

**Stevedoring & Related Transportation Services PWS**  
**TABLE OF CONTENTS**

<u>Section No.</u>	<u>Section Topic</u>	
<b>1.0</b>	<b>INTRODUCTION/BACKGROUND .....</b>	<b>1</b>
<b>2.0</b>	<b>SCOPE .....</b>	<b>1</b>
2.1	Stevedoring and Related Terminal Services .....	1
2.1.1.1	Stevedoring and Related Terminal Services – Inbound (Import)	1
2.2	Groundrules and Constraints.....	2
2.2.1	[Groundrule or Constraint No.1]	2
2.3	Period of Performance .....	2
<b>3.0</b>	<b>CONTRACTOR DUTIES.....</b>	<b>2</b>
3.1.1	Definition of a Performance Requirement.....	2
3.2.1	Planning	3
3.2.2	Vessel Discharge	3
3.2.3	Staging	4
3.2.4	Onward Movement	4
3.3	Stevedoring and Related Terminal Services – Outbound (Export) .....	4
3.3.1	Planning	4
3.3.2	Receiving	5
3.3.3	Staging	5
3.3.4	Cargo Preparation	5
3.3.6	Loading	5
3.4	Management	6
3.4.2	Training	6
3.4.3	Extra Labor	7
3.4.4	Out-of-Pocket Expenses	7
<b>4.0</b>	<b>SPECIAL CONTRACT REQUIREMENTS .....</b>	<b>7</b>
4.1	Hazardous Cargo	7
4.2	Security .....	7
3.4.5	Billing [remove to separate addendum]	33
<b>4.0</b>	<b>CONTRACT ADMINISTRATION [move to addendum].....</b>	<b>33</b>
4.1	Administrative Contracting Officer .....	33
4.4	Application of Rates .....	33
4.4.1	Expression of Rates	33
4.4.2	[Breakdown of Categories – 1]	33
4.4.3	[Breakdown of Categories – 2]	33
4.5	Exceptions to General Application Of Rates .....	33
4.5.1	[Exception 1]	33
4.5.2	[Exception 2]	34
4.6	Refunds, Rebates and Credits .....	34
4.7	Agreed Cost Responsibility .....	34

4.7.1	General	34
4.7.2	Responsibility of the Contractor	34
4.7.3	Responsibility of the Government	34

## 1.0 INTRODUCTION/BACKGROUND

### 1.1 Streamlined, Performance-Based Processes

The Military Traffic Management Command has streamlined the processes involved in soliciting, evaluating, awarding and administering contracts for Stevedoring and Related Terminal Services. The process maintains a competitive environment, while considering the needs of both customers and suppliers, focuses on reducing costs and implementing performance- based contracts.

### 1.2 Background

*[To be provided (description of USA MTMC and the S&RTS program)].*

## 2.0 SCOPE

### 2.1 Stevedoring and Related Terminal Services

This contract covers the handling of Department of Defense (DoD) sponsored export and import cargo at \_\_\_\_\_ . The Contractor shall provide stevedoring services in connection with the receipt, processing, and/or loading/discharging of all vessels designated by the Contracting Officer. The Contractor shall provide sufficient qualified labor, equipment and materials to satisfy the scope of this contract, for which the Contractor will be paid at the applicable commodity or labor-hour rates as designated in Section B – Schedule of Services in this contract.

The general scope of services under this RFP includes:

- Stevedoring and Related Terminal Services – Inbound (Import)
- Stevedoring and Related Terminal Services – Outbound (Export)
- Management Expertise

#### 2.1.1.1 Stevedoring and Related Terminal Services – Inbound (Import)

Stevedoring and Related Terminal Services – Inbound (Import) involves the planning, vessel discharge staging, and onward movement of cargo inbound to the port via oceangoing vessel.

#### 2.1.1.2 Stevedoring and Related Terminal Services – Outbound (Export)

Stevedoring and Related Terminal Services – Outbound (Export) involves the planning, receiving, staging, cargo preparation, intra-terminal transfer and loading of cargo outbound from the port via oceangoing vessel.

#### 2.1.1.3 Management Services

Management services include, but are not limited to, quality control, staffing, training, reporting and communications related to cargo operations as described in Sections 2.1.1.1 and 2.1.1.2 above.

### 2.1.2 Description of Terminal(s) and Operations

*[To be provided (contract specific, in part)].*

### 2.1.3 Contingency Labor Operations

The Contractor may be required to provide sufficient qualified labor to support contingency operations. Should qualified labor not be available, the Contractor shall notify the COR and ACO immediately upon recognition of the shortfall. Contingency operations may occur at the following specified ports:

\_\_\_\_\_.

#### 2.1.4 Training and Special Operations

The Government reserves the right to conduct training and special operations for US Army personnel during a scheduled load or discharge for any vessel operation. The Contracting Officer or COR will advise the Contractor when such training or special operation is scheduled; such notification will be provided to the Contractor as soon as known, but must be provided at least 14 calendar days prior to the scheduled start of a Government operation. During these training/special operation events, the Contractor shall provide sufficient qualified labor as required to support vessel loading or discharge operations and related terminal operations. Such labor, when requested, will be compensated at the labor-hour rates established in Section B – Schedule of Services.

#### 2.2 Groundrules and Constraints

The Government requires that the following groundrules and constraints be observed over the course of the contract and across all services and duties performed within.

##### 2.2.1 Persons Banned from the Premises

The Contractor shall not allow a person that has been banned from the premises to have access to terminal facilities, equipment, or other material related to terminal operations.

#### 2.3 Period of Performance

This Contract shall be in effect on or after 0001 hours local time from \_\_\_\_\_ 2003 and shall remain in force until \_\_\_\_\_ 200\_. [*Four (4) year base period recommended.*]

#### 2.4 Hours of Operation

Working hours are in accordance with applicable collective bargaining agreements with respective ports, unless otherwise specified by the Contracting Officer or Contracting Officer's Representative (COR),

### 3.0 CONTRACTOR DUTIES

#### 3.1 General

##### 3.1.1 Definition of a Performance Requirement

Performance Requirements in this document are expressed in the following manner:

Each performance requirement may contain the following three elements. In each case, when taken together, these elements constitute a performance requirement.

- **Performance Objective** – The desired outcome or result expected of the contractor (not output!)
- **Performance Measures** – The critical characteristics or aspects of achieving the objective that will be monitored by the Government, those things that the Government will analyze. Each objective may have one or more measures.
- **Performance Standards** – The targeted level or range of levels of performance measured.

**[Note: the performance objectives in this statement of work that begin with an asterisk (\*) are considered mission critical and appear in the Performance Requirements Summary. Those performance objectives that are marked with an asterisk following the performance objective number are considered to be unique to only a few port operations.]**

### 3.1.2 Use of Performance Measures/Standards

Not every performance objective in this contract has a related performance measure or performance standard. However, every performance objective is a contractual requirement. For those performance objectives that do not specify a measure or standard, the measures and standards are in accordance with standard commercial practices, i.e., substantial compliance with local customary trade practice. Unless otherwise noted, performance objectives without measures and standards imply standards (goals) of 100% compliance. Performance measures/standards, where specified, may be used to achieve a variety of goals, including:

- collection of data to test the practicality of a performance standard;
- identification of a performance standard of less than 100% compliance;
- emphasis on most critical performance objectives;
- collection of data to support quality assurance and contractual remedies (including evaluation of past performance, discussion at Quality Council meetings etc.) and similar goals.

### 3.2 Stevedoring and Related Transportation Services – Inbound (Import)

The Contractor shall provide for planning, vessel discharge, staging, onward movement, and billing, as described in the subsections below.

#### 3.2.1 Planning

Planning is the process of stating the objectives of the mission/operation, often in advance of complete information.

The Government will:

1. Provide the Contractor with notice ASAP of an inbound ‘vessels’ or shipments and will provide specific guidance on the type of mission and cargo to be discharged.
2. Arrange for the staging area with Port Authority.
3. Provide a discharge plan at least \_\_ days (*to be filled in by Port*) prior to commencement of operations.

**\*Performance Objective No. 1\*** – The Contractor shall arrange for staging or pier space, to include covered storage, if requested by the government.

#### Performance Measures:

COR will monitor (typical)

#### Performance Standards:

100% compliance (typical)

**Performance Objective No. 2** – The Contractor shall prepare a staging plan, if requested by the government. (The Contractor shall provide the staging plan at least one (1) day prior to start of vessel discharge to the COR).

#### 3.2.2 Vessel Discharge

Vessel Discharge/Unload is the physical removal of cargo from a vessel.

The Government will:

1. Utilize WPS to document cargo discharge
2. Provide scanners to the contractor
3. Resolve discrepancy for cargo (including Hazardous Material (‘hazmat’))
4. Identify sensitive/classified cargo and provide handling instructions
5. Identify reefers and provide handling instructions

**\*Performance Objective No. 3** – The Contractor shall discharge cargo in accordance with the Discharge Plan and stage in accordance with the Staging Plan within the agreed time frame. The Contractor shall handle sensitive, classified, and Reefer Cargo in accordance with Standard procedure (Regulation No. \_\_\_). The Contractor shall handle commodities in accordance with standard procedures (i.e., HazMat, TEA Regulations)\*.

Performance Measures:

COR monitors

Performance Standards:

Discharge without damages...0% major, 1% minor  
\$500 0% repetitiveness per mission -- 100%  
compliance

**\*Performance Objective No. 4** – The Contractor shall document cargo during discharge (billing record).

**Performance Objective No. 5** – The Contractor shall identify frustrated cargo.

**\*Performance Objective No. 6** – The Contractor shall participate with the government in conducting a reconciliation/validation of the cargo discharged with reports from WPS.

