

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>			1. CONTRACT ID CODE J	PAGE OF PAGES 1   48
2. AMENDMENT/MODIFICATION NO. 0001	3. EFFECTIVE DATE 05-Feb-2016	4. REQUISITION/PURCHASE REQ. NO. R7510216RC001SE015		5. PROJECT NO.(If applicable)
6. ISSUED BY (N40345) NAVSUP FLC SINGAPORE OFFICE CONTRACTING DEPARTMENT (CODE 250) BUILDING 7-4 PSA SEMBAWANG TERMINAL DEPTFORD ROAD SINGAPORE 759657	CODE N40345	7. ADMINISTERED BY (If other than item 6) <b>See Item 6</b>		
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)		X	9A. AMENDMENT OF SOLICITATION NO. N40345-16-R-0027	
		X	9B. DATED (SEE ITEM 11) 07-Jan-2016	
			10A. MOD. OF CONTRACT/ORDER NO.	
			10B. DATED (SEE ITEM 13)	
CODE	FACILITY CODE			
<b>11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS</b>				
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input checked="" type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning <u>1</u> copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.				
12. ACCOUNTING AND APPROPRIATION DATA (If required)				
<b>13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.</b>				
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.				
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).				
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:				
D. OTHER (Specify type of modification and authority)				
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.				
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)  1. This Amendment is issued to update the PERFORMANCE WORK STATEMENT (PWS) and SCHEDULE NOTES. ALL changes are highlighted in yellow. 2. As a result of the PWS changes, the Proposal Due Date has been extended until 09:00 AM, Singapore Standard Time, GMT+8, 25 February 2016. 3. Answers to Solicitation Questions received on 20 January 2016 will be provided on a future Amendment. 3. Alternate POC for this Solicitation: Jason Thomas at Jason.H.Thomas@fe.navy.mil or +65 6750 2069. 4. ALL proposals shall be submitted electronically to: john.goggin@fe.navy.mil and Jason.H.Thomas@fe.navy.mil, and cannot exceed 5 MB in size. 5. ALL other Solicitation terms and conditions remain unchanged.				
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.				
15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)		
		TEL: _____ EMAIL: _____		
15B. CONTRACTOR/OFFEROR  _____ (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA  BY _____ (Signature of Contracting Officer)	16C. DATE SIGNED  05-Feb-2016	

## SECTION SF 30 BLOCK 14 CONTINUATION PAGE

**SUMMARY OF CHANGES**

## SECTION B - SUPPLIES OR SERVICES AND PRICES

The following have been modified:

SCHEDULE NOTESSCHEDULE NOTES

- 1) All prices as a result of this contract shall be firm-fixed prices and shall be expressed in U.S. Dollars.
- 2) Fixed Prices shall be inclusive of all pricing variables, including, but not limited to, all necessary equipment, licensed operators, holiday and overtime costs, customs clearances, mobilization and demobilization (including all associated equipment and labor required to satisfy vessel and port requirement), removal, disposal, pre-positioning, staging, charter, vetting of operations, detention or demurrage, fuel and operating expenses, all applicable taxes and surcharges associated with performing the entire cycle to deliver the logistic services described in this contract, and profit. Prices shall also include performance at night, overtime, Saturdays, Sundays, Holidays, performance under heavy rain and, other inclement weather, and service to tankers and ships carrying explosives, as well as any cost associated with all necessary insurance as required by local laws, licenses and permits or incurred to comply with applicable laws, codes, and regulations, in connection with the performance of the work. These requirements do not include performance during hurricanes except where ships are required to depart in advance of hurricanes as part of a hurricane evasion plan.

All pre-positioning or pre-staging cost and time for the purpose of vetting operations or otherwise shall be included in the unit price as part of the direct cost. Pre-staging or pre-positioning for vetting operations typically occurs one or two days prior to the arrival of the visiting vessels.

- 3) Port Tariff items and Port Dues are services rendered by a Port Authority's concessionaire at rates established and controlled by Port Authorities and published in a public list. These services are marked as "PT" in the Exhibits A & B and shall be proposed as a firm fixed priced (FFP) by the HSP at the Request for Task Order Proposal (RTOP). The Government expects HSPs to be the prime contractors for services rendered in a port. If contractors run into an issue at the Task Order level, they shall immediately notify the contracting officer.
- 4) "Priced Items" are exhibit line item numbers (ELINs) in frequented ports with prices established in the contract, and represent fixed price obligations on the part of the contractor, subject to downward only adjustments at the Task Order level. The Government has the right to order the contractor to perform Priced Items for a price no higher than the contract price. The Government retains this right regardless of whether or not the contractor submits an offer in response to an RTOP. However, the Government will utilize a competitive approach to the greatest extent practicable.

"Other Items" are exhibit line item numbers that cannot be specified at this time sufficient for offerors to propose FFPs, but are defined sufficiently to be within the scope of the contract. "Other Items" are priced in the schedule with an estimated price with a unit of "LOT" or "JOB." Examples of "Other Items" ELINs include: ELINs XXA25 "Other Trash Removal"; XXA53 "Other Fleet Landing"; and XA97 "Other Brow, Crane, Forklift & Manlift."

FFPs for all items will be set at the Task Order level.

The contractor is required to perform any Task Order issued to it, regardless of whether the Government issued an RTOP for the Task Order, or the contractor submitted an offer in response to an RTOP for the Task Order. The contractor is required to perform a Task Order issued to it based on the services priced in the basic contract for that particular port, even if the parties fail to agree on an overall price for the Task Order prior to the performance date. In cases where the parties are unable to agree on an overall price for the Task Order prior to the performance date, the matter will be resolved in accordance with the Disputes Clause, 52.233-1.

- 5) Volumetric based services. At the time the RTOP is issued, the Government will identify the estimated quantity for the volumetric services as well as a percentage range from that quantity. Contractors will be expected to propose a lump sum FFP for these volumetric services taking into account the percentage range. This price will be utilized in the Task Order evaluation. In addition, contractors will be requested to provide a unit price for amounts offloaded above or below the stated percentage range. At the time the services are completed, the contractor will be paid according to the lump sum FFP proposed, adjusted only for any variations from the estimated quantities stated in the RTOP that are outside of the range established in the RTOP. For example:

RTOP – Request removal of an estimated 300CM of CHT per day with a range of +/- 15%.

Price 1 – For removal of quantities between 255 CM and 345 CM – propose a lump sum FFP for the Task Order.

Price 2 – For removal of quantities <255 CM or >345 CM – propose a unit price to be utilized if CHT offload is outside of the specified range.

Price 2 will not be part of the RTOP evaluation for award. Price 2 will be deducted from the lump sum price for each unit that the actual quantities fall below the specified range, and Price 2 will be added to the lump sum price for each unit that the actual quantities are above the specified range.

All proposed prices at the task order level for both Price 1 and Price 2 shall not exceed the maximum prices indicated in the basic contract (i.e., in response to an RTOP, the proposed Price 1 shall not exceed the unit price in the basic contract extended by the estimated quantities in the RTOP, and the proposed Price 2 shall not exceed the unit price in the basic contract).

As a result of this approach, the volumetric services will no longer include minimum guarantees. The contractor's proposed unit prices should be inclusive of all costs as indicated in the pricing notes, paragraph 2. Offerors shall propose firm fixed unit prices for the basic contract and those prices shall be used for evaluation for award of the basic contracts, and service as maximum prices.

The ship's personnel shall verify all offload figures at time the service is rendered and the ship duty engineer shall certify the accuracy of the HSP's report in writing. The HSP shall follow any environmental regulations required by each country. If the ship concurs with the volume, the ship will pay for the entire amount. If the ship contests the volume, the ship will pay for the amount it actually believes was offloaded. The HSP shall submit a request to the NAVSUP FLCY-SITE SINGAPORE Contracting Officer for the difference along with any supporting documentation such as disposal certificates, when applicable, for resolution under the Dispute clause.

- 6) Several services are based on hourly or daily rates. Time will begin to be measured once the equipment and/or labor is along-side the vessel and is capable of operation. For the purposes of this contract, one (1) day is equal to 24 hours and begins with the performance of service. For example, service from 1800 until 1800 the next calendar day is equal to one (1) day of service. In cases where the billing unit is 'day' and a full day of service is not used, the HSP shall be entitled to bill for one day of service. For example, if a line item with a billing unit of day is ordered and used for 30 hours, the HSP would be entitled to bill for two days of service. In cases where the ship does not arrive at the time specified in the Task Order and services are made available based upon the time requested in the Task Order, billing for services may

commence at the time requested by the Government unless notice of cancellation is provided in accordance with Section H by NAVSUP FLCY & SITES.

- 7) The services at anchorage shall be provided at all anchorage points assigned by the local port authority.
- 8) Repositioning is defined as: Moving a piece of equipment, such as a crane, to another required work location after it has been set up for work. This involves tear down and new set up actions. Repositioning does not include movement of the barge, vessel, or equipment as required to complete performance required in the Performance Work Statement (PWS). When repositioning is required, NAVSUP FLCY – SITE SINGAPORE will negotiate the appropriate repositioning fees with the HSP provider.
- 9) Fees for husbanding services cover regular and overtime labor of HS Contractor personnel supporting the ships plus all indirect expenses, including all management, overhead and office expenses. The husbanding fees also include costs for arranging supplies and services described herein, costs associated with attendance at periodic meetings with the exception of travel expenses described in this paragraph. The husbanding fees represent total compensation for the HS Contractor except for supplies and services ordered by the FLC Contracting Officer.
- 10) The pricing for all services requiring the use of transportation type conveyances (i.e., trucks, barges for LINE ITEMS for trash removal, CHT removal, potable water, landing barges, oily waste removal, etc) shall include the use of the equipment as required to complete the service in the statement of work without any additional charges for detention or demurrage.
- 11) The HS Contractor shall provide the timely delivery of goods and services at fair and reasonable prices to ships making port visits, provide continuous oversight of costs and performance throughout the area covered by this contract, and make meaningful suggestions on strategies and tactics to control costs and improve performance under this contract. The HS Contractor shall identify a representative to act as the principal point of contact between itself and the U.S. Government concerning price performance issues throughout the Region. The duties of this individual shall not impede communications among ships, DAOs, Port Operations Officers, and NAVSUP Fleet Logistics Center Yokosuka and/or NAVSUP Fleet Logistics Center Site Singapore. The contract will not specify how the HS Contractor is to perform, but measurable performance standards are established in the Quality Assurance Surveillance Plan (QASP) to monitor contract performance during each ship's visit.
- 12) **The CLIN/SUBCLIN/ and ELIN structure in this contract follows the below listed conventions:**

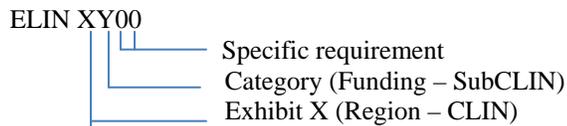
The CLINs match each region, with the Exhibit Line Item Numbers provided in the annotated Exhibits. For example:

LOT	CLINS	Exhibits
48	0001	A
49	0001	B

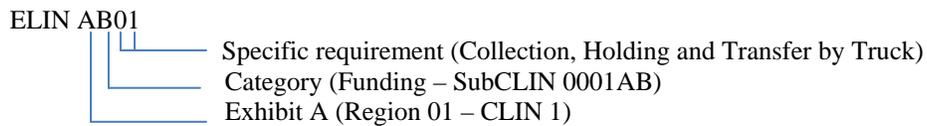
The SubCLINs match the categories of funding required/provided. For Example:

Funding	SubCLIN
<b>Charter &amp; Hire</b>	<b>000XAA</b>
<b>Utilities</b>	<b>000XAB</b>
<b>Force Protection</b>	<b>000XAC</b>
<b>Communications</b>	<b>000XAD</b>
<b>Transportation</b>	<b>000XAE</b>
<b>Provisions</b>	<b>000XAF</b>
<b>Fuel</b>	<b>000XAG</b>
<b>Other Services</b>	<b>000XAH</b>

The ELINs will further identify the specific requirement for the overarching category for the region. The ELIN will tie both the CLIN/Region (via the Exhibit Identifier) and the SubCLINs (via the second digit of the alpha code) as follows:



For example, the requirement below will be under Region 01(Exhibit A), SubCLIN 0001AB (Utilities Funded Items), ELIN AB01 (Collection, Holding and Transfer (CHT) by Truck).



Throughout the PWS below an X is used as a placeholder for the CLIN and ELIN items that will vary by Region.

Only those items with illuminating information are specifically discussed below.

## SECTION C - DESCRIPTIONS AND SPECIFICATIONS

The following have been modified:

### PERFORMANCE WORK STATEMENT

Section C - Descriptions and Specifications

### PERFORMANCE WORK STATEMENT

#### **A. DESCRIPTION OF CONTRACTUAL SCOPE**

The services to be provided through performance consist of maritime husbanding support. The holder of this contract is a U.S. Navy contractor, a husbanding service provider (HSP), and is NOT an agent of the U.S. Navy and does not have the authority to bind the U.S. Navy. Any changes to the PWS will be sent out as an Amendment to the Solicitation.

Maritime husbanding support is provided by a HSP from a standard list of supplies/services at a contract fixed price. The HSP shall ensure that ordered supplies and services conform to the general requirements of the contract pursuant to this PWS.

The geographic scope and region covered by this contract includes ALL commercial and military ports located in Philippines, which is part of United States Pacific Fleet (COMPACFLT) area of responsibility (AOR) Region II. The ports identified in the below table are considered frequented ports for Philippines and each has a corresponding ELIN pricing spreadsheet in Exhibits A - K on Attachment J-1. All other ports not identified in the table below for each region are categorized as non-frequented ports and are therefore not priced at the basic contract level. All anchorage points assigned by the port authorities are considered within the scope of the port's location.

Prospective Navy contractors are only required to submit pricing for Line Items / ELINs that contain an "Estimated Quantity." If there is "NO" Estimated Quantity for a LINE ITEM / ELIN, do not submit pricing for that LINE ITEM / ELIN. The exhibits only contain Estimated Quantities for the LINE ITEMS / ELINs that pricing is required for.

#### **B. QUALITY**

The HSP shall provide quality goods and services at requested delivery times to ships making port visits, provide continuous oversight of costs and performance throughout the areas covered by this contract, and make meaningful suggestions on strategies and tactics to control costs and improve performance under this contract. This PWS does not specify how the HSP is to perform, but instead provides measurable performance standards, which are established in the Quality Assurance Surveillance Plan (QASP) to monitor contract performance during each ship's visit. The QASP is detailed in Attachment J-3 "QUALITY ASSURANCE SURVEILLANCE PLAN".

The percentage goals in the QASP are fixed for each factor. The failure of the HSP to meet the percentage goal for any factor will be investigated and evaluated by the contracting officer. The average of the goals for each factor will be the total percentile target. The HSP will be given the opportunity to refute an adverse assessment prior to finalizing the assessment for a quarter.

The QASP results will be used to complete the annual Contractor Performance Assessment Reporting System (CPARS) required reports.

The quality of all services or supplies provided shall conform at least to the quality standards in the relevant profession, trade, or field of endeavor where corresponding supplies or services exist, and to the explicit standards contained in the PWS. All services shall be performed by individuals fully qualified and licensed in their relevant area. The HSP shall obtain any necessary insurance including, but not limited to, Admiralty insurance as required,

licenses and permits and comply with any applicable laws, codes and regulations, in connection with the performance of all work under this contract.

### C. STANDARD PROCESS FOR SHIP'S VISIT- DEFINITION OF THE HSP ROLE

The HSP is involved in organizing the ship's visit from the pre-arrival arrangements to the ship's departure and after the ship's departure.

