AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	61

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO.(If applicable)
0004	26-Aug-2016	N6817115105A115	

6. ISSUED BY CODE N68171

NAVSUP FLC SIGONELLA NAPLES OFFICE SHORE
BOX 50
VIALE F. RUFFO DI CALABRIA
CAPODICHINO
NAPOLI 80144

7. ADMINISTERED BY (If other than item 6) CODE

See Item 6

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

CODE FACILITY CODE

X	9A. AMENDMENT OF SOLICITATION NO. N68171-16-R-0004
X	9B. DATED (SEE ITEM 11) 15-Jul-2016
	10A. MOD. OF CONTRACT/ORDER NO.
	10B. DATED (SEE ITEM 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

[X] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer [X] is extended, [ ] 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 1 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)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS.
IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

[ ] 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 [ ] is not, [ ] 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. The purpose of this amendment is to answer questions from Offerors and revise the solicitation and exhibit A accordingly.
2. The closing date is extended to 12 September 2016, hrs 11:00
3. All other terms and conditions remain the same.

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 26-Aug-2016

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION SF 30 - BLOCK 14 CONTINUATION PAGE

The following have been added by full text:
AMEND 0004
Questions and Answers

1) Question: Page 55, Clause 2, Transportation Services - Please advise on the geographical limitation (in kms from port) within which the buses /vehicles will have to operate.

Answer: The bus transportation services will typically be required in a 100 kilometer radius from the port. Long distance trips, if required, will be defined and priced at the RTOP level using ELIN XXC3 Other Land Transportation Services.

The PWS for the Vehicle Rental Service, (XXBG – XXBM) paragraph h) states: Mileage and Deposit Charges. There shall be no mileage or deposit charges for the vehicles rented under this contract.

2) Page 54, Points 5,6,7 - Pre-paid international calling cards / SIM card with prepaid air time- The cards reference minimum 100 minutes talk time. The charges for calls to various countries are different and it is difficult to provide 100 minutes talk time without knowing which country the user is going to call. Can this be replaced with a $ figure for ease of pricing or perhaps priced at RTOP Level.

Answer: ELINS XXAW, XXAX and XXAY have been grayed out. Prepaid international calling card and prepaid airtime, if required, will be defined and priced at the RTOP level.

3) Based on a five-year Period of Performance, the requirement to submit Pricing Proposals in USD, and the historical pattern of currency fluctuations in the countries involved, it is requested NAVSUP FLC Sigonella consider inclusion of an Economic Price Adjustment clause in the basic contract to address future currency fluctuations across the AFRICOM AOR (as was done in Section H-3 of the EUCOM Husbanding Support Contract).

Answer: Answer has been already provided with Amendment 0003. Refer to question and answer #14 of Amendment 0003.

4) Page 106, paragraph (a), subparagraph (2) of Section L-1 (SUBMISSION OF OFFERS AND OTHER INFORMATION) highlights a requirement for offerors to submit a report of intended performance outside the United States and Canada, per DFAR 252.225-7003 (Section K). Based on our interpretation of the clause (full text below), it seems unlikely that any service performed in support of the AFRICOM HSP contract would meet the criteria for reporting. Specifically, that any part of the contract performed outside the United States and Canada "could be performed inside the United States or Canada." Request NAVSUP FLC Sigonella clarify why this requirement is highlighted in Section L-1 and provide examples of services it believes might potentially meet this reporting criteria.

Answer: Answer has been already provided with Amendment 0003. Refer to question and answer #33 of Amendment 0003.

5) Question: Page 44, Clause 1, Shore Steam - Kindly indicate the Volume/Capacity of steam required at 100 psi.

Answer: ELIN XX7T Shore Steam is a reserved item. The HSP will only be required to provide a proposal for this item in response to a Request for Task Order Proposal (RTOP). Specific requirements will be outlined in the RTOP.

6) Question: Permanent Connection - Pricing is required in KWHR. Please define Permanent Connection and the amperes that will be required to be provided.

Answer: ELIN XX82 -For Port Provided Permanent Connection System, is a reserved item. The HSP will only be required to provide a proposal for this item in response to a Request for Task Order Proposal (RTOP). Specific requirements including the amperes will be outlined in the RTOP.

7) Question: Page 56, Point 3 (a) (1)- Upon initial rental, the gasoline tank shall be full. The prices for vehicles rented are based upon an assumption that the vehicles will be returned with an empty tank of gas. 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.

Can you please confirm that subsequent fuelings for the hire of the vehicles under CLIN XXBG- XXBM) are not to be included in the daily rental? If no, please advise if the USG will pay for the fueling and please advise mode of reimbursement to the HSP?

Answer: As stated in the PWS, the rental price shall include a full tank of gasoline at the time of rental. The subsequent refueling will be done by the Ship's personnel. In the event there is need to have HSP to refuel the vehicles, the requirement will be defined at the RTOP level.

8) Question- Pricing Schedule - The description of certain CLIN items (e.g. in the sheet for Port of Luanda, the CLINS AAA4, AAA5,AAA6, AAAA and similarly in almost all the sheets for the other ports) the word "Reserved" is mentioned in the beginning of the description. Do these CLINS need to be priced?

Answer: ELINS XXA4, XXA5, XXA6 and XXAA are Reserved Items and priced at the basic level. The ELINS spreadsheets have been updated accordingly. Updated exhibits have been provided with this solicitation amendment.

9) Pricing Schedule and PWS Page 58, point viii. CLIN XXBP – Covered Truck is listed as Reserved in the PWS and does not contain a description of the service. However, in the pricing schedule it is a line item to be priced. Please clarify if this needs to be priced. If yes, please provide the SOW.

Answer: All ELINS referring to the cargo movement (XX6K-XX6L and XXBP –XXBS0) have been revised and renumbered. Updated Exhibits and PWS have been provided with this solicitation amendment.

10) Pricing Schedule & PWS Page 59, point 6- CLIN XXBW – For the Airport transfer service it is mentioned in the last line of point 6 that this will be defined & solicited at the RTOP Level. However, in the pricing schedule it is a line item to be priced. Please clarify if this needs to be priced.

Answer: PWS is updated and provided with this solicitation amendment. ELIN XXBW Airport Transfer service is to be priced .

11)Fleet Landing (CLIN A17/18 and A-1A to A-1M). The requirements for a Fleet Landing are generally for a port call of an Aircraft Carrier and experience have shown that it is not used by Class I to IV ships. All these items being very low cost items, it is recommended that these CLINS pertaining to the Fleet Landing should be priced only at the RTOP level.

Answer: The government has considered and accepted the recommendation. Therefore ELINS XX18 and XX1A-XX1M have been grayed out. Updated exhibit A has been provided with this solicitation amendment.

12)Force Protection requirements (CLINs A-8J to 8R; A-9A – 9H; A-9Z; A-A0 to A9;A-AB). These Force Protection requirements are used very rarely by the classes of ships visiting the AFRICOM region. Of the 29 CLINs in required for the 31 ports in question, some are provided by port authorities, some by private agencies and most are not available. Further, experience has shown that most of these items are required by Class IV and V ships whose port calls are very rare. It may therefore be prudent to price the required items at the RTOP stage in order to be more accurate and practical.

Answer: The government has considered and partially accepted the recommendation. Some ELINS have been grayed out while others still require pricing. Updated exhibit A has been provided with this solicitation amendment.

13)Pricing- It is recommended that the below services be requested to be priced only at the RTOP Level. This is due to the either very infrequent use of the service or the complexity/uncertainty involved in pricing this service for a 5 year period.

ELINS	**FLEET LANDING**
AA16	Fleet Landing Lot
AA17	Refrigerator Units (One Unit of one 40ft or two 20ft Per Day)
AA18	Chairs (One Unit of 50 chairs Per Day)
AA1A	Long Tables (One Unit of 10 tables Per Day)
AA1C	Large BBQ Grills (One Unit of one (1) grill Per Day)
AA1D	Open Tents (One Unit (300 sq. meters) Per Day) (Non-Force Protection)
AA1E	Closed Tents (One Unit (300 sq. meters) Per Day) (Non-Force Protection)
AA1F	20 ft. Trailer Office (One Unit Per Day)
AA1G	Ice Coolers (2 Ice Coolers is One Unit per day)
AA1J	Mist Fans (2 Mist Fans is One Unit)
AA1K	Portable Sanitary Facilities (One Serviced Unit (one commode & urinal) Per Day)
AA1M	Portable Electric Generators (One Unit (one serviced generator) Per Day)
AA1N	Events (Open Tents, Tables, Chairs, Lighting) - Minimum 20 Person

	Capacity per day
AA1P	Events (Closed Tents, Tables, Chairs, Lighting) - Minimum 20 Person Capacity per day
AA1Q	Events (Open Tents, Tables, Chairs, Lighting) - Minimum 50 Person Capacity per day
AA1R	Events (Closed Tents, Tables, Chairs, Lighting) - Minimum 50 Person Capacity per day
AA1S	Events (Open Tents, Tables, Chairs, Lighting) - Minimum 100 Person Capacity per day
AA1T	Events (Closed Tents, Tables, Chairs, Lighting) - Minimum 100 Person Capacity per day
AB7U	Feed Water
AB7V	Oil Booms - Pier side (Meters Per Day)
AB7W	Oil Booms - Anchorage (Meters Per Day)
AB83	Generator (one unit per day for Ship Support Only, not Fleet Landing) including fuel
AB8K	Floating Barrier/Continuous Line of Demarcation (One Meter Per Day)
AB8L	Floating Barrier/Buoy System Line of Demarcation (One Meter Per Day)
AB8M	Opening and Closing of Floating Barrier/Buoy System Line of Demarcation
AB8N	Metal Pedestrian Control Fence (One 2 X 2 Meters Fence)
AB97	Manned Waterborne Patrol Craft Continuous Coverage
AB98	Trained Metal Detector Operator (Per hour per operator)
AB99	Walk-Thru Metal Detector (Each Per Day)
AB9A	Trained Explosive Detector Operator (Per hour per operator)
AB9B	Walk-Thru Explosive Detector (Each Per Day)
AB9C	Trained X-Ray Baggage Scanning Operator (Per operator per hour)
AB9D	X-Ray Baggage Scanning Machine (Each Per Day)
AB9E	Dive and Vetting Services, Minimum of 4 Hours
AB9W	800 MHZ Radio (One Unit Per Day)
AB9X	Tire Shredding Strips (One Strip Per Day)
AB9Y	Controlled Area Sign
AB9Z	Portable Fluorescent Lighting (Each Per Day)
ABA0	Weather Resistant Guard Shack (Each Per Day)
ABA1	Reserved Item - Handheld Metal Detector (Each Per Day)
ABA2	Reserved - Handheld Explosive Detector (Each Per Day)
ABA3	Reserved Item - Battery Operated Bullhorn (Each Per Day)
ABA4	Sturdy Table & Four (4) Folding Chairs (Each Per Day)
ABA5	Tent or Awning, Open (Each Per Day) 3m x 3m minimum
ABA6	Tent or Awning, Closed (Each Per Day) 3m x 3m minimum
ABA7	Reserved Item - Under Carriage Vehicle Scanner (Each Per Day)
ABAN	Landline Installation & Removal
ABCR	Fuel, Demurrage Charges

Answer: The government has considered and partially accepted the recommendation. Some ELINS have been grayed out while others still require pricing. Updated exhibit A has been provided with this solicitation amendment

14) Question: AT –MOROCCO , CASABLANCA AT 01, The agency fee for First day is greyed out however AT08 for subsequent day is kept open, hence advise if this is an error.