**\*Performance Objective No. 7** – The Contractor shall notify the Government of all discrepancies with the cargo, to include Hazmat (i.e. missing labels/placards, etc.).

**Performance Objective No. 8** – The Contractor shall police the vessel and surrounding area of securing materials and contractor debris following discharge. Cleaning shall include but not limited to: removal of securing material and debris from the vessel and surrounding area, consolidating securing material to facilitate storage and reuse (if appropriate), segregating by material/type, accounting for material, and removing material to designated area(s) for storage/disposal.

3.2.3 Staging

Staging is the process of placement/organization of cargo to facilitate port clearance/operations. The Government will communicate changes/events that affect the staging plan.

**Performance Objective No. 9** – The Contractor shall stage cargo to initial point of rest in accordance with the staging plan

**Performance Objective No. 10** – The Contractor shall reposition and/or document moved equipment when directed by the Government (extra labor). [PSA or Port Authority supported.].

3.2.4 Onward Movement

Onward movement is the disposition of cargo off the terminal.

**\*Performance Objective No. 11** – The Contractor shall load and secure cargo on outbound conveyances in accordance with industry and MTMC standards and regulations.

3.3 Stevedoring and Related Terminal Services – Outbound (Export)

The Contractor shall provide for planning, receiving, staging, cargo preparation, loading, and billing, as described in the subsections below.

3.3.1 Planning

Planning is the evaluation of stevedoring services in connection with the receipt processing and loading/discharge of vessels providing equal labor, equipment and materials to accomplish those services.

This includes but may not be limited to: evaluation and review of communications, load planning infrastructure, labor, marine and inland transportation, safety and security.

**\*Performance Objective No. 12** – The Contractor shall participate in daily meetings.

**Performance Objective No. 13** – The Contractor shall receive and review cargo list and stowplan for accuracy and efficiency of vessel operations.

**\*Performance Objective No. 14** – The Contractor shall communicate to the COR any labor shortfalls.

### 3.3.2 Receiving

Receiving is accepting custody and responsibility for cargo as it arrives at the terminal.

**Performance Objective No. 15\*** – The Contractor shall visually check and compare documentation and cargo (OS & D, priority) and report discrepancies daily to the COR.

**\*Performance Objective No. 16** – The Contractor shall record and report cargo received daily to the COR.

Performance Measures:  
COR to review report accuracy

Performance Standards:  
100% for hazardous material or sensitive cargo; 95% otherwise

**\*Performance Objective No. 17\*** – The Contractor shall maintain accountability on hazmat, reefer, and sensitive cargo, in accordance with regulations.

**Performance Objective No. 18** – The Contractor shall unload conveyance in accordance with tariffs and tenders.

### 3.3.3 Staging

Staging is the movement of cargo to a place of rest in anticipation of final disposition.

**Performance Objective No. 19** – The Contractor shall stage cargo in accordance with Government instructions.

### 3.3.4 Cargo Preparation

Cargo Preparation may include, but is not limited to the following: documentation, nesting/un-nesting of cargo, coopering, stuffing/un-stuffing of cargo containers, scanning, reducing cargo dimensions, fueling/de-fueling and washing of vehicles.

**Performance Objective No. 20** – The Contractor shall perform cargo preparation in accordance with the Defense Transportation Regulation DoD 4500.9-R, and other applicable DoD, MTMC and MTMC TEA Regulations and Standards in Appendix \_\_\_.

### 3.3.5 Intra-terminal Transfer

Intra-terminal Transfer is the repositioning of cargo to expedite loading operations.

**Performance Objective No. 21** – The Contractor shall reposition/re-handle cargo within terminals as directed by the Government.

### 3.3.6 Loading

Loading Cargo is the movement of cargo from place of rest to point of stow on the vessel in accordance with the approved vessel stow plan furnished by the Government.

**Performance Objective No. 22** – The Contractor shall coordinate vessel activity with the vessels crew.

**\*Performance Objective No. 23** – The Contractor shall load cargo on the vessel from its place of rest to point of stow aboard vessel in accordance with the approved vessel stow plan within the agreed upon time frame furnished by the Government.

**\*Performance Objective No. 24** – The contractor shall secure cargo aboard vessel within the agreed upon time frame, in accordance with MTMC TEA Regulation 97-55-22 and other applicable regulations contained in Appendix \_\_.

**\*Performance Objective No. 25** – The Contractor shall document cargo during loading.

### 3.4 Management

Management involves the allocation and coordination of resources to accomplish a mission/operation.

#### 3.4.1 General

The Government will:

1. Provide C/C as Single Port Operator/Manager for MTMC Operations.
2. Identify unique military equipment requiring special handling and coordinate for handling said special equipment as required.
3. Maintain log book/record of events/time
4. Provide daily reports to the Contractor.
5. Compare contractor furnished reports with the Government reports, identify discrepancies and reconcile.
6. Identify the COR to oversee contract operations.
7. Provide a “trained” point of contact for general hazardous materials (“hazmat”).
8. Provide a “trained” point of contact for ammo “unique” operations\*
9. Provide ICODES prestow and final stow plan.

**Performance Objective No. 26** – The Contractor shall maintain and submit timekeeping reports for mission operations within 24 hrs following billing activity.

**\*Performance Objective No. 27** – The Contractor shall order labor based upon agreement/ negotiation with COR.

**Performance Objective No. 28** – The Contractor shall compare government reports to contractor documents and identify discrepancies and recommend reconciliations.

**Performance Objective No. 29** – The Contractor shall provide a single point of contact for operations for each shift.

**Performance Objective No. 30** – The Contractor shall provide a trained point of contact for hazmat “handling”.

#### 3.4.2 Training

Training is providing information, knowledge, and skills reinforcement to meet requirements.

The Government will:

1. Provide training for the operation of government equipment (e.g., Government furnished equipment and cargo) within the port environment.
2. Identify and provide specialized training requirements based upon unique port operations.

**\*Performance Objective No. 31** – The Contractor shall coordinate with local labor to attend special equipment training so that sufficient pools of operators are available to operate government equipment within a port as required.

**\*Performance Objective No. 32** – The Contractor shall provide labor to attend government provided specialized training.

#### 3.4.3 Extra Labor

**Performance Objective No. 33** – The Contractor shall provide extra labor only when ordered by the COR to meet operation needs.

#### 3.4.4 Out-of-Pocket Expenses

**Performance Objective No. 34** – The Contractor shall provide special equipment/supplies that will be paid out-of-pocket and reimbursed by the government upon the approval of the ACO. ( e.g., floating crane, other special equipment, lumber, reimbursable 3<sup>rd</sup> party services).

#### 3.4.5 Quality Control Inspection Plan (QCIP)

**Performance Objective No. 35** – The Contractor shall establish a Quality Control Inspection Plan which will emphasize quality control over all contract requirements. The Quality Control Inspection Plan will contain a Quality Control Inspection Checklist (QCIC) which, at a minimum, will contain all elements of the Performance Requirements Summary (PRS).

#### 3.4.6 Communication

**Performance Objective No. 36\*** - The Contractor shall provide, maintain, and use HERO approved communications equipment when conducting ammunition operations. Contractor shall include communication plan in the quality assurance plan.

### **4.0 SPECIAL CONTRACT REQUIREMENTS**

#### 4.1 Hazardous Cargo

The transportation and handling of hazardous cargo for shipment shall be subject to Title 49 of the Code of Federal Regulations, Part 173,174,175 et seq. (49 CFR) in force at the time of shipment.

#### 4.2 Security

##### 4.2.1 Security Related to Personnel

If the Government notifies the Contractor that the employment or the continued employment of any Contractor employee is prejudicial to the interests or endangers the security of the United States of America, the Contractor shall make any changes necessary in the appointment(s).

##### 4.2.2 Security of Cargo, Facilities and Equipment

**Performance Objective No. 37** – The Contractor is responsible for protecting cargo, facilities and equipment entrusted to his care and shall exercise reasonable diligence to secure it and comply with all elements of the Contractors Security Plan.

#### 4.2.4 Security – Classified or Protected Cargo

**\*Performance Objective No. 38\*** – The Contractor shall immediately notify the Contracting Officer’s Representative of the arrival of any classified or protected cargo shipments.

#### 4.2.5 Security – Damage and Loss Reporting

**\*Performance Objective No. 39** – The Contractor shall immediately notify the COR if any cargo is damaged, lost or pilfered while in the care, custody or possession of the Contractor, and the Contractor shall submit a full written report of the facts and extent of such damages or loss to the COR within 24 hours, using Cargo Discrepancy Report MTDC-C-48-R.

### 4.3 Safety

#### 4.3.1 Driver Safety

**\*Performance Objective No. 40** – The Contractor shall ensure that personnel operating Government Vehicles possess a valid State Drivers License and a Commercial Drivers License. In addition, Contractor personnel who operate specialized Government Vehicles must also possess a U.S. Government Motor Vehicle Operators Identification Card, OF346, with endorsement for each type of specialized vehicle for which the Contractor is qualified to drive.

All Contractor personnel who operate U.S Government or Contractor furnished ammunition laden vehicles shall possess a Commercial Drivers License (CDL) with HAZMAT endorsement.

**Performance Objective No. 41** – The Contractor shall provide the COR with a list of drivers being used each day to handle hazmat. The list will include a statement from the contractor verifying that the individuals performing driving functions comply with paragraphs above.