#### 1) PRE-ARRIVAL ARRANGEMENTS

<u>Country</u>	<u>PORTS</u>
Philippines (Multiple lot locations)	Exhibit A; Lot # 26 Subic Bay
	Exhibit B; Lot # 27 Manila
	Exhibit C; Lot # 28 Palawan
	Exhibit D; Lot # 29 Cebu
	Exhibit E; Lot # 30 All Ports Listed North
	Bataan
	Batangas
	Point Cavite
	Tabaco
	Legaspi
	Exhibit F; Lot # 31 All Ports Listed Central
	Masbate
	Calbayog
	Tacloban
	Isabel
	Iloilo
	Dumaguete
	Bacolad
	Exhibit G; Lot # 32 All Ports Listed South
	General Santos City
	Cagayan de Oro
	Cotobato
	Davao
	Jolo
	Pagadian
	Tawi Tawi
	Zamboanga
	Exhibit H-K; Lot # 33-36 RESERVED

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(a) ADVANCE LOGISTICS RESPONSE TEAM (ALRT). In the event that an ALRT for a ship arrives in port prior to a ship's arrival, the HSP will assist the ALRT by providing logistical support and coordinating all requirements.

(b) FORCE PROTECTION. The exhibit spreadsheets and specific portions of this PWS include force protection equipment for each Region which the contractor shall fix price with their initial offer for the basic contract. RTOPs for individual orders will include an estimated amount of force protection equipment anticipated as necessary for the upcoming ship visit. Award of the task order will be made in accordance with the ordering procedures outlined in section H-2 "ORDERING PROCEDURES" of the contract using the estimated force protection quantities and the proposed amounts. Once an order has been awarded, the HSP shall reconfirm with the ship that these force protection requirements meet the ship's requirements prior to beginning performance. The HSP is expected to be the local subject matter expert and to be knowledgeable of equipment and services locally available. The Force Protection LOGREQ and on site Navy Criminal Investigation Service (NCIS) personnel will assist in determination of final force protection requirements.

(c) FUEL AND PROVISION OF SUBSISTENCE AND FRESH FRUIT AND VEGETABLES (FFV). If the ship requires fuel or FFV, the requirement will normally be satisfied by the Defense Logistics Agency (DLA).

(d) LAUNDRY AND DRY CLEANING SERVICES. The HSP shall assist the ship, as necessary, to identify and contact laundry and dry cleaning vendors available in the area. This service is included under the Husbanding Services Fee and the HSP shall not charge additional fees for this service. Laundry and dry cleaning services for the ship's laundry and for individual crewmember usage will be ordered from the vendor directly by the ship or the crewmember. Payment for services will be made by the ship to the vendor rather than through the HSP Contractor. Crewmembers will settle their own bills. Any potential issue shall be resolved directly between the ship or the crewmember and the local vendor

(e) MORALE WELFARE AND RECREATION (MWR) SERVICES. If an MWR contract has been awarded which covers the location of the ship's visit then the HSP must refer all MWR requests to the authorized MWR contractor. If there is an MWR contract, the MWR contractor is the U.S. Navy's sole representative for this service. Under no circumstances will the HSP assist crew personnel in booking these services if an MWR representative is servicing the ship.

In the absence of an MWR contract, the HSP shall provide advance information on the full scope of all recreational/liberty activities available in local area and assist the ship or the crewmember, as necessary, to identify and contact the vendors. This service is included under the Husbanding Services Fee and the HSP shall not charge additional fees for this service. Recreation/liberty activities information (with associated costs) shall include, but is not limited to, visitor tips, transportation, sightseeing tours, entertainment, sporting events, and lodging. Payment for services will be made by the ship or the crewmember to the vendor rather than through the HSP Contractor. Any potential issue shall be resolved directly between the ship or the crewmember and the local vendor-

(f) HAZARDOUS MATERIAL DISPOSAL (HAZMAT)/SHIPBOARD GENERATED INDUSTRIAL WASTE (SGIW). The HSP shall not dispose/offload any hazardous waste requirements unless prior approval has been provided by the Contracting Officer.

(g) MONEY EXCHANGE SERVICES. Money exchange services shall be handled separately between the ship or the crewmember and the local authorized money changers. The HSP shall assist the ship, as necessary, to identify and contact authorized money exchangers available in the area. This service is included under the Husbanding Services Fee and the HSP shall not charge additional fees for this service. Any potential issue shall be resolved directly between the ship or the crewmember and the local vendor.

## 2) SHIP'S ARRIVAL AND VISIT

### (a) INITIAL BOARDING

(1) The HSP that has been awarded the task order shall board each ship within two (2) hours after the ship's arrival. All HSP personnel who deal directly with the ship must speak and understand conversational English and be able to discuss technical aspects of shipboard requirements and services available in the port. All correspondence shall be in English.

(2) Upon initial boarding, the HSP shall provide the Ship's Supply Officer with the following:

- All emergency telephone numbers, e.g. police, hospitals, firefighters,
- Shipboard generated industrial waste (SGIW) disposal, hazardous material (HAZMAT), and oil spill response plans;
- Its Point of Contact (POC) information including 24-hour contact phone numbers for the duration of the port visit.

### (b) ARRIVAL & PORT VISIT

(3) The HSP shall brief the ship's Supply Officer about ordered services upon arrival. This briefing shall include what was ordered and scheduled times and dates for delivery. The HSP is responsible for providing timely delivery and performance of the supplies and services ordered. In case of supplies and services provided by a 3<sup>rd</sup> party Government contractor, by the Port Authority, or by the Host Nation where the HSP cannot guarantee timeliness, the HSP shall use its due diligence to minimize the delay.

(4) The HSP shall visit the ship at least once a day and shall be available on call at all times (24 hours per day, seven days per week) to assist the ship with requirements and to resolve problems within the context of this PWS.

## 3) PRE-DEPARTURE & DEPARTURE

The HSP shall schedule and make a visit to the ship upon the conclusion of all services, prior to the departure date. The HSP shall relay at that time any late information on pilot and tug schedule changes, and any additional information applicable to the ship and its departure. The HSP shall make available an authorized POC to jointly verify the CHT removed; to concur on the total Cubic Meters of trash removed; to validate the volume of oily waste and grey water removed; the meter for potable water provided; and any other service where the final price may be dependent on the volume or exact quantity of services provided to ensure common understanding of the exact amount for invoicing/inspection/acceptance/payment purposes.

The invoicing instructions are contained in section G of the contract.

## **D. DESCRIPTION OF SERVICES (BY CONTRACT LINE ITEM NUMBER (CLIN); SubCLIN AND/OR EXHIBIT LINE ITEM NUMBER (ELIN))**

**000X - HUSBANDING SERVICES (ANCHORAGE AND PIERSIDE)****SUBLINE ITEM 000XAA – CHARTER & HIRE FUNDED ITEMS****EXHIBIT LINE ITEM NUMBER XXA01 – XXA20 HUSBANDING FEES (ANCHORAGE AND PIERSIDE)**

- 1) The HSP shall provide husbanding services to ships visiting the ports in the REGION(s) covered by this contract. XXA01 requires the HSP to perform all services and provide all supplies necessary to fully comply with the tasks and responsibilities described in this contract unless a task or responsibility is specifically included in a separately-priced Line Item herein. The HSP's responsibilities under these Line Items start prior to the arrival of the ship and continue after the ship's departure.
- 2) The husbanding fee is based on the First Day and Subsequent Day(s) of the ship visit. Husbanding fees for all ship classes (i.e. Classes I through V) shall be billed under ELINS XXA01 – XXA20. Attachment J-2 "Ship Classes" includes a list of ships by class. A husbanding fee may be provided to the HSP for services rendered prior to the ship's visit only in the case of assistance to the ship's Logistics Response Team as specified in the individual task order. The husbanding fee shall be established in the amount for all ships within the established ship class identified. The Government reserves the right to include additional ship classes as necessary depending on production, ship reclassifications, and crew restructuring.
- 3) Frequent ship visits between ports: If a ship frequently visits a port two or more times (i.e. leaves a port and returns to it prior to the fourth calendar day), subsequent visits to that port will be considered as an extension of the first visit and handled by the same HSP when appropriately identified as such in the task order competition. In this case the HSP is authorized to charge the same husbanding fee for the second port visit as was proposed for the initial order. If Port Tariff services are rendered or Port Dues are applied by the Port Authority, the HSP is also authorized to apply the price proposed for those services or port dues for the visit just completed. Each time a ship departs or enters port, the port visit will be reported as a separate port visit into the LogSSR.

**EXHIBIT LINE ITEM NUMBERS XXA21 – XXA35 TRASH REMOVAL**

1. Trash removal service is the collection and disposal of refuse (i.e. trash) including liquid, semi-liquid, or solid garbage. Trash consists mainly of trash from food service operations such as food waste, paper and plastic packaging, and domestic wastes generated in the accommodation spaces as a result of the ordinary day-by-day activities onboard the ship. Trash does not include hazardous material, bilge water, and grey water, explosives and incendiary waste, or waste contaminated by medical and radiological processes. Metal and/or wood scrap and plastic "pucks" would be considered as part of ELIN XXA25.
2. The HSP shall remove and dispose of refuse from the ship. The HSP shall determine the frequency and method for the removal and disposal of trash taking into consideration the Ship's ability to hold trash aboard. The HSP's removal schedule shall additionally provide sufficient trash removal frequency and capacity so that the ship's operations are not negatively impacted.
3. Ships at pier side: The HSP shall place containers or trucks within twenty-five (25) meters of the ship or as permitted by port regulations, or barges alongside the ship. The HSP shall empty the containers or barges per LOGREQ requirements or by direction of US Government representative with authority to make the determination.
4. Ships at anchorage: The HSP shall provide trash barges/scows with tug service (if barge is not self-propelled). The barges shall be completely empty at time of arrival at the ship. In situations where an empty barge is not available, the HSP shall provide a system to measure the volume of trash deposited in the barge by the U.S. Government's ship or otherwise ensure that the ship is charged only for its "pro rata" share of the trash based on the unit of issue identified in the contract. The HSP shall have ready access to

sufficient barges and equipment to support multiple ships at anchorage simultaneously. All trash barges/scows shall be available 24 hours a day (where not contrary to law or port regulation) and shall be provided with suitable self-fendering to prevent damage to U.S. Government vessels. If sea state, weather, or other conditions to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge (or other vessel provided in lieu of a barge) and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge. The barge's crew shall be entirely responsible for the tending of lines and for the barge's security. The movement of trash from the ship to the barge shall be performed with care by the ship's crew.

For ships at anchorage, the HS Contractor shall remove trash at the times agreed to by the HS Contractor and Supply Officer. The frequency of removal shall be as follows:

SHIP CLASS	DAILY FREQUENCY
I, IA, IB	1
II	2
III	3
IV and V	Continuously via Dedicated Barge when permitted

5. In instances of bad weather or emergency when the ship must depart on short notice, the HSP shall remove barges within four hours of being directed to do so by the ship's Supply Officer. Should a vessel with a trash barge alongside experience an emergent ship departure, the ship's Supply Officer will advise the HSP at least four (4) hours in advance for the barge pick-up at no additional cost to the Government .
6. The HSP shall submit, as an attachment to the invoices, a document that certifies the quantity collected and the name of the disposal plant where the trash will be disposed. The HSP is also responsible to follow any environmental regulations required by each country. The HSP is required to retain all disposal certificates for each order and shall provide a copy to the Contract Specialist/Ordering Officer and all identified Contracting Officer's Representatives (CORs) upon request.
7. Refuse containers, when emptied, shall be returned to their original position with the lids (if any) replaced thereon.
8. Where trash is required to be segregated, the ship's crew shall be required to segregate the material at the time of disposal. The HSP shall be responsible for providing separate containers for each vessel, clearly marked with the required categories and for informing the ship's Supply Officer, upon arrival, that segregation is required.
9. OTHER TRASH REMOVAL (XA13) Periodically, the contracting officer will request items or services that are categorized as trash removal services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified this ELIN is issued in both the solicitation and the contract as an estimated ELIN with the value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheets (Exhibits A - K) so that all offerors propose and are evaluated on equal footing.

#### **EXHIBIT LINE ITEM NUMBERS XXA36 – XXA63 – FLEET LANDING**

1. When ordered by the ship, the HSP shall furnish services/supplies for the fleet landing area. The following is a list of the package of basic supplies and services that a ship may require:

(a) FLEET LANDING LOT (ELIN XXA36). The HSP shall provide the items in the quantities specified below and shall provide a unit price for the entire LOT. The unit price shall be per day. For example, for the performance of the fleet landing services for three days, the unit price of the lot will be multiplied by three days.

Generator support or shore power services, if any, shall be separately priced in accordance with specifications for ELINS XA25. The Fleet Landing LOT consists of the following:

- (i) 6 chairs
- (ii) 1 long tables (approximately 2 meters in length)
- (iii) Open or Closed Tents (assorted sizes) when combined will cover a zone of 20 square meters, with lights that will provide sufficient uniformed illumination of the space between 300-500 lux. The tents must be anchored down and strong enough to withstand inclement weather.
- (iv) 1 Ice Cooler (70 Liters)
- (v) 1 Mist Fan (Humidifying capacity: 1 to 35L/h, can be adjusted)
- (vi) Daily cleaning of the equipment and the fleet landing area.
- (vii) Transportation, mobilization, demobilization, stand-by fee and labor required to perform the above.

(b) The following ELINS will apply when the contracting officer does not order the fleet landing lot, but instead orders individual items from the fleet landing lot:

XXA37 – Refrigerator Unit: One (1), 40-foot refrigerator unit or two (2) 20-foot refrigerator units, with required power to operate the units.

XXA40-Tent: (Non-Force Protection) - (one unit encompasses assorted sizes that when combined will cover a zone of 20 square meters, with lights that will provide sufficient uniformed illumination of the space between 300-500 lux. Must be anchored down and strong enough to withstand inclement weather).

XXA48 – Chairs (1 EA)

XXA49 – Long Tables (1 EA)

XXA39 – 20-foot trailer office with one desk, two chairs, air conditioning, utilities and hookups. The HSP shall also provide enough local power for lighting and air conditioning that is compatible with the unit provided.

XXA50-Ice Coolers (one Ice Cooler is one unit) provide coolers of 70 liters capacity each.

XXA38-Portable Cooling Devices (Mist fans)- Rate includes tank, water and power supply to operate the Mist fan. (two Mist Fans is one unit)

XXA55 – Open Tents (Non-Force Protection) - (one unit encompasses assorted sizes that when combined will cover a zone of 100 square meters, with lights that will provide sufficient uniformed illumination of the space between 300-500 lux. Must be anchored down and strong enough to withstand inclement weather).

XXA56 – Closed Tents (Non-Force Protection) - (one unit encompasses assorted sizes that when combined will cover a zone of 100 square meters, with lights that will provide sufficient uniformed illumination of the space between 300-500 lux. Must be anchored down and strong enough to withstand inclement weather).

(c) PORTABLE SANITARY FACILITIES (XXA41). The unit price shall be for a single commode and one urinal. The daily rate shall include pumping and cleaning as many times as necessary to ensure clean, sanitary condition and providing all chemicals, cleaning products and toilet paper. The HSP shall check toilet facilities at least every six hours to ensure cleanliness. Evidence via the keeping and updating of an inspection checklist inside the portable toilet units is required.

(d) PORTABLE ELECTRIC GENERATORS (XXA42). The HSP shall provide portable electric generator capable of supplying power to portable lighting and miscellaneous portable electrical equipment (radios, stereos, hand tools, etc.). Generator shall be at least 5KW with a circuit breaker protector. Daily rate includes fuel, oil, and necessary consumables to operate the generator, transportation, set-up, dismantling and labor, mobilization and demobilization.

(e) SPECIAL EVENTS LOT (INCLUDES TABLES, CHAIRS, LIGHTING AND FANS) (XXA43 - XXA47) The HSP shall provide tents with accessory equipment. The tent package shall include an open/closed tent, lighting, ceiling fans, tables and chairs, electrical hookups, cable for power supply, and a generator with fuel already filled to maximum capacity that emits sound levels of less than 84 decibels. The HSP shall provide daily cleaning of the tent and a three-meter perimeter around the tent. Cleaning includes removing trash, sweeping, and mopping up spills. The HSP shall remove all provided equipment upon completion of services.