Answer: ELIN AT01 Husbanding Fee (Class I) First day has been grayed out. Updated exhibit A has been provided with this solicitation amendment

15) A Ports Roll-up A-8L, No quantity is populated hence total does not match up
All TABS , row 312 , the sum is calculating the other subclin total of row 249.

Answer: Exhibit A has been corrected. Updated exhibit A has been provided with this solicitation amendment

SECTION C - DESCRIPTIONS AND SPECIFICATIONS

The following have been modified:

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.

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 the United States Africa Command (AFRICOM) area of responsibility (AOR).

The countries covered by this contract are:

Country	Country	Country	Country
Angola	Gabon	Madagascar	Sierra Leone
Benin	Gambia	Mauritania	Somalia
Cameroon	Guinea Bissau	Mauritius	South Africa
Cape Verde	Ghana	Morocco	Tanzania
Comoros	Togo	Mozambique	Sudan
Dem. Rep. of Congo	Ivory Coast	Namibia	Senegal

Djibouti	Kenya	Nigeria	West Sahara
Eritrea	Liberia	Republic of Congo	Sao Tome & Principe
Equatorial Guinea	Guinea	Reunion	Seychelles

U.S. Ships (USS) and U.S. Naval Ships (USNS) as well as U.S. Coast Guard Ships (USCG) are authorized to use this contract.

Orders for the Military Sealift Command (MSC) funded ships (typically designated as United States Naval Ships (USNS) in their title) may be placed by the ship's Supply Officer, MSC Contracting Officers, or by the servicing NAVSUP FLC Contracting Officers.

Orders for the U.S. Coast Guard Ships (USCG) may be placed by U.S. Coast Guard Contracting Officers.

U.S. Air Force (USAF), U.S. Army (USA) and any other activity of the U.S. Department of Defense (DoD) (i.e. U.S. Army, NATO ships, or other foreign vessels participating in U.S. Military or NATO exercises) shall require specific authorization from the contracting officer to use this contract. If these activities are authorized, orders for these ships will be placed by NAVSUP FLC Ordering Officers or the contractor will be notified of the addition of an authorized ordering activity by contract modification to section G-3, subparagraph (3), "Authorized Ordering Officers," which will specifically identify the authorized ordering activity.

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. 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.

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-1 "QUALITY ASSURANCE SURVEILLANCE PLAN".

The QASP results will be used to complete the annual Contractor Performance Assessment Reporting System (CPARS) required reports. Additional information regarding CPARS can be found in section G-4 "CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (CPARS)" of 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. <u>PRE-ARRIVAL ARRANGEMENTS</u>

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. See Logistics Support to Government Teams, ELIN XX6G.

b) FORCE PROTECTION. The exhibit spreadsheets and specific portions of this PWS include force protection equipment which the contractor shall bid on a fixed-price basis 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. Contractors shall provide a proposal based on the estimated quantities in the RTOP, using prices no higher than those proposed in the basic contract but may offer discounts or downward pricing from those fixed prices. Award of the task order will be made in accordance with the ordering procedures outlined in Section H of the contract, using the estimated force protection quantities and the proposed amounts. Once a task 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 ship's Supply Officer or Commanding Officer may also request additional force protection requirements not covered by the task order; however, any requests for additional force protection requirements will be coordinated through the Contracting Officer or Ordering Officer prior to providing any additional force protection services in accordance with the procedures outlined in Section H. For emergencies involving life, limb or property, the unit Commanding Officer or Supply Officer retain the authority to order directly from the HSP. If any other activity or individual orders force protection services (e.g. NCIS, DAO), not covered in the task order, the HSP is required to immediately inform the ship and Contracting Officer or Ordering Officer of such and must obtain confirmation prior to beginning performance of those services. Organizations such as NCIS and DAO are not Ordering Officers under this contract unless specific authorization has been given by the Contracting Officer. Therefore, they have no contractual authority to place orders. Any services provided in this contract ordered by an entity not described in this contract shall be provided at the HSP's own risk and shall result in no additional cost to the U.S. Government.

c) The HSP shall coordinate with the ship's designated Receipt Inspector to sign for all Force Protection Equipment immediately upon ship's arrival. For port visits where an Expeditionary Strike Group or a Carrier Strike Group will be coordinating and/or directing force protection requirements, the ship's Commanding Officer or Supply Officer, in agreement with the Strike Group Commander, may designate in writing, with signed approval by each unit, a Receipt Inspector to receive, inspect, and sign for all force protection requirements delivered by the HSP in advance of the ship's arrival. The HSP and designated Receipt Inspection shall follow the guidelines specified in paragraph C.2(b)(3) of this section.

d) 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). In the event Provisions and Fuel are ordered from the HSP the requirements at SUBCONTRACT LINE ITEM NUMBERS (SUBCLINS) 0001AF and 0001AG, respectively, apply.

e) LAUNDRY AND DRY CLEANING SERVICES. 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. The HSP shall assist the ship, as necessary, to identify and contact vendors available in the area. 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 issues shall be resolved directly between the ship or the crewmember and the local vendor. The assistance is included under the Husbanding Services Fee and the HSP shall not charge additional fees for this service.

f) 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, as necessary, to identify the vendors. 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 to the vendor rather than through the HSP Contractor. Any potential issue shall be resolved directly between the ship and the local vendor. This service is

included under the Husbanding Services Fee and the HSP shall not charge additional fees for this service.

Under no circumstances will the HSP assist crew personnel in booking these services.

g) 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 appropriate Navy Environmental Office.

h) PERSONAL REQUESTS. The U.S. Government will not pay the HSP for any personal requests from individual crewmembers, whether military or civilian, or contractor personnel supporting the ship.

i) 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. Any potential issue shall be resolved directly between the ship or the crewmember and the local vendor. This service is included under the Husbanding Services Fee and the HSP shall not charge additional fees for this service.

j) BERTHING. The HSP shall coordinate with the appropriate port authority to arrange for a pierside or anchorage berthing location. To the extent possible, the berthing location will be consistent with the description included in the RTOP for the port visit, if provided, or with other information provided to the HSP by the Contracting Officer. The HSP shall install all ordered equipment upon the ship's arrival. Examples are brows, platforms, shore power cables, mooring lines, fenders, curb caps, and steps.

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 or two days before an ADVANCE LOGISTICS RESPONSE TEAM (ALRT) arrives in the port. 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 response plans, hazardous material (HAZMAT) response plans, 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

(1) 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 3rd 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.

(2) 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) Receipt Documentation: The HSP shall provide standard receipt documents for all supplies, materials and services provided to the ship. The standard receipt shall include the following:

(i) HSP official company name, address, email and phone contact information
(ii) Ship's name
(iii) Port visiting
(iv) Sub-contractor/vendor (providing the service) official name and contact information
(v) Type of service, material, or equipment provided
(vi) Quantity provided
(vii) Method of delivery of service, material, or equipment provided
(viii) Volume metrics, meter reading, or other form of measurement
(ix) Date service provided
(x) Applicable "legible" Receipt Inspector and HSP POC names and signatures

Any services requiring volume metrics, meter readings, or other forms of measurement will be documented on the receipt in a way that clearly documents the verifiable/calculative proof of actual quantities of services rendered by HSP or the HSP's sub-contractor, or authorized vendors.

(4) The HSP shall meet with the ship's designated receipt inspectors daily to verify, reconcile, and validate services rendered. Upon validation of services rendered, the ship's designated Receipt Inspector will circle quantities received, date, and sign the receipt document. The HSP will sign the receipt document validating that the services were delivered. Neither the ship Receipt Inspector nor the HSP will collect and hold receipts to validate all at once at the end of the port visit. Receipt of services, material, and equipment must be validated and signed for each day they are received, on the day received.

3. PRE-DEPARTURE & DEPARTURE

The HSP shall schedule and make a visit to the ship on the conclusion of all services, prior to the departure date. Written receipt for inspection of all completed services shall be obtained during this visit. 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 read the flow meters for CHT; to concur on the total Cubic Meters of trash removed; to validate the volume of oily waste and greywater removed; the meter reading 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); SUBCONTRACT LINE ITEM NUMBER (SUBCLIN) AND/OR EXHIBIT LINE ITEM NUMBER (ELIN))

CLIN 0001: **HUSBANDING SUPPORT SERVICES AND SUPPLIES**

SUBCLIN 0001AA: **CHARTER & HIRE FUNDED ITEMS**

ELINs XX01 – XX0Q: **HUSBANDING FEES (ANCHORAGE AND PIERSIDE)**

1. The HSP shall provide husbanding services to ships visiting the ports in AFRICOM covered by this contract. The husbanding fee 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 ELIN herein. The HSP's responsibilities under the Husbanding Fees ELINs 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 IA through V) shall be billed under the appropriate ELINs. Attachment J-2 titled, "Ship Classes", includes a list of ships by ship class. Attachment J-3 titled, "Port Visits – Historical Data", includes historical data by port and ship classes. 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 U.S. 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 (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 and a modification to the existing task order will be issued. 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 and separate invoices will be submitted in iRAPT (formerly WAWF).

4. RESERVED ELIN (XX0F).

5. RESERVED ELIN (XX0G).

6. RESERVED ELIN (XX0H).

7. RESERVED ELIN (XX0J).

8. RESERVED ELIN (XX0K).

9. RESERVED ELIN (XX0L).

10. RESERVED ELIN (XX0M).

11. RESERVED ELIN (XX0N).

12. RESERVED ELIN (XX0P).

13. RESERVED ELIN (XX0Q).

ELINs XX0R – XX15: 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 greywater, 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 XX0V OTHER TRASH REMOVAL.

2. The HSP shall remove and dispose of refuse from the ship and areas surrounding trash bins, as well as any spilled refuse. 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. TRASH REMOVAL - PIERSIDE (XX0R). The HSP shall place containers or trucks within twenty-five (25) meters of the ship or as permitted by port regulations, or place barges alongside the ship (see barge requirements at paragraph 4 below). The HSP shall empty the containers or barges when full and shall assure their continuous availability for trash disposal.

4. TRASH REMOVAL - ANCHORAGE (XX0S). 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. In instances of bad weather or emergency which requires the ship to depart prior to the end of the scheduled port visit, the HSP shall remove barges within four (4) hours of being directed to do so by the ship's Supply Officer at no additional cost to the U.S. Government.

5. TRASH REMOVAL - PORT PROVIDED (XX0T) shall be used when trash removal is provided by the port. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be port provided, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.

6. TRASH REMOVAL – PORT TARIFF - PT (XX0U) shall be used when trash removal is a port tariff service. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

7. 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 Contracting Officer/Ordering Officer and all identified Contracting Officer's Representatives (CORs) upon request.

8. Refuse containers, when emptied, shall be returned to their original position with the lids (if any) replaced thereon.

9. The HSP shall be paid in accordance with paragraph 5, "Volumetric Based Services", under Section B – Schedule Notes.

10. 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. In those ports where food trach must be segregated, offerors may bid the specific food trash portion using ELIN XX0V – Other Trash Removal.

11. OTHER TRASH REMOVAL (XX0V). As per Section B- Schedule Notes, paragraph 5) Reserved Items and Other Items, these items/services will be defined and solicited at the RTOP level as required. This ELIN will utilized to separately price food trash in ports where trash is segregated.