The Government reserves the right to stop stevedore personnel at any time to verify their licenses against the approved list of personnel scheduled to perform ammunition/hazmat functions. Personnel found to be in non-compliance will be immediately removed from the facilities and the Contractor cited for non-compliance with the provisions of the contract.

#### 4.3.2 Safety Regulations

**\*Performance Objective No. 42\*** – The Contractor shall comply with applicable Installation and Terminal safety and fire regulations.

#### 4.3.3 Safety Briefings

**Performance Objective No. 43** – The Contractor shall conduct safety briefings for all workers at each shift change and must brief new workers as any new labor is added.

#### 4.3.4 Safety – Operation of Equipment

**\*Performance Objective No. 44** – Equipment operated by the Contractor on any Terminal must be maintained and operated in accordance with applicable Federal / State laws and regulations, OSHA, Army and installation regulations.

#### 4.3.5 Safety – Accident Reporting

**\*Performance Objective No. 45** – The Contractor shall immediately notify the Contracting Officers Representative of any accident or incident which results in death or injury to personnel during or arising from performance under this contract.

**Performance Objective No. 46** – In all instances where an accident or incident occurs, the Contractor shall submit a full written report to the Contracting Officers Representative within 24 hours of any incident, in accordance with AR 385-40. The Contractor shall assist the Government during any investigation of an accident or serious incident.

## Appendix A Applicable Documents

### **FEDERAL AND DOD REGULATIONS**

Code of Federal Regulations, 29 CFR, Labor, Part 4, Labor Standards for Federal Service Contracts, 27 October 1983

Code of Federal Regulations, 29 CFR, Labor, Part 1910, Occupational Safety & Health, 1 July 2002

Code of Federal Regulations, 29 CFR, Labor, Part 1918, Safety and Health Regulation for Longshoring, 1 July 2002

Code of Federal Regulations, 46 CFR, Shipping.

Code of Federal Regulations, 49 CFR, Transportation, Parts 100-185, 1 October 2002

Federal Acquisition Regulation (FAR), Volume I, Parts 1 to 51, September 2001

Federal Acquisition Regulation (FAR), Volume II, Parts 52, 53, & Index, September 2001

Joint Travel Regulation (JTR), Volume 2, 1 May 2003

JFTR (Joint Federal Travel Regulation).

Defense Federal Acquisition Regulation Supplement (DFARS), 17 August 1998

DoD Regulation 4145.19-R-1, Storage and Materials Handling, 19 September 1979

DoD Regulation 4160.21-M, Defense Utilization and Disposal Manual.

DoD Regulation 4500.32-R, Military Standard Transportation and Movement Procedures (MILSTAMP).

DoD Regulation 4500.34-R with changes 1-6, Personal Property Traffic Management Regulation, 1 October 1991

DoD Regulation 4500.9-R, Defense Transportation Regulation - Part II, Cargo Movement, May 2003

DoD Regulation 4500.9-R, Defense Transportation Regulation - Part IV, Personal Property, August 1999

DoD Regulation 4500.9-R, Defense Transportation Regulation - Part V, DoD Customs and Border Clearance Policies and Procedures, March 2003

DoD Regulation 5030.49-R, Customs Inspection.

DoD Regulation 5100.76M, Physical Security of Sensitive Conventional Arms, Ammunition and Explosives, 12 August 2000

DoD Regulation 5100.78-D, U.S. Port Security Program.

DoD Regulation 5200.1-R, Information Security Program Regulation.

DoD Regulation 6050.5-M, Hazardous Materials Information System.

DoD Instruction 6055.4, DoD Traffic Safety Program, 20 July 1999

## **ARMED SERVICES REGULATIONS**

Army Federal Acquisition Regulation Supplement (AFARS), October 2001

AFR 75-25, Movement and Storage of Personal Property.

AR 40-5, Preventive Medicine.

AR 55-1, CONEX/MILVAN Equipment Control Utilization & Reporting

AR 55-38, Reporting of Transportation Discrepancies in Shipment.

AR 55-71, Transportation and Travel, Transportation of Personal Property and Related Services, 15 September 1984

AR 55-355, Transportation and Travel – Traffic Management Regulations, 16 February 1995

AR 55-359, Terminal Facilities Guide, United States Air Force.

AR 55-365, Terminal Facilities Guide, Commercial Contractors.

AR 190-11, Physical Security of Arms, Ammunition, and Explosives, 12 February 1998

AR 190-13, The Army Physical Security Program, 30 October 1993

AR 190-22, Military Police: Searches, Seizures, and Disposition of Property, 1 January 1983

AR 190-29, Misdemeanors and Uniform Violation Notices Referred to US Magistrate or District Courts, 1 March 1984

AR 190-40, Serious Incident Report.

AR 190-51, Security of Unclassified Army Property (Sensitive and Nonsensitive), 30 September 1993

AR 200-1, Environmental Protection and Enhancement.

AR 210-10, Administration.

AR 220-1, Unit Readiness.

AR 380-5, Department of the Army Information Security Program.

AR 380-20, Restricted Areas.

AR 385-10, The Army Safety Program, 29 February 2000

AR 385-11, Ionizing Radiation Protection.

AR 385-40, Accident Reporting and Records, 1 November 1994

AR 385-55, Prevention of Motor Vehicle Accidents, 12 March 1987

AR 385-64, Ammunition and Explosive Safety Standards.

AR 600-55, The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing), 31 December 1993

AR 672-74, Army Accident Prevention Award Program.

AR 700-141, Hazardous Material Information System.

AR 710-2, Inventory Management, Supply Policy Below the Wholesale Level, 31 October 1997

AR 725-50, Requisitioning: Receipt and Issue System, 15 November 1995

AR 735-5, Policies and Procedures for Property Accountability, 10 June 2002

MCO P4600.7C, Marine Corps Transportation Manual.

MTMC Regulation 37-10, Financial Management-Contract Pay, 1 May 1989

MTMCEA Regulation 55-1, Inventory Control of Cargo

MTMC Regulation 55-5, Instructions for Preparation of MT Form 225

MTMCEA Regulation 55-36 w/ Change 4, Lashing, Securing and Chocking of Wheeled Vehicles and Other Cargo Stowed in MSC Procured Vessels

MTMC Regulation 55-38, Loss and Damage Reporting and Analysis System

MTMCEA Regulation 55-41, Load List

MTMC Regulation 55-53, Ocean Cargo Manifest Performance Report.

MTMC Regulation 56-69, Terminal Operations, 5 Aug 1989 [Note: *under revision*]

MTMC Regulation 190-1, MTMC Security Program

MTMCEA Regulation 385-1, Personal Protective Clothing & Equipment

MTMCEA Regulation 385-4, Safety Hazardous Materials Movement Program

MTMCEA Regulation 420-3, Fire Prevention and Protection - Repairs and Utilities

MTMC Regulation 715-1, MTMC Procurement Instructions.

NAVSUP Pub 490, Transportation of Personal Property.

## **PUBLICATIONS**

JP 3-11, "Joint Doctrine for NBS Defense"

FM 3-11.34, "Multi-Service Doctrine for the NBC Defense of Fixed Sites, Airports and Seaports"

AR 55-357, Terminal Facilities Guide, United States Army.

AR 55-358, Terminal Facilities Guide, US Navy, Marine Corps and Coast Guard.

DTRA prototype SPOD CB Defense CONOPS.

International Maritime Organization (IMO) Dangerous Goods Code (IMDGC) Regulations, Books 1 thru 5

NFPA 30, National Fire Protection Association - Flammable and Combustible Liquids Code.

NFPA 70, National Fire Protection Association - National Electric Code.

PPCIG (Personal Property Consignment Instruction Guide).

FC 55-50, Fast Sealift Ship User's Manual.

FM 19-30, Physical Security.

FM 55-21, Railway Operating and Safety Rules, July 1989

FM 55-65, Preparation of Unit for Movement Overseas by Surface Transportation.

MIL-HDBK-138A, Container Inspection Handbook for Commercial and Military Intermodal Containers, 21 June 1993

MIL-STD-1916, DoD Test Method Standard for DoD Preferred Methods For Acceptance of Product, 1 April 1996

MIL-STD-129H, Marking for Shipment and Storage of Military Property, 3 January 1978

MTMC NBC Defense Plan, dated 1 Dec 98.

MTMC TEA Pamphlet 55-19, Fifth Edition - Tiedown Handbook for Rail Movements, May 2000

MTMC TEA Pamphlet 55-20, Third Edition, Tiedown Handbook for Truck Movements, July 2001

MTMC TEA Pamphlet 55-21, Third Edition, Lifting And Tiedown of Helicopters, June 2000

MTMC TEA Pamphlet 55-24, Second Edition, Vehicle Preparation Handbook For Fixed Wing Air Movements, September 2002

MTMC TEA Reference 96-55-23, Containerization of Military Vehicles, September 1997

MTMC TEA Reference 97-55-22 -Second Edition - Marine Lifting And Lashing Handbook, October 1996

MTMCEA PAM 37-1, Financial Administration

TM 38-410, Storage and Handling of Hazardous Materials.