(d) OTHER FLEET LANDING (XXA53) Periodically the ordering officer will request items or services that are properly categorized as a Fleet Landing item or service that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

## **EXHIBIT LINE ITEM NUMBERS XXA64-XXA0H – BROW, CRANE, FORKLIFT AND MANLIFT SERVICES**

### **1. BROW SERVICES (XXA64 – XXA74)**

- a. The HSP shall provide the brows specified in the schedule as ordered by the contracting officer. The HSP shall provide a suitable platform to accommodate ship mooring. Mobilization, demobilization, stand-by fee, setup and placement shall be included in the proposed unit price of all ELINS XXA64 through XA74. In the event the brow size requested for a ship is in the HSP's opinion insufficient to accommodate ship's crew traversal safely to & from ship with ease, such that the slope of the brow slope in either direction is a safety hazard, the HSP shall recommend to the contracting officer to use a larger brow, accommodation ladder, brow stand or any combination of these items which will provide the least expensive method to support the safety and wellbeing of crew to transit to and from ship. This recommendation shall be made at the time of the HSP's response to the RTOP.
- b. Mobilization, demobilization, stand-by fee, setup and placement shall be included in the proposed unit price of ELIN XXA70. Due to the height difference between the submarine deck and pier, the HS Contractor provided submarine brow must afford personnel a smooth and safe transit when entering or exiting the submarine deck. The submarine brow must be capable of supporting shore power cables without damaging the cable.

### **2. CRANE SERVICES (XXA75 – XXA84)**

- a. The HSP shall provide mobile crane services (shore and floating cranes) with operator(s), riggers and safety observer(s). The cranes provided shall be in sound mechanical condition and shall meet all applicable safety laws and regulations (DOD laws and country where services are being provided). The cranes shall be suitable for their intended use and shall be operated with due care and within all operating safety limits. The HSP shall be entitled to invoice and be paid a minimum daily price of four (4) continuous hours for each crane ordered. Mobilization, demobilization, stand-by fee, setup and placement, fuel and operating expenses shall be included in the proposed unit price of ELINS XXA75 through XXA84.

3. FORKLIFT SERVICES (XXA85 – XXA88)

- a. The HSP shall provide forklift services with operator(s). Upon the request, the HSP shall provide information concerning forklift/lifting capacity to the ship's Supply Officer. The forklifts provided shall be in sound mechanical condition and shall meet all applicable safety laws and regulations. The forklifts shall be suitable for their intended use and shall be operated with due care and within all operating safety limits. The HSP shall be entitled to invoice and be paid a minimum daily price of four continuous hours for each forklift ordered. Mobilization, demobilization, stand-by fee, setup and placement, fuel and operating expenses shall be included in the proposed unit price of ELINS XXA85 through XXA88.

4. MANLIFT– (XXA89 – XXA92)

- a. The HSP shall provide a manlift without operator (XXA89 – XXA91). The price shall include a full fuel tank. The HSP shall replenish the fuel and perform daily maintenance checks on the manlift prior to 0730 each morning. The HSP shall conduct training on safety and operating procedures for ship personnel. The HSP shall maintain documentation of ship's personnel acknowledgement of the training.
- b. If the ship orders the manlift operator or the operator is required by local laws and regulations (it shall be noted in response to the RTOP), the price for the operator is per hour for a minimum of four hours of continuous service (XXA92).

5. OTHER BROW CRANE FORKLIFT OR MANLIFT ITEMS (XXA97)

Periodically the ordering officer will request items or services that are categorized as brow, crane, forklift or manlift services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

**EXHIBIT LINE ITEM NUMBERS XXA0J – XXA1G – SHIP MOVEMENT SERVICES (PILOTS, TUGS, LINE HANDLERS)**

1. The HSP shall provide pilots, tugs, and line handlers as ordered. The HSP shall coordinate with port authorities, as necessary.
2. The price for tugs is for one tug for every in or out service. For line handlers the price is per person (each tie-up or let-go operation)
3. The HSP shall provide tugs to bring ships to and from berthing locations. Tugs shall have a minimum towing capacity of 2,500 horsepower and not less than 35 tons bollard pull. Towropes shall be synthetic ropes with a minimum strength of at least 80 tons. The price is for one tug and it is for "in and out" service.
4. OTHER SHIP MOVEMENT SERVICES (XXA0W) Periodically the ordering officer will request items or services that are categorized as ship movement services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

**EXHIBIT LINE ITEM NUMBERS XXA1H – XXA1Y – WATER FERRY/TAXI SERVICES**

1. When requested in the RTOP, the HSP shall provide water taxis to transfer ship personnel to and from the ship at anchorage and the fleet landing pursuant to local procedures and ordinances. At the commencement

of service, the HSP is required to advise the ship of scheduled breaks and any changes to the taxi service schedule. Except during inclement weather, water taxi service shall be continuous.

2. The hourly rate shall include a qualified driver and an operator, any other helpers or crew members required by local authorities, all insurance, fuel, holiday surcharges, overtime and other operating expenses. Operator qualifications are set forth in paragraph (14) below. Service begins when the first water taxi is alongside the designated pick-up point and ends when the last passenger disembarks from the water taxi at the designated drop-off point as ordered by the ship. However, when required to arrive early for inspection as a force protection measure, service begins at time of inspection.
3. If the HSP cannot provide the size of water taxi ordered, the HSP shall provide a larger size water taxi, or a combination of water taxis, that in total capacity equates to the size of the water taxi ordered, at no additional cost to the Government. In any event the ship shall only be charged for the size of the water taxi ordered, per the standard contract pricing schedule. For example, if one 250-pax water taxi is ordered and is not available, then two 125-pax water taxis may be provided for the rate of one 250-pax water taxi if acceptable to the ship's Supply Officer.
4. The HSP shall ensure that all water taxis are fully licensed, registered, and insured, including adequate liability insurance, in accordance with local laws and regulations.
5. The HSP shall ensure that the water taxi is in sound mechanical condition and meets all safety standards required by local laws and regulations to preclude breakdown and injury. Maintenance, safety, and other periodic inspections shall be performed as required by the applicable laws and regulations of the port or the country in which the port is located. Water taxis shall be watertight, staunch, strong, seaworthy, in sound mechanical condition, and fit for service required. Further, the water taxis shall be in a clean condition when presented for service so as not to soil passengers, their clothing, or possessions with dirt, grease, oil, or other matter, and shall be free of debris. If the water taxi does not meet the requirements of this paragraph as determined by the ship's Supply Officer, the U.S. Government shall have the right to reject the water taxi for performance of services. In the event the Government rejects a water taxi, the Government shall not be liable for any costs the HSP incurred in presenting the rejected water taxi for inspection.
6. Each water taxi shall be equipped with at least one clean and serviceable life jacket for each passenger and crewmember, and all jackets shall be stowed in a readily accessible place.
7. Except as otherwise specified herein, the service shall include all equipment needed to transport personnel between the vessel and the fleet landing, or any pier or berth as designated by the port authority. Any disputes to this designation over whether the anchorage is within limits will be resolved between the port authority and the HSP. If it becomes necessary to change the landing point of the water taxi (pier or berth) within the port, the HSP shall dock at the new landing point. The HSP shall dock at the new landing point as determined by a US Government representative with proper authority to make the determination.
8. All water taxis provided by the HSP shall provide overhead covering.
9. Before the commencement of any services under this contract, the HSP shall make the water taxi available to the Vessel's Commanding Officer or designated representative for inspection.
10. The following information shall be conspicuously posted on board each taxi and shall be in English and the language of the country in which the port is located:
  - a. Current operator's/captain's license.
  - b. Passenger/weight capacity limits notice.
  - c. Location of life jackets and other lifesaving equipment.
  - d. Location of all exits indicated in large letters.
  - e. Emergency procedures.

11. Emergency lighting, both permanent and hand held, shall be available and in working order at all times.
12. Operation of the water taxi shall be in a safe and seaworthy manner. 'Adverse weather' conditions are weather conditions in which operations of water taxis are unsafe for passengers and shall be determined by the ordering vessel's Commanding Officer, Command Duty Officer, Operations Officer, or the Officer of the Deck.
13. The consumption of alcoholic beverages shall not be permitted aboard the water taxi.
14. Operator Qualifications: All personnel or employees of the HSP operating water taxis shall have all certifications required and issued by the law of the country in which the port is located for the operation of the type, class, or size of water taxi being operated by such personnel. In addition, all such personnel shall have requisite experience, skill, knowledge, and familiarity with the water area in which the water taxis are to be operated to ensure the water taxis are operated in a safe and seaworthy manner. At least one operator on each boat must speak English.
15. Security: During the term of this contract, the ship(s) to be serviced will provide adequate and sufficient security personnel for maintaining the orderly transportation of its personnel and such civilians who may be transported. Such naval personnel will be assigned at the discretion of the ship's Commanding Officer or designated representative. When such naval personnel are embarked in a HSP-operated water taxi, they will be responsible for the good order and discipline of naval personnel.
16. In the event of a water taxi breakdown, immediately prior to or during a trip, the HSP shall immediately provide a replacement water taxi that complies in all respects with this contract, at no additional cost to the U.S. Government. If a water taxi is not operable when required under this contract, the HSP shall immediately provide at no additional expense to the U.S. Government, a replacement water taxi which complies in all respects with this contract.
17. Any personal articles or items found on the water taxi after completion of each trip shall be turned over to the ship's Security Officer or his direct representative.
18. To verify a claim by the HSP for any damage or destruction caused by the U.S. Government, it shall be the responsibility of the HSP to ensure that the water taxi is jointly inspected before and after each trip by the HSP and an authorized representative of the U.S. Government.
19. When providing water taxi service to aircraft carriers and amphibious helicopter carriers, the water taxi height depends on carrier deck overhang and pontoon width, i.e., the wider the pontoon the farther out the water taxi will be located with subsequent increased clearance. The requirement is that pontoon width/water taxi height/deck overhang dimensions must be such that the water taxi is able to make aft, port and starboard side approaches with adequate clearance between water taxi superstructure and carrier deck overhang.
20. Inspection and acceptance criteria for water taxi services. The Commanding Officer or his designated representative of the ship shall inspect and accept all liberty boats/water taxis prior to transporting any personnel. The ship's Commanding Officer is solely responsible for the safety of his crew and the subsequent acceptance of liberty boat/water taxi services. The following features or components may be inspected prior to acceptance.
  - a. HULL
    - (1) Watertight integrity of weather decks, bulkheads, watertight closures and interior hull structure.
    - (2) Superstructure (including masts and stacks).
    - (3) Railings, bulwarks and their attachment to hull, especially guardrails and lifelines.
    - (4) Provisions for drainage of seawater from exposed decks.

**b. MACHINERY**

- (1) Main propulsion and auxiliary machinery essential to operation of craft.
- (2) Sea and bulkhead closure valves.
- (3) Bilge suction strainers and dewatering systems bilge pumps to be tested by operation.
- (4) Bilges free of flammable liquids.

**c. ELECTRICAL**

- (1) Cables.
- (2) Navigation, deck and emergency lighting.
- (3) Rotating electrical machinery, e.g., generators and motors.
- (4) Storage batteries.

**d. LIFESAVING EQUIPMENT**

- (1) Life preservers - sufficient number for maximum capacity of craft, accessible and in satisfactory condition.
- (2) Life raft(s) and hydrostatic release (where applicable) - sufficient for maximum capacity.
- (3) First aid kits, life rings and distress lights.
- (4) Distress signaling devices.

**e. FIRE FIGHTING EQUIPMENT**

- (1) Fire pump - subject fire hose to fire pump pressure.
- (2) Portable fire extinguishers.
- (3) Fixed systems, e.g., CO2 cylinders

**f. STEERING APPARATUS****g. MTSC SYSTEMS AND EQUIPMENT**

- (1) Harbor charts.
- (2) Ground tackle and mooring lines.
- (3) Whistle/fog horn, bell.
- (4) Compass.
- (5) Radar.
- (6) 2 way radio capable of bridge to bridge communications.
- (7) Current licenses.

21. The HSP shall obtain written acknowledgement of water taxi service by an authorized ship representative. Logs shall be used to document arrival and departure times. Logs must be available upon request for U.S. Government review and inspection.
22. Mobilization, demobilization, stand-by fee, setup and placement shall be included in the fixed price of water ferry/taxi services.
23. OTHER WATER FERRY/TAXI SERVICES (XXA1N) Periodically, the ordering officer will request items or services that are categorized as water ferry/taxi services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

**EXHIBIT LINE ITEM NUMBERS XA1Z – XXA5C – GENERAL CHARTER & HIRE ITEMS****1. YOKOHAMA OR COMPARABLE TYPE FENDERS (XXA1Z – XXA2H)**

- a. The HSP shall furnish Yokohama or comparable type fenders for all classes of ships in accordance with the Schedule of Supplies and Services. Fenders provided shall be appropriate and safe for the

- class of ship and pier configuration. The fenders proposed for each exhibit line item shall be safe and useable for the intended class of ship at all locations specified by the lot. The cost for mobilization and demobilization, stand-by fee, installation and de-installation, and transportation shall be included in the daily rate.
- b. Submarine fenders (XXA2E – XXA2J). The price for the submarine fender shall include all transportation, storage, setup, mobilization, demobilization and stand-by charges. XXA2J refers to a hydro pneumatic submarine fender with a size of 4.5M.
  - c. Hydro-Pneumatic Fenders are airtight rubber bladders that are partially filled with water. The fenders are then weighted on one end to make them float in a vertical position and are moored to the waterfront facility against a backer system. Two sizes of fenders are used to berth submarines, which are 3.3 m x 10.6 m (10.8 ft x 34.8 ft) and 4.5 m x 9.0 m (14.8 ft x 29.5 ft) in diameter and length respectively.
  - d. The HSP shall provide fenders with a minimum of two mooring lines. Minimum standards for fender are 2.5 meters in diameter or larger. See Note e. below for MCM exception.
  - e. Note: MCM (Class IB) requirements are per NSTM Chapter 611. In general 24-inch (.6 meter) by 36-inch (.9 meter) Navy style fender is intended for use on ships smaller than 400 feet in length and having a full load displacement of less than 3,600 tons. The 1.5 meter diameter Yokohama Fender is authorized to use and will more than meet the standard requirement for an MCM.
2. CAMELS, BREASTING BARGE, AND FENDERING BARGE (XXA2K – XXA2S)
- a. The camels shall be flat surface platforms to be placed alongside the pier and sufficiently capable of breasting the ship away from the pier or from other ships. The daily rate for camels shall include all costs for mobilization, demobilization, stand-by fee, installation and de-installation.
  - b. The HSP shall provide a breasting barge alongside the ship. The barge shall have suitable self-fendering to prevent damage to the ship and a minimum of four mooring lines suitable to withstand extreme weather conditions. If sea state, weather, or other conditions, to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge. The daily rate for breasting barges shall include all costs for mobilization and demobilization, stand-by, installation and de-installation.
  - c. The purpose of a fendering barge is purely to add additional separation between a large ship (such as a carrier) and the pier so the superstructure of the ship is kept at a safe distance from potential pier side obstacles such as cranes. A fendering barge is not certified for uses such as passenger transit nor for uses such as the establishment of scaffolding for painting evolutions. It is purely required when a large vessel will need more separation from the pier than would be provided by a camel.
3. LANDING BARGES (XXA2P – XXA2S)
- a. The landing barges shall be flat surface barges for positioning at the stern or side of the vessel or alongside the fleet landing area ashore to serve as a loading/unloading platform for water taxi personnel or cargo. They shall not interfere with the operations of the ships' elevators or other equipment.
  - b. If sea state, weather, or other conditions, to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge.

