment procedures for matters between them as

described in paragraph A.1 I. Pursuant to Attachment 4, the Prime Vendor and the RDC Contractor may develop their own reports and formats.

1.7 The DLA Contracting Officer will deliver a signed Prime Vendor/RDC Carrier Agreement executed by the Prime Vendor to the RDC Contracting Officer when a specific Prime Vendor is awarded a DLA Prime Vendor contract. The DLA Contracting Officer shall also provide the name, address, and contact information for the specific Prime Vendor, as necessary. The RDC Contracting Officer will forward the agreement to the RDC Contractors who have accepted rates for the Prime Vendor location(s). Once the RDC Contractor has signed the agreement(s), the signed agreement(s) is forwarded to the Prime Vendor with a copy forwarded to the RDC Contracting Officer.

PRIME VENDOR/RDC CARRIER AGREEMENT

WHEREAS, components of the Defense Logistics Agency (DLA) have entered into contracts with various suppliers and distributors under a "Prime Vendor" (PV) program to supply various commodities to U.S. Government agencies and under this program the PVs retain title to such commodities until final delivery;

WHEREAS, DLA's PV contracts permit components of DLA to order transportation services from commercial carriers under a contract with the United States Transportation Command (USTRANSCOM) known as the Regional Services Contract (RDC);

WHEREAS, RDC carriers transport PV commodities and return them to PVs at a different location prior to delivery of same by the PV to U.S. Government agencies;

WHEREAS, past experience has demonstrated that PVs and carriers may disagree about claims procedures and claims dispute resolution procedures related to Prime Vendor cargo, including Prime Vendor claims against a RDC Contractor for loss/damage to Prime Vendor cargo; RDC Contractor claims against a Prime Vendor for loss/damage to RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for detention of RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); RDC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); RDC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and claims between the Prime Vendor and RDC Contractor for services not ordered by the Government;

WHEREAS, _____ (hereinafter referred to as The Prime Vendor) has been awarded contract number _____ by _____ for the supply of PV cargo;

WHEREAS, one or more carriers under the RDC may serve the geographical area covered by said contract and transport PV commodities intended for performance of said contract;

NOW, THEREFORE, in consideration of the mutual promises herein and for the purpose of facilitating minimum standards for the processing of claims and the resolution of disputes between The Prime Vendor and applicable RDC carriers, The Prime Vendor and any RDC carrier accepting the terms of this Agreement (hereinafter referred to as Accepting RDC Carrier) agree as follows:

1. The Prime Vendor will submit directly to the Accepting RDC Carrier (not to DLA or USTRANSCOM) for resolution any discrepancy report or notice of claim for loss/damage to PV cargo, for services not ordered by DLA/USTRANSCOM, or for ending container detention charges or other matters. The Accepting RDC Carrier shall accept such report/notice and both parties agree to communicate with each other regarding the processing of claims. The parties may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and Attachment 8 of the PWS of the RDC contract.
2. The Accepting RDC Carrier will submit to the Prime Vendor (not to DLA or USTRANSCOM) for resolution any notice of claim for equipment loss/damage, container detention, maintenance of refrigerated containers, port storage, services not ordered by DLA/USTRANSCOM, procedures for ending container detention charges, or other matters. The Prime Vendor shall accept such notice of claims and both parties agree to communicate with each other regarding the processing of claims. The parties may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and Attachment 8 of the PWS in the RDC contract.
3. When the claims process does not lead to resolution of the claim, the parties agree to initiate some form of dispute resolution process (which could include direct negotiation, alternative dispute resolution,

court action, etc.) that does not involve the U.S. Government (including LA/USTRANSCOM.) The parties may (but are not required to) supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and Attachment 8 of the PWS in the RDC contract.