TM 55-1520-238-S, Preparation for Shipment for Army AH-64A Helicopter, 30 September 1990

TM-55-2220-058-14, Transportability Guidance Transport of Cargo on the Railcar, Flat, 140-Ton-Capacity, 9 January 1987

## **FORMS**

DD Form 139, Pay Adjustment Authorization

DD Form 250, Material Inspection and Receiving Report

DD Form 577, Signature Card

DD Form 788, Private Vehicle Shipping Document for Automobile

DD Form 1085, Domestic Freight Routing Request and Order

DD Form 1131, Cash Collection Voucher

DD Form 1252, U.S. Customs Declaration for Personal Property Shipments

DD Form 1384-2, Transportation Control and Movement Document

DD Form 1864, Vehicle Key Tag

DD Form 2023, DoD Catalytic Converter Import Control Label

DD Form 2271, Decontamination Tag

DA Form 3161, Request for Issue and Turn-In

MT Form 290, Service Authorization

MT Form 303, Catalytic Converter/Catalyst Refit or Replacement Verification

MT Form 372-R, EPA Inspection Verification

SF 361, Transportation Discrepancy Report

DA Form 285, Accident Report (AR 385-40)

DA Form 5479-R, Contract Discrepancy Report

DD Form 1384-2, Transportation Control and Movement Document (TCMD)

MT Form 191-R, Dangerous Cargo Manifest

MT Form 192-R, Vessel Manifest

MT Form 225-R, Dangerous Cargo Load List (MTMCR 56-69)

MT Form 239-R, Frustrate Cargo - Hold for TCMD

MT Form 312-R, POV Shipment Report

MT Form 374-R, Car Carrier Quality Assurance Checklist

MT Form 375-R, Unit Equipment List

MT Form 768, Ship Checkers Rough Hatch Log

## Appendix B

### Glossary of Terms

**Contingency:** Deployment of Armed Forces and equipment during a Defense need (such as a National Emergency)

**Contingency labor operations:** Support the deployment of DoD Armed Forces, assuring agreements are in place to supply \_\_\_\_\_ supplemental labor capacity when the local labor pool is exhausted.

**Contingency operations:**

Contractor Furnished Equipment:

**Critical:** affecting mission success or failure

**Defect:** an error in executing a requirement, resulting in additional effort and/or cost(s).

**Discrepancy:**

**Government Furnished Equipment:** The equipment, facilities, and supplies to be furnished by the Government for contractor use during the performance of this contract

**Normal operations:**

**Port Planning Order:**

**Qualified labor:**

**Reconcile:**

**Supplemental labor:**

-----

“A” Framing - Constructing and placing of lumber in an “A” configuration to support the forward end of two-wheeled trailers. Used in addition to normal blocking and bracing.

Acid/Label Box - Containers fabricated on a deck to specific measurements and generally consisting of a floor, sides, and cover. Other types of containers are constructed without a floor, and the sides are random, conforming to the cargo face, and may have a random cover accommodating lashing.

Aged Cargo Report - Cargo data printout showing the time-in-terminal of shipments on hand.

Agents - Includes subcontractors or other persons engaged by the Contractor to perform work or service under this contract.

Alert Message - An electrical communication prepared and transmitted by a terminal commander to aid in resolving an inventory discrepancy.

Amidship - In the center of a vessel. The section halfway between the stem and stern.

Amidship Guy - Single line or cable secured to the heads of two booms to pull them inboard.

Astern - To the rear of or behind the vessel.

Astray Freight - Shipments or portions of shipments found in carriers' possession or delivered to a Government installation for which billing (waybill, freight bill, etc.) is not available.

Athwartship - Across the vessel. From side to side; at right angles to the keel.

Backyard Labor - Labor-performing operations, other than those performed by Deep Sea labor, in accordance with applicable collective bargaining agreements.

Bail - Triangular plate of steel used to connect the bull chain, bull lines, and single topping lift.

Barge - Floating craft of full body and heavy construction, designed to carry cargo.

Batten Cleats (Hatch Cleats) - Right-angle brackets welded to the hatch coaming to securing battens.

Battens - Cross strips of iron or wood placed across the square of a closed hatch to hold tarps and hatch covers.

Battens, Hatch - Thin steel bars fitted tight against the hatch coaming to hold the hatch cover or tarpaulin in place.

Battens, Sweat (Cargo) - Long planks in the hold or "tween decks, secured to the side of the ship to protect cargo from sweat and rust.

Beam - Maximum width of a vessel.

Beam, Hatch - Steel or wooden beam which supports hatch covers.

Beam Sockets - Fittings in the coaming for hatch beams, into which flanges on the beam ends fit.

Belay - To wind or make turns with a running line around a belaying pin or cleat to hold secure, make fast, or stop.

Bight - Primarily the bend or loop in a rope.

Bilge - Rounded portion of a vessel's shell, which connects the bottom with the sides. The space in the lower part of a ship's hold where wastewater collects. Also the part of a barrel at its greatest diameter.

Bits - Heavy device with bed, plate, and two iron posts on which mooring lines are fastened to secure the ship.

Block - Metal or wooden frame or shell containing one or more pulley or sheaves, generally set side by side and turning freely on the same pin.

Blocking - Placing timbers or blocks next to the sides and ends of vehicles, heavy lifts, and other cargo to prevent horizontal movement. Blocking must be braced to be effective.

Bollard - Short metal post on a wharf or pier, used for securing the lines of a vessel.

Booking - The reservation of ocean transportation space on a vessel.

Boom Table - Outrigger or shelf built around a mast or kingpost to support the pivots of a number of booms.

Bottom - Underwater part of the hull, extending from the keel to the curved portion of the vessel's sides.

Bottom Cargo - (Weight Cargo) - Cargo that is heavy in proportion to its size. Examples are tanks, machinery, and metal plates.

Bracing - Strengthening an item by supporting it in a horizontal direction.

Breakbulk Cargo - Packaged products that can be unitized into larger parcels and assembled together, for example, on pallet boards bound by wire, or gathered up in rope cargo slings as a means of lifting on and off a vessel.

Bridging - Build decking, including blocking and bracing when required, over void spaces, and generally over products (i.e., reinforcing bars, steel plates, steel rods, etc.).

Bridle - Span of line or chain, so fastened at the ends that another line or chain may be attached to its middle or bight.

Broken Stowage - Lost or unfilled space in a vessel's hold.

Bulkheads/Partitions - Use of vertical partitions to keep cargo from shifting or to keep it away from hot bulkheads. Generally used behind solid fencing and in conjunction therewith.

Bull Chain - Heavy chain on a single topping lift, used to hold the boom in a vertical working position.

Bull Line - Line used to top or lower a boom rigged with a single topping lift.

Bulwark - A short, solid continuation of the vessel's side plating above the edge of an exposed deck, providing protection from the sea and preventing the loss of material or personnel.

Bunker - Hull compartment used for the stowage of coal or fuel oil.

Burton - Tackle used for various purposes, as for hoisting rigging aloft. Also the outboard boom and fall.

Cantline - Recess caused by the curvature of cylinders stowed one against the other.

Capstan - Vertical revolving drum, spool-shaped, generally used for heaving or towing or mooring lines.

Cargo - Material moving within the Defense Transportation System.

Cargo Assembly Area - That area conforming to the standard of 250 feet from bow or stern of the ship, and 500 feet inland.

Cargo Boom - Span extending from a mast or kingpost to handle cargo.

Cargo Hook - Heavy steel hook secured to the end of the cargo runners and used to hoist drafts of cargo.

Cargo Runner - Rope or cable used to draw up or lower cargo draft.

Cargo Status "N" - A Shipment Unit (SU) identified as being a TID will be assigned a status code "N" to identify a shipment that could not be located during pier or warehouse inventory (denotes it is nonshippable) and will undergo intensive research to locate.

Cargo Status "W" - A Shipment Unit (SU) identified as an "N" status TID, upon termination of all research, will be placed in Cargo Status "W" to indicate a report of survey has been initiated.

Cargo Status "Y" - A shipment identified as being a Terminal Inventory Discrepancy (TID) is assigned status code "Y" to indicate that it could not be located during a warehouse inventory or at the time it was to be loaded and that extensive research will be undertaken to locate it.

Cargo Transporter - Includes all reusable shipping containers (except those used exclusively for household goods) such as: CONEX, Navy Shipping Containers, Seavans, MILVANS, aircraft engine cans, etc. In the Schedule of Rates, Section B of the S&RTS contract, cargo transporters are only ISO ocean containers. Cargo transporter includes Flatracks when used to transport cargo.

Cathead - Outside spool on a winch, used in handling hauling lines and in topping and lowering booms.

Catwalk - Footwalk, constructed around and over obstructions, for the convenience of the crew.

Ceiling Planks - Planking fitted on top of the floor or double bottom in the cargo hold.

Centerline - Imaginary fore-and-aft line extending from the bow to the stern through the center of the vessel.

Checking or Clerking - The act of counting, tallying, or checking cargo against appropriate documents.

Chock - a. Deck fitting through which mooring lines are passed.  
b. To block the cargo with dunnage.

Classified - Official information or matter in any form or of any nature which requires protection in the interest of national security

Classified Shipment - Official information or matter in any form, or any nature which requires protection in the interest of national security.

Cleat - Wood or metal fitting with two projecting horns to which a line is secured.

Coaming - Sidewall of the hatch that projects above the deck around the perimeter of the hatch.

Code 5 Household Goods - The movement of household goods in MTMC approved door-to-door shipping containers (wooden boxes), whereby a carrier provides linehaul service from origin residence to military ocean terminal or container freight station, the government provides ocean transportation to the designated port of discharge, and the carrier provides linehaul service to the destination residence, all without rehandling of the container contents.

Common-User Ocean Terminals - A military installation, part of a military installation, or a commercial facility operated under a contract or arrangement of the Military Traffic Management Command (MTMC), which regularly provides for two or more shipper services terminal functions of receipt, transit storage or staging, processing, loading, and unloading of passenger or cargo ships.