- c. The daily rate for the barges must include all costs for mobilization, demobilization, stand-by, installation and de-installation to include tugs if barges are not motorized.
4. OILY WASTE (TRUCK AND BARGE) (XXA2U – XXA2W)
- a. Oily Waste is defined as any liquid petroleum product mixed with wastewater and/or oil in any amounts, which if discharged overboard, would cause or show sheen on the water. The HSP shall follow local Government regulations when disposing of oily waste, using the most cost effective method.
  - b. Oily Waste Removal involves the collection of Oil generated by the ships. The requiring vessel will pump this waste into HSP-provided trucks or barges. The HSP shall provide all equipment and facilities required to remove oily waste, including hoses and connections compatible with the ship being serviced. The Government reserves the right to request a written statement from the HSP describing the method of measurement used to determine the amount of Oily Waste removed from the vessel.
  - c. The HSP shall determine the frequency and method for the collection, offload, removal, and disposal of Oily Waste taking into consideration the ship's ability to hold Oily Waste aboard. The HSP's removal schedule shall additionally provide sufficient Oily Waste removal frequency and capacity so that the ship's onboard Oily Waste system need not be secured, constrained, or shut down due to lack of available on-ship Oily Waste capacity.
  - d. The HSP shall submit, as an attachment to the invoices for disposal services, a document verifying the quantity collected and the name of the disposal plant where the oily waste has been or will be disposed.
  - e. The HSP shall comply with the environmental requirements of each country where oily waste is disposed and shall be liable for any costs incurred as a result of the HSP's failure to comply with such requirements. The HSP shall keep all disposal certificates where such certificates are released by the disposal facility and shall make them available to the Ordering Officer upon request.
  - f. When removal is done via barge, the HSP shall provide a barge with fendering and a minimum of four mooring lines to secure alongside the ship. The HSP shall pre-position Oily Waste barges/trucks when necessary in accordance with Force Protection or other requirements. If sea state, weather, or other conditions, to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge (or other vessel provided in lieu of a barge) and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge.
  - g. The HSP shall be paid in accordance with paragraph 5, "Volumetric based services" at Schedule Notes, Section B, above.
6. STEVEDORE SERVICES & CARGO DRAYAGE/LIGHTERAGE (MATERIAL HANDLING (UP TO 150 LBS)) (XXA3M – XXA3Q & XXA3T)
- a. The HSP shall provide stevedores for general labor at pier (not only for material handling). Billing shall be **per worker/per hour**. (XXA3T)
  - b. The HSP shall provide material handling services for the ship (Cargo Drayage or Lighterage). They will receive material shipped to them, clear the material through customs, store the material, report the status of the material, deliver the material to the ship alongside, or onboard when requested, and

- forward the material if unable to deliver. The HSP shall use counter-to-counter delivery and charge by each Bill of Lading. The provided drayage (land transportation) (XA94) services for material handling items shall include any required trucks and personnel. The HSP shall provide covered, lockable trucks with a driver to load/off load cargo and mail. The covered truck shall have a hydraulic lift to facilitate loading and offloading. The driver shall assist with loading and offloading. The HSP shall provide daily mail pick-up and delivery service for the ship. When necessary the ship will provide military members to escort the mail. The HSP shall be responsible for security and preventing loss/damage /destruction of cargo and mail. The daily rate shall be inclusive of all mileage, all necessary equipment, licensed drivers, all liability insurance as required by local law, holiday and overtime costs, fuel, all other operating expenses, and all other incidentals. The HSP shall provide Lighterage (water transportation) services (XXA4R) for material handling items to include required barges and personnel when the ship is at anchorage.
- c. Material ordered by the ship and shipped shall be arranged so as to have the material arrive at least two working days prior to ship's arrival. Shipping documents shall be labeled "SHIP'S SPARE(S) IN TRANSIT" and addressed to the ship's Commanding Officer of the Unit and in care of the HSP.
  - d. The HSP shall receive the package for the ship and clear it through customs (XXA3Q) when the ship has arrived and berthed or anchored in the respective port. Any damages must be reported to the ship prior to acceptance. **Cost is for services to clear packages from customs. Custom Duty should be additional cost incurred and receipt from customs should be provided as an attachment to the HSP's invoice.**
  - e. The HSP shall deliver the package to the ship the day of arrival in port or the following morning. The HSP shall send status reports after receipt, after delivery, and if unable to deliver, to a designated Government representative.
  - f. The HSP shall forward the package to a designated location if for any reason it cannot be delivered to the ship. The HSP shall store the package so that it will not be damaged and forward to the next port of call or as otherwise directed by the ship. Postage for package forwarding shall be charged by weight at the RTOP level as outlined in ELINS XXA3N – XXA3P.
  - g. Any other associated costs or related services without a fixed contract price will be purchased under the ship's Government purchase card authority or by a Government Contracting Officer.
7. PORT DUES, BERTHING FEE AT PIERSIDE OR ANCHORAGE (XA104)
- a. In some countries, the port authority or concessionaire charges port dues to the visiting ship. . -
  - b. H-1 "HOST COUNTRY AGREEMENTS" provided in Section H, outlines the obligation of the U.S. Government to pay for certain port dues, fees, or use fees (if applicable).
8. SUBMARINE MOORING (XXA3K)
- a. The mooring system shall employ a shallow draft barge, which is 145 to 155 feet long, 55 to 60 feet wide, and which has a draft of at least 3 feet. Bollards or bits of sufficient size and strength to attach 3-inch diameter mooring lines and adequately moor an 8,000-ton submarine shall be placed every 25 to 35 feet along the perimeter of the barge. The barge shall have adequate fendering between the pier and pier side of the barge to prevent any damage to the pier. Two submarine mooring fenders, each a minimum of 4.5 feet in diameter and 40 feet in length, shall also be provided. The submarine fenders shall be of rigid construction with the outside material being a hard rubber type material. Both submarine fenders shall be securely mounted on the seaward side of the shallow draft barge and extend vertically into the water their entire length. The distance between the submarine fenders when mounted shall be 75 to 85 feet, and the center point between the submarine fenders shall correspond to the center point of the barge.

b. Three or four brows shall also be used during the port visit. One brow shall be placed from the pier to one of the mooring pontoons and another from the pontoon to the ship to serve as a walkway for personnel. Another one or two brows shall be used to stabilize electrical cables running from the shore generator to the aft escape hatch of the submarine.

c. Mobilization, demobilization, stand-fee, set-up and placement shall be included in the proposed unit price.

9. LOGISTICS SUPPORT TO GOVERNMENT TEAMS (XXA3M)

Note: This Line Item is for logistics support to individuals such as Naval Criminal Investigative Service and Fleet Force Protection specialists in connection with ship visits to a port area. The team may consist of as little as one individual. U.S. Government teams conduct surveys in a variety of ports in the Region. The U.S. Government may require the assistance of the HSP in the ports to be surveyed. The HSP shall assign an individual to participate in and assist with logistical arrangements for a team that will perform the survey. This team may visit a variety of ports in advance of ships' visits to assess the force protection levels of the port and to perform related functions. The HSP's assistance shall include providing logistical support as requested by the U.S. Government, coordinating access and interviews with local officials, local husbanding services, and support Contractors, coordinating necessary translation services for the team, and assisting in the development of a final assessment report.

10. SUPPLEMENTAL GOVERNMENT QUARTERS (XXA3R)

The government may at times during a port visit require the vendor to obtain supplemental government quarters (hotel accommodations) for the crew.

These supplemental government accommodations should support double occupancy to the maximum extent practicable. The total price for these quarters will be capped at the allowable published lodging rate for the location and time of need.

Lodging rates for use outside of the United States, U.S. Territories and possessions may be found on the U.S. Department of State website at: <https://aoprals.state.gov>.

HSPs may propose prices lower than the current published rate. However, supplemental accommodations must meet the following minimum requirements: Be within normal commuting distance to the unit; 100% of the rooms must have a bed, shower with curtain or bath tub with curtain; daily room cleaning; working color-TV together with remote control; lighting; table/desk and chair; reception service; publicly available telephone for guests; clean bath towels provided daily; clean linen; controlled access and clearly marked routes of egress in the event of fire, for the safety and welfare of all guests. Must meet the US embassy approved force protection requirements.

11. OTHER GENERAL CHARTER & HIRE ITEMS (XXA4Q)

Periodically, the contracting officer will request items or services that are categorized as general charter and hire items or services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

**SUBLINE ITEM 000XAB – UTILITIES FUNDED ITEMS**

**EXHIBIT LINE ITEM NUMBERS XXB01 – XXB16 - COLLECTION, HOLDING, AND TRANSFER (CHT) AND GREY WATER**

1. The HSP is responsible for the entire cycle necessary to collect, remove, and dispose of Collection, Holding, Transfer (CHT) bacteriological/chemical liquids (“waste” or “sewage”) from ships throughout the area covered

by this contract. The HSP shall provide all necessary equipment, personnel and facilities to perform the services including pumps, hoses and connections compatible with the ships being serviced. The HSP shall be responsible for the supervision of the collection, holding, transportation and disposal services to avoid any overflow of CHT on the barge, the ship, the sea surrounding the ship, or the pier. The HSP shall pre-position CHT barges, when necessary, in accordance with force protection or other requirements.

2. The HSP shall remove CHT from the ship, whether at anchor or pierside, commencing within one hour of the ship's arrival and through up to one hour before the ship's departure. The HSP shall determine the frequency and method for the collection, offload, removal, and disposal of CHT taking into consideration the Ship's ability to hold CHT aboard. The HSP's removal schedule shall additionally provide sufficient sewage removal frequency and capacity so that the ship's onboard CHT collection system need not be secured, constrained, or shut down due to lack of available on-ship CHT tank capacity.
3. The HSP shall provide an offload schedule to the ship's Supply Officer during the meeting right after the ship's arrival.
4. The HSP shall remove sewage from the ship in HSP-provided equipment, and if using a holding tank to collect the CHT, the HSP shall determine the frequency and method to empty the holding tank such that the holding tank shall not overflow.
5. The HSP shall accurately measure sewage removed from the ship using a properly calibrated flow metering device. The ship duty engineer shall verify in writing the amount of discharged CHT. The Government reserves the right to use its own metering device to verify measurement of sewage discharge. The HSP shall include a written statement with the invoice package that describes the method it used to determine the liquid quantities off-loaded from the ship.
6. The HSP shall provide CHT hoses of sufficient length from HSP equipment to the ship with either 2.5" or 4" quick disconnect camlock fittings.
7. The HSP shall properly dispose of all sewage. CHT collection, removal and disposal shall be priced based on the following conditions:
  - a. (XXB01) – CHT BY TRUCK: The HSP shall provide services when the visiting ship is at pierside.
  - b. (XXB02) – CHT BY BARGE: The HSP shall provide services when the visiting ship is at anchorage or the port authority has issued a directive stating that service must be performed by barge or the barge has been ordered by the ship. The HSP shall provide a barge with suitable self-fendering to prevent damage to the vessel and a minimum of four mooring lines to secure alongside the ship. The HSP shall pre-position CHT Barges when necessary in accordance with Force protection or other requirements. If sea state, weather, or other conditions, to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge (or other vessel provided in lieu of a barge) and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge.
  - c. (XXB03) – CHT BY PIPELINE The HSP shall provide services when the visiting ship is at pierside by pipeline.
8. The CHT service shall be a dedicated service. The term "dedicated service" means a service provided exclusively to the U.S. Government. In those limited number of cases where this is not possible, the HSP shall provide a system to measure the volume of sewage deposited in the barge by the U.S. Government's ship or otherwise ensure that the ship is charged only for its "pro rata" share of CHT.
9. The HSP shall be paid in accordance with paragraph 5, "Volumetric based services" at Schedule Notes, Section B, above.

10. For vessels that go pierside at any pier where disposal of CHT through use of a Pipeline is possible and the vessel does not have hoses and connections on-board; the Contractor shall only be required to provide hoses, connections, hose connection and disconnection, and monitoring of the CHT removal. The price indicated in the schedule of supplies/services and prices will be a lump sum amount for the entire duration of the ship's port visit. (ELIN XXB05)
11. Grey water is defined as wastewater generated from sinks (i.e. hand-washing/dishwashing), showers and baths. The HSP shall follow local government regulations when disposing of greywater, using the most cost effective method. Grey water will be treated as CHT only in cases where the Port Authority forbids ship discharge of grey water. In the event that greywater is defined as the equivalent of oily waste, the HSP shall dispose of any combination of oily waste and grey water as oily waste. Grey water removal services shall be paid in accordance with paragraph 5, "Volumetric based services" at Schedule Notes, Section B, above.
12. **OTHER CHT AND GREY WATER SERVICES (XXB06)**  
Periodically, the ordering officer will request items or services that are categorized as CHT/grey water items or services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

## **EXHIBIT LINE ITEM NUMBERS XXB17 – XXB32 – FRESH POTABLE WATER**

### **A. FRESH POTABLE WATER**

1. Potable water is defined as fresh drinking water of a quality not less than that prescribed in:
  - a. Current Drinking Water Standards, as published by the United States Environmental Protection Agency, Office of Water and shall comply with specifications of the National Primary and Secondary Drinking Water Regulations (NPDWR). See below:

**1. Contaminant levels for inorganic chemicals (effective May 2009)**

<i>CONTAMINANT</i>	<i>MCLG (mg/L) <sup>1</sup></i>	<i>MCL (mg/L)</i>	<i>AL (mg/L <sup>2</sup>)</i>
ASBESTOS	7 million fibers/L longer than 10 micrometers	7 million fibers/L longer than 10 micrometers	
ARSENIC		0.05	
BARIUM	2	2	
CADMIUM	0.005	0.005	
CHROMIUM	0.1	0.1	
COPPER	1.3		1.3 <sup>3</sup>
LEAD	0		.015 <sup>4</sup>
MERCURY	0.002	0.002	
NITRATE (AS N)	10	10	
NITRITE (AS N)	1	1	
TOTAL NITRATE AND NITRITE (AS N)	10	10	
SELENIUM	0.05	0.05	
FLUORIDE	4	4	
:			

(1) Maximum contaminant level goal (MCLG). The maximum level of a contaminant in drinking water at which no known or anticipated adverse effect on the health of persons would occur, and which allows an adequate margin of safety. MCLGs are nonenforceable health goals.

(2) Action level (AL). Concentrations of lead or copper in water that determine, in some cases, whether a water system must install corrosion control treatment, monitor source water, replace lead service lines, and undertake a public education program.

(3) The copper action level is exceeded if the concentration of copper in more than 10 percent of tap water samples properly collected during any monitoring period is greater than 1.3 mg/L (i.e., if the “90<sup>th</sup> percentile” copper level is greater than 1.3 mg/L).

(4) The lead action level is exceeded if the concentration of lead in more than 10 percent of tap water samples properly collected during any monitoring period is greater than 0.015 mg/L (i.e., if the “90<sup>th</sup> percentile” level is greater than 0.015 mg/L).