12. RESERVED ELIN (XX0W).

13. RESERVED ELIN (XX0X).

14. RESERVED ELIN (XX0Y).

15. RESERVED ELIN (XX0Z).

16. RESERVED ELIN (XX10).

17. RESERVED ELIN (XX11).

18. RESERVED ELIN (XX12).

19. RESERVED ELIN (XX13).

20. RESERVED ELIN (XX14).

21. RESERVED ELIN (XX15).

ELINs XX16 – XX2B: FLEET LANDING

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

1. FLEET LANDING LOT (XX16). 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 (3) days, the unit price of the lot will be multiplied by three (3) days. Generator support or shore power services, if any, shall be separately priced in accordance with specifications for ELINS XX1M. The Fleet Landing Lot consists of the following:

    a) 250 chairs;
    b) 50 long tables (approximately 2 meters in length);
    c) One (1) large BBQ grill with the supporting supplies/equipment;
    d) Open or Closed Tents (assorted sizes) which, when combined, will cover a zone of 300 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;
    e) Three (3) Ice Coolers;
    f) Three (3) Mist Fans;
    g) Daily cleaning of the equipment and the fleet landing area; and
    h) Transportation, mobilization, demobilization, stand-by fee and labor required to perform the above.

The following ELINs will apply when the Contracting Officer does not order the Fleet Landing Lot but individual items from the Fleet Landing Lot:

2. Refrigerator Unit (XX17). One (1) 40-foot refrigerator unit or two (2) 20-foot refrigerator units, with required power to operate the units.

3. CHAIRS (XX18). One unit of 50 chairs per day.

4. CHAIRS (XX19). One unit of 10 chairs per day.

5. LONG TABLES (XX1A). One unit of 10 tables per day.

6. LONG TABLES (XX1B). RESERVED- One unit of 5 tables per day.

7. LARGE BBQ GRILLS (XX1C). Large BBQ grills with the supporting supplies/equipment included (one unit of one (1) grill per day.

8. OPEN TENTS (NON-FORCE PROTECTION) (XX1D). One unit encompasses assorted sizes that, when combined, will cover a zone of 300 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.

9. CLOSED TENTS (NON-FORCE PROTECTION) (XX1E). One unit encompasses assorted sizes that, when combined, will cover a zone of 300 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.

10. 20-FOOT TRAILER OFFICE (XX1F). 20-foot Trailer Office to include one (1) desk, two (2) chairs, air conditioning, utilities and hookups. The HSP shall also provide enough power for the functioning of the air conditioning unit.

11. ICE COOLERS (XX1G). Ice coolers must have a capacity of 70 liters each. Two (2) Ice coolers is one unit.

12. ICE COOLER (XX1H). Ice cooler must have a capacity of 70 liters each. One (1) Ice cooler is one unit.

13. MIST FANS (PORTABLE COOLING DEVICES) (XX1J). Mist fans to include tank, water, and power supply to operate the Mist Fan. Two (2) mist fans is one unit.

14. PORTABLE SANITARY FACILITIES (XX1K). The unit price shall be for one (1) commode and one (1) 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 (6) hours to ensure cleanliness and re-stock supplies (i.e. toilet paper). Evidence such as keeping and updating an inspection checklist inside the portable toilet units is required.

15. PORTABLE HAND WASH STATION (XX1L). The unit price shall be for a single hand wash station which is to include a faucet body. The daily rate shall include the necessary potable water to operate the hand wash station.

16. PORTABLE ELECTRIC GENERATORS (XX1M). The HSP shall provide portable, gasoline powered, 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.

17. EVENTS LOT (INCLUDES TENTS, TABLES, CHAIRS, LIGHTING, AND CEILING FANS) (XX1N – XX1X). 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.

a) EVENTS LOT (OPEN TENTS) – minimum 20 person capacity per day (XX1N).
b) EVENTS LOT (CLOSED TENTS) – minimum 20 person capacity per day (XX1P).
c) EVENTS LOT (OPEN TENTS) – minimum 50 person capacity per day (XX1Q).
d) EVENTS LOT (CLOSED TENTS) – minimum 50 person capacity per day (XX1R).
e) EVENTS LOT (OPEN TENTS) – minimum 100 person capacity per day (XX1S).
f) EVENTS LOT (CLOSED TENTS) – minimum 100 person capacity per day (XX1T).
g) EVENTS LOT (OPEN TENTS) – minimum 150 person capacity per day (XX1U). RESERVED
h) EVENTS LOT (CLOSED TENTS) – minimum 150 person capacity per day (XX1V).RESERVED
i) EVENTS LOT (OPEN TENTS) – minimum 300 person capacity per day (XX1W).RESERVED
j) EVENTS LOT (CLOSED TENTS) – minimum 300 person capacity per day (XX1X). RESERVED

18. PORTABLE HEATERS (XX1Y). RESERVED. Porter heaters to include tank(s), power supply and/or fuel to operate the portable heaters.

19. 32 GALLON TRASH CAN (XX1Z). RESERVED Trash can with 32 gallon capacity. Trash can must include a lid with security-locking feature that locks in odors and must feature reinforced handles.

20. 32 GALLON TRASH CAN LINER BAGS (XX20). RESERVED Trash can liners must fit 32 gallon capacity trash can. The price is to be per unit with one unit equal to a count of twenty (20) bags.

21. OTHER FLEET LANDING (XX21). As per Section B- Schedule Notes, paragraph 5) Reserved Items and Other Items, these items/services will be defined and solicited at the RTOP level as required.

22. RESERVED ELIN (XX22).

23. RESERVED ELIN (XX23).

24. RESERVED ELIN (XX24).

25. RESERVED ELIN (XX25).

26. RESERVED ELIN (XX26).

27. RESERVED ELIN (XX27).

28. RESERVED ELIN (XX28).

29. RESERVED ELIN (XX29).

30. RESERVED ELIN (XX2A).

31. RESERVED ELIN (XX2B).

ELINs XX2C – XX3H: BROW, CRANE, FORKLIFT, & MANLIFT SERVICES

1. BROW SERVICES (XX2C – XX2N).

a. Most US Navy vessels carry brows. However, the use of their own brows is dependent upon the type of mooring obtained and other vessel considerations. The HSP shall provide the brows specified in the schedule as ordered by the Contracting Officer/Ordering Officer. The HSP shall provide a suitable platform to accommodate ship mooring. A range of brow sizes is provided in

the ELINs. Mobilization, demobilization, stand-by fee, setup and placement shall be included in the proposed unit price of all ELINs XX2C through XX2N.

The sizes specified in the schedule are the following:

1. BROW,15-40 FT (XX2C)
2. BROW, 41-60 FT (XX2D)
3. BROW, 61-80 FT (XX2E)
4. BROW, 81-120 FT (XX2F)

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 and 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 during transit to and from ship. This recommendation shall be made at the time of the HSP's response to the RTOP.

In the event at the time of arrival and brow placement, the ship has determined the angle of the brow is insufficient for the crew to traverse safely to and from the ship, the HSP will contact the Contracting Officer/Ordering Officer immediately in the event this results in a material change to the task order.

b. BROW 40 FT SUBMARINES OR EQUIVALENT (XX2G): Due to the height difference between the submarine deck and pier, the HSP provided submarine brow must afford personnel a smooth and safe transit when entering or exiting the submarine deck. A submarine brow is considered to be 40 ft. in length and 3 – 4 ft. wide for personnel and 40 ft. in length and 2 ft. wide for shore power. Any excess of the brow may be placed on the pier. The submarine brow must be capable of supporting shore power cables without damaging the cables. Mobilization, demobilization, stand-by fee, setup and placement shall be included in the proposed unit price of ELIN XX2G.

c. BROW – PORT PROVIDED – PORT TARIFFS (XX2H) shall be used when a brow is provided by the port. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

d. BROW, GREATER THAN 120FT-PORT PROVIDED (XX2J) shall be used when a brow greater than 120ft is provided by the port. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

e. ANGLE BROW FOR FLEET LANDING (XX2K) - RESERVED ITEM. As per Section B- Schedule Notes, paragraph 5) Reserved Items and Other Items, these items/services will be defined and solicited at the RTOP level as required.

f. ANGLE BROW (150FT) (XX2L) - RESERVED ITEM. As per Section B- Schedule Notes, paragraph 5) Reserved Items and Other Items, these items/services will be defined and solicited at the RTOP level as required.

g. BROW STAND (XX2M) shall be used if the stand is provided by the contractor.

h. BROW STAND - PORT PROVIDED (XX2N) shall be used when a brow stand is provided by the port. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

2. CRANE SERVICES (XX2P – XX2Y).

a) MOBILE CRANE SERVICES (XX2P – XX2S). The HSP shall provide mobile crane services (shore and floating cranes) with operator(s) and safety observer(s). The cranes provided shall be in sound mechanical condition and shall meet all applicable safety laws and regulations (DOD regulations and country laws 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 the following ELINs:

1. MOBILE CRANE SERVICES - UP TO 15 TONS (XX2P)
2. MOBILE CRANE SERVICES - 16 TO 40 TONS (XX2Q)
3. MOBILE CRANE SERVICES - 41 TO 75 TONS (XX2R)
4. MOBILE CRANE SERVICES - 76 TO 100 TONS (XX2Q)

b) MOBILE CRANE SERVICES – PORT PROVIDED (XX2T) shall be used when a brow stand is provided by the port. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

c) CRANE PALLET BARS/SLINGS (XX2U – XX2X) and CRANE PLATFORM (XX2Y). The HSP shall provide crane pallet bars/slings and platform capable of handling multiple pallet lifts at a time. Pallet bars/slings and all other rigging equipment shall comply with the appropriate host country safety standards; operational limitations and any applicable restrictions shall be posted on the equipment. Crane platforms shall comply with the appropriate host country safety standards; operational limitations and any applicable restrictions shall be posted on the platform.

As per Section B- Schedule Notes, paragraph 5) Reserved Items and Other Items, these items/services will be defined and solicited at the RTOP level as required.

1. CRANE PALLET BARS/SLINGS SERVICES - UP TO 15 TONS (XX2U)
2. CRANE PALLET BARS/SLINGS SERVICES - 16 TO 40 TONS (XX2V)
3. CRANE PALLET BARS/SLINGS SERVICES - 41 TO 75 TONS (XX2W)
4. CRANE PALLET BARS/SLINGS SERVICES - 76 TO 100 TONS (XX2X)
5. CRANE PLATFORM (XX2Y)

3. FORKLIFT SERVICES (XX2Z – XX32).

a) The HSP shall provide forklift services with operator(s). Upon request, the HSP shall provide information concerning forklift/lifting capacity to the 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 (4) 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 prices of the following ELINs:

1. FORKLIFT SERVICES – UP TO 4 TONS (XX2Z).
2. FORKLIFT SERVICES – 5 TO 8 TONS (XX30).
3. FORKLIFT SERVICES – 9 TO 20 TONS (XX31).

b) FOLKLIFT SERVICES – PORT PROVIDED (XX32) shall be used when forklift services are provided by the port. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

4. MANLIFT (XX33 – XX36).

a) Manlift without operator (XX33 – XX35). The HSP shall provide a manlift without operator. 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 personnel acknowledgement of the training.

1. MANLIFT – MINIMUM 60 FT REACH (XX33).
2. MANLIFT – MINIMUM 90 FT REACH (XX34).
3. MANLIFT – MINIMUM 120 FT REACH (XX35).

b) MANLIFT OPERATOR (XX36). If the ship orders the manlift operator or if 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 (4) hours of continuous service.

c) OTHER BROW, CRANE, FORKLIFT, & MANLIFT SERVICES (XX37). As per Section B- Schedule Notes, paragraph 5) Reserved Items and Other Items, these items/services will be defined and solicited at the RTOP level as required.

5. RESERVED ELIN (XX39).

6. RESERVED ELIN (XX3A).

7. RESERVED ELIN (XX3B).

8. RESERVED ELIN (XX3C).

9. RESERVED ELIN (XX3D).

10. RESERVED ELIN (XX3E).

11. RESERVED ELIN (XX3F).

12. RESERVED ELIN (XX3G).

13. RESERVED ELIN (XX3H).

ELINs XX3J – XX45: SHIP MOVEMENT SERVICES (PILOTS, TUGS, LINE HANDLERS)

1. The HSP shall provide pilots, tugs, and line handlers based on the description provided at time of the Request for Task Order Proposal. The HSP shall coordinate with port authorities, as necessary.