Consignee - The person or company that merchandise or cargo is forwarded to.

Consignor - The person or company that sends merchandise or cargo to another party.

Containers - Cargo containers including military vans (MILVANS) and commercial containers 20 feet in length and greater.

Container Bridge Crane - The rail mounted container crane used to transfer containers to and from railroad cars, trucks, and container chassis, as applicable.

Container Chassis - The trailer used to carry and transport containers.

Container Crane - The rail mounted pier crane used to load and discharge containers to and from railroad cars, trucks, and container chassis.

Container Handler - Forklift or other similar device used to handle and transfer containers.

Container holding pads - An intransit, hard-surfaced container holding area, adjacent to a wharf. In an ammo operation, the area is revetted.

Contracting Officer - The person executing a contract on behalf of the Government, and any other military or civilian employee who is properly designated Contracting Officer. The term includes the authorized representative of a Contracting Officer acting within the limits of his authority.

Controlled Cargo - Items, which require additional control and security as prescribed in various regulations and statutes. Controlled items include money, negotiable instruments, narcotics, registered mail, precious metal alloys, ethyl alcohol, and drug abuse items.

Coopering - The act of making or repairing shipping pallets, boxes, or other shipping containers and reloading with cargo.

Cradle - Rest to support a boom in a horizontal position.

Cribbing - Built up structure of dunnage filling an empty space and supporting and securing cargo.

Cube - The space occupied by the measurements of length multiplied by width multiplied by height.

Delivery Receipt - The document that shows proof of the physical and legal transfer of a shipment from consignor to carrier, between carriers, and from carrier to consignee.

Demurrage - A charge made on conveyances (normally railcars) held by or for a consignor or consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose.

Detention - A charge made on trucks or cargo transporters held by or for a consignor or consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose.

Direct Procurement Method (DPM) - The movement of household goods where the government provides all services and transportation to or from CONUS and overseas residences, including ocean transportation and terminal services, between the ports of embarkation and debarkation.

Documented and Verified (DoVe) Cargo - Cargo which has been receipted into the port, requires no maintenance prior to shipping, and after scanning has been verified to be in the host computer.

Documenting - Preparing or annotating documents that evidence or effect the receipt, shipment, or ownership of goods.

DoD Components - For the purpose of this regulation, DoD components include the Office of the Secretary of Defense, the Organization of the Joint Chiefs of Staff, the Unified and Specified Commands, the Military Departments, the Military Services, and the Defense Agencies.

Deckload - Cargo stowed on the weather deck of a vessel.

Deep Sea Labor - Labor performing pierside or container operations in accordance with applicable collective bargaining agreements.

Deep Tanks - Tanks located on a vessel's lower holds. They take up only a portion of a hold and may carry water ballast or dry cargo. See double-bottom tanks.

Detention Time - (Sometimes referred to as Standby Time or Waiting Time) is the time lost as a result of a stoppage, or inability to start due to causes beyond the control and without the fault or negligence of the

Contractor's, including but not limited to, a breakdown of the ship's equipment or Government furnished gear, inclement weather, non-arrival of ship, non-readiness of the ship, non-arrival of cargo, or non-availability of equipment to be furnished by the Government.

Direct Labor - All of the categories of labor provided for in the man-hour rate schedule of the order.

Double-bottom Tanks - Watertight spaces between the bottom plating, the tank top, and the margin plates. The tanks may contain water ballast, fuel oil, boiler-feed water, or drinking water. See Deep tanks.

Draft - Single sling load of cargo.

Draft, Vessel - Depth of a vessel below the waterline, measured vertically to the lowest part of the hull, the bottom of the keel, propellers, or other reference points.

Drag - Difference between bow and stern draft when the stern is in the water deeper than the bow.

Dragline - Guide rope with blocks or blocks and tackle, with ship's gear, to pull cargo out of the wings or sides into the square of a hatch and from the square to the wings.

Drayage - The movement of cargo or a cargo transporter by highway or railroad between locations within the modified commercial zone of a city.

Drop-in-cargo - Cargo that was not prelodged.

Drum - Cylinder on a winch around which a wire rope or line is wound. Also a container for fluid cargo, especially bulk petroleum.

Dunnage - Cordwood, planks, or other material used solely to protect goods stowed on a vessel.

Eye Splice - Loop spliced in the end of a rope.

Expected Receipt List - A listing containing data for cargo which has been prelodged for receipt at the terminal.

Fairlead - Fitting or device used in preserving the direction of a line, chain, or wire so that it may be delivered fairly, or on a straight lead to the sheave, drum, etc.

Fall - By common usage, the entire length of rope used in a tackle, through strict usage would limit its application to the end to which power is applied.

Fast - Made firm. Secure.

Filler Cargo - Small packages or other suitable cargo used to fill in what would otherwise be broken stowage.

Flange - Turned edge of a shape or girder, which acts to resist bending strain.

Flatrack (Platform Container) - A container without waterproof sides or top. Includes platforms that have no sides or ends, and flatracks with rigid or collapsible ends.

Floor - Plates placed vertically in the double bottom of a vessel, usually on every frame and running athwartship.

Flooring off - Dunnaging cargo between tiers. Stowing bottom layers.

Fore (forward) - Direction toward the bow or front. From the amidship section to the bow.

Fore and Aft - Parallel with the vessel's keel. Fore-and aft stringer or girder.

Frame - Rib of a vessel.

Free time - The amount of time allowed by a carrier to load or unload cargo, or provide disposition instructions, before demurrage or detention charges accrue.

Fringe Benefits - Employee union and employer association assessments that accrue to the benefit of the individual employee in addition to his hourly rate of pay, for such things as vacation, retirement, medical care, etc.

Frustrated cargo - Cargo which is incorrectly marked or documented, requires maintenance, is being diverted, or for some other reason requires action before it can be shipped.

Gantline - Rope rove through a block at the masthead for temporary use in rigging and unrigging.

General Cargo - Cargo other than household goods, hazardous materials, and vehicles.

Gooseneck - Joint that connects the heel of a boom with a mast or mast table.

Gradeability - Ability of a vehicle to go up a slope while carrying the payload for which it is designed and with its transmission in the lowest forward gear, usually stated in terms relating vertical rise to horizontal distance.

Guy - Line or cable to steady or swing a boom or spar.

Guy Pendant - Single wire with eyes in both ends for attaching them to the tackle and to a fitting on the boom, deck, or side.

Gypsy - Outside spool or drum end of a winch or windlass, usually fitted with ridges for heaving in mooring lines.

Hatch - Opening in a deck which gives access to a cargo hold.

Hatch Battens - See Battens, Hatch.

Hatch Beams - See Beam, Hatch.

Hatch Boom - Boom spotted over a ship's hatch in cargo work.

Hatch Cover - Cover on top of an opening in the deck of a vessel, fitted into recesses in the coaming and resting on the beams.

Hatch Wedge - Small wedges of wood, driven between cleat and batten to secure tarpaulin.

Hauling Part - Part of a rope in a tackle, which is hauled upon.

Hazardous and/or Dangerous Material - Material consisting of explosives, flammable substances, toxic chemicals, sources of ionizing radiation or radiant energy, oxidizing material, or corrosive material which, because of its nature, is dangerous to store or handle. Dangerous material is any material specified by the Interstate Commerce Commission, Federal Aviation Agency, U. S Coast Guard, U. S, Agriculture Department, U. S. Public Health Service, and federal or military documents which, under conditions incident to transportation, is liable to cause fires, create serious damage by chemical action, or create a serious transportation hazard. It includes explosives, flammables, corrosives, combustibles, oxidizing

material, poisons, compressed gasses, toxics, unduly magnetic material, biologicals and radiologicals, pests and diseases, and substances associated therewith presenting real or potential hazards to life and property.

Headblock - One shackled to the head of the boom through which the cargo runner leads.

Heavy Lift Equipment - Material handling equipment, dock and floating cranes capable of lifting in excess of five long tons (11,200 pounds).

Heal Block - One located near the heel of the boom through which the cargo runner leads.

Hold - Space below decks used for stowing cargo. More specifically, a space between the lowest deck and the bottom of the ship or tank tops.

Hold Cargo - Cargo that, for any reason, (damage, awaiting disposition instructions, etc.) is in a non-shippable status.

Integrated Booking System (IBS) - Provides a single, worldwide, automated booking system to support peacetime and wartime movement of unit and sustainment cargo, in an efficient and timely manner. IBS also supports MTMC business practices by automating the booking process between DOD shippers and ocean carriers.

Integrated Computerized Deployment System (ICODES) - A computer based automated stow planning system that assists in loading unit equipment and other types of cargo on vessels.

Inboard - From the sides to the centerline of a vessel.

Inland Cargo Conveyance - As used herein means truck, barge, railcar or watercraft, except ocean-going ships.

ISO Shelter - Cargo transporter that has been modified or converted to be utilized as a communications shelter, tool or maintenance kit, unit support van, or mobile command post, etc.

Julian Date - A four digit number indicating the year and date, e.g., 9128 would indicate May 8, 1999.

Job Bag - An individually numbered envelope or folder containing ERLs, TCMDs, source documents, etc., that are batched together for use when receiving shipments from a single conveyance.

Jumbo Boom - Heavy-lift boom capable of handling up to 240 tons.

Kingpost - Vertical spars, usually steel, stepped in pairs, one on each side of the centerline of the ship, supporting cargo booms.

Lashing - Fastening made by passing a rope, cord, or the like around an object or objects to prevent movement in a direction horizontal to the decks.