**2. Contaminant levels for volatile organic chemicals (VOCs) (effective 01 January 1993)**

<i>CONTAMINANT</i>	<i>MCLG (mg/L)</i>	<i>MCL (mg/L)</i>
BENZENE	0	0.005
CARBON TETRACHLORIDE	0	0.005
1,2 - DICHLOROETHANE	0	0.005
1,1 - DICHLOROETHYLENE	0.007	0.007
PARA - DICHLOROBENZENE	0.075	0.075
1,1,1 - TRICHLOROETHANE	0.20	0.20
TRICHLOROETHYLENE	0	0.005
VINYL CHLORIDE	0	0.002
O-DICHLOROBENZENE	0.06	0.6
CIS-1,2 DICHLOROETHYLENE	0.07	0.07
TRANS-1-2 DICHLOROETHYLENE	0.1	0.1
1,2 - DICHLOROPROPANE	0	0.005
ETHYLBENZENE	0.7	0.7
MONOCHLOROBENZENE	0.1	0.1
STYRENE	0.1	0.1
TETRACHLOROETHYLENE	0	0.005
TOLUENE	1	1
XYLENES (TOTAL)	10	10

**3. Contaminant levels for organic chemicals, pesticides, and polychlorinated biphenyls (PCBs) effective 01 January 1993**

<i>CONTAMINANT</i>	<i>MCLG (mg/L)</i>	<i>MCL (mg/L)</i>
ENDRIN	0.002	0.002
LINDANE	0.0002	0.0002
METHOXYCHLOR	0.04	0.04
TOXAPHENE	0	0.003
2,4-D	0.07	0.07
2,4-5-TP (SILVEX)	0.05	0.05
ALACHLOR	0	0.002
ATRAZINE	0.003	0.003
CARBOFURAN	0.04	0.04
CHLORDANE	0	0.002
1,2-DIBROMO-3- CHLOROPROPANE (DBCP)	0	0.0002
ETHYLENE DIBROMIDE (EDB)	0	0.00005
HEPTACHLOR	0	0.0004
HEPTACHLOR EPOXIDE	0	0.0002
PCB S (AS DECACHLORBIPHENYL)	0	0.0005
ALDICARB	0.001	0.003
ALDICARB SULFOXIDE	0.001	0.004
ALDICARB SULFONE	0.001	0.002
PENTACHLOROPHENOL	0	0.001
TOTAL TRIHALOMETHANES (THE SUM OF THE CONCENTRATIONS OF BROMODICHLOROMETHANE, DIBROMOCHLOROMETHANE, TRIBROMOMETHANE (BROMOFORM), AND TRICHLOROMETHANE (CHLOROFORM))		0.10 <sup>(1)</sup>

<sup>(1)</sup>. The MCL for total trihalomethanes applies only to water systems serving 10,000 or more individuals and which add a disinfectant to the water. For systems serving less than 10,000 individuals, U.S. Navy Bureau of Medicine and Surgery (BUMED) may adopt an effective date for the MCL.

#### 4. Coliform Bacteria

a. The MCL for coliform bacteria (also called total coliforms) is based on the presence or absence of total coliforms in a sample rather than on an estimate of coliform density.

b. The MCL for potable water systems analyzing at least 40 samples each month: No more than 5.0 percent of the monthly samples may be total coliform-positive.

c. The MCL for systems analyzing fewer than 40 samples each month: No more than one sample each month may be total coliform-positive (effective May 2009).

d. Monitoring and Analytical Requirements

(1) Public water systems must collect total coliform samples at sites that are representative of water through the distribution system. Sampling must be accomplished according to a written sampling plan. The monitoring frequency and number of routine samples required for total coliform monitoring are based on the population served by the system and the type of water source, i.e., groundwater, surface water, etc. Reference (d) contains sampling requirements for the Navy public water system.

(2) The standard sample volume for microbiological analyses must be 100 milliliters.

(3) Approved methods of microbiological analysis include the Autoanalysis Coli-ert System, also called the Minimum Media ONPG-MUG (MMO-MUG) Test; the Presence-Absence (PA) Coliform Test; the multiple-Tube Fermentation (MTF) Technique, and the membrane Filter (MF) Technique. A step-by-step microbiological test procedure for shipboard use is included in reference (1).

e. Repeat Monitoring

(1) A set of three repeat samples for each total coliform-positive routine sample must be collected. One repeat sample must be collected from the same tap as the original total coliform-positive sample. The other repeat samples must be collected from within five service connections of the original total coliform-positive sample. At least one sample must be upstream and the other downstream. These repeat samples must be collected within 24 hours of being notified of the positive result of the original sample, except where BUMED waives this requirement on a case-by-case basis.

(2) If a total coliform-positive sample is at the end of the distribution system, or one service connection away from the end of the distribution system, BUMED may waive the requirement to collect at least one sample upstream or downstream of the original positive sampling site.

(3) If total coliforms are detected in any repeat sample, the system must collect another set of repeat samples, as before, unless the MCL has been violated and the system has notified BUMED (in which case the State may reduce or eliminate the requirement to take the remaining samples).

(4) If any routine or repeat sample is total coliform-positive, it must also be analyzed to determine if fecal coliforms are present, except that the system may test for *E. coli* in lieu of fecal coliforms. Or *E. coli* testing on total coliform-positive samples if the system treats every total coliform-positive sample as fecal coliform positive or *E. coli* positive and complies with all requirements that apply when a sample is fecal coliform-positive.

**5. Turbidity** The MCL for turbidity applies to both community water systems and noncommunity water systems using surface water sources in whole or in part. The MCL for turbidity in drinking water measured at representative entry points to the distribution system is:

a. One turbidity unit for monthly average (5 turbidity units monthly may apply at State option).

b. Five turbidity units (maximum) average for 2 consecutive days.

c. These requirements apply to filtered systems until 29 JUNE 1993. The requirements apply to unfiltered systems that the State has determined, in writing, must install filtration until 29 June 1993 or until filtration is installed whichever is later. After the above dates, consult the latest edition of 40 CFR 141.

**6. The MCL for Radiological Contaminants are:**

Gross alpha particle activity including radium 226 but excluding radon and uranium . . . . .	15 pCi/L
Combined radium-226 and radium 228 . . . . .	5 pCi/L
Tritium . . . . .	20,000 pCi/L
Strontium-90. . . . .	8 pCi/L

Note: Screening indicators have been established for radiological contaminants. Gross Alpha present at less than or equal to 5 pCi/L, as an indicator, eliminates the need to analyze for radium 226 and 228. Gross beta present at less than or equal to 8 pCi/L, as an indicator, eliminates the need to analyze for tritium and strontium-90.

**7. Sodium and Corrosivity.** No MCLs have been published; however, monitoring is required.

b. Code of Federal Regulations Title 21, Volume 2, Part 165.110 (21CFR165).

c. These documents are incorporated by reference with the same force and effect as if they were given in full text. Full text may be accessed electronically at this website:  
<http://www.accessdata.fda.gov/scripts/cdrh/cfdocs/cfcfr/cfrsearch.cfm?fr=165.110>. The HSP shall be responsible for identifying and providing water from a source that meets U.S. Government requirements. The U.S. Government reserves the right to accept deliveries of potable waters that do not comply with above specifications, and to bring the water up to specification standards through chlorination

2. The HSP shall provide for the delivery of fresh potable water to the ships as ordered. The HSP shall determine the frequency and method for the delivery of the ordered fresh potable water. The HSP's delivery schedule shall provide sufficient delivery frequency so that ship's operations are not negatively impacted due to lack of fresh potable water.
3. The barges, tankers or trucks and equipment used for transfer, storage and transportation of potable water shall not be used for cargo other than potable water, and must be equipped with independent pipe systems and working, CERTIFIED METERING DEVICES.
4. Source of Water. Water deliveries are to be made from sources that meet the requirements of paragraphs (1)(a) and (1)(b) above. If the water source does not meet the requirements of potable water, the HSP shall be required to provide water from an alternate approved source at no increase in the contract price.
5. The HSP shall be paid in accordance with paragraph 5, "Volumetric based services" at Schedule Notes, Section B, above. The Government reserves the right to request a written statement from the HSP describing the method of measurement used to determine the amount of potable water provided to the vessel.
6. Potable water pierside shall be delivered by pipeline if available (XXB17). If a vessel is at anchorage XXB20 applies.
7. If potable water delivery is via barge, the HSP shall provide a barge with suitable self-fendering to prevent damage to the vessel and a minimum of four mooring lines to secure alongside the ship. The HSP shall pre-position water Barges, when necessary, in accordance with Force protection or other requirements. If sea state, weather, or other conditions, to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge (or other vessel provided in lieu of a barge) and the ordering

vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge.

#### 8. Bottled Water

- a. BOTTLED POTABLE WATER - The HSP shall provide for the furnishing of fresh, potable water in bottles. The husbanding provider is responsible for ensuring that the U.S. Army Veterinary has approved the products recommended to the ship's Supply Officer. Approved sources in the Pacific can be found at the following website: <http://vets.amedd.army.mil/86257B8D004A4B6C/Pacific>
- b. Bottled water should be supplied in one liter bottles when available with a minimum of 100 liters per order.

#### B. OTHER POTABLE WATER (XXB22)

Periodically, the contracting officer will request items or services that are categorized as potable water items or services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

#### EXHIBIT LINE ITEM NUMBERS XXB33 – XXB54 – GENERAL UTILITY SERVICES

##### 1. SHORE STEAM (XXB33) & FEED WATER (XXB41)

- a. The HSP shall provide shore steam to the ship (XXB33). This exhibit line item is performance-based. Shore steam provided to the ship may be provided by any means (boiler or generator) so long as the pressure of steam delivered to the vessel is 100 PSI (standard commercial pressure) and of acceptable quality for the vessel. Pricing for provision of shore steam shall include the boiler or generator, fuel for the generator, mobilization/demobilization, hoses, and adapters appropriate to the vessel type, and water (where required) for the generator or boiler. This item shall be billed on a daily basis.
- b. The HSP shall provide feed water for the shore steam (XXB41).

##### 2. OIL BOOMS (XXB43 – XXB44)

- a. The HSP shall provide oil booms to be used for containment, concentration, diversion and exclusion of oil floating on water. Oil Booms provided shall have a flotation device at the top, a skirt below, a tension device, and a ballast device at the bottom. Billing for XXB43 – XXB44 shall be per meter of oil boom per day and shall include cleanup and removal of oil booms. For example, a 300-meter oil boom would be billed at 300 meters per day. In all cases when a ship orders an oil boom, the HSP shall invoice and will be paid for a minimum daily quantity of 100 M.
- b. Oil Booms are intended to act as a precautionary measure in case of inadvertent leakage from equipment otherwise in sound operating condition. Oil booms are also intended to mitigate the environmental damages that may otherwise result from inadvertent leakage. The HSP shall notify the Ordering Activity, upon receipt of RTOP, if deployment of an oil boom at the proposed mooring location is contrary to host nation or port authority regulation so that the RTOP for the oil boom service can be modified to delete the request.

##### 3. SHORE POWER (INCLUDES CABLES, CONNECTION, FUEL, AND OPERATORS) 450-480V, 60 HZ (XXB34 – XXB39)

- a. The HSP shall provide shore power to the ship using port-provided diesel generators with fuel alongside the ship or permanent connection system. ELINs XXB34 – XXB38 are for generators. Generators shall emit sound levels less than 84 decibels. The HSP shall provide all cables and make all power connections between the generator and ship. The price for rental is per day for each amperage and shall include fuel. ELIN XXB39 is for permanent connection system. **Permanent connection system is defined as an organic or built in system to the pier facility.** The price is per KWH. The availability of shore power shall be in accordance with the schedule established by the ship. **Amperes capacity required will be determined by vessel class type and listed in schedule.**
  - b. ELIN XXB42 is to be used only if/when shore power provided via generators by port authorities is, for any reason, not available or inadequate.
4. OTHER GENERAL UTILITY SERVICES (XXB45)

Periodically, the ordering officer will request items or services that are categorized as general utility items or services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

#### **SUBLINE ITEM 000XAC – FORCE PROTECTION (FP) FUNDED ITEMS**

1. Only the contracting officer is authorized to order FP services under this contract. If any other activity or individual (e.g., NCIS, DAO, etc.) attempts to order FP services, the HSP is required to immediately inform the contracting officer and to receive a proper order prior to beginning performance of these services. All FP services must be in compliance with 32 Code of Federal Regulations part 159.
2. The HSP is responsible for providing and coordinating all aspects of FP planning and services with the requesting unit, Port Authorities, Host Nation (HN) agencies, and U.S. Embassy security staff. The HSP is first required to coordinate with the assigned U.S. Embassy to verify what services will be provided by the HN. For items not provided by HN the HSP shall coordinate with the requesting unit to ensure that services provided are available and scheduled to show up on time.
3. FP is considered a combination of practices and procedures, including the use of specific material, equipment, and personnel, having the objective of improving security to personnel and ships while in port. FP services or supplies may be provided by the host nation at no cost or may be charged at the public tariff rate. The HSP is required to verify what services will be provided by the host nation. For the services that cannot be provided by the host nation, the HSP is required to arrange these services by obtaining them from commercial sources. The HSP shall provide a fixed price for Force Protection inclusive of any port tariff rates and commercial sources for each order with an amount not to exceed the maximum prices indicated in the basic contract.
4. The HSP shall protect ship schedule information, both paper-based and electronic, from disclosure to individuals and HSPs that are not directly involved in providing service to the Navy in response to a verbal or written order from the contracting officer. This requirement to protect ship schedule information shall be flowed down to all individuals and HSPs that are directly involved or may be directly involved in providing service to the Navy under this contract. The HSP's written policy shall describe the required measures to protect ship schedule information.
5. Personnel providing force protection services must be responsive to instructions from the ship. These instructions, however, do not constitute personal services. This does not authorize force protection personnel to violate any local regulations, any Port Authority ordinances, or local decrees.

6. **Access Points:** The HSP shall establish a single entry and exit point to the pier area. The HSP shall coordinate access to the pier and vessel for third party HSPs providing service to the vessel when requested by the ship's Supply Officer.
7. **Personnel Identification:** The HSP shall positively identify all personnel before allowing access to the pier area and be able to easily identify personnel while they are working.
8. **Background Checks:** The HSP shall conduct security background checks on employees and subcontractor employees with local or national police departments or other government organizations to the maximum extent allowed by local laws and regulations. Under no circumstances shall any services be substituted due to inability to obtain background checks on employees and subcontractors. The Government reserves the right to inspect the results of security background checks for all persons allowed access to vessels or their crews. The HSP shall not use employees if their background investigations indicate they may be a security risk to the ship or its crewmembers. The HSP shall issue photo identification badges to its/subcontractor personnel. Badges shall be standardized and have a passport type photo, name of the company, individual's name, identification number, and date of birth. Personnel will wear the badge so that it is visible at all times. The HSP shall ensure that their employees and subcontractor employees wear appropriate uniform items to identify them as HSP personnel. Examples include similar T-shirts, trousers, or coveralls with company names printed on the clothing.
9. **Access Lists:** The HSP shall develop a daily list of authorized personnel, vehicles and vessels that may have access to the ship area. This list will be given to ship FP officers, security guards, and other HSPs as required. For individuals, the list will include their full name, identification number, company, time and duration of visit, and purpose of their work. For vehicles, the list will include a description of the vehicle, license plate number, driver's name, time and duration of visit, and purpose of their work. For vessels, the list shall include the master's name, vessel name, type, color, time and duration of visit, and purpose of their work.
10. **Inspections:** The HSP shall inform company and subcontracting HSP personnel that Security Guards or U.S. FP personnel shall physically inspect all individuals, personal belongings, vehicles, and vessels prior to entering the work area. Upon completion of inspection, the individual, vehicle, or craft is to remain in a controlled area. If they go outside the controlled area they must be re-inspected before re-entering the controlled area.
11. **Stand-Off Distances:**
  - a. **Objects:** To the maximum extent practicable the HSP shall move all objects such as cars, crates, and trash bins at least 400 feet (125 meters) from the ship.
  - b. **Unloading Zones:** To the maximum extent practicable the HSP shall establish unloading zones at least 400 feet (125 meters) away from the ship.
  - c. **Warning Signs:** The HSP shall provide FP Warning Signs and post them in conspicuous places around the perimeter of the ship so they can easily be seen. The purpose of the warning signs is to delineate the secure area around ships and to warn unauthorized personnel not to enter. The signs must include a clear warning that the use of deadly force may be authorized by the local security guards or police force.
    - i. **Sign Specifications:**
      1. **Language:** Must be in the local language(s) as well as English.
      2. **Wording:** Must state "Restricted Area, Do Not Enter"
      3. **Picture:** Must depict the image of a person with a gun if weapons are allowed to be carried.
      4. **Color:** Yellow or white with black lettering
      5. **Visibility:** Must be highly visible from a distance of 400 feet (125 meters)

6. Durability: Must withstand inclement weather for extended periods (minimum six continuous days)
12. The fixed unit price for force protection services shall include all costs associated with providing transportation, mobilization/installation and demobilization/de-installation, or arranging the requested services. The HSP's invoice shall set forth the unit of issue identified for each service, total quantity ordered for each service, unit price, and the total price.