4. The Prime Vendor and the Accepting RDC Carrier will notify their respective Contracting Officers of any refusal to communicate regarding the processing of a claim and of any failure to attempt to resolve a dispute.
5. The Prime Vendor and the Accepting RDC Carrier acknowledge that the terms of their contracts with the U.S. Government (DLA and USTRANSCOM respectively) generally preclude liability of the Government for the following: Prime Vendor claims against a RDC Contractor for loss/damage to Prime Vendor cargo; RDC Contractor claims against a Prime Vendor for loss/damage to RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for detention of RDC Contractor equipment; RDC Contractor claims against a Prime Vendor for port storage charges (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); RDC Contractor claims against a Prime Vendor for trucker wait time (e.g. while cargo delayed through fault of Prime Vendor or request of Prime Vendor); RDC Contractor claims against a Prime Vendor for reefer maintenance (e.g. while reefer in custody of Prime Vendor, or cargo delayed through fault of Prime Vendor or request of Prime Vendor); and claims between the Prime Vendor and RDC Contractor for services not ordered by the Government.
6. The parties acknowledge that the terms of the RDC contract are applicable to this Agreement and incorporate by reference into this Agreement the RDC contract in force at the time PV cargo is booked. For example, the standard of liability of an Accepting RDC Carrier for loss/damage to PV cargo is the same as the standard of liability of a RDC carrier for loss/damage to government-owned cargo under RDC. Similarly, the compensation due an Accepting RDC Carrier for damage to its equipment, detention of its containers, port storage of its equipment, and maintenance of its refrigerated containers is the same as the compensation due to a RDC Carrier for such matters under RDC. Section 1.6 of Attachment 8 to the RDC contract describes specific provisions of the RDC contract that are modified to acknowledge that the transportation described herein involves PV cargo, not government-owned cargo; that RDC carriers deliver cargo back to the PV, not to the Government; and that the real parties in interest for PV cargo movements are generally the PV and the RDC carrier, not the Government.

XXXXXXXXX XXXXXXXXXXXX, INC.

“The Prime Vendor

By:
Title:

Date:

The undersigned, an authorized representative of YYYYYYYYYYYYYYYY YYYYYYYYYY, INC., hereby accepts and agrees to the terms and provisions above of this Agreement.

YYYYYYYYYYYYYYYYYYY YYYYYYYYYY, INC.

“Accepting RDC Carrier”

By:
Title:

Date:

SUPPLEMENTAL TERMS AND CONDITIONS

(If the parties agree to supplement this minimum level of agreement with additional or more specific terms and conditions consistent with this Agreement and Attachment 8 of the PWS in the RDC contract, the parties may record their supplemental agreement below OR may record it elsewhere.)

Vendor Assessment Guidelines for Twenty Critical Security Controls for Effective Cyber Defense: Consensus Audit Guidelines (CAG)

General. Organizations should compare all 20 control areas against their current status.

The 20 Critical Controls are:

1. Inventory of Authorized and Unauthorized Devices
2. Inventory of Authorized and Unauthorized Software
3. Secure Configurations for Hardware and Software on Laptops, Workstations, and Servers
4. Secure Configurations for Network Devices such as Firewalls, Routers, and Switches
5. Boundary Defense
6. Maintenance, Monitoring, and Analysis of Security Audit Logs
7. Application Software Security
8. Controlled Use of Administrative Privileges
9. Controlled Access Based on the Need to Know
10. Continuous Vulnerability Assessment and Remediation
11. Account Monitoring and Control
12. Malware Defenses
13. Limitation and Control of Network Ports, Protocols, and Services
14. Wireless Device Control
15. Data Loss Prevention
16. Secure Network Engineering
17. Penetration Tests and Red Team Exercises
18. Incident Response Capability
19. Data Recovery Capability
20. Security Skills Assessment and Appropriate Training to Fill Gaps

The entire text of the 20 Critical Security Controls is available for reference at:

<http://www.sans.org/critical-security-controls/>

Procedures:

1. Review each control.
2. Determine what procedures and tools exist within your organization to meet this control.
3. Document the result of 1-2 using the suggested template provided.
4. Provide any additional information about your company's cyber security posture.

Company (Name): Information Assurance Report

Executive Summary: (descriptive self-assessment of the company's overall information security posture)

A. Assessment of Twenty Critical Security Controls for Effective Cyber Defense: Consensus Audit Guidelines (CAG)

1. Control 1. Inventory of Authorized and Unauthorized

Devices a. Procedures and Tools supporting this control:

(List the procedures and tools used in your organization for this control)

b. Method to achieve control metric:

2. (Continue for remaining 19 controls).