Lighter - Barge or flat-bottom vessel used to carry cargo from one point to another in a harbor, usually decked over, either roofed or unroofed, and usually not self-propelled.

Lightering - Act of transporting cargoes from ship to shore via lighter.

Line - Term given to fiber or wire rope.

Linkband - Band fitted around the head of a cargo boom into which is shackled the toppinglift, head block and boom guys.

List - Inclination of a vessel to one side from the vertical

Loading - Placing cargo into or onto trucks or trailers.

Loading Plan - Stowage diagram of cargo in a vessel.

Long Ton - Sometimes referred to as “weight ton”, “long ton”, or “LT”, means a weight of 2,240 pounds.

Longshoreman - Usually applied to men employed in the handling of cargo in vessels when loading or unloading.

Loss - The act of losing or failing to maintain possession of an item.

Machine Floor - A lumber floor constructed to allow cargo to be stowed by the use of MHE.

Magazine - A storeroom in a ship used for storing explosives and ammunition.

Marking - Numbers, nomenclature, or symbols placed on items or containers for identification during handling, transport, or storage.

Materiel-Handling Equipment - Mechanical devices for handling of cargo and other items with greater ease and economy, e.g., a forklift.

Measurement Ton - A volume of 40 cubic feet, frequently abbreviated as “MT”.

Military Traffic Management Command (MTMC) - The single manager operating agency for military traffic, land transportation, and common user ocean terminals.

Minimum Time - The time, in addition to the period actually worked, for which the Contractor is required to pay his employees to comply with the minimum time requirements of collective bargaining agreements under which the Contractor is obliged to compensate his employees.

Minor Repairs and Markings - Nailing, patching, caulking, banding, replacing, or tightening bolts, taping, re-labeling, obliterating existing markings, stenciling, or otherwise marking shipping containers.

Misshipment - The routing or shipment of freight or cargo by the Contractor to a destination other than that designated on the accompanying documents or markings on the cargo which will necessitate and result in a transshipment of the cargo to be effected by the Command to its proper destination.

Mousing - Yard or small rope seized across the mouth of a hook to prevent slings from slipping off and to aid in preventing stretching of the hook.

Multiple Topping Lift - One made of a tackle system with one block shackled to the head boom, one to the mast, and one to the hauling part.

Nested/de-nested cargo - Cargo that fits or stacks on itself, conserving space, such as pails stacked inside other pails; or cargo loaded inside vehicles, such as cargo loaded by a shipper or MTMC in the bed of a trailer.

Ocean Cargo Clearance Authority (OCCA) - An element of MTMC which accomplishes cargo booking, contract administration, surface passenger booking, and export/import surface traffic management functions for cargo moving in the DTS.

Onboard - On or in a vessel.

Out-of-pocket Costs The method by which the Government compensates the contractor for the furnishing of equipment, materials, supplies or services that the Government throughout this statement of work has

indicated intent to furnish. In addition to reimbursement for actual cost, the contractor shall be reimbursed for any transportation expense associated with the furnishing of materials, equipment, supplies or services compensated under the out of pocket provision.

Outboard - Away from the centerline, or at either side of a vessel.

Outboard Boom - Boom spotted over the pier lighter.

Outboard Guy - Cable or wire that pulls a boom outboard.

Overage - An inventory discrepancy in which a shipment or more pieces of cargo for a shipment, are on hand than the Terminal Inventory indicates, or a shipment or more pieces of cargo are received than accounted for in the shipping papers.

Padeye - Fitting attached to a deck or flooring, having an integral base plate and an eye to which lashings and guys may be secured.

Peavy - Tool for handling wooden material, especially adapted for rolling or turning poles.

Performance Requirements Summary (PRS) - The listing of critical performance indicators, standards, and acceptable quality levels used in evaluating the contractor's performance.

Pier - Wharf running at an angle with the shoreline that provides berthing spaces on both sides for ships.

Pilferable Cargo - Items which are vulnerable to theft because of their ready resale potential. Pilferable items include cigarettes, alcoholic beverages, cameras, electronic equipment, etc.

Plumb - Weight of lead attached to a string, used to indicate a vertical direction.

Port Side - Left side of a vessel looking forward toward the bow or stem.

Portable Bar Code Reader (PBCR) - A piece of portable equipment used to automatically read LOGMARS labels.

Preload - A feature of the Defense Transportation System (DTS) whereby a transshipping activity is provided advance cargo documentation from within the system and carriers are required to give notification of cargo arrival for scheduling purposes.

Preventer - Auxiliary rope, spar, chain wire, or bolt to relieve an unusual strain and give additional security.

Protected Cargo - Those items designated as having characteristics which require that they be identified, accounted for, secured, segregated, or handled in a special manner to ensure their safeguard or integrity. Protected cargo is subdivided into controlled pilferable and sensitive cargo.

Quality Control Inspection Program Plan - A formal document prepared by the contractor that contains specific performance standards, methods, and frequency of inspections, assignment of responsibility, and manner of record preservation to support the Quality Control Inspection Program.

Quality Control Program - A formal internal control program prepared by the contractor to ensure consistent satisfactory performance of the terms and conditions of the contract.

Rack - To move a draft athwartship.

Rail - Longitudinal member around the edges of the deck as a protection, sometimes an actual rail, sometimes the top edge of the bulwark.

Reefer - Ship in which all cargo compartments are refrigerated.

Reeve - To pass or thread a rope through a block or hole.

Release Unit of Cargo - Release unit of cargo for surface shipment is usually 10,000 pounds; however, this is subject to exception based upon traffic management considerations, nature and sensitivity of cargo, and modes and methods of the shipments.

Required Delivery Date (RDD) - A calendar date that specifies when material is actually required to be delivered to the requisitioner.

Resistor - Device in an electric circuit offering electrical resistance for protection or control.

Retrograde - Cargo destined from overseas areas to the U. S.

Revenue Ton - The basis upon which compensation is computed for cargo handling. Commodities payable on a tonnage basis are paid on the basis of a measurement ton of 40 cubic feet.

Rig - To fit shrouds, stays, etc., of a vessel to their respective masts or other fittings.

Roller Chocks - Chocks with a short vertical roller fixed to reduce friction on a line.

Running Block - Single-sheave block supported in a bight and provided at the bottom with a load hood.

Running Rigging - Rope or wire that is hauled upon to adjust yards and booms.

Safe Working Load - Maximum weight or load which a part of the ship's gear will support with safety.

Samson Post - Same as kingpost.

Secondary Load - Cargo loaded on prime mover by the original shipper. Any weight and dimension changes are allocated to the prime mover in the shipper's documentation.

Segregation (sorting) of Cargo - The breaking out of discharge cargo and separating or assembling it into piles, bays, bins, or areas, by consignee as shown on the manifests or other documents, or for loading by transportation conveyance.

Seizing - Light strands tied about loose ends of cable or rope to prevent raveling. Three seizings are usually required on an end.

Separation Cloth - Sheet of gunny cloth used to prevent the mixture of cargo.

Service Codes - MILSTAMP codes that indicate the ocean carrier's responsibility for movement of the container. These codes are used in pairs to indicate the carrier's responsibility at origin and destination. For example, the service code ML indicates the carrier is responsible for linehaul transportation from origin to the port of embarkation and for local drayage within the modified commercial zone of the port of discharge.

Code "K" - The ocean carrier's responsibility begins or ends at the ocean carrier's terminal.

Code "L" - The ocean carrier's responsibility begins or ends within the modified commercial zone of the port of embarkation or the port of discharge.

Code "M" - The ocean carrier's responsibility begins or ends at an inland origin or inland destination.

Shackle - U-shaped iron link with a removable pin used to make lines or block fast.

Shaft Tunnel - Watertight passage housing the propeller shafting from the engine room to the bulkhead at which the stern tubes start. It provides access to the shafting and its bearings and also prevents their being damaged by cargo put in the spaces through which it passes.

Sheave - Wheel inside a block.

Shifting Boards - Temporary partitions placed in holds to prevent the shifting of bulk cargo.

Shipment Unit - One or more items assembled into one unit which becomes the basic entity for control throughout the transportation cycle as defined in MILSTAMP.

Shipside - Area at or along the side of a ship.

Shoring - Act of supporting anything by bracing it from below.

Shortage - An inventory discrepancy when a shipment is not on hand, or fewer pieces of cargo for a shipment are on hand, than the terminal inventory indicates. A transportation discrepancy occurs when an entire shipment or fewer pieces of a shipment are received than shown on the shipping documents.

Shroud - Guy rope or cable, used to support a mast, running athwartship from the top of the mast to both sides of the vessel.

Single Shipment - A shipment under one shipping document (TCMD).

Single Topping Lift - One made of only one line shackled to the head of the boom, rove through a block at the mast, and led below to the bail.

Slack - To ease up on or pay out a line.

Sleeper - Heavy piece of timber laid on the deck to support something, such as the wheels of a locomotive.

Sling - Arrangement of line or chain around a draft of cargo to make it safe for hoisting.

Snatch Block - Single block with a gate on one side of the frame which may be opened to allow the bight of a line to be placed on a sheave without reeving the end through the block.

Spanner Stay or Truss - Wire stay or structural steel span which runs athwartship between the heads of a pair of kingposts.

Special Handling Code - The two-digit alphanumeric code following the Water Commodity Code. This code identifies the type of cargo and special handling. It is used to identify commodities for ocean manifesting, cost accounting, contractor payment and special handling. The various codes are defined in MILSTAMP, Volume I.