#### **EXHIBIT LINE ITEM NUMBERS XXC01 – XXC18 – FORCE PROTECTION BARRIERS**

1. Jersey-type (concrete or water filled) security barriers, and CONEX BOX/Commercial Shipping Containers barriers capable of stopping a vehicle (automobile). Any of the below are suitable for land barrier requirements and shall be priced as each, available at the port (per day).
  - (a) Concrete barriers. Stone blocks and anti-vehicle metal barriers chained together and anchored in place with similar stopping attributes as Jersey-type barriers. (XXC05)
  - (b) Water filled barriers (filled with water). Price includes water. (XXC06)
  - (c) CONEX box barriers. (XXC01 & XXC02)
  
2. Floating Line of Demarcation (FLOD) at pier side, equipped with anchors and lighting (for night visibility). (Price per meter per day) The HSP shall coordinate with host nation, port authority, and/or US Embassy country team authorities to establish a small boat exclusion zone around the ship. The FLOD must be anchored at least 30 meters from ship identifying a restricted area in the water around docked or anchored ships. The purpose of the FLOD is to establish a visual reference final demarcation line that unauthorized swimmers or watercraft should not enter. The Picket Boats will patrol outside this visual reference. The FLOD is not designed to stop approaching unauthorized watercraft by fouling their propellers but is to help identify a safe standoff zone. In all cases when a ship orders a FLOD, the HSP shall invoice and will be paid for a minimum daily quantity of 100 Meters. There are two types of FLOD's that are currently authorized:
  - a. Continuous line FLOD (XXC04)–If allowed by the port, the HSP shall provide a continuous Line FLOD per the specifications below.
    - The FLOD must fully enclose ships pierside or at anchorage. The FLOD will have an entry control point (ECP) where the FLOD may be opened up when authorized watercraft require access to the ship. The HSP will provide a boat and crew to open up and close the FLOD at the ECP.
    - Continuous line made of nylon rope or steel cable (minimum 20mm) with at least one connectable ECP for access. Flotation devices positioned every meter on the line.
    - Large red or yellow buoys (minimum 1 meter in diameter) with battery powered flashing strobe lights (standing at least one meter high above the water) and positioned every 75 meters along the line. The strobe lights must be visible day or night at a minimum distance of two nautical miles.
    - Weights positioned at intervals along the line to anchor the line to the seabed and stabilize the FLOD. The number of weights, size and intervals will be determined by the conditions of the harbor or anchorage. It must be sufficient to keep the FLOD intact up to and including Sea State Condition Three. Failure of the system to remain in place may result in deductions to the HSP's invoice.
  - b. Buoy System FLOD (XXC03) - This is an acceptable alternative to the Continuous Line FLOD requirement. Some Ports may require the buoys to be temporarily moved and replaced if a commercial ship requires the water space. The HSP shall provide a Buoy System FLOD per the specifications provided below:
    - The HSP shall provide a Buoy System FLOD to identify a restricted area around ships. The purpose of the Buoy System FLOD is to establish a visual reference (not necessarily a physically connected line) final demarcation line, visible day or night, that unauthorized swimmers or watercraft should not be

- entering. Large red or yellow buoys (minimum one meter in diameter) with battery powered flashing yellow strobe lights (standing at least one meter high above the water) will be positioned every 100 meters along the line. The flashing yellow strobe lights must be visible day or night at a minimum distance of two nautical miles. In addition, buoys must also be visible on both ship and shore-based radar. Picket Boats will patrol outside of this visual reference. The Buoy System FLOD shall have an Entry Control Point (ECP) where authorized watercraft are allowed access to and from the ship. The HSP shall provide at a minimum two workboats to tend to the Buoy System FLOD at all times.
- The HSP shall provide the system with weights sufficient to anchor each buoy to the seabed. The size of the weight will be determined by the conditions of the harbor or anchorage. It must be sufficient to keep the buoy line intact at all times regardless of sea conditions. Failure to do this may result in deductions to the HSP's invoice.
- c. Opening and Closing of FLOD (XXC09). HSP shall open and close the FLOD at the entry control point upon request from a properly designated US Government representative. The price shall be for each service. A single service includes both the opening and the closing.
2. Metal pedestrian-control fences (XXC07) (Price per one meter fence per day). Must be at least two meters high, two meters wide, and sturdy enough to withstand wind and other inclement weather.
3. OTHER FORCE PROTECTION BARRIERS (XXC08) Periodically, the ordering officer will request items or services that are categorized as force protection barriers that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

#### **EXHIBIT LINE ITEM NUMBERS XXC19 – XXC74 – FORCE PROTECTION PERSONNEL AND EQUIPMENT**

1. Armed or Unarmed security guards (XXC19 – XXC22) to control vehicle and personnel access to pier or to patrol in picket boats or for vetting operations. (Price per guard per hour) Must be English speaking, and equipped with own handheld radio (not ship's radio) to communicate with ship. Duties and responsibilities will be coordinated with the ship upon arrival. This SUBCLIN shall not be ordered or provided where private security guards are contrary to host nation law or regulation. The HSP shall provide security guards to patrol in picket boats and at pierside to ensure that only authorized personnel, vehicles, watercraft and material are allowed into restricted areas. The HSP shall ensure guards are qualified and have all necessary equipment, including firearms and ammunition if armed, for them to provide their service. All guard services shall be performed within the parameters of local laws and regulations. The HSP shall coordinate security guard operations with boat operators and port authorities.
2. **Armed and unarmed** waterborne picket boats (motorized patrol craft, approximately 5-10 meters in length) (XXC24 & XXC27), with own radio to communicate with ship and local authorities. Continuous coverage is required for the period of performance ordered by the Contracting Officer (Price per patrol craft per hour). Duties and responsibilities will be coordinated with the ship upon arrival. If the period of performance ordered is less than four continuous hours, the HSP is entitled to a minimum daily amount of four continuous hours for each patrol craft ordered. The purpose of the picket boat is to keep unauthorized watercraft from approaching U.S. ships. The picket boat shall establish a waterborne exclusion zone and keep all unauthorized watercraft from entering this zone.
  1. The HSP shall provide for and manage picket boat services. At no time will coverage be allowed to lapse. If a picket boat has to refuel or leave its assigned area for any reason the HSP will ensure a replacement boat is provided for relief. Picket boats will not be allowed to leave the patrol area until their relief is on site.
  2. Services shall include a driver and any helpers or crew members as required, insurance required by local law, maintenance, fuel, and any other operating items.

3. The picket boat shall intercept any unauthorized vessels attempting to approach the ship and the security guard will warn them away with a loudhailer. If the unauthorized vessel continues towards the ship, the security guard will warn the ship via two-way radio. The Picket Boat will circle the unauthorized vessel or attempt to block its approach. The Picket Boat will not ram the unauthorized vessel. If the unauthorized watercraft still continues toward the ship, the Picket Boat will stand off and let the ship deal with the threat. If the Picket Boat has Police authority they can use the local law enforcement Rules of Engagement to include armed force. The intent is to prevent unauthorized watercraft from getting close to U.S. ships.
  4. The picket boat shall be piloted by a qualified driver with Certifications and licenses required by the local Government for the operation of the type, class or size of boat being operated. The driver will have the requisite experience, skill, knowledge, and familiarity with the water area in which the boats are to be operated to ensure the boats are operated in a safe and seaworthy manner. Driver must speak and understand English fluently.
  5. The picket boat shall be suitable for operations up to and including Sea State Condition three, capable of carrying three people, capable of a minimum 18 knots speed, and capable of operating for eight hours without refueling.
3. Dive and Vetting Service (XXC28), the HSP shall arrange for divers to conduct underwater inspections of the pier area, the ship's hull, and supporting watercraft. Must have obtained all applicable licenses and/or certifications from host nation prior to diving (Price per hour). The purpose of the divers is to detect any explosive devices attached to the ship's hull or around the pier area. If the diver discovers an explosive device, they shall not attempt to defuse or remove the device. They shall immediately report the device to the ship and local authorities. The pier will be vetted prior to the ship's arrival. To the maximum extent practicable the HSP shall inspect all watercraft at least 400 feet (125 meters) from the ship. The dive team will have a minimum of three (3) divers including a supervisor, and will have all required equipment. The HSP shall provide two armed or unarmed guards to be in the boat for the vetting operation. Purpose of the guards is similar to guards in picket boats Dive and Vetting service: (Per team per hour, minimum four (4) hours).
- Dive and Vetting Boat (XXC31) The HSP shall provide their own boat with driver capable of holding a minimum of seven personnel.
4. Trained metal detector operators XXC34 (Price per hour per operator). Operators shall search host nationals and host national vehicles. Operators must have proper authorization/certification to conduct searches, and be in an official uniform. Operators must also have their own handheld radios to contact ship or local authorities.
  5. Walk-through metal detectors XXC33, similar to those used in commercial airports. Must be certified by the local certifying entity and in good working condition (Price per unit per day).
  6. Trained explosives detector operators XXC36. Operators shall search host nationals and host national vehicles. Operators must have proper authorization/certification to conduct searches, and be in an official uniform. Operators must also have their own handheld radio to contact ship or local authorities. (Price per hour per operator).
  7. Walk-through explosive detector XXC35, similar to those used in commercial airports. Must be certified by the local certifying entity and in good working condition. (Price per unit per day).
  8. Trained X-ray baggage scanning operators XXC38. Operators shall search host national baggage. Operators must have proper authorization/certification to conduct searches, and be in an official uniform. Operators must also have their own handheld radio to contact ship or local authorities. (Price per hour per operator).

9. X-ray baggage scanning machines, similar to those used in commercial airports XXC37. Must be certified by the local certifying entity and in good working condition. (Price per unit per day).
10. Explosives disposal-trained diving services capable of inspecting pier before ship arrival XXC28. Must have obtained all applicable licenses and/or certifications from host nation prior to diving (Price per hour). The HSP shall provide for divers to conduct underwater inspections of the pier area, the ship's hull, and supporting watercraft. The purpose of the divers is to detect any explosive devices attached to the ship's hull or around the pier area. If the diver discovers an explosive device, he/she shall not attempt to defuse or remove the device. The diver shall immediately report the device to the ship and local authorities. The pier will be vetted prior to the ship's arrival. To the maximum extent practicable the HSP shall inspect all watercraft at least 400 feet (125 meters) from the ship. The dive team will have a minimum of three divers including a supervisor, will have all required equipment, and will provide their own boat with driver capable of holding a minimum of seven personnel. (Price is per team per hour for the service with a minimum of four hrs)
11. Unarmed and manned waterborne patrol (motorized patrol craft, approximately 5-10 meters in length), with own radio to communicate with ship and local authorities XXC24. Continuous coverage is required for the period of performance ordered (Price per patrol craft per hour). Duties and responsibilities will be coordinated with the ship upon arrival. If the period of performance ordered by the ship is less than four continuous hours, the HSP is entitled to a minimum daily amount of four continuous hours for each patrol craft ordered.
12. OTHER FORCE PROTECTION PERSONNEL & EQUIPMENT (XXC39)  
Periodically the contracting officer will request items or services that are categorized as force protection personnel and equipment that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

#### **EXHIBIT LINE ITEM NUMBERS XXC49 – XXC74 – FORCE PROTECTION SUPPLIES**

1. 800 MHz radios (XXC49) Must be in excellent condition, and battery operated, with batteries included (price per unit per day).
2. Tire-shredding strips (XXC61), equipped with metal spikes, to be placed across the entry to pier access (Price per one strip per day). Must be capable of disabling a vehicle which drives over the strips in the wrong direction. Strips must be at least one meter in length.
3. Signs in host nation language (XXC51). Signs shall be at least one meter long and a half meter wide, with lettering at least ten cm high (Price per sign per day). Each sign is to read: "Controlled area. Unauthorized entry prohibited." Signs shall be legible, made of sturdy material that will not fade, run, or be ruined due to inclement weather (plastic material preferable). Signs shall also be written in reflective paint/material or be lighted, so they can be seen at night. Signs shall have some type of securing means on them, such as a hole punched in each corner, to use wire to secure sign to fence.
4. Portable fluorescent lighting (XXC57) capable of illuminating 300 meters by 100-meter area. (Price per portable unit per day)
5. Weather resistant guard shacks (XXC63), capable of holding at least two persons. Guard shack shall be enclosed, and shall have, at a minimum, one door and one window. (Price per unit per day).
6. Hand held metal detectors (XXC53), similar to those used in commercial airports. Must be certified by the local certifying entity and in good working condition (Price per unit per day).

7. Hand held explosives detectors (XXC52), similar to those used in commercial airports. Must be certified by the local certifying entity and in good working condition. (Price per unit per day).
8. Battery operated bullhorns, new batteries included (XXC50). (Price per unit per day).
9. Sturdy tables with dimensions of at least two meters long and one meter wide, with four folding chairs (XXC58). (Price per unit per day).
10. Open (XXC60) or closed (XXC59) tents or awnings to shelter personnel conducting inspections, designated medical area, or for any other event. Must be at least three meters by three meters, and open on all sides. Must be anchored down and strong enough to withstand inclement weather (Price per unit per day).
11. Under Carriage Vehicle Scanners (XXC62) (price per unit per day).
12. Manual drop arm gate (XXC54). The HSP shall provide a manual drop arm gate with cement blocks to be placed at the entry point to control entry and exit of vehicles to the pier. (Price per unit per day).
13. OTHER FORCE PROTECTION SUPPLIES (XXC64)  
Periodically the ordering officer will request items or services that are categorized as force protection supplies that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

#### **SUBLINE ITEM 000XAD – COMMUNICATIONS FUNDED ITEMS**

#### **EXHIBIT LINE ITEM NUMBERS XXD01 – XXD20 – TELEPHONE SERVICES AND COMMUNICATIONS EQUIPMENT**

1. Landlines (XXD02): Whether installed on a permanent or temporary basis, sufficient landlines shall be made available for official, local, and international use. Installation charges shall be inclusive of all costs for installation and removal of landlines. The price is per day. Usage charges and port tariff fees associated with landline connections (XXD01) will be proposed for each task order.
2. Cellular Telephone Services (XXD08): Daily charges shall be inclusive of delivery, removal, provision of 110V to 220V transformers, adapters and extra batteries. Activation, auto roaming, and long distance accounts shall be included under XXD04. The HSP shall have readily available a minimum of ten cellular telephones at any given time. Each cellular phone provided shall include an operating manual/instructions with published rates for usage.
3. If requested, pre-paid International Calling Cards (XXD05) or SIM CARD with prepaid airtime (XXD06 & XXD07) for official use shall be provided when ordered. SIM cards provided under XXD06 & XXD07 shall include activation of the SIM card. HSPs shall not be obligated to provide quantities in excess of quantities permitted by host nation law or regulation.
4. OTHER COMMUNICATIONS SERVICES & EQUIPMENT (XXD10) Periodically, the ordering officer will request items or services that are categorized as communications services and equipment that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

**SUBLINE ITEM 000XAE – TRANSPORTATION ITEMS****EXHIBIT LINE ITEM NUMBERS XXE01 – XXE33 – LAND TRANSPORTATION (PERSONNEL) SERVICES (BUS SERVICE AND VEHICLE SERVICE)****1. GENERAL REQUIREMENTS :**

- a. All drivers must be fully qualified and possess valid driving licenses. Drivers shall be familiar with local area and conversant in English. All vehicles shall be registered, licensed and insured (including adequate passenger liability insurance). The HS Contractor is responsible for delivering all cargo and personnel to the correct location on schedule.
- b. The HS Contractor shall provide vehicles that have been properly maintained and serviced. If a vehicle does not meet the requirements of this contract as determined by the Ordering Officer, the U.S. Government shall have the right to reject the vehicle for performance of services. The HS Contractor shall ensure that each vehicle is jointly inspected before and after a trip by the HS Contractor and an authorized representative of the U.S. Government. The U.S. Government will not consider any claim for damage to a vehicle which has not been inspected.
- c. If a vehicle is not operable when required under this contract, the HS Contractor shall provide, at no additional expense to the U.S. Government, a replacement vehicle within three (3) hours that complies in all respects with this contract.
- d. All vehicles shall include drivers.
- e. The HS Contractor shall be responsible for payment of any fines and legal costs incurred as a consequence of the violations of traffic laws or regulations by the provided driver. Mileage shall be unlimited miles. All parking and toll fees should be inclusive of operating costs associated with vehicle/driver rental.

