

SECTION II

**ADDENDUM
PACKAGE**

SOLICITATION: SP0600-02-R-0161

PROGRAM: 2.2B, 2.2D, 2.5B

THE ENCLOSED SOLICITATION COVERS THE PERIOD: 01 OCTOBER 2002

THROUGH: 30 SEPTEMBER 2003

INLAND JP8: 01 OCTOBER 2002

THROUGH: 31 MARCH 2003

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B14.03 SUPPLIES TO BE OFFERED (DOMESTIC BULK) (DESC MAY 1997)

The maximum and minimum quantities are defined in the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause. Offers of refined product shall be made on the basis of--

(a) **ORIGIN DELIVERY.** Offers of product on the basis of delivery f.o.b. origin shall be entered on the Origin Offer Cards included in this solicitation in the Offeror Submission Package.

(b) **DESTINATION DELIVERY.** Offers of product on the basis of delivery f.o.b. destination shall be entered on the Destination Offer Cards included in this solicitation in the Offeror Submission Package.

(c) Product requirements, quantities, acceptable modes of delivery, and associated restrictions thereto are as follows: (DESC 52.207-9F15)

1. The following Inland, Rocky Mountain, West Coast and Offshore JP8, JP4/Jet B, JP5, and F76 requirements will escalate with their respective region's Economic Price Adjustment (EPA) formula provided in Clause B19.33 ECONOMIC PRICE ADJUSTMENT - PUBLISHED MARKET PRICE. Offerors should specify the respective commodity EPA escalator(s) to which their offer price is tied. FOB Origin offers will be evaluated solely to those EPA escalators specified.

2. Except for Inland JP8, the ordering period is the date of award through September 30, 2003 – See Clauses F1.08, DELIVERY AND CONTRACT PERIODS and F1.15, DELIVERY AND CONTRACT PERIODS FOR TANKER AND BARGE DELIVERIES. Note that tank truck offers will be evaluated based on a 260-day delivery period - See Clause F1.08.200, DELIVERY AND CONTRACT PERIODS.

3. Except for the Inland JP8 items and Line Item 0501, Galena Airport, AK, the delivery period for all items is October 1, 2002 through September 30, 2003, plus a thirty-day carryover period - See Clause I86.12, DELIVERY - ORDER LIMITATIONS -SCOPE OF CONTRACT.

4. The delivery period for Line Item 0410, Galena Airport, is June 1, 2003 through September 30, 2003 - See Clause F1.08.300, DELIVERY AND CONTRACT PERIODS.

5. For Inland JP8, the ordering period is date of award through March 31, 2003. The delivery period for Inland JP8 is October 1, 2002 through March 31, 2003, plus a thirty-day carryover period. See Clauses F1.08.400, F1.08.500 and F1.15.200.

6. **ADDITIVES:** The schedule identifies additive requirements for each line item. Product being offered via common carrier pipeline shall not contain FSII or SDA unless otherwise specified in the schedule. Product offered to an end user on an FOB Destination basis via any mode of delivery must contain all additives required by the product specification. The product specification also identifies additive levels required in product.

7. For line items of which a portion is set-aside for Small Businesses or 8(a) firms, the volume is denoted after the "SA Quantity" or "8A Quantity" subheading. The quantity set-aside appears under the line item activity location name on the Quantity line. This quantity is a portion of the total requirement stated for that line item and not in addition thereto.

8. Origin Offer Cards must be used for FOB Origin offers. Destination Offer Cards must be used for FOB Destination offers. Offer cards are included in the OFFER SUBMISSION PACKAGE.

9. Unless otherwise stated for the given modes of transportation under each line item, the receipt percentage (%) will be 100%.

10. Asterisks denote the following:

No asterisk - Terminal

* Intermediate Terminal

** End user that can be supplied through a terminal (asterisks placed in front of note below quantity line)

*** End user normally supplied by direct deliver that can also be supplied through a terminal (asterisks placed after quantity)

11. Evaluation of Truck offers will be based on 260 days for delivery, except the Inland JP8 Truck offers will be based on 130 days for delivery.