Splice - To weave loose ends of fiber or wire rope together.

Split Shipment - A shipment, which has been separated into two or more increments after receipt with each increment, identified and documented separately.

Spool - One, whose surface is concave, used as a winch head.

Spot - To swing the booms to any desired position by means of the boom guys.

Square of the Hatch - Space directly under the hatch and the same size as it.

Stability - Power of a vessel to right itself when it is rolled to one side.

Stanchion - Upright pillar of wood or steel supporting the decks, awnings, etc.

Standing Rigging - Rigging which is not hauled upon.

Starboard Side - Right hand side of a vessel looking forward.

Stay - Line or wire running fore and aft and used to support the mast, spar, or funnel.

Step - Attach or fasten a mast or vertical spar to a ship's deck. To fasten booms to the mast table or to kingpost.

Stern - After or rear end of a vessel.

Stevedore - A person who contracts to load or unload a vessel.

Stiffener - Angle bar or stringer fastened to a surface to strengthen it.

Stopper - Piece of rope or chain used to secure a line under load.

Stowage - Compact placing of cargo aboard a vessel.

Stowage Factor - Figure denoting the number of cubic feet required to stow a long ton of any particular commodity.

Stowage Plan/Stow Plan - A completed stowage diagram showing what material has been loaded and its stowage location in each hold, between-deck compartment, or other space in a ship, including deck space. Each POD is indicated by colors or other appropriate means. Deck and between-deck cargo normally is shown in perspective, while cargo stowed in the lower hold is shown in profile, except that vehicles usually are shown in perspective regardless of stowage.

Stuffing - The placement of cargo into or onto cargo transporters, such as sea vans, MILVANS, flatbeds, and flatracks, including all necessary blocking, bracing, lashing, or dunnage.

Surge - To slack off on line. To allow a line to slip slowly around a fitting.

Tackle - Assembly of ropes and blocks. A tackle system may be simple or compound; a simple system has one rope and one or more blocks; a compound tackle system has more than one rope and two or more blocks.

Tag Line - Length of small line used as a guide or to steady drafts of cargo.

Tank Top - Plating laid on the floors of a vessel.

Tarpaulin, Hatch - Painted or treated canvas covering for a hatch.

Terminal Inventory Discrepancy (TID) - A shipment unit (SU) which the terminal has listed on the on-hand inventory and which cannot physically be located and for which no lift record or other disposition is available.

Terminal Operator - The MTMC activity responsible for terminal operations to include both active and reserve components.

Terminal Support Module (TSM) - Microcomputer based terminal management and cargo documentation system that implements LOGMARS technology for automated data capture.

Thimble - Fitting for a closed eye splice.

Tie Rod - Rod serving as a tie between two pieces, acting in tension to keep them from separating.

Time in Terminal - The time measured in days from the date of receipt of the cargo until the date the cargo is shipped, transported, or otherwise disposed of.

Tipping Angle - Angle at which an item of cargo longer than the hatch opening must be tipped if it is to be lowered into a hold.

Tombing - Act of bracing anything from above to hold it down.

Top - To raise a boom from its cradle to a working position.

Top Mast - Mast above the lower mast.

Topping Lift - Wire rope extending from the head of the boom to a mast for the purpose of supporting the weight and permitting the boom to be raised or lowered.

Transferring - The act of moving cargo within the modified commercial zone.

Transportation Control and Movement Document (TCMD) - DD Form 1384, is the official cargo movement document prescribed by the Military Standard Transportation and Movement Procedures (DOD Regulation 4500.32R). The TCMD is used for the documentation and control of all cargo moving into and through the terminals.

Transportation Control Number - The number used to identify and control the shipment unit within the Defense Transportation System.

Tween deck - Any deck below the upper deck and above the lowest deck. Abbreviation of between deck.

Two-block - To draw two blocks together so that no more hoisting is possible.

Undocumented cargo - Any piece of equipment arriving at the terminal that is not listed on the final AUDEL/UDEL or is not in the data base.

Unitized Cargo - Cargo that is received, palletized or in a configuration comparable to a palletized load, does not require palletizing or reworking by the Contractor prior to stevedoring to the ship or loading on inland transportation, and is susceptible to machine handling in the ship.

Unloading - The act of removing cargo from trucks or trailers.

Unstuffing - The act of removing cargo from cargo transporters.

Vehicle - A self-propelled, boosted, or towed conveyance for transporting a burden on land such as: automobiles, trailers, trucks, motorcycles, scooters, and internal-combustion engines or battery-powered equipment (this includes all documentation and certification when required).

Ventilator - Device for furnishing fresh air to compartments below deck or for exhausting foul air.

Vessel Stowage Factor (VSF) - Amount of space available for each long ton/measurement ton of cargo a vessel can carry, exclusive of deck cargo.

Warp - Fiber or wire rope by which a vessel is moved about when in harbor.

Water Commodity Code - The three-digit numeric code used to identify commodities for ocean manifesting, cost accounting, contractor payment, special handling. The various codes and their noun descriptions are defined in MILSTAMP, Volume I.

Weight Cargo - See Bottom cargo.

Weight Ton - The term "weight ton" or "WT" means 2,240 pounds.

Wharf - Structure for loading or discharging vessels, particularly a platform of timber, stone, or concrete against which vessels may be secured to load or discharge.

Winch - Machine used for loading and discharging cargo or for hauling on lines.

Winch Head - Drum, usually of small diameter and concave, on a winch, designed for taking and holding the turns of a rope. See Cathead.

Worldwide Port System - A computerized system used to enter, document, and trace all import and export DOD-sponsored cargo processed through MTMC controlled and/or contracted ports.

## Appendix C List of Acronyms & Abbreviations

ACO - Administrative Contracting Officer

CBA: collective bargaining agreement

CBL - Commercial Bill of Lading

C/C: command & control

CFR - Code of Federal Regulations

CFS - Container Freight Station

CLOP: cargo left on pier

CO - Contracting Officer

COA - Cargo Operations Area

CONUS - Continental United States

COR - Contracting Officer's Representative

COTR - Contracting Officer's Technical Representative

DDN - Defense Data Network

D/F - Damage Free

DISCORS - Discrepancy in Shipment Cargo Outturn Reporting

DOD - Department of Defense

DODAAC - Department of Defense Activity Address Code

DPM - Direct Procurement Method

DPSC - Defense Personnel Support Center

DSB - Deployment Support Brigade

DSC - Deployment Support Command

DSN - Defense Switched Network

DTS - Defense Transportation System

ERL - Expected Receipt Listing

ETA - Estimated Time of Arrival

FIFO - First-In, First-Out

FORSCOM - United States Army Forces Command

FTX - Field Training Exercise

GBL - Government Bill of Lading

hazmat: hazardous materials

HHG - Household Goods

IAW - In Accordance With

IBS - Integrated Booking System

ICODES - Integrated Computerized Deployment System

IMDGC - International Maritime Dangerous Goods Code

IMO - International Maritime Organization

ISO - International Organization of Standardization

ITV: in transit visibility

JDS - Joint Deployment System

LL - Load List

LOGMARS - Logistics Application of Automated Marking and Reading of Symbols

LO/LO - Lift-On/Lift-Off

LRU - Less Release Unit

MHE - Materials Handling Equipment

MILSTAMP - Military Standard Transportation & Movement Procedures

MSC - Military Sealift Command

MT - Measurement ton - 40 cubic feet

MTON - See MT

NICP - National Inventory Control Point

NLT - Not Later Than

NSP - Not Separately Priced

OCCA - Ocean Cargo Clearance Authority

OCBO - Ocean Cargo Booking Office

OS&D: overages, shortages, and damage

OSHA - Occupational Safety and Health Act/Administration

PBCR - Portable Bar Code Reader

PCO - Procuring Contracting Officer

PCS - Permanent Change of Station

POD - Port of Debarkation

POE - Port of Embarkation

POV - Privately Owned Vehicle

PPSO - Personal Property Shipping Office

PSA - Port Support Activity

PWS - Performance Work Statement

RDD - Required Delivery Date

RO/RO - Roll-On/Roll-Off

RT - Revenue Ton

S&RTS - Stevedoring & Related Terminal Services

SU - Shipment Unit

TAC - Transportation Account Code

TCMD - Transportation Control and Movement Document

TCN - Transportation Control Number

TDR - Transportation Discrepancy Report

TID - Terminal Inventory Discrepancy

TMD - Traffic Management Division

TTBDE - Terminal Transportation Brigade

TTBN - Terminal Transportation Battalion

VPC - Vehicle Processing Center

WPS - Worldwide Port System

WT - Weight Ton

## **Material Removed from PWS, for Relocation**

### 3.4.5 Billing [remove to separate addendum]

Billing is concerned with invoicing for services/supplies rendered or provided.

The Government will:

- a. Provide the contractor with WPS commodity totals within 7 days of manifesting of the vessel (re: Export).
- b. Provide the contractor with WPS commodity totals within 7 days of completion of the discharge of the vessel/disposition of the cargo (re: Import).

The government and the contractor will:

- a. Reconcile to the commodity totals prior to invoicing.
- b. Reconcile to the labor-hour / equipment totals prior to invoicing.

The Contractor shall:

- a. Invoice for commodities within \_\_ days of completion of the commodity reconciliation.
- b. Invoice for labor-hour / equipment activity within \_\_ days of completion of the labor-hour / equipment reconciliation.
- c. Invoice for Out-of-Pocket/Miscellaneous activity upon completion of the activity and obtaining the paid receipt.