2. PILOTS (XX3J-XX3K).

a) PILOTS - COMMERCIAL (XX3J) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) “Reserved Items and Other Items,” these items/services will be defined and solicited at the RTOP level as required.

b) PILOTS - PORT PROVIDED - PT (XX3K) shall be used when pilot services are port tariffs services. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

3. TUGS (XX3L-XX3Q)

The price for tugs is for every in or out service. Gross tonnage information will be provided within the RTOP.

a) TUGS - COMMERCIAL (XX3L). RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

b) TUGS - COMMERCIAL, STANDBY (XX3M). RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items," these items/services will be defined and solicited at the RTOP level as required.

c) TUGS – PORT PROVIDED (XX3N) - RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

d) TUGS –PORT PROVIDED -PT (XX3P) shall be used when tug services are port tariffs services. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

e) TUGS, STAND BY PORT PROVIDED (XX3Q). RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

f) TUGS, 3000-4000 HP Z-PELLER (XX3R) shall be used to bring the ship to and from berthing and/or anchorage locations. Tugs shall have a minimum towing capacity of 3,000 – 4,000 horsepower and not less than 35 tons bollard pull. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

4. LINEHANDLERS (XX3S-XX3U) The price for Line Handlers is for "service". Service is defined as each tie-up or let-go operation.

a) LINE HANDLERS - COMMERCIAL (XX3S). RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

b) LINE HANDLERS – PORT PROVIDED (XX3T). RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

c) LINE HANDLERS – PORT PROVIDED-PT (XX3U) shall be used when line handlers services are port tariffs services. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

5. OTHER SHIP MOVEMENT SERVICES (XX3V). As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

6. RESERVED ELIN (XX3W).

7. RESERVED ELIN (XX3X).

8. RESERVED ELIN (XX3Y).

9. RESERVED ELIN (XX3Z).

10. RESERVED ELIN (XX40).

11. RESERVED ELIN (XX41).

12. RESERVED ELIN (XX42).

13. RESERVED ELIN (XX43).

14. RESERVED ELIN (XX44).

15. RESERVED ELIN (XX45).

ELINs XX46 – XX4M: WATER FERRY/TAXI SERVICES

1. 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.

   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.

   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. 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 (1) 250-passenger (pax) water taxi is ordered and is not available, then two (2) 125-pax water taxis shall be provided for the rate of one (1) 250-pax water taxi if acceptable to the Supply Officer.

   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.

   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 periodical inspections shall be performed as required by the applicable laws and regulations of the port or the country in which the port is located. Apart from compliance with local laws and regulations, the HSP shall meet all additional requirements as set forth throughout the PWS. 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 U.S. Government rejects a water taxi, the Government shall not be liable for any costs the HSP incurs in presenting the rejected water taxi for inspection.

   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.

   Except as otherwise specified herein, the service shall include all equipment needed to transport personnel between the vessel anchored in the outer harbor, or in the inner harbor, fleet landing, or any pier or berth as designated by the port authority. Any disputes to this designation over whether the anchorage is within

port 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. In the event this occurs, it will be considered to be a "Change" to the task order. Any entitlement to and any amounts of additional or reduced charges shall be determined pursuant to the clause 52.243-1 "Changes- Fixed Price, Alternate II".

All water taxis provided by the HSP shall provide overhead covering.

Before the commencement of any services under a task order, the HSP shall make the water taxi available to the Vessel's Commanding Officer or designated representative for inspection.

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; and
e) Emergency procedures.

Emergency lighting, both permanent and hand held, shall be available and in working order at all times.

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.

The consumption of alcoholic beverages shall not be permitted aboard the water taxi.

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.

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.

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.

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.

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.

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.

Inspection and acceptance criteria for water taxi services. The Commanding Officer or his designated representative shall inspect and accept all water taxis prior to transporting any personnel. Each order for liberty boat/water taxi services is made on the basis that the request is to be considered a final order/obligation of the U.S. Government only after each water taxi has been inspected and accepted by the ship's representative. The ship's Commanding Officer is solely responsible for the safety of his crew and the subsequent acceptance of 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 EQIUPMENT
   (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) Marine Communications and Traffic Services (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.

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.

Mobilization, demobilization, stand-by fee, setup and placement shall be included in the fixed price of water ferry/taxi services.

2. OTHER WATER FERRY/TAXI SERVICES (XX4B). As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

3. RESERVED ELIN (XX4C)
4. RESERVED ELIN (XX4D)
5. RESERVED ELIN (XX4E)
6. RESERVED ELIN (XX4F)
7. RESERVED ELIN (XX4G)
8. RESERVED ELIN (XX4H)
9. RESERVED ELIN (XX4J)
10. RESERVED ELIN (XX4K)
11. RESERVED ELIN (XX4L)
12. RESERVED ELIN (XX4M)

ELINs XX4N – XX6U: GENERAL CHARTER & HIRE ITEMS

1. YOKOHAMA OR COMPARABLE FENDERS (XX4N – XX4Z).

The HSP shall provide fenders with a minimum of two (2) mooring lines. Unless otherwise specified herein, minimum standard diameter for any fender is 2.5 meters.

a) FENDER (YOKOHAMA) (XX4N-XX4S) The HSP shall furnish Yokohama or comparable fenders for all classes of ships in accordance with the ELINs. Fenders provided shall be appropriate and safe for the class of ship and pier configuration. The fenders proposed for each ELIN shall be safe and useable for the intended class of ship at all locations specified by the ELIN. The cost for mobilization and demobilization, stand-by fee, installation and de-installation, and transportation shall be included in the daily rate.

b) FENDER (YOKOHAMA) CLASS IA (XX4T) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

c) FENDER (YOKOHAMA) CLASS IB (XX4U) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

d) FENDER (YOKOHAMA) (2.5 M-3.3 M DIAMETER)(XX4V).

e) FENDER (YOKOHAMA) (Larger than 3.3.M and smaller than 4.5 M-3.3) (XX4W) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

f) SUBMARINE FENDERS (XX4X – XX4Y). The price for the submarine fender shall include all transportation, storage, setup, mobilization, demobilization and stand-by charges. XX4X refers to a deep draft submarine fender that will allow 14ft separation of the submarine to the pier. XX4Y refers to a hydro pneumatic submarine fender with a size of 4.5M.

d) FENDER –PORT PROVIDED (XX4Z) shall be used when a brow stand is provided by the port. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

2. CAMELS (XX50 – XX56).

a) CAMELS (XX50-XX54). The HSP shall furnish camels for all classes of ships in accordance with the ELINs. Camels provided shall be appropriate and safe for the class of ship and pier configuration. 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) CAMELS (Class 1A) (XX55) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

c) CAMELS (Class 1B)(XX56) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

3. BREASTING BARGES (XX57 – XX5D).

a. BREASTING BARGE (XX57-XX5B). The HSP shall furnish breasting barges for all classes of ships in accordance with the ELINs alongside the ship. The breasting barge shall have suitable self-fendering to prevent damage to the ship and a minimum of four (4) 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.

b. BREASTING BARGE CLASS 1A (XX5C). RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required

c. BREASTING BARGE CLASS 1B (XX5D). RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required

4. FENDERING BARGES (XX5E – XX5L).

a) FENDERING BARGE (XX5E – XX5J). The HSP shall furnish fendering barges for all classes of ships in accordance with the ELINs. 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 pierside obstacles such as cranes. A fendering barge is not certified for uses such as passenger transit or for uses such as the establishment of scaffolding for painting evolutions. It is purely required when a large vessel needs more separation from the pier than would be provided by a camel. The daily rate for fendering barges shall include all costs for mobilization and demobilization, stand-by, installation and de-installation.

b) FENDERING BARGE CLASS 1A (XX5K). RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) “Reserved Items and Other Items,” these items/services will be defined and solicited at the RTOP level as required”.

c) FENDERING BARGE CLASS 1B (XX5L). RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) “Reserved Items and Other Items,” these items/services will be defined and solicited at the RTOP level as required

5. LANDING BARGES (XX5M – XX5T).

a) LANDING BARGE (XX5M – XX5R). The HSP shall furnish landing barges for all classes of ships in accordance with the ELINs. 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.

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 the barges must include all costs for mobilization, demobilization, stand-by, installation and de-installation to include tugs if barges are not motorized.

b) LANDING BARGE CLASS 1A (XX5S). RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) “Reserved Items and Other Items,” these items/services will be defined and solicited at the RTOP level as required.

c) LANDING BARGE CLASS 1B (XX5T). RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) “Reserved Items and Other Items,” these items/services will be defined and solicited at the RTOP level as required.

6. OILY WASTE REMOVAL (TRUCK AND BARGE) (XX5U –XX5X)

a) OILY WASTE BY TRUCK (XX5U) and BY BARGE (XX5V)

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.

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 U.S. 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.

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.

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.

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.

In the event the HSP subcontracts oily waste disposal, the HSP shall be liable for any costs incurred by the U.S. Government as a result of the disposal operator's failure to comply with local requirements.

When removal is done via barge, the HSP shall provide a barge with fendering and a minimum of four (4) 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.

The HSP shall be paid in accordance with paragraph 5, "Volumetric based services" at Schedule Notes, Section B, above.

b) OILY WASTE REMOVAL - PORT PROVIDED (XX5W) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

e) OILY WASTE REMOVAL - PORT PROVIDED - PT (XX5X). As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

7. PRATIQUE AGRICULTURAL (XX5Y). The HSP shall provide for quarantine services to include equipment and personnel inspections as required by local authorities. Price is per day.

8. STEVEDORE SERVICES (XX5Z). The HSP shall provide stevedores for general labor at pier (not only for material handling). Billing shall be per shift. A shift is defined as 8 hours.

9. PIERSIDE –RECEIVING, STORAGE, REPORTING AND DELIVER TO SHIP (DRAYAGE) (XX60) and ANCHORAGE –RECEIVING, STORAGE, REPORTING AND DELIVER TO SHIP (LIGHTERAGE) (XX61-XX63). 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) (XX60) 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. For the mail, the HSP shall provide 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 prevent loss/damage /destruction of cargo and mail. The hourly 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. A minimum price of four (4) continuous hours shall apply.

Material ordered by the ship and shipped shall be arranged so as to have the material arrive at least 2 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.

The HSP shall receive the package for the ship and clear it through customs (XX64) when the ship has arrived and berthed or anchored in the respective port. Any damages must be reported to the ship prior to acceptance.

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.

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 ordering officer. Postage for package forwarding shall be charged by weight at the RTOP level as outlined in ELINS XXD7 – XXDC under SUBCLIN X00XAH, OTHER SERVICES FUNDED ITEMS.

Any other associated costs or related services without a fixed contract price will be purchased under the Supply Officer's Government purchase card authority or by the Contracting Officer/Ordering Officer.

The HSP shall provide Lighterage (water transportation) services (XX61 – XX63) for material handling items to include required barges and personnel when the ship is at anchorage. Class 4 and 5 ships do not possess the means to load material from a lighterage barge to the ship. In those instances where a class 4 or 5 ship will utilize a lighterage barge, the contractor may propose a lighterage barge with crane under the "Other General Charter and Hire" ELIN – XX6J.

10. CUSTOMS DUTY/CLEARANCE- COST PER BILL OF LANDING (XX64) The HSP shall receive the package for the ship and clear it through customs when the ship has arrived and berthed or anchored in the respective port. Any damages must be reported to the ship prior to acceptance. 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 ordering officer. Postage for package forwarding shall be charged by weight at the RTOP level as outlined in ELINS XXD9 – XXDD under SUBCLIN 0001AH, OTHER SERVICES FUNDED ITEMS.