If a particular control does not exist or is not used within your organization, please state

this. **B. Assessment of Additional Security Measures for Effective Cyber Defense**

1. Measure. (Title of additional measure/control)

a. Procedures and Tools supporting this measure/control:

(List the procedures and tools used in your organization)

b. Method to achieve measure/control metric:

2. (Continue for remaining measures/controls)

CONTAINER POOLS

Shipper Origin	Destination			
	Alaska	Hawaii	Puerto Rico	CONUS
AAFES West Coast- DC	5x 40' R** 15x-45' I 5x48' I 19x 53' I	3x20' D 10x40' D 3x24' R 4x40' R 12x40' HC		
AAFES Atlanta- DC	0	0	0	
AAFES Waco-DC	0	0	0	
Miller Coors Plant, Albany, GA			20x40' D	
Coors Plant, Elkton, VA			0	
AAFES Dan Daniels DC- Virginia			15x40' D 2x40' R	
DLA DDJC San Joaquin, CA	18x40'D	4x20' D 13x40' D 5x40' HC 2x40' FR		
DLA DDSP New Cumberland, PA	1x40' D		1x20' D 4x40' D	
DLA DDSP Mechanicsburg, PA			1x40' D	
DLA DDNV Norfolk, VA			4x40' D	
FISC Pearl Harbor, HI				10x40' D
DECA West Stockton, CA				
TYSON Fresh Meats Madison, NE				
DECA Nash Finch Norfolk, VA			10 x 40' D 10 x 40' R	

*Abbreviations:

R: Reefer
 I: Insulated
 D: Dry
 HC: High Cube Dry
 FR: Flat Rack

**During the summer months of June through September, requirement will be for Dry Containers.

REGISTER OF WAGE DETERMINATIONS UNDER
THE SERVICE CONTRACT ACT
By direction of the Secretary of Labor

Diane C. Koplewski Division of Wage
Director Determinations

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION
WASHINGTON, D.C. 20210

Wage Determination No.: 2011-0217
Revision No.: 5
Date of Last Revision: 06/19/2013

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 .63
East South Central		13 .35
Middle Atlantic		15 .37

Mountain	14 .55
New England	15 .22
Pacific	16 .53
South Atlantic	14 .81
West North Central	14 .71
West South Central	13 .14
23440 - Heavy Equipment Operator	
East North Central	24 .33
East South Central	15 .95
Middle Atlantic	24 .93
Mountain	20 .55
New England	22 .03
Pacific	28 .53
South Atlantic	17 .97
West North Central	19 .59
West South Central	15 .78
29010 - Blocker And Bracer	
East North Central	22 .89
East South Central	16 .91
Middle Atlantic	23 .48
Mountain	23 .39
New England	22 .28
Pacific	31 .42
South Atlantic	21 .02
West North Central	20 .60
West South Central	18 .48
29020 - Hatch Tender	
East South Central	16 .91
East North Central	22 .89
Middle Atlantic	23 .48
Mountain	23 .39
New England	22 .28
Pacific	31 .42
South Atlantic	21 .02
West North Central	20 .60
West South Central	18 .48
29030 - Line Handler	
East North Central	22 .89
East South Central	16 .91
Middle Atlantic	23 .48

Mountain	23 .39
New England	22 .28
Pacific	31 .42
South Atlantic	21 .02
West North Central	20 .60
West South Central	18 .48
29041 - Stevedore I	
East North Central	21 .68
East South Central	17 .28
Middle Atlantic	22 .26
Mountain	21 .85
New England	21 .63
Pacific	29 .42
South Atlantic	19 .70
West North Central	19 .41
West South Central	17 .30
29042 - Stevedore II	
East North Central	23 .99
East South Central	18 .25
Middle Atlantic	24 .82
Mountain	25 .01
New England	23 .42
Pacific	33 .44
South Atlantic	22 .31
West North Central	21 .71
West South Central	19 .70
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 .43
East South Central	16 .91
Middle Atlantic	19 .71
Mountain	18 .91
New England	18 .93
Pacific	20 .43
South Atlantic	18 .76
West North Central	18 .25
West South Central	17 .44
31364 - Truckdriver, Tractor-Trailer	
East North Central	18 .43
East South Central	16 .91
Middle Atlantic	19 .71
Mountain	18 .91
New England	18 .93
Pacific	20 .43
South Atlantic	18 .76
West North Central	18 .25
West South Central	17 .44

ALL OCCUPATIONS LISTED ABOVE RECEIVE THE FOLLOWING BENEFITS:

HEALTH & WELFARE: \$3.81 per hour or \$152.40 per week or \$660.40 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. Such conforming process shall be initiated by the contractor prior to the performance of contract work by such unlisted class(es) of employees. The conformed classification, wage rate, and/or fringe benefits shall be retroactive to the commencement date of the contract. {See Section 4.6 (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 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, Employment Standards Administration, U.S. Department of Labor, for review. (See section 4.6(b)(2) of Regulations 29 CFR Part 4).
- 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 insure 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 ordinance, 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 regrading 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.