**2. BUS SERVICE (XXE01 – XXE03)**

- a. The HSP shall provide heated and air-conditioned bus service capacity on an hourly rate basis and bill under ELINS XE01 for 26 Passengers, XE02 for 40 Passengers and XE03 for 50 passengers. The hourly rate shall include one driver or operator, any additional helpers or crew required by local authorities, all insurance, fuel, holiday surcharges, overtime, and all other operating expenses. Any additional driver, if required, shall be priced separately under ELIN XXE04. Any other expense that is not covered under these ELINS (i.e. tolls) will be paid by the ship's Government purchase card authority, or by a separate purchase made by a Government Contracting Officer. All drivers must be qualified and have current/valid license for class/size of vehicle being operated.
- b. The HSP shall ensure that the bus is in sound mechanical condition and meets all safety standards required by local laws and regulations. Further, the bus shall be in a clean condition so as not to soil passengers, their clothing or possessions with dirt, grease, oil, or other matter and shall be free of debris.
- c. In the event of a bus breakdown, the HSP shall provide within two hours, at no additional expense to the U.S. Government, a replacement bus complying in all respects with this contract.
- d. A minimum daily price of four continuous hours shall apply for each bus ordered less any time associated with bus breakdown or getting lost.

- e. Any personal articles or items found on the bus after completion of each trip shall be turned over to the ship's Supply Officer.
  - f. The HSP shall be responsible for ensuring that the HSP and an authorized representative of the U.S. Government jointly inspect each bus before and after trips. The U.S. Government will not consider any claim for damage to a bus which has not been inspected.
  - g. Drivers must be familiar with the area, have an appropriate driver license, and speak English. In the event the driver is unable to speak English, the HSP shall furnish an English speaking rider on the bus.
3. **VEHICLE SERVICE (XXE06 – XXE14)**
- a. Vehicle Specifications, Maintenance, and Malfunctions
    - (1) The HSP shall furnish air-conditioned vehicles not more than five years old, in good order and condition and otherwise in full compliance with best commercial practices and local laws and regulations with driver. They shall be equipped with front and back seat belts, an emergency triangle, spare tire, jack and complete set of tools for changing a flat tire, as well as any other equipment required by local authorities. Upon arrival, the gasoline tank shall be full. The prices for vehicles are based upon an assumption that the vehicles will be returned with an empty tank of gas. Vehicles can be returned with any amount of gasoline. Ships shall not be responsible for returning the vehicle with a full tank of fuel, and the HSP shall not be obligated to credit the ship for the remaining fuel.
    - (2) The HSP shall provide vehicles that have been properly maintained and serviced, including all motor oils, lubricants, antifreeze, coolants and other fluids such as windshield washer fluid, and shall be responsible for all emergency repairs and services.
    - (3) Should any vehicle break down while in the U.S. Government's possession, the HSP shall replace it with another vehicle of the same or larger size as quickly as possible, but in any case no more than three hours after the breakdown is reported. The replacement shall take place either at the point of breakdown or at the HSP's office closest to that point; whichever is more convenient for the U.S. Government. All repair or replacement costs, including transportation, shall be at the HSP's expense. In addition, the HSP shall be liable for any U.S. Government incurred costs because of the breakdown; such as towing, repair costs, and related transportation expenses because the HSP was unreachable.
    - (4) The price of fuel for all rental vehicles shall be included in the price of the vehicle and shall not be invoiced separately.
    - (5) The U.S. Government shall not be liable for loss or damage to rented vehicles in any amount regardless of the cost, except where the loss or damage is caused by the willful and wanton misconduct of the U.S. Government employee.
    - (6) **All vehicles shall include a driver.**
  - b. Substitution of Vehicles
    - (1) If the HSP does not have available the type of vehicle ordered and the vehicle has been ordered at least 24 hours in advance, the HSP shall substitute a vehicle type equal to or better than the vehicle ordered at the price listed for the type of vehicle originally ordered. **EXAMPLE:** If a Group B car is

ordered but unavailable, and if no other Group B vehicle is available, the HSP shall furnish a higher group vehicle at the price listed for the Group B vehicle originally ordered.

(2) In the case of passenger or cargo vans, there shall be no substitution without the approval of the Contracting Officer.

c. General Description of Vehicle Types- The vehicles shall meet the general description set out below:

-ELIN XXE06 Medium-size Sedan: two - four doors; four - five passenger capacity; air conditioning; minimum 1600 cc engine sedan.

-ELIN XXE07, Executive Sedan: four doors; five-passenger capacity; air conditioning; minimum 1600 cc engine sedan.

-ELIN XXE09, Passenger Van: Nine-passenger capacity with driver; air conditioning; minimum 2000cc engine.

-ELIN XXE10, Passenger Van: 12-passenger capacity with driver; air conditioning; minimum 2000cc engine.

-ELIN XXE08, Passenger Van: Seven-passenger capacity; air conditioning; minimum 2000cc engine.

-ELIN XXE11, Passenger Van (Group "Z"): 15-passenger capacity with driver, air conditioning, minimum 2000cc engine.

-ELIN XXE12, Sports Utility Vehicle (SUV) or 4x4 shall have a minimum capacity of four passengers and a 1600cc engine. Four-wheel drive (4WD) or 4x4 is a four-wheeled vehicle with a drive train that allows all four wheels to receive torque from the engine simultaneously.

-ELIN XXE14, Vehicle Access Fees: When required by the Host Nation or Port Authority charges shall be considered Port Tariff item which associated documentation shall be provided as required. All other parking and toll fees should be inclusive of operating costs associated with vehicle/driver rental.

-ELIN XXE16, Cargo Van: shall have a minimum capacity of 15 cubic meters and a 1600cc engine.

-ELIN XXE17, Light Duty Truck: shall have a minimum payload capacity of ½ metric ton and a 1600cc engine.

-ELIN XXE21, Global Positioning System (GPS) Unit: shall be loaded with up-to-date maps of the local area.

d. Insurance and Liability. The prices for vehicle rental services, as set forth in the schedule, shall be subject to the conditions below.

(1) The U.S. Government shall not be liable for loss or damage to rented vehicles in any amount regardless of the cause, except where the loss or damage is caused by the willful and wanton negligence of the U.S. Government employee.

(2) The HSP and any Subcontractor shall be liable for, and shall indemnify and hold harmless, the U.S. Government, its agents, and its employees against all actions or claims for loss of or damage to property or the injury or death of persons, resulting from the fault, negligence, or wrongful act or omission of the HSP, its subcontractors, its agents, or employees.

(3) The HSP shall provide and maintain at its expense, all vehicle operator's insurance required by the law of the country in which the vehicle is to be operated. All necessary insurance certificates shall be

provided with the rental vehicle. Such insurance shall include all coverage required by law for bodily injury, collision, and property damage liability. The HSP shall be liable for, and shall indemnify and hold harmless the U.S. Government, its agents, and its employees, against all actions or claims for loss of or damage to property or the injury or death of persons, within the required policy limits, arising out of or in connection with the rental or use by the U.S. Government, its agents or its employees of any vehicle under this contract.

(4) Paragraph (3) shall not be construed as limiting the HSP's liability to the amounts of the required minimum insurance coverage specified therein.

(5) The HSP shall provide vehicles that have been properly maintained and serviced. If a vehicle does not meet the requirements of this contract as determined by the Contracting Officer, the U.S. Government shall have the right to reject the vehicle for performance of services. The HSP shall ensure that each vehicle is jointly inspected upon delivery of the vehicle at the beginning and return at the end of the rental period by the HSP and an authorized representative of the U.S. Government. The U.S. Government will not consider any claim for damage to a vehicle which has not been inspected.

- f. Traffic Violations and Fines. Each vehicle operator shall be responsible for payment of fines and legal costs incurred as a consequence of the violations of traffic laws or regulations. The HSP shall notify the COR of the infraction and amount cited as soon as the documentation concerning the violation is received.
- g. Mileage and Deposit Charges. There are no mileage or deposit charges for the vehicles rented under this contract.
- h. Time Periods of Rental. Rental time shall begin once U.S. Government employees have taken possession of the vehicle. Large Amphibious ships and CVNs typically provide a Beach Detachment which arrives in the port ahead of the ship. For these ships, the Beach Detachment can perform the inspections and accept the vehicles at the time stated on the LOGREQ. For other ships, service should be planned to start at the time stated on the LOGREQ or as arranged with authorized Government representative. If upon inspection the vehicle is not acceptable, time starts upon receipt of the an acceptable replacement vehicle. The daily rate is defined as 24 consecutive hours. The daily rate shall be inclusive of all necessary equipment, all liability insurance as required by local law, holiday and overtime costs, all other operating expenses, and all other incidentals.
- i. The HSP shall return all items left in rental vehicles to the ship's Supply Officer.

#### 4. DRIVER RENTAL VEHICLE & EXTRA DRIVER FOR BUS/RENTAL VEHICLES (XXE04 – XXE05)

When requested by the ship, when the ship is not allowed to rent a vehicle without a local driver, or when an operator is required to drive for more than eight hours, the HSP shall provide a driver for rental vehicles or an additional driver (for bus or rental vehicle). Drivers must be fully qualified and possess valid driving licenses. No individual driver shall be required to drive more than eight hours straight; Drivers must not have been driving within the previous eight hours. Drivers must be familiar with local area, and must speak English. The service shall begin once the driver with the vehicle arrives at the requested location and after the driver has notified the ship's personnel of his arrival. The HSP shall be responsible for payment of any fines and legal costs incurred as a consequence of the violation of traffic laws or regulations by the provided driver. Any other expense that is not covered under this CLIN (e.g. tolls, driver's overnight accommodation) will be paid by a separate order issued by the contracting officer or by the ship's purchase card.

- 5. AIRPORT TRANSFER SERVICE (XXE15): a. In ports where distance from airport to pier is 200 kilometers or less, the HSP shall provide one-way transfer vehicles with drivers to transfer personnel between a designated airport pick-up point and a specified destination (ship or hotel accommodations if ship is not yet in port/at anchorage).

b. The HSP shall obtain written acknowledgement by an authorized ship representative of all one-way transportation service and the number of crewmembers requiring airport transfer.

6. Personnel Logistic Movement Support (PLMS (XXE22)): Certain port visits will require the HSP to facilitate/arrange transportation, lodging and customs services for U.S. Government employees/military personnel who are being transferred to or from a ship at a particular port visit. The transportation, lodging and customs services will be to/from an entry point into the country and the port where the ship will visit or is currently visiting.

These services may consist of the following;

- Taxi/shuttle services to/from the afloat unit or local lodging accommodations ashore;
- Inbound/outbound customs/visa stamps as necessary for entries/departures,
- Daily lodging – if daily lodging is required, the room rates and specifications must be in accordance with the Joint Travel Regulation (JTR) and not exceed the per diem rates specified therein for the particular location. Lodging must be;
  - clean and safe at hotels within walking distance or close driving distance from the port/airport.
  - not be located in a restricted area,
  - meet the embassy approved force protection requirements

Further requirements may be imposed, if necessary, to meet U.S. Government Personnel safety and security requirements.

The individuals/groups requiring these services will be traveling under orders and funding separate from the port visit of the ship. As a result, costs are to be separately invoiced and paid either by the traveler/travelers at the time services are rendered, or in cases of Civilian Mariners (CIVMARs), by the USNS ship. Therefore the cost of these services will not be included as part of the final HSP invoice for the port visit.

The HSP shall charge a PLMS fee for arranging the services that is attributable to the final port visit invoice.

The fee to be paid shall not exceed the amount as proposed in ELIN XXE22 at the basic contract level.

The need for these services will be identified at the time the RTOP is issued to the maximum extent practicable and the HSP's are not to propose prices for the actual services, only the PLMS fee at ELIN XXE22. When a PLMS requirement is identified after a HSP task order has been issued; the HSP, Ship Master, and/or Supply Officer must coordinate with the HSP Contracting Officer to modify the task order to include the PLMS fee.

Once the HSP for the port visit has been identified, the specific traveler information/itinerary will be provided to the HSP to begin arranging services.

#### 7. OTHER LAND TRANSPORTATION SERVICES (XXE23)

Periodically, the ordering officer will request items or services that are categorized as land transportation items or services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

### **SUBLINE ITEM 000XAF – PROVISIONS FUNDED ITEMS**

#### **EXHIBIT LINE ITEM NUMBERS XXF01 – XXF11 – PROVISIONS**

1. Note: Orders for provisions are primarily ordered under other U.S. Government contracts. Use of these contracts for provisions (eg. DSCP-Pacific provisions contracts) is mandatory when available. If U.S. Government contracts are either unavailable or cannot make delivery within ship scheduling constraints the HSP must receive prior permission from the NAVSUP FLCY and/or sites Contracting Officers before providing these services to the ship, including mobilization. When requested by the ship, the HS Contractor shall pass these orders to the other U.S. Government Contractors involved. NAVSUP FLCY and/or sites Contracting Officers may award contracts or purchase orders for these non-priced items to other U.S. Government contracts. POC information will be provided to HS contractor either by Task Order or directly from the Contracting Officer or the Contracting Officer Representative.

- a. When requested by a ship, the husbanding HSP shall assist in arranging for the timely provision of subsistence items. ELINs XXF01 through XXF11 identify the fees that will be paid by the HSP for arranging subsistence items.
- b. The husbanding services HSP shall assure that the provider of items arranged under this line item furnish to the Supply Officer invoices showing quantities furnished; unit price in U.S. dollars and local currency; and total price in U.S. dollars and local currency as indicated in the "INVOICING AND PAYMENT CLAUSE". (Example: 10 pounds tomatoes @ 2.50 euro/\$1.00 USD per Pound = 25.00 Euro/\$10.00 USD). Any delivery charges shall be shown separately. The HSP shall use the conversation rate to convert Kilogram (KG) into US pounds (LB) is: 1 KG = 2.2046 LB
- c. If the total cost of FF&V and subsistence items ordered and received by a ship under this contract exceeds \$10,000.00 for a port visit, the HSP shall submit a report via e-mail to NAVSUP FLCY and/or sites Contracting Officers within ten (10) days after the visit. The report shall provide a breakdown of the FF&V and subsistence delivered, detailing items purchased, quantities, unit price, and total price (Example: 8 pounds Tomatoes @ \$1.00 per pound = \$8.00). In addition, the HSP shall provide copies of all quotes obtained. This report is in addition to the LogSSR report.
- d. The HSP shall ensure that the sources recommended to the ships Supply Officer for supply of bread, eggs and other subsistence items, such as meat and dairy products, have been approved by the U.S. Army Veterinary Command Pacific. A listing of approved sources is available via the U.S. Army Veterinary Command's (USA VETCOM) Domino Web Page at: [http://vets.amedd.army.mil/Food/approved.nsf/fst\\_wContent\\_All?OpenFrameSet](http://vets.amedd.army.mil/Food/approved.nsf/fst_wContent_All?OpenFrameSet) (DOD Directory of Sanitarily Approved Food Establishments for Armed Forces Procurement.
- e. The HSP shall retain documentation of inspection of sources recommended or selected as suppliers of subsistence items.
- f. All arrangements made under this ELIN shall be reported to the Contracting Officer so the Contracting Officer and the HSP can agree on fair and reasonable pricing prior to mobilization or start of services.
- g. The fee specified in sub lot line item XXF02 has a unit of issue of EA/LT (each/lot). A lot consist of a full order of provisions. A new order would constitute a new lot and an additional fee for arranging.