Any other associated costs or related services without a fixed contract price will be purchased under the Supply Officer's Government purchase card authority or by the Contracting Officer/Ordering Officer.

11. PORT DUES, BERTHING FEE AT PIERSIDE OR ANCHORAGE (XX65 – XX6D). In some countries, the port authority or concessionaire charges port dues to the visiting ship. 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).

    a) PORT DUES – PT (XX65). As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

    b) PORT DUES – PRIVATE COMMERCIAL, ACHORAGE – PT (XX66) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

    c) PORT DUES – PRIVATE COMMERCIAL, DOCKAGE/WHARFAGE –PT (XX67) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

d) PORT DUES - PRIVATE COMMERCIAL, FLEET LANDING –PT (XX68) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

e) PORT DUES –PUBLIC, DOCKAGE/WHARFAGE –PT (XX69) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

f) PORT DUES - PUBLIC, FLEET LANDING –PT (XX6A) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

g) PORT DUES – PRIVATE COMMERCIAL, OTHER PORT DUES –PT (XX6B) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

h) PORT DUES – PUBLIC, ANCHORAGE –PT (XX6C) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

i) PORT DUES – PUBLIC, OTHER PORT DUES –PT (XX6D) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

12. SUBMARINE MOORING (XX6E).

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 (3) or four (4) 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.

13. INTERPRETER SERVICES (XX6F). RESERVED. The HSP shall provide interpreter services when ordered. The interpreter shall be fluent in both the predominant spoken and written local language as well as English. The price is per shift. A shift is defined as 8 hours. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

14. LOGISTICS SUPPORT TO GOVERNMENT TEAMS (XX6G). The HSP shall provide 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 one individual. Also, U.S. Government teams may conduct surveys in a variety of ports in the area of responsibility. The U.S. Government may require the assistance of the HSP in the ports to be surveyed. 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. The price is per day.

15. SUPPLEMENTAL GOVERNMENT QUARTERS, SUBMARINES ONLY (XX6H). RESERVED. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

    The government may at times during a port visit require the HSP to obtain supplemental government quarters (hotel accommodations) for the crew. Supplemental accommodations must meet the following minimum requirements: the rooms must have a bed, toilet, 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; clearly marked routes of egress in the event of fire, for the safety and welfare of all guests; and must meet the US embassy approved force protection requirements. These supplemental government accommodations should support double occupancy to the maximum extent practicable.

    The HSP shall propose a price that is not higher than the allowable published lodging rate for the location and time of need. Lodging rates for the United States, U.S. Territories and possessions may be found on the U .S. General Services Administration (GSA) website at the following web address: http://www.gsa.gov/portal/content/104877?utm_source=OGP&utm_medium=print-radio&utm_term=perdiem&utm_campaign=shortcuts.

    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: http://aoprals.state.gov/content.asp?content_id=184&menu_id=78

16. OTHER GENERAL CHARTER & HIRE ITEMS (XX6J). As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

17. RESERVED ELIN (XX6K).

18. RESERVED ELIN (XX6L).

19. RESERVED ELIN (XX6M).

20. RESERVED ELIN (XX6N).

21. RESERVED ELIN (XX6P).

22. RESERVED ELIN (XX6Q).

SUBCLIN 0001AB: UTILITIES FUNDED ITEMS

ELINs XX6V – XX7A: COLLECTION, HOLDING, AND TRANSFER (CHT) OF BACTERIOLOGICAL/CHEMICAL LIQUIDS AND GREYWATER

1. The HSP is responsible for the entire cycle necessary to collect, remove, and dispose of bacteriological/ chemical liquids ("waste" or "sewage") and greywater 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 and/or greywater on the barge, the ship, the sea surrounding the ship, or the pier. The HSP shall pre-position CHT and/or greywater barges, when necessary, in accordance with force protection or other requirements. The daily rate shall include all costs for mobilization, demobilization, stand-by fee, installation and de-installation.

2. Greywater 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. Greywater will be treated as CHT only in cases where the Port Authority forbids ship discharge of greywater. In the event that greywater is defined as the equivalent of oily waste, the HSP shall dispose of any combination of oily waste and greywater as oily waste. Greywater removal services shall be paid in accordance with paragraph 5, “Volumetric Based Services” under Section B –Schedule Notes, above.

3. The HSP shall remove CHT and/or greywater from the ship, whether at anchor or pierside, commencing within one (1) hour of the ship's arrival and through up to one (1) hour before the ship's departure. The HSP shall determine the frequency and method for the collection, offload, removal, and disposal of CHT and/or greywater taking into consideration the Ship’s ability to hold CHT and/or greywater 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. The HSP shall remove sewage from the ship in HSP-provided equipment, and if using a holding tank to collect the CHT and/or greywater, the HSP shall determine the frequency and method to empty the holding tank such that the holding tank shall not overflow

4. The HSP shall provide an offload schedule to the ship’s Supply Officer during the meeting right after the ship’s arrival.

5. The HSP shall remove sewage from the ship in HSP-provided equipment, and if using a holding tank to collect the CHT and/or greywater, the HSP shall determine the frequency and method to empty the holding tank such that the holding tank shall not overflow.

6. 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 and/or greywater. 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.

7. 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.

8. The HSP shall properly dispose of all sewage. CHT/Greywater collection, removal and disposal shall be priced based on the following conditions:

   a) CHT AND GREYWATER BY TRUCK (XX6V). The HSP shall provide services when the visiting ship is at pierside.

   b) CHT AND GREYWATER BY BARGE (XX6W). 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 (4) 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) CHT AND GREYWATER BY PIPELINE (XX6X). The HSP shall provide services when the visiting ship is at pierside by pipeline.

d) CHT AND GREYWATER – PORT PROVIDED (XX6Y) shall be used when CHT and Greywater removal is provided by the port.

9. The CHT and/or Greywater 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 by the U.S. Government's ship or otherwise ensure that the ship is charged only for its "pro rata" share of CHT.

10. The HSP shall be paid in accordance with paragraph 5, "Volumetric Based Services", under Section B – Schedule Notes, above.

11. CHT AND GREYWATER HOSES, CONNECTIONS, HOSE CONNECTION & DISCONNECTION, AND MONITORING (XX6Z). For vessels that go pierside at any pier where disposal of CHT and/or greywater 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 and/or greywater removal. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

12. OTHER COLLECTION, HOLDING, AND TRANSFER (CHT) AND GREYWATER SERVICES (XX70). As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

13. RESERVED ELIN (XX71).

14. RESERVED ELIN (XX72).

15. RESERVED ELIN (XX73).

16. RESERVED ELIN (XX74).

17. RESERVED ELIN (XX75).

18. RESERVED ELIN (XX76).

19. RESERVED ELIN (XX77).

20. RESERVED ELIN (XX78).

21. RESERVED ELIN (XX79).

22. RESERVED ELIN (XX7A).

ELINs XX7B – XX7G: 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 1 January 1993)

CONTAMINANT	***MCLG (mg/L)*** [1]	***MCL (mg/L)***	***AL (mg/L*** [2]***)***
ASBESTOS	7 million fibers/L longer that 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 [3]
LEAD	0		.015 [4]
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	

(i) 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 non enforceable health goals.

(ii) 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.

(iii) 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 "90th percentile" copper level is greater than 1.3 mg/L).

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

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

CONTAMINANT	***MCLG (mg/L)***	***MCL (mg/L)***
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

CONTAMINANT	***MCLG (mg/L)***	***MCL (mg/L)***
ENDRIN	0.002	0.002
LINDANE	0.0002	0.0002
METHOXYCHLOR	0.04	0.04

CONTAMINANT	*MCLG (mg/L)*	*MCL (mg/L)*
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[(1)]

(i) 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

1. 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.

2. 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.

3. The MCL for systems analyzing fewer than 40 samples each month: No more than one sample each month may be total coliform-positive.

2. Monitoring and Analytical Requirements

a) 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.

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

c) Approved methods of microbiological analysis include the Auto analysis Coliert 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).

3. Repeat Monitoring

a) 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.

b) 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.

c) 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 Government may reduce or eliminate the requirement to take the remaining samples).

d) 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.

e) 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:

(1) One turbidity unit for monthly average (5 turbidity units monthly may apply at Government option).

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

(3) These requirements apply to filtered systems until 29 JUNE 1993. The requirements apply to unfiltered systems that the Government 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.

f) 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.

g) Sodium and Corrosivity: No MCLs have been published; however, monitoring is required.

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

(2) 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

4. 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. 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 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 the ship's operations are not negatively impacted due to lack of fresh potable water.

6. 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.

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 (4) 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.

a) PIERSIDE, PIPELINE (XX7B). Potable water pierside shall be delivered by pipeline if available. If not, PIERSIDE, OTHER THAN PIPELINE (XX7C) applies.

b) ANCHORAGE (XX7D). If a vessel is at anchorage, ELIN XX7D applies.

c) POTABLE WATER – PORT PROVIDED – PT (XX7E) shall be used when potable water supply is a port tariff service. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

8. The HSP shall be paid in accordance with paragraph 5, "Volumetric Based Services", under Section B – Schedule Notes. 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. 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.

9. BOTTLED WATER (MINIMUM 100 LITERS PER PORT VISIT) (XX7F). 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. The unit of issue is liter.

10. OTHER FRESH POTABLE WATER (XX7G). As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

11. RESERVED ELIN (XX7H).
12. RESERVED ELIN (XX7J).
13. RESERVED ELIN (XX7K).
14. RESERVED ELIN (XX7L).
15. RESERVED ELIN (XX7M).
16. RESERVED ELIN (XX7N).
17. RESERVED ELIN (XX7P).
18. RESERVED ELIN (XX7Q).
19. RESERVED ELIN (XX7R).
20. RESERVED ELIN (XX7S).

ELINs XX7T – XX8E: GENERAL UTILITY SERVICES

1. SHORE STEAM (XX7T) & FEED WATER (XX7U)

a) SHORE STEAM (XX7T). The HSP shall provide shore steam to the ship. 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). 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 an hourly basis.

b) FEED WATER (XX7U). The HSP shall provide feed water for the shore steam. Price is to be per metric ton (MT).

2. OIL BOOMS – PIERSIDE (XX7V) and ANCHORAGE (XX7W).

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. Price is 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.

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 (XX7X – XX86).

a) The HSP shall provide shore power to the ship using diesel generators with fuel alongside the ship or permanent connection system. The HSP shall provide all cables and make all power connections between the generator and ship. The availability of shore power shall be in accordance with the schedule established by the ship. The price for rental is per one unit per day and shall include fuel.

b) ELINs XX7X – XX82 shall be used when shore power is provided by the Port Authority. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

c) ELINs XX83 – XX86 is to be used only if/when shore power supplied via port provided generators is, for any reason, not available or inadequate. The price for rental is per one unit per day and shall include fuel. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

4. OTHER GENERAL UTILITY SERVICES (XX87). As described in Section B- Schedule Notes, paragraph 5) “Reserved Items and Other Items,” these items/services will be defined and solicited at the RTOP level as required.

5. RESERVED ELIN (XX88).

6. RESERVED ELIN (XX89).

7. RESERVED ELIN (XX8A).

8. RESERVED ELIN (XX8B).

9. RESERVED ELIN (XX8C).

10. RESERVED ELIN (XX8D).

11. RESERVED ELIN (XX8E).

12. RESERVED ELIN (XX8F).

13. RESERVED ELIN (XX8G).

14. RESERVED ELIN (XX8H).

SUBCLIN 0001AC: FORCE PROTECTION (FP) FUNDED ITEMS

1. Only the ordering officers are 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. All FP services must be in compliance with 32 Code of Federal Regulations (CFR) 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. The HSP will follow the contract requirements in this FP section unless directed differently by the Contracting Officer or Ordering Officer.