12. DESC / MSC Tankers are not equipped with Vapor Recovery Systems.

13. All volumes are stated in U.S. Gallons (USG).

14. SPECIFIC TO INLAND JP8 DELIVERIES: All Texas Eastern Pipeline system (TEPPCO) PL quantities will be evaluated from origin points on the TEPPCO PL. Product can also be evaluated into the TEPPCO PL via the Beaumont, TX Barge Terminal. DFSP Williams, Houston will not be used as an origin point into TEPPCO.

15. JP8 product originating on the Texas Eastern Pipe Line (TEPPCO) will be evaluated only to those locations supplied through DFSP Indianapolis (Item 0001), DFSP Little Rock (Item 0006) and DFSP Lebanon (Item 0007).

16. SPECIFIC TO WEST COAST JP8 DELIVERIES: Offerors in the L.A. Basin are encouraged to offer JP8 directly into the Kinder Morgan (formerly Santa Fe Pacific) Pipeline via Watson Station or ATSC Terminal versus DFSP San Pedro.

17. SPECIFIC TO KINDER MORGAN PIPELINE ORIGINATING AT EL PASO, TX: a maximum throughput of 95,256,000 USG may be evaluated, of which no more than 34,272,000 USG can be received into Luke AFB from El Paso, TX.

18. FOR JP5 AND F76: No Destination Tanker offers will be accepted, except for Kwajalein Missile Range, Johnston Island; Wake Island and as otherwise noted, due to operational constraints (i.e. accumulation of ullage, scheduling conflicts with FOB Origin deliveries, maintenance of war levels and relatively small storage capacities at terminal DFSPs, etc.).

19. SPECIFIC TO JP4/JET B OFFERS: Except for the requirement at Eielson AFB, offers for either JP4 or Jet B with Additives will be accepted. Offers of Jet B with Additives will be evaluated against JP4 offers. Only offers for JP4 shall be evaluated to Eielson AFB.

20. FOB destination tanker offers and FOB origin and destination ocean-going barge offers are not acceptable, except for those locations specifically identified in the solicitation schedule. An "ocean-going barge" is defined as a vessel transiting via ocean channels. The Government satisfies such movements using vessels provided by Military Sealift Command (MSC), supplemented, as needed, by spot charters.

21. SPECIFIC TO JP5 LINE ITEM 0808 (MCAS Yuma): In addition to DFSP San Pedro, MCAS Yuma can also be supplied through DFSP Watson.

22. Award evaluations will include throughput restriction of no more than 100,000 barrels per month into the Explorer Pipeline.

TURBINE FUEL, AVIATION (JP8), JP8 2.2B
 NSN : 9130-01-031-5816
 PURCHASE REQUEST NO. SC0600-02-0585

JP8 REQUIREMENT TOTALS ARE AS FOLLOWS:

TOTAL	SET ASIDE	8(A) RESERVATION	NON SET ASIDE
QUANTITY (USG)	QUANTITY (USG)	QUANTITY (USG)	QUANTITY (USG)
1,085,340,000	504,513,750	4,360,500	576,465,750

THE TOTAL ESTIMATED JP8 QUANTITY TO BE PURCHASED IS - 1,085,340,000
 INLAND JP8 237,385,000 (6-month requirement)
 ROCKY MOUNTAIN JP8 69,360,000
 WEST COAST JP8 611,195,000
 OFF SHORE JP8 166,400,000
 CLOSED PORT JP8 1,000,000