#### **SUBLINE ITEM 000XAG – FUEL FUNDED ITEMS**

#### **EXHIBIT LINE ITEM NUMBERS XXG01 – XXG15 – FUEL**

1. Fuel is primarily ordered under other U.S. Government contracts. Use of these contracts for fuel (e.g. DLA Energy fuel contracts) is mandatory when available. In the event that no U.S. Government or Fuel Exchange Agreement (FEA) is available, or no DLA-E bunker available contracts meet a ship's fueling requirement, the RTOP will detail the fuel requirements, together with the required quantities and units of issue. The HSP shall provide a proposal in response to the RTOP.
2. Fuel shall be provided in accordance with the specifications listed in this PWS. The HSP shall ensure the fuel provider uses oil spill booms and other environmental safety equipment required by local laws. Fuel caught in oil booms will be properly disposed. The HSP shall be liable for any costs should the fuel provider fail to properly employ oil spill booms as required by local authorities or fails to comply with any local laws or regulations relating to the provision of fuel. The HSP shall deliver fuel "free on board" the ship whether at pier side or at anchor. The HSP shall inspect the barge or truck used to deliver the fuel prior to each use with an independent, certified, and licensed surveyor. The barge or truck will be clean and certified before loading the

fuel. The inspection shall be in the presence of the barge or truck operator and the fuel supplier. The HSP shall load the ordered fuel and transport to the ship. The HSP shall transfer the fuel from the fuel barge or truck to the ship. The HSP shall provide sufficient hoses with proper fittings or connections to effect fuel transfer operations. The invoice shall indicate the unit and total price for the fuel, the price for the delivery of fuel to the ship, and the cost for all the inspections.

3. Excess Fuel Procedures (Demurrage) (ELIN XXG02 & XXG03): Demurrage charges accrue when the entire quantity of fuel ordered cannot be delivered on or before the date and time specified in the fuel order. Demurrage charges do not accrue when fuel cannot be delivered due to the fault of the service provider (e.g. pumping rate of the barge or truck is inadequate to deliver fuel within the time specified by the order). Pricing of ELIN XXG02 & XXG03 is in units of DAY and the compensation covers the daily cost of the barge or truck used to deliver the fuel (regardless of the amount of fuel remaining in the barge or truck). If the barge/truck does not offload all of the fuel ordered, the HSP shall store the excess fuel and diligently attempt to sell it as soon as practicable. The HSP shall receive a storage fee (demurrage) for no more than three days. The HSP shall receive a fuel disposal fee on a reimbursable basis upon presentation of vendor invoice for disposal services.
4. The HSP shall ensure the ship is provided with a fuel invoice and the appropriate customs certification demonstrating the quantity of fuel provided in metric tons and in gallons or liters. In the event that the HSP is ordered to provide fuel, all terms and conditions of the fuel provider shall be provided to the Contracting Officer in reply to the RTOP. For example, if a ship places an order for fuel and the fuel provider has a term or condition that requires the full quantity to be pumped into the requiring vessel without return of any fuel to the provider, this condition must be disclosed to the Contracting Officer prior to any fuel being delivered.
5. The following are the Fuel Specifications for Fuel (Marine Gas Oil (MGO)/F76) under this contract:

## SAMPLE OF MIL-F16884J

TABLE I. Physical and Chemical Requirements

Physical Requirements		
Characteristics	Requirement	Text Method
Appearance, @ 25°C or ambient temperature whichever is higher	Clear, bright and free of visible particulates	D 4176 <u>1/</u>
Demulsification, @ 25°C, minutes (max)	10	D 1401 <u>2/</u>
Density, @ 15°C, kg/m <sup>3</sup> (max)	876	D 1298 (R), D 4052, D 287
Distillation, 10 % point, °C 50% point, °C 90% point, °C, (max) end point, °C, (max) Residue ° Loss, % vol., (max)	Record Record 357°C 385°C 3.0	D 86 <u>3/</u>
Cloud Point, °C, (max)	-1°C	D 2500
Color, (max)	3	D1500
Flash Point, °C, (min)	60°C	D 93 <u>4/</u>
Particulate Contamination, mg/liter, (max)	10	D 5432 <u>5/</u>
Pour Point, °C, (max)	-6°C	D 97
Viscosity, @ 40°C mm <sup>2</sup> /second	- 1.7 - 4.3	D 445
Chemical Requirements		
Accelerated Storage Stability, total insolubles, mg/100ml, (max)	1.5	D5304 (R), D 2274 <u>6/</u>
Acid Number, mg KOH/100 ml, (max)	0.30	D 974 (R), D 664
Aniline Point, °C, (min)	60°C	D 611
Ash, % wt., (max)	0.005	D 482
Carbon Residue, on 10% bottoms, % wt., (max)	0.20	D 524 (R), D4530, D 189 <u>7/</u>
Corrosion, @ 100°C, (max)	No. 1 ASTM	D 130
Hydrogen Content, % wt., (min)	12.5	D 4808
Ignition Quality, Cetane Number, (min) Cetane Index, (min)	42	D 613 (R), D 976 <u>8/</u>
Sulfur Content, % wt. (max)	1.0	D 4294 (R), D 129, D 1552, D 2622
Trace Metals, ppm, (max) Calcium Lead Sodium plus Potassium Vanadium	1.0 0.5 1.0 0.5	D 3605 <u>9/</u>
Additive Names and Dosages	Record	

- a. If the sample fails ASTM D 4176 because a slight haze was observed, the product must meet the requirement of ASTM D 2709, 0.05 percent volume maximum. A slight haze is acceptable if the water and sediment (ASTM D 2709) does not exceed 0.05 percent volume. If the sample fails, ASTM D 4176 because it contains visible sediment or particulate matter, but meets the requirement of 10 mg/1 (max) (ASTM D 5452), the fuel is considered acceptable, provided all other requirements are met.
- b. The demulsification test shall be conducted in accordance with the following exceptions:
  - (a) Synthetic sea water prepared in accordance with ASTM D 1141 shall be

used as the emulsifying fluid.

- (b) The test temperature shall be 25°C.
- (c) The demulsification time shall be that required for separation into two layers with no cuff at the interface. A lacy emulsion which does not form a band or cuff on the wall of the cylinder shall be disregarded. The fuel, water and emulsion layer volumes shall be recorded at one minute intervals and the demulsification time reported shall be to the nearest minute.
- c. As the end point of the distillation is approached, if either a thermometer reading of 385°C or a decomposition point is observed, discontinue the heating and resume the procedure as directed in ASTM D 86.
- d. The flash point value is the absolute and no value less than 60°C is permissible.
- e. A one-liter minimum sample shall be used.
- f. ASTM D 2274 may be used as an alternate method for testing storage stability provided the test time is extended from 16 hours to 40 hours.
- g. When the finished fuel contains a cetane improver, the carbon residue requirement specified in Table I shall apply to the base fuel, without the cetane improver.
- h. Either cetane number (ASTM D 613) or cetane index (ASTM D976) shall be reported. The cetane index requirement specified in Table I shall apply to the base fuel without cetane improving additives. Where cetane index is reported, the value shall be reported as the cetane index.
- i. Any quantitative spectroscopic method may be employed if correlation to ASTM D 3605 is demonstrated to the satisfaction of the inspection authority.

#### 6. Minimum Requirements for Purchases of Commercial Distillate Fuels ((Navy) Marine Gas Oil) for Bunkers

The following minimum requirements have been established for use when buying fuel (gas oil - 100% distillate) from commercial sources when F76 is not available. Marine Gas Oil is not acceptable as cargo fuel on Navy Oilers.

TEST	METHOD	REQUIREMENTS
1. Cetane Number or Cetane Index	ASTM D 613  ASTM D 976	45 min  45 min
Note: A cetane <u>index</u> of 41 or above, but less than 45, is acceptable provided the 90% Distillation Point does not exceed a maximum of 338°C. A cetane <u>number</u> of 40 or above, but less than 45, is acceptable provided the 90% Distillation Point does not exceed a maximum of 338°C.		
2. Appearance @ 21°C or ambient temperature (whichever higher) or Water and Sediment	Visual  ASTM D 2709	Clear & Bright  0.05% max
3. Distillation. 90% Point	ASTM D 86	375°C max
4. Flash Point	ASTM D 93	60°C min
5. Pour Point	ASTM D 97	Report
6. Cloud Point	ASTM D 2500	-1.1°C (30 °F)
7. Viscosity @ 40°C	ASTM D 455	1.7 - 4.5 CST

#### 7. OTHER FUEL (XXG05)

Periodically, the ordering officer will request fuel or associated services that are not separately identified in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

#### SUBLINE ITEM 000XAH – OTHER SERVICES

##### EXHIBIT LINE ITEM NUMBERS XXH01 – XXH18 – OTHER SERVICES

1. Postage is provided through ELINs XXH01 – XXH05, based on the weight of the item being shipped. The HSP contractor will only be reimbursed the actual shipping costs. This is a General Charter and Hire service.

2. Handling fees to forward mail/packages is handled through ELIN XXH06. The HSP contractor will be reimbursed for their fee, minus postage costs. This is a General Charter and Hire service.

3. Postage for forwarding mail/packages is handled through ELIN XXH09. The HSP contractor will only be reimbursed the actual postage costs.

4. Handling fee is per package / mail shipment.

##### 5. PAINT FLOAT (XXH07)

The paint float shall be no less than 5M in length but, in all cases, large enough to provide a safe and stable working platform for the occupants. Scaffolding may be of any height less than 3.5M from the deck, so as to provide a working platform at least 4M from the waterline. The paint float shall be equipped with suitable self-fendering to prevent damage to the ship. The price of these fenders shall be included in the proposed price of the paint float. If sea state, weather, or other conditions require any additional fendering between the barge and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge. Rails shall be no less

than 1M from the working platform. The working platform shall be equipped with anchor points for harnessing. The ship shall be responsible for providing safety harnesses, for obtaining permission from local authorities prior to all work on the paint float, and for cleanup/disposal of all hazardous material generated or released outside the paint float. The HSP shall notify the ship of local regulatory requirements concerning paint floats, assist the ship in submitting requests and passing required documentation to the local authority where permission is required to work on the paint float, and arrange for required cleaning of the paint float upon return. The ship is responsible for securing the paint float from the time custody has been transferred to them until returned to the HSP or the ship departs, whichever is earlier.

#### 6. OTHER SERVICES (XXH08)

Periodically, the ordering officer will request items or services that are categorized as land transportation items or services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP.

#### CONTRACT MINIMUM GUARANTEE

The minimum guarantee under this contract is \$3,000 per award. The guaranteed minimum will apply across the whole of the contract's performance period, to include the period of performance of any option period exercised by the Government under the clause 52.217-8 & 52.217-9. There will not be a separate additional guaranteed minimum order amount for the option period.

#### CONTRACT LINE ITEM NUMBER 0002 –REPORTING

**Note: THIS CLIN WILL BE INCLUDED IN ALL CONTRACTS ON A NOT SEPARATELY PRICED (NSP) BASIS.**

##### A. LogSSR

Upon award, the HSP shall utilize the LogSSR to submit all reports and documentation related to the husbanding order. LogSSR can be accessed through the NAVSUP One Supply website at <https://www.navsup.navy.mil/onesupply>, redirected through [www.navsup.navy.mil/LogSSR](http://www.navsup.navy.mil/LogSSR) or directly at the official website of [https://www.navsup.navy.mil/apps/ops\\$logssr.login](https://www.navsup.navy.mil/apps/ops$logssr.login).

##### (1) LogSSR access and input.

(a) At the start of the contract period of performance, the HSP shall begin to enter the final itemized port cost information for every order under this contract directly into the LogSSR database (Actual Cost Report) and email all corresponding documentation (RTOP, quote, order, final invoices, and supporting documentation required by the contract). External Certification Authority Public Key Infrastructure (ECA PKI) is not required for entry, but no access to the HSP's information is accessible unless obtaining an ECA PKI.

##### (2) LogSSR functionality.

(a) This system is designed to gather all reports and documentation related to ALL ordering activity e.g. a ship's visit, beginning with the RTOP to the Actual Cost Report. All supporting documentation will be submitted by email to [navsup\\_hq\\_LogSSR@navy.mil](mailto:navsup_hq_LogSSR@navy.mil) in PDF format (Adobe Acrobat) when the port visit information is entered into LogSSR. Although the Initial Cost Estimate is a separate reporting requirement, a copy of this report shall also be submitted as part of the Actual Cost Report documentation described in paragraph (b) below. The Documentation is discussed below:

(b) Actual Cost Report:

(1) The HSP shall create the Actual Cost Report in the LogSSR website directly, **within seven (7) calendar days from completion of the ship's visit**. The HSP shall also send a copy of the order (i.e. SF 1155 or 1449), a copy of any quote, a copy of the RTOP, and all HSP and any sub-contractor invoices and supporting documentation required by the contract as PDF files to the LogSSR email address of [navsup\\_hq\\_LogSSR@navy.mil](mailto:navsup_hq_LogSSR@navy.mil) and to the email address specified at the time of contract award for each region concurrent with the creation of the Actual Cost Report in LogSSR. The HSP shall identify the line items as actual or estimated. This option is for those line items where the HSP has not received the actual invoice before the ship leaves port, i.e. telephone bills. The HSP shall include ALL port costs paid by each ship for which the HSP provides husbanding services. Email submissions should be limited to no more than 10 MB per email (multiple emails authorized if needed) and reference the port visit identification number in the subject line (received when a port visit is submitted).

(2) Any changes to an Actual Cost Report (i.e. finalize the charges made on an estimated amount) shall be forwarded by e-mail to the email address specified at the time of contract award for each region and to [navsup\\_hq\\_LogSSR@navy.mil](mailto:navsup_hq_LogSSR@navy.mil) email account as PDF file within seven (7) calendar days of the change. The email must contain a summary of the changes. The NAVSUP FLC YOKOSUKA AND SITES contracting office will update changes to the LogSSR.

(3) The Actual Cost Report and supporting documentation will be visible in the LogSSR website by the government personnel with validation authority. Final reports of an HSP representative can be accessed through the website only by obtaining an ECA PKI that will provide access only to the HSP's submitted information (not required and may not be able to be obtained).

NOTE: Before submission of reports or any other data to the NAVSUP FLC YOKOSUKA AND SITES Contracting Office via electronic transmission or any other data media, the HSP shall scan all documents with current anti-virus software to ensure computer virus free transmission. The LogSSR server scans all reports for computer viruses before inclusion in the databases. Any reports received containing computer viruses will be immediately deleted and not necessarily returned to the HSP.

**NOTES:**

1. "All data obtained by the Government through the use of LOGSSR during the course of the contract is for the Government's use and shall be treated as 'limited rights' as described in DFARS 252.227-7013(14) after the contract expires".
2. Failure to provide required reports in a timely manner as outlined in the PWS will result in penalties as outlined in the Quality Assurance Surveillance Plan (QASP).
3. Each cost for an item shall be separately listed on the invoice and in the Actual Cost Report in LogSSR.

- a. The “Other” ELINS shall not have a unit of issue of “Lot”, but shall specify each item provided in terms of quantity, actual unit of issue, and price.
- b. Items which fall under a ELIN in the contract, which have an estimated price, shall be entered under the “Other” ELINS for that particular item and shall specify each item provided in terms of the delivered quantity, unit of issue, and price.

**B. Enterprise-wide Contractor Manpower Reporting Application (ECMRA)**

“The contractor shall report contractor labor hours (including subcontractor labor hours) required for performance of services provided under this contract **for the U.S. Government** via a secure data collection site. Contracted services excluded from reporting are based on Product Service Codes (PSCs). The excluded PSCs are:

- (1) W, Lease/Rental of Equipment;
- (2) X, Lease/Rental of Facilities;
- (3) Y, Construction of Structures and Facilities;
- (4) S, Utilities ONLY;
- (5) V, Freight and Shipping ONLY.

The contractor is required to completely fill in all required data fields using the following web address

<https://doncmra.nmci.navy.mil>.

Reporting inputs will be for the labor executed during the period of performance during each Government fiscal year (FY), which runs October 1 through September 30. While inputs may be reported any time during the FY, all data shall be reported no later than October 31 of each calendar year. Contractors may direct questions to the help desk, linked at <https://doncmra.nmci.navy.mil>.

(End of Summary of Changes)