4. The HSP is prohibited from providing any requested FP measures that are not included in this contract unless prior approval is obtained from the Contracting Officer. The HSP must explain what the added FP service will include and why it has been requested. The Contracting Officer will coordinate this requirement with the ship's FP personnel. Once a final decision is reached then the HSP will be authorized to proceed with the service at an agreed upon price or instructed to cancel the requirement.

5. Force Protection (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.

6. 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 an authorized ordering official under the contract. 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 which describes the measures in place to protect ship schedule information shall be provided within 30 days after the award of the contract.

7. 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. The equipment and material used for the force protection services will be inspected by the Ship's Force Protection representative to ascertain that they meet force protection requirements.

8. 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 their employees and subcontractor employees providing services to the vessel when requested by the ship's Supply Officer.

9. 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.

10. 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.

11. 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 the ship's FP officers, security guards, and HSP employees and subcontractor employees 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.

12. 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.

13. 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 (6) continuous days).

14. 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.

ELINs XX8J – XX94: FORCE PROTECTION BARRIERS

1. Any of the below are suitable for land barrier requirements.

   a) JERSEY-TYPE LAND SECURITY BARRIER (XX8J). Concrete barriers of stone blocks and anti-vehicle metal barriers chained together and anchored in place with similar stopping attributes as Jersey-type barriers. Price is per meter /per day.

   b) JERSEY-TYPE WATER FILLED SECURITY BARRIER (XX8K). Water filled barriers (filled with water). The unit price shall include water. Price is per meter/ per day.

   c) CONEX BOX BARRIERS (XX8L). Price is per meter/per day.

   d) CONEX BOX BARRIERS – PORT PROVIDED (XX8M) shall be used when Conex Box Barriers are provided by the port. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP

2. Floating Line of Demarcation (FLOD) at pierside, equipped with anchors and lighting (for night visibility). Price is per meter per day. The FLOD must be anchored at least 30 meters from ship. The HSP shall provide a FLOD to identify a restricted area in the water of approximately 400 feet (125 meters) distance 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. There are two (2) types of FLOD's that are currently authorized, Floating Barrier/Continuous Line of Demarcation (XX8N) and Floating Barrier/Buoy System Line of Demarcation (XX8P), as described below:

   a) FLOATING BARRIER/CONTINUOUS LINE OF DEMARCATION (XX8N). 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 (ELIN XX8Q).
   - 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 2 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 Sea State Condition 3.

   b) FLOATING BARRIER/BUOY SYSTEM LINE OF DEMARCATION (XX8P). This is an acceptable alternative to the Floating Barrier/Continuous Line of Demarcation. 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 1 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 2 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 watercrafts are allowed access to and from the ship. The HSP shall provide at a minimum 2 (two) workboats to tend to the Buoy System FLOD at all times that will be charged in accordance with XX8P.

- 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.

c) OPENING AND CLOSING OF FLOATING BARRIER/BUOY SYSTEM LINE OF DEMARCATION (XX8Q). The HSP shall open and close the FLOD at the entry control point upon request. The price shall be for service. Service is meant to include both opening and the closing.

3. METAL PEDESTRIAN CONTROL FENCE (XX8R). Metal pedestrian control fences must be at least two (2) meters high, two (2) meters wide, and sturdy enough to withstand wind and other inclement weather. Price is to be for one fence per day.

4. METAL PEDESTRIAN CONTROL FENCE – PT (XX8S) shall be used when Metal Pedestrian Control Fence is a port tariff service. As described in Section B- Schedule Notes, paragraph 3), the HSP shall provide a proposal for this item in response to the RTOP.

5. OTHER FORCE PROTECTION BARRIERS (XX8T). As described in Section B- Schedule Notes, paragraph 5) “Reserved Items and Other Items,” these items/services will be defined and solicited at the RTOP level as required.

6. RESERVED ELIN (XX8U).

7. RESERVED ELIN (XX8V).

8. RESERVED ELIN (XX8W).

9. RESERVED ELIN (XX8X).

10. RESERVED ELIN (XX8Y).

11. RESERVED ELIN (XX8Z).

12. RESERVED ELIN (XX90).

13. RESERVED ELIN (XX91).

14. RESERVED ELIN (XX92).

15. RESERVED ELIN (XX93).

16. RESERVED ELIN (XX94).

ELINs XX95 – XX9Y: FORCE PROTECTION PERSONNEL AND EQUIPMENT

1. UNARMED SECURITY GUARDS (XX95).Unarmed or Armed security guards to control vehicle and personnel access to pier or to patrol in picket boats or for vetting operations. Price is to be 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. The abovementioned ELINS shall not be ordered or provided where private security guards are contrary to 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. UNARMED SECURITY GUARD – PORT PROVIDED (XX96) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

3. ARMED SECURITY GUARDS- (XX97) RESERVED ITEM.

4. ARMED SECURITY GUARDS- PORT PROVIDED-(XX98) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

5. UNAMANNED WATERBORNE PATROL CONTINUOUS COVERAGE-(XX99) RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required".

6. MANNED (OR UNMANNED) WATERBORNE PATROL CRAFT CONTINUOUS COVERAGE (XX9A). The HSP shall provide manned (or unmanned) waterborne patrol craft (motorized patrol craft, approximately 5-10 meters in length) with own radio to communicate with ship and local authorities. Continuous coverage is required for the period of performance ordered by the ship or by the Contracting Officer. Price is to be 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 (4) continuous hours, the HSP is entitled to a minimum daily amount of four (4) 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.

   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.

   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.

   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 US ships.

   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.

The picket boat shall be suitable for operations in all weather conditions, capable of carrying three people, capable of a minimum 18 knots speed, and capable of operating for 8 hours without refueling.

7. TRAINED METAL DETECTOR OPERATOR (XX9B). 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. Operators must speak English. Price is to be per hour per operator.

8. WALK-THRU METAL DETECTOR (XX9C). The HSP shall provide walk-through (thru) metal detectors, similar to those used in commercial airports. Walk-thru metal detector must be certified by the local certifying entity and in good working condition. The price is to be per unit per day.

9. TRAINED EXPLOSIVE DETECTOR OPERATOR (XX9D). Operators shall search 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. Operators must speak English. Price is to be per hour per operator.

10. WALK-THRU EXPLOSIVES DETECTOR (XX9E). The HSP shall provide walk-through (thru) explosives detectors, similar to those used in commercial airports. Walk-thru explosives detector must be certified by the local certifying entity and in good working condition. The price is to be per unit per day.

11. TRAINED X-RAY BAGGAGE SCANNING OPERATOR (XX9F). Operators shall search 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. Operators must speak English. Price is to be per hour per operator.

12. X-RAY BAGGAGE SCANNING MACHINE (XX9G). The HSP shall provide X-ray baggage scanning machines, similar to those used in commercial airports. X-ray baggage scanning machines must be certified by the local certifying entity and in good working condition. The price is to be per unit per day.

13. DIVE AND VETTING SERVICES (XX9H). The HSP is to provide for explosives disposal-trained diving services capable of inspecting pier before ship arrival. 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 (3) 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 (4) hours.

14. OTHER FORCE PROTECTION PERSONNEL AND EQUIPMENT (XX9J). As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

15. RESERVED ELIN (XX9K).

16. RESERVED ELIN (XX9L).

17. RESERVED ELIN (XX9M).

18. RESERVED ELIN (XX9N).

19. RESERVED ELIN (XX9P).

20. RESERVED ELIN (XX9Q).

21. RESERVED ELIN (XX9R).

22. RESERVED ELIN (XX9S).

23. RESERVED ELIN (XX9T).

24. RESERVED ELIN (XX9U).

25. RESERVED ELIN (XX9V).

26. RESERVED ELIN (XX9W).

27. RESERVED ELIN (XX9X).

28. RESERVED ELIN (XX9Y).

ELINs XX9Z – XXAQ: FORCE PROTECTION SUPPLIES

1. 800 MHZ RADIO (XX9Z). 800 MHZ Radio must be in excellent condition, and battery operated, with batteries included. Price is per unit per day.

2. TIRE SHREDDING STRIPS (XX90). Tire shredding strips to be equipped with metal spikes, to be placed across the entry to pier access (price per one strip per day). Tire shredding strips must be capable of disabling a vehicle with drivers over the strips in the wrong direction. Strips must be at least one meter in length.

3. CONTROLLED AREA SIGN (XXA1). Signs shall be in host nation language and in English. Signs shall be at least one (1) meter long and a half (1/2) meter wide, with lettering at least 10 cm high. 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. The price is per sign per day.

4. PORTABLE FLUORESCENT LIGHTING (XXA2). The HSP shall provide portable fluorescent lighting capable of illuminating 300 meters x 100 meters area. The price is to be per portable unit per day.

5. WEATHER RESISTANT GUARD SHACK (XXA3). The HSP shall provide weather resistant guard shacks capable of holding at least two (2) persons. Weather resistant guard shack shall be enclosed and shall have, at a minimum, one (1) door and one (1) window. The price is to be per unit per day.

6. HANDHELD METAL DETECTOR (XXA4). The HSP shall provide handheld metal detectors, similar to those used in commercial airports. Handheld metal detector must be certified by the local certifying entity and in good working condition. The price is to be per unit per day.

7. HANDHELD EXPLOSIVE DETECTOR (XXA5). The HSP shall provide handheld explosive detectors, similar to those used in commercial airports. Handheld explosive detector must be certified by the local certifying entity and in good working condition. The price is to be per unit per day.

8. BATTERY OPERATED BULLHORN (XXA6). The HSP shall provide battery operated bullhorn with new batteries included. The price is to be per unit per day.

9. STURDY TABLE & FOUR (4) FOLDING CHAIRS (XXA7). The HSP shall provide sturdy tables with dimensions of at least two (2) meters long and one (1) meter wide, with four (4) folding chairs. The price is to be per unit per day.

10. TENT OR AWNING, OPEN (XXA8) OR CLOSED (XXA9). The HSP shall provide tents or awnings to shelter personnel conducting inspections, to shelter a designated medical area, or to shelter for any other event. The tent or awning must be at least three (3) meters x three (3) meters. In addition, the tent or awning must be anchored down and strong enough to withstand inclement weather. The price is to be per unit per day.

11. UNDERCARRIAGE VEHICLE SCANNER (XXAA). The HSP shall provide undercarriage vehicle scanner for force protection measures designed to see underneath body of a car. The price is to be per unit per day.

12. MANUAL DROP ARM GATE (XXAB). 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. The price is to be per unit per day.

13. GOLF CARTS – 4 PASSENGER (XXAC). RESERVED ITEM- The HSP shall provide four (4) passenger capacity golf carts. Upon initial rental, the gasoline tank shall be full. The price for four passenger golf carts rented is based upon an assumption that the golf cart will be returned with an empty tank of gas. Therefore the fixed price for golf carts will include a full tank of gasoline at the time of rental. Golf carts can be returned with any amount of gasoline. Ships shall not be responsible for returning the golf carts with a full tank of fuel, and the HSP shall not be obligated to credit the ship for the remaining fuel. The price is to be per four (4) passenger golf cart per day.

14. LIGHTING CART (XXAD). RESERVED ITEM- The HSP shall provide portable lighting cart between 7.5’ to 12’ in height. Portable lighting cart shall include two (2) 1000-watt metal halide lamps and tower telescopes to 15 feet. If fuel is required, it must be included in the price.