## **4.0 CONTRACT ADMINISTRATION [move to addendum]**

### 4.1 Administrative Contracting Officer

The Administrative Contracting Officer (ACO) performing Contract administration for this Contract is located with the Military Traffic Management Command, at (703) 428-2110, fax number (703) 428-3362.

### 4.4 Application of Rates

#### 4.4.1 Expression of Rates

All rates appearing in \_\_\_\_\_ System are stated in U.S. dollars and cents per the applicable unit of measure.

#### 4.4.2 [Breakdown of Categories – 1]

[Description].

#### 4.4.3 [Breakdown of Categories – 2]

[Description].

### 4.5 Exceptions to General Application Of Rates

#### 4.5.1 [Exception 1]

[Description].

#### 4.5.2 [Exception 2]

[Description].

#### 4.6 Refunds, Rebates and Credits

The Contractor agrees that any refunds, rebates, credits or other amounts (including any interest thereon) accruing to or received by the Contractor under this Contract shall be paid by the Contractor to the Government to the extent that they are properly allocable to costs, expenses or reimbursements for which the Contractor has been reimbursed by the Government under the terms of this Contract.

#### 4.7 Agreed Cost Responsibility

##### 4.7.1 General

As a means of facilitating the administration of this Contract, the parties have agreed that certain items of cost anticipated as likely to arise in the performance of their respective duties under this Contract shall be listed. Determinations of responsibility for items of cost agreed by the parties under this Section are intended to be consistent with the substantive clauses of this Contract; provided however, in the event of conflict, the substantive clauses of the Contract shall prevail.

##### 4.7.2 Responsibility of the Contractor

The Contractor is responsible for the costs associated with the following services:

###### 4.7.2.1 Item 1

###### 4.7.2.2 Item 2

###### 4.7.2.3 Container Terminal Costs

All CONUS container terminal costs including: receipt of containers; stevedoring; port handling; marshaling of containers; and cleaning containers before stuffing and after un-stuffing.

###### 4.7.2.4 Taxes, Dues, Fees and Other Charges

Taxes, dues, fees and other charges (including storage charges levied by governments, ports authorities, or wharfingers) on breakbulk cargo, on the containers, and on their contents, if any, except those charges which are payable by the Government.

##### 4.7.3 Responsibility of the Government

The Government is responsible for the cost of the following services:

###### 4.7.3.1 Re-spot of containers

Re-spot of containers within a Government facility, supply point or vendor's plant.

###### 4.7.3.2 Additional personnel

Additional personnel ordered by the Government including: transportation and travel time of stevedore personnel when ordered by the Government for its account; overtime for customs, agriculture or public health officers provided for the convenience of the cargo, when requested by the Government.

### **C.3. GOVERNMENT-FURNISHED FACILITIES, SUPPLIES, AND EQUIPMENT**

#### C.3.1. General:

C.3.1.1. The equipment, facilities, and supplies to be furnished by the Government for contractor use during the performance of this contract are specified in C.3.2 through C.3.4.3.1.3 below.

C.3.1.2. The contractor will comply with all requirements of FAR 52.245-2 and FAR 52.245.8 listed in Section I of this contract for all Government property furnished under this contract.

#### C.3.2. Facilities: FAR (52.245-8):

##### C.3.2.1. The Government will furnish:

C.3.2.1.1. Fixed facilities, to include maintenance facilities at \_\_\_ with sufficient adjoining areas to accomplish the work specified herein. Real estate is listed in attachment \_\_\_.

C.3.2.1.2. Space for offices, gear room, and first aid room necessary for performance of the contract.

C.3.2.2. Prior to making any changes which require altering the existing structures, contractor will submit plans for approval to the Contracting Officer. All costs will be at the contractor's expense. Upon completion of this contract, contractor will be responsible for returning the premises and facilities to substantially the same condition as at the time of contract award if directed by the Contracting Officer.

##### C.3.2.3. Cargo Doors:

C.3.2.3.1. By the effective date of the contract, a representative of the Government and the contractor will inspect all cargo doors. All doors will be jointly inspected to ensure that they are fully operational and complete. Contractor will provide all necessary labor, equipment, materials, supplies, and supervisors for the maintenance, repair, and inspection of all cargo doors in buildings under his control.

C.3.2.3.2. The term cargo door will include all panels, track, millwork, hangers, rollers, hardware, etc., necessary for the operation of the doors. Upon contract completion or termination of the contract by the Government, all cargo doors will be in the same or better condition then they were in, less fair wear and tear, at the time the contractor assumed responsibility for them.

##### C.3.3. Supplies/Services FAR (52.245-2). The Government will furnish:

C.3.3.1. Lumber, Dunnage, Lashing, and Securing Materials. All lashing gear, blocking and bracing material, or lumber removed from ships belongs to the Government and will be segregated by major type and removed to assigned areas.

C.3.3.2. Blank Government forms described herein.

C.3.3.3. Utility services, including "Class C" telephones and a Defense Switched Network line. This excludes commercial telephone service and electricity used to recharge contractor's equipment.

C.3.3.4. Containers in which to accumulate debris and refuse generated by the contractor's operations to include pickup and disposal of the material.

C.3.3.5. Pallets 40 X 48 inches for SEAVAN stuffing operations. In the event that the Government does not provide pallets, the Government will require the contractor to furnish such pallets. Contractor will be compensated at out-of-pocket cost. Contractor will account for and advise disposition of Government-furnished pallets.

C.3.3.6. Seals for cargo transporters and railcars, locking wire, and wire twisting tools for railcars.

- C.3.3.7. Salt, calcium chloride, etc., to control snow and ice around contractor-controlled facilities.
- C.3.3.8. Class 3 barrier material.
- C.3.3.9. Managerial information, as follows:
  - C.3.3.9.1. Advance information and documentation, as is available concerning cargo released for shipment to the terminal and inbound ships due with retrograde cargo.
  - C.3.3.9.2. Manifests, bills of lading, or other documents on which contractor's invoice for payment is based.
  - C.3.3.9.3. Names, berths, and dates ships are to be worked.
  - C.3.3.9.4. A listing of cargo to be loaded on each ship and prestow plans.
  - C.3.3.9.5. Disposition and marking instructions for retrograde cargo and arrangement of inland transportation.
  - C.3.3.9.6. Specifications for the processing of military vehicles.
  - C.3.3.9.7. Cargo Status Reports, to include:
    - C.3.3.9.7.1. Aged Cargo Reports.
    - C.3.3.9.7.2. Weekly Open Transfer Reports.
    - C.3.3.9.7.3. Container Inventory Reports.
    - C.3.3.9.7.4. Daily On-Hand Reports - Import/Export.
- C.3.3.10. Checker stamps and other miscellaneous supplies, such as plastic envelopes.
- C.3.4. Equipment: (FAR 52.245-2):
  - C.3.4.1. The Government will furnish equipment, as listed at Attachment\_\_\_\_\_.
  - C.3.4.2. Contractor personnel must possess a valid SF 46 when operating Government-owned vehicles and equipment (i.e., sedans, trucks, etc. from the Motor Pool, or MHE dispatched from Equipment Division) assigned to \_\_\_\_.
  - C.3.4.3. Care of Government-Furnished Gear, Materials, and Equipment:
    - C.3.4.3.1. The Contractor, at his own expense, will either repair all gear or equipment damaged in the course of his operations or reimburse the Government. When repair parts are not readily available to the contractor, the Government may supply such parts as it has in stock and the contractor will be billed at cost. Contractor, at his expense, will perform normal servicing for operator maintenance, as outlined below:
      - C.3.4.3.1.1. Before operations: Check fuel, oil, water, batteries, tires, windshield wipers, leaks, and panel instruments.
      - C.3.4.3.1.2. During operations: Check panel instruments, brakes, clutch, steering, engine operation, batteries, tires, and unusual noises.

C.3.4.3.1.3. After operations: Check fuel, oil, water, batteries, and tires. If required, drain air tank and clean equipment.

#### **C.4. CONTRACTOR-FURNISHED SUPPLIES/SERVICES AND EQUIPMENT**

C.4.1. Supplies/Services.

C.4.1.1. Contractor will furnish:

C.4.1.1.1. Office equipment, such as furniture, telephones, and commercial telephone services, and other material as will be required to maintain his operation.

C.4.1.1.2. Dock pallets for Breakbulk Operations.

C.4.1.1.3. Chocking and blocking materials for SEAVAN stuffing of general cargo and vehicles. Serviceable material from unstuffing seavans (vehicles) will be reused.

C.4.1.1.4. Wire cables, turnbuckles, shackles, clips, lumber, dunnage, chocking, and blocking materials which may be required in the performance of the services hereunder. All supplies purchased by the contractor with prior approval of the Contracting Officer will become property of the Government and will be accounted for IAW FAR 52.245-2. The Government shall reimburse the contractor for such materials/supplies as an out of pocket cost. These materials will be used in performance of work under this contract and are obtained for and on behalf of the Government who shall be the owner thereof at the time of acquisition. Serviceable material/supplies recovered from down loading ships will be reused.

C.4.1.2. When the contractor furnishes any materials, from his own stock, he will submit a signed certification listing such materials with itemized costs. The Contracting Officer's certification, indicating prior approval of the quantity and prices, will be presented with the invoice for reimbursement, otherwise reimbursement will not be made.

C.4.1.3. Dunnage and lashing materials, furnished by contractor in accordance with C.4.1.1.4, will be of grade, quality, size, and dimensions suitable for the intended use. These materials will be delivered by contractor to shipside or other designated locations, as required for operations.