15. OTHER FORCE PROTECTION SUPPLIES (XXAE). As described in Section B- Schedule Notes, paragraph 5) “Reserved Items and Other Items,” these items/services will be defined and solicited at the RTOP level as required.

16. RESERVED ELIN (XXAF).

17. RESERVED ELIN (XXAG).

18. RESERVED ELIN (XXAH).

19. RESERVED ELIN (XXAJ).

20. RESERVED ELIN (XXAK).

21. RESERVED ELIN (XXAL).

22. RESERVED ELIN (XXAM).

23. RESERVED ELIN (XXAN)

24. RESERVED ELIN (XXAP).

25. RESERVED ELIN (XXAQ).

SUBCLIN 0001AD: COMMUNICATIONS FUNDED ITEMS

ELINs XXAR – XXBC: TELEPHONE SERVICES & COMMUNICATIONS EQUIPMENT

1. LANDLINE INSTALLATION & REMOVAL (XXAR). 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.

2. LANDLINE USAGE (XXAS) and LANDLINE USAGE –PT (XXAT) are for the actual charges. These ELINs are considered "reserved items" and will be fixed priced at task order level.

3. RENTAL OF CELLULAR PHONES (Per Unit Per Day) (XXAU). Daily rate shall be inclusive of delivery, removal, provision of 110V to 220V transformers, adapters and extra batteries. The HSP shall have readily available a minimum of ten (10) cellular telephones at any given time. Each mobile phone provided shall include an operating manual/instructions with published rates for usage.

4. CELLULAR PHONE- USAGE (XXAV) includes activation, auto roaming, long distance accounts and actual charges. This ELIN is considered as a "reserved item" and will be fixed priced at task order level.

5. PREPAID INTERNATIONAAL CALLING CARDS (100 minutes each) (XXAW). The HSP shall provide pre-paid international Calling Cards for official use for worldwide calling area including local, domestic, and international areas. Price is per each card with 100 minutes.

6. SIM CARD WITH PREPAID AIRTIME (100 minutes each) (XXAX). SIM cards with prepaid airtime shall be provided where the ship or operating unit has mobile phones and desires only SIM cards for use in the specific port area. Activation cost of the SIM card must be included in the price.

7. ADDITIONAL AIRTIME – PREPAID SIM CARD AIRTIME (150 minutes each) (XXAY). The HSP shall provide on request additional airtime minutes for cell phone rental when initial airtime minutes have or will expire and additional minutes are required.

8. PREPAID DOMESTIC CALLING CARDS (XXAZ). The HSP shall provide pre-paid domestic Calling Cards for official use. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

9. WI-FI INTERNET CONNECTION (XXB0). The HSP shall provide pocket Wi-Fi rental units on a daily rate basis and charges shall be inclusive of delivery, battery charger, USB cable, and an operating manual/instruction, high download speed of at least 150Mbps, high upload speed of at least 50Mbps, unlimited data usage, ability to connect up to ten (10) devices to the Internet simultaneously, 3000mAh built-in battery for 8 to 10 hours of operating time, and maximum standby time of 500 hours. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required

10. OTHER TELEPHONE SERVICES & COMMUNICATIONS EQUIPMENT (XXB1). As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

11. RESERVED ELIN (XXB2).

12. RESERVED ELIN (XXB3).

13. RESERVED ELIN (XXB4).

14. RESERVED ELIN (XXB5).

15. RESERVED ELIN (XXB6).

16. RESERVED ELIN (XXB7).

17. RESERVED ELIN (XXB8).

18. RESERVED ELIN (XXB9).

19. RESERVED ELIN (XXBA).

20. RESERVED ELIN (XXBB).

21. RESERVED ELIN (XXBC).

SUBCLIN 0001AE: TRANSPORTATION FUNDED ITEMS

ELINs XXBD – XXCC: LAND TRANSPORTATION (PERSONNEL) SERVICES

1. GENERAL REQUIREMENTS:

a) All drivers must be fully qualified and possess valid driving licenses for the country in which services are being performed. Drivers shall be familiar with local area and conversant in English. All vehicles shall be registered, licensed and insured in accordance with applicable country laws and regulations. The HSP is responsible for delivering all cargo and personnel to the correct location on schedule. For vehicles with driver services, drivers are limited to driving "shifts" which is defined as a continuous 8 hour period. One day consists of 3 shifts.

b) 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 ship's representative or ordering 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.

c) If a vehicle is not operable when required under this contract, the HSP 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.

2. BUS SERVICE (XXBD – XXBF).

a) The HSP shall provide heated and air-conditioned bus service capacity on an hourly rate basis and bill under ELIN XXBD for 26 passengers, ELIN XXBE for 40 passengers, and ELIN XXBF for 50 passengers. The hourly rate shall include: one (1) 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 XXBS. Any other expense that is not covered under the abovementioned ELINs (e.g. tolls) will be paid by the ship's Supply Officer using his/her own Government purchase card authority, or by the Contracting Officers. Note, there is a separate ELIN for E-Z Passes (XXBC0) and a separate ELIN for Fee for acquiring internal E-Z Pass Transponder (XXC1) should there be extensive tolls in and around the area in which the port is located.

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 (2) 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 (4) 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.

h) Substitution of Buses. If the HSP does not have available the type of bus ordered and the bus has been ordered at least 24 hours in advance, the HSP shall substitute a bus type equal to or better than the bus ordered at the price listed for the type of bus originally ordered. EXAMPLE: If two (2) 50 passenger buses are ordered but unavailable, the HSP shall furnish a combination of passenger buses at the price listed for the 50 passenger buses originally ordered.

3. VEHICLE RENTAL SERVICE (XXBG – XXBM).

a) Vehicle Specifications, Maintenance, and Malfunctions

(1) The HSP shall furnish heated and air-conditioned vehicles not more than five (5) years old, in good order and condition and otherwise in full compliance with best commercial practices and local laws and regulations. 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 initial rental, the gasoline tank shall be full. The prices for vehicles rented are based upon an assumption that the vehicles will be returned with an empty tank of gas. 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 (3) 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) When the vehicle is returned, the HSP shall be responsible for ensuring that the HSP and an authorized representative of the U.S. Government jointly inspect it. 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.

(5) Price shall be per vehicle per day. 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 with the exception of Collision Damage Waivers (CDW). The price of fuel (full tank of gasoline at the time of rental) for all rental vehicles shall be included in the price of the vehicle and shall not be invoiced separately. When a driver is required, it will be charged the ELIN XXBU.

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

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

c) Driver's License. Vehicles shall be furnished to any official U.S. Government (military or civilian) driver who has attained the age of 18 years or the age required by the host nation, whichever is older, and possesses a valid driver's license for the host nation of the port visit.

d) General Description of Vehicle Types – The vehicles shall meet the general description set out below:

i. Vehicle, Group "B" – Medium-Size Sedan (XXBG). 2 – 4 doors; 4 – 5 passenger capacity; heating and air conditioning; minimum 1600 cc engine sedan.

ii. Vehicle, Group "E" – Executive Sedan (XXBH). 4 doors; 5 passenger capacity; heating and air conditioning; minimum 1600 cc engine sedan.

iii. Vehicle, Group "M" – 7 Passenger Van (XXBJ). 7 passenger capacity with driver; heating and air conditioning; minimum 2000 cc engine. The driver will be charged under ELIN XXBU

iv. Vehicle, Group "M" – 9 Passenger Van (XXBK). 9 passenger capacity with driver; heating and air conditioning; minimum 2000 cc engine. The driver will be charged under ELIN XXBU

v. Vehicle, Group "Z" – 12 Passenger Van (XXBL). 12 passenger capacity with driver; heating and air conditioning; minimum 2000 cc engine. The driver will be charged under ELIN XXBU

vi. Vehicle, Group "Z" – 15 Passenger Van (XXBM). 15 passenger capacity with driver; heating and air conditioning. The driver will be charged under ELIN XXBU

vii. Vehicle, 4 Wheel Drive (XXBN). Sports Utility Vehicle (SUV) or 4x4 vehicle shall have a capacity of a minimum of 4 passengers and a 1600cc engine; and have heating and air conditioning. 4 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.

viii. Vehicle, Cargo Van (XXBP). Shall have a minimum capacity of 15 cubic meters (cm) and 1600 cc engine.

ix. Vehicle, Light Duty Truck (XXBQ). Shall have a minimum payload capacity of ½ metric ton (MT) and 1600 cc engine.

x. Vehicle, Covered Truck (10-15 ft) (XXBR). The HSP shall provide covered, lockable trucks with a diver to load/off load cargo.

x.Vehicle, Flatbed Trailer Truck (40 ft.) (XXBS). The HSP shall provide a flatbed trailer truck with a driver to load/off load cargo.

e) Vehicle Accessories:

i. GPS UNIT (XXBT). Global Positioning System (GPS) Unit for use with rental vehicles shall be loaded with up-to-date maps of the local area. Price is per day. As described in Section B-Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

f) 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 misconduct 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.

g) 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 ordering officer of the infraction and amount cited as soon as the documentation concerning the violation is received.

h) Mileage and Deposit Charges. There shall be no mileage or deposit charges for the vehicles rented under this contract.

i) Time Periods of Rental. Rental time shall begin once U.S. Government employees have taken possession of the vehicle.

j) The HSP shall return all items left in rental vehicles to the ship's Supply Officer.

4. QUALIFIED DRIVER FOR BUS/RENTAL VEHICLE (XXBU).

a) 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 (8) 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 (8) hours straight. Drivers must not have been driving within the previous eight (8) 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 ELIN (e.g. tolls, driver's overnight accommodation) will be paid by the Supply Officer using his/her own Government purchase card authority, or by the Contracting Officers.

5. VEHICLE ACCESS FEE - PER VEHICLE PER ENTRY (XXBV). If a fee is required for vehicle access to the port or pier, the HSP shall provide a firm-fixed-price for vehicle access. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

6. AIRPORT TRANSFER SERVICE (XXBW). In ports where distance from airport to pier is 200 kilometers (124 miles) 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). Price is to be per each one-way transfer of 200 kilometers (124 miles) or less. The HSP shall obtain written acknowledgement by an authorized ship representative of all one-way transportation service.

7. PERSONNEL LOGISTIC MOVEMENT SUPPORT (PLMS) (XXBX). 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 shall 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; and
    - 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 will be separate from the funding for 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 Civil Service Mariners (CIVMARs), by the ship (USNS vessels).

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 XXBX 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, but only the PLMS fee from ELIN XXBX based on the number of travelers identified in the RTOP. 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 Contracting Officer to modify the task order to include the PLMS fee.

As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

8. VEHICLE, COLLISION DAMAGE WAIVER (XXBY). The HSP shall provide the option for Collision Damage Waiver (CDW) for all vehicle rentals. CDW is not insurance and will not be required in order to rent a vehicle through the HSP. The CDW shall waive the renter's damage responsibility for all of the costs of damage to, loss or theft of, the vehicle or any part or accessory and related costs regardless of fault or negligence. If HSP provides CDW on behalf of rental agency, the renter and driver will be subject to the specific requirements of that rental agency's CDW. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

9. VEHICLE, PREPAID GASOLINE CARDS (XXBZ). If requested, pre-paid gasoline cards with a minimum $50.00 pre-loaded balance shall be provided when ordered. Gasoline cards will be for official use only when rental vehicles are requested. Upon completion of the port visit, the gasoline cards shall be retained by the ship's Supply Officer. This ELIN is a reserved item as described in Section B- Schedule Notes, paragraph 5)

10. E-Z PASS (XXC0) AND FEE FOR ACQUIRING INTERNAL E-Z PASS TRANSPONDER (XXC1). If requested, E-Z Passes with a minimum $50.00 pre-loaded balance shall be provided when ordered. E-Z Passes will be for official use only when rental vehicles are requested. Upon completion of the port visit, the E-Z passes shall be returned to the HSP. The E-Z Passes (XXC0) and the fee for acquiring the internal E-Z Pass transponder (XXC1). If the balance on the E-Z Pass needs to be replenished, the HSP shall provide the requisite services to do so. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

11. OTHER LAND TRANSPORTATION (PERSONNEL) SERVICES (XXC2). As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

12. RESERVED ELIN (XXC3).

13. RESERVED ELIN (XXC4).

14. RESERVED ELIN (XXC5).

15. RESERVED ELIN (XXC6).

16. RESERVED ELIN (XXC7).

17. RESERVED ELIN (XXC8).

18. RESERVED ELIN (XXC9).

19. RESERVED ELIN (XXCA).

20. RESERVED ELIN (XXCB).

21. RESERVED ELIN (XXCC).

SUBCLIN 0001AF: PROVISIONS FUNDED ITEMS

ELINs XXCD – XXCP: PROVISIONS

1. PROVISIONS (XXCD). Provisions are primarily ordered under other U.S. Government contracts. Use of these contracts for provisions (e.g. Defense Logistics Agency (DLA) Subsistence "Prime Vendor" provisions contracts) is mandatory when available. If U.S. Government contracts are either unavailable or the Government or Contractor cannot make delivery within the ship scheduling constraints, provisions will be procured by the Contracting Officer. Any emergent requirements passed by the ship to the HSP must be forwarded to the Contracting Officer.

   As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

2. Fresh Fruits and Vegetables (FFV) shall be of good quality and meet the following specific standards:

   a. Shall not be grown (cultivated) using night soil;
   b. Shall be free of pest and insect infestation; and
   c. Shall be fresh yet not overripe.

The HSP shall ensure that the provider of items arranged under this ELIN furnishes to the Supply Officer, invoices showing quantities furnished; unit price in U.S. dollars; and total price in U.S. dollars as indicated in G-1 "INVOICING INSTRUCTIONS".

HSPs are directed to acquire subsistence and FFV from the list of Army Veterinary Service or the Navy Medical Services approved sources FIRST. This list can be obtained from Veterinary Services at http://phc.amedd.army.mil/topics/foodwater/ca/Pages/DoDApprovedFoodSources.aspx and from the DLA Subsistence Home Page at https://www.troopsupport.dla.mil/subs/pv/index.asp. HSPs will provide the pricing information from these sources to the contracting officer as part of their response to the RTOP. In the event there is no Army Veterinary Service or the Navy Medical Services approved sources that can meet delivery requirements, HSPs may use local service providers to meet ship demands but must provide the contracting officer with pricing of the ship's requirements as part of their response to the RTOP.

All subsistence procured via HSP in foreign ports requires an increased level of security awareness. Therefore, all subsistence & FFV provisions from the HSP sources will require an additional level of inspection and acceptance where the quality of those provisions must be inspected by a designated representative of the ship's Medical department and acknowledgment of receipt and acceptability by Food Service Officer.

Any unsatisfactory/poor quality food items delivered by the HSP may not be received by the ship. In the event the ship rejects delivery of any item, in part or whole, the HSP vendor will not be compensated for those rejected provisions.

The HSP shall retain documentation of inspection of sources recommended or selected as suppliers of subsistence items. Under no circumstances shall the HSP recommend or offer for acceptance subsistence items from non-approved sources.

3. RESERVED ELIN (XXCE).

4. RESERVED ELIN (XXCF).

5. RESERVED ELIN (XXCG).

6. RESERVED ELIN (XXCH).

7. RESERVED ELIN (XXCJ).

8. RESERVED ELIN (XXCK).

9. RESERVED ELIN (XXCL).

10. RESERVED ELIN (XXCM).

11. RESERVED ELIN (XXCN).

12. RESERVED ELIN (XXCP).

SUBCLIN 0001AG: FUEL FUNDED ITEMS

ELINs XXCQ – XXD8: FUEL

Note : all ELINs are reserved items as described in Section B – Schedule Notes, paragraph 5) "Reserved Items and Other Items"

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 and 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 provided 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" to the ship whether at pierside 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.

   Based on the delivery method, the following ELINs will apply:

   a) FUEL BY PIPELINE (XXCQ).
   b) FUEL BY TRUCK (XXCR).

c) FUEL BY BARGE SERVICES (XXCS).

3. FUEL, DEMURRAGE CHARGES (XXCT). 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 XXCT 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 ship 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 (3) 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 Ordering Officer in the pre-arrival cost estimate or prior to the order being finalized if the fuel services are ordered after the pre-arrival cost estimate has been provided. 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 Ordering Officer prior to any fuel being delivered.

5. The most current Specifications for Fuel (Marine Gas Oil (MGO)/F76) under this contract shall be obtained from ASSIST, the official source for specifications and standards used by the Department of Defense, at http://quicksearch.dla.mil/. As of 22 Apr 2014, current specifications are listed in MIL-DTL-16884N.

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 338ºC. 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 @ 21ºC 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	375ºC max
4. Flash Point	ASTM D 93	60ºC min
5. Pour Point	ASTM D 97	Report
6. Cloud Point	ASTM D 2500	-1.1ºC (30 °F)
7. Viscosity @ 40ºC	ASTM D 455	1.7 - 4.5 CST

7. FUEL SURVEYOR (XXCS) - RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.
8. FUEL, DIESEL-HN SUPPORT (XXCT)- RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.
9. FUEL, GASOLINE – HN SUPPORT (XXCU) – RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.
10. FUEL, MIXED OIL – HN SUPPORT (XXCV) – RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.
11. OTHER FUEL FUNDED ITEMS (XXCW) – RESERVED ITEM. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.
12. RESERVED ELIN (XXCX).
13. RESERVED ELIN (XXCY).
14. RESERVED ELIN (XXCZ).
15. RESERVED ELIN (XXD0).
16. RESERVED ELIN (XXD1).
17. RESERVED ELIN (XXD2).
18. RESERVED ELIN (XXD3).
19. RESERVED ELIN (XXD4).
20. RESERVED ELIN (XXD5).
21. RESERVED ELIN (XXD6).
22. RESERVED ELIN (XXD7).
23. RESERVED ELIN (XXD8).

SUBCLIN 0001AH: OTHER SERVICES FUNDED ITEMS

ELINs XXD9 – XXDU: OTHER SERVICES

1. 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. The price is to be per pound.

   Postage for package forwarding shall be charged by weight as outlined in ELINs XXD9 – XXDD. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

   a) Postage for 0 – 5 lbs. (XXD9).
   b) Postage for 6 – 10 lbs. (XXDA).
   c) Postage for 11 – 15 lbs. (XXDB).
   d) Postage for 16 – 25 lbs. (XXDC).
   e) Postage for 26 – 50 lbs. (XXDD).

2. HANDLING FEES FOR FORWARDING TO NEW LOCATION (LESS POSTAGE) (XXDE). If there are additional handling fees, less postage, for forwarding mail to the designated location, ELIN XXDE shall be used. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

3. PAINT FLOAT (XXDF). 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. The price is per unit per day. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

4. MANBASKET (XXDG). The HSP shall provide a manbasket, also known as a crane basket that has been properly maintained, serviced and certified. The manbasket shall be used with either a crane or forklift, and have a self-closing swing door with a safety chain to secure to the forklift carriage. If a manbasket does not meet the requirements of this contract, the U.S. Government shall have the right to reject the manbasket for performance of services. The HSP shall ensure that each manbasket is jointly inspected before and after use 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 manbasket which has not been inspected. If the manbasket is not operable when required under this contract, the HSP shall provide, at no additional expense, a replacement man lift within three (3) hours that complies in all respects with this contract. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

5. SKY LIFTS (XXDH). The HSP shall provide sky lifts, fully fueled, that have been properly maintained and serviced. If a sky lift does not meet the requirements of this contract, the U.S. Government shall have the right to reject the sky lift for performance of services. The HSP shall ensure that each sky lift is jointly inspected before and after use 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 sky lift which has not been inspected. If the sky lift is not operable when required under this contract, the HSP shall provide, at no additional expense, a replacement sky lift within three (3) hours that complies in all respects with this contract. The HSP shall replenish the fuel and perform daily maintenance checks on the sky lift prior to 0730 AM each morning. The HSP shall conduct training on safety and operating procedures for ship personnel. The HSP shall maintain documentation of ship personnel acknowledgement of the training. As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

6. OTHER SERVICES (XXDJ). As described in Section B- Schedule Notes, paragraph 5) "Reserved Items and Other Items," these items/services will be defined and solicited at the RTOP level as required.

7. RESERVED ELIN (XXDK).

8. RESERVED ELIN (XXDL).

9. RESERVED ELIN (XXDL).

10. RESERVED ELIN (XXDM).

11. RESERVED ELIN (XXDN).

12. RESERVED ELIN (XXDP).

13. RESERVED ELIN (XXDQ).

14. RESERVED ELIN (XXDR).

15. RESERVED ELIN (XXDS).
16. RESERVED ELIN (XXDT).
17. RESERVED ELIN (XXDU).

SUBCLIN 0001AJ: OTHER AUTHORIZED ORDERS

Other activities (i.e. U.S. Army, U.S. Coast Guard, NATO ships, or other foreign vessels participating in U.S. Military or NATO exercises) may be authorized to utilize this contract. If these activities are authorized, orders for these ships will be placed by NAVSUP FLCSI Contracting Officer/Ordering Officers or the contractor will be notified of the addition of an authorized ordering activity by contract modification to section G "Authorized Ordering Officers", which will specifically identify the authorized ordering activity. These orders will be for all of the items designated in this PWS above, but will be funded with one line of accounting (instead of up to six lines of accounting, as is the practice of the United States Navy (USS) designated ships).

CLIN 0002: CONTRACT MINIMUM GUARANTEE

NOTE: THIS CLIN WILL BE INCLUDED IN ALL CONTRACTS.

The minimum guarantee under this contract is $7,500. 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. There will not be a separate additional guaranteed minimum order amount for the option period(s).

CLIN 0003: REPORTING

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

1. LogSSR

Upon award, the HSP shall utilize the LogSSR system to submit all reports and documentation related to each husbanding task 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 or directly at the official website of https://www.navsup.navy.mil/apps/ops$logssr.login.

a) LogSSR Access and Input.

(1) 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). All supporting documentation required by the contract must be sent to the CORs or uploaded in iRAPT. 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

b) LogSSR Functionality.

(1) Actual Cost Report:

(i) The HSP shall create the Actual Cost Report in the LogSSR website directly, **within thirty (30) calendar days from completion of the ship's visit**. The HSP shall identify the line items as actual or estimated. This option is for those items with estimated quantities provided by the task order. Any email submission 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).

(ii) 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 to **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 contracting office or the Contracting Officer Representatives (CORs) will update changes to the LogSSR.

(iii) Frequent ship visits between ports: If a ship frequently visits a port (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 but the port visit will be reported as a separate port visit into the LogSSR.

(iv) The Actual Cost Report 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.

NOTE: Before submission of reports or any other data to the NAVSUP FLC Contracting Office or to the CORs 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:

a) All data obtained by the Government through the use of the LOGSRR during the course of the contract is for the Government's use and shall be treated as 'limited rights' as described in DFAR 252.227-7013(13).

b) Each cost for an item shall be separately listed on the invoice and in the Actual Cost Report in LogSSR, even for ELINS with a unit of issue of "LOT" or an estimated value: invoices and Actual Cost Reports shall specify each item provided, in terms of quantity, actual unit of issue, and price.

2. 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.

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)