SUPPLIES TO BE OFFERED (DOMESTIC BULK)
JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0001	DFSP INDIANAPOLIS UY7311 368903270	INDIANAPOLIS INDIANAPLS	IN
	QUANTITY 8,000,000	8A QUANTITY 0	SA QUANTITY 0
PRODUCT MUST BE OFFERED INTO EITHER THE BUCKEYE OR TEPPCO PIPELINES			
MODE	RECEIPT%	FSII SDA	CI
PIPE		NONE NONE	REQUIRED
0002	181 TFG HULMAN FLD FP6131 373445240	TERRE HAUTE HULMAN	IN
	QUANTITY 1,500,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP INDIANAPOLIS			
MODE	RECEIPT%	FSII SDA	CI
TRUCK		REQUIRED REQUIRED	REQUIRED
DLVY HOURS 0630-1500 TUE-FRI			
0003	GRISSOM ARB FP4654 365568240	PERU GRISSOM	IN
	QUANTITY 5,000,000	8A QUANTITY 0	SA QUANTITY 4,500,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP INDIANAPOLIS			
MODE	RECEIPT%	FSII SDA	CI
TRUCK		REQUIRED REQUIRED	REQUIRED
0004	IN ANG BAER FLD FP6132 361800240	FORT WAYN FTWAYNEANG	IN
	QUANTITY 1,350,000	8A QUANTITY 0	SA QUANTITY 1,080,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP INDIANAPOLIS			
MODE	RECEIPT%	FSII SDA	CI
TRUCK		REQUIRED REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION		CITY	STATE
0005	ROLLS ROYCE CORP, PLANT TB1602	368700000B	INDIANAPOLIS	IN
	QUANTITY 150,000	8A QUANTITY 0		SA QUANTITY 0
	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP INDIANAPOLIS			
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0006	LITTLE ROCK DFSP/AFB FP4460	2115241	LITTLE ROCK	AR
	QUANTITY 14,000,000***	8A QUANTITY 0		SA QUANTITY 7,000,000
	INCLUDES 110,000 USG FOR CAMP ROBINSON			
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
PIPELINE ORIGINATES AT DFSP JACKSONVILLE, AR.				
0007	DFSP LEBANON UY7307	359151270	LEBANON	OH
	QUANTITY 18,535,000	8A QUANTITY 0		SA QUANTITY 0
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
0008	AASF SHELBYVILLE W9072W	372140250	SHELBYVILLE	IN
	QUANTITY 125,000	8A QUANTITY 0		SA QUANTITY 0
	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON			
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0009	ARNG FRANKFORT W22MQS	286275251	FRANKFURT	KY
	QUANTITY 75,000	8A QUANTITY 0		SA QUANTITY 0
	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON			
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0010	FORT KNOX W90097	294424250	FORT KNOX	KY
	QUANTITY 700,000	8A QUANTITY 0		SA QUANTITY 0
	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON			
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0011	910TFG YOUNGSTOWN FP6656 344161240	YOUNGSTOWN YOUNGSTOWN	OH
	QUANTITY 1,450,000	8A QUANTITY 0	SA QUANTITY 0
	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0012	ANG RICKENBACKER FP6356 353289240	LOCKBOURNE RICKENBCKR	OH
	QUANTITY 6,000,000	8A QUANTITY 0	SA QUANTITY 3,000,000
	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0013	ARNG AKRON-CANTON W24MBS 344690250	AKRON CANTON	OH
	QUANTITY 60,000	8A QUANTITY 0	SA QUANTITY 0
	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0014	GE ACFT ENGINE, EVANDALE TB3912 359856000	EVANDALE GEEVANDALE	OH
	QUANTITY 1,550,000	8A QUANTITY 0	SA QUANTITY 775,000
	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0015	JOHN GLENN RESEARCH CTR 805501 341800240	CLEVELAND	OH
	QUANTITY 75,000	8A QUANTITY 0	SA QUANTITY 0
	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0016	MANSFIELD MAP ANG FP6353 345750240	MANSFIELD MANSFLDANG	OH
	QUANTITY 750,000	8A QUANTITY 0	SA QUANTITY 675,000
	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
	TANK TRUCK MUST HAVE CAPABILITY OF CONVERTING TO A 3-INCH MANIFOLD.		

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0017	OH ANG SPRINGFLD FP6352 354185240	SPRINGFIELD SPRNGFLDOH	OH
QUANTITY 1,700,000	8A QUANTITY 0	SA QUANTITY 1,530,000	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
DLVY HOURS: 0700-1630 TUES-SAT.			
0018	TOLEDO EXP APT FP6355 343282240	TOLEDO TOLEDOANG	OH
QUANTITY 1,050,000	8A QUANTITY 0	SA QUANTITY 787,500	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
DLVY HOURS 0645-1730 TUE-FRI			
0019	WRIGHT PAT AFB FP2300 354496240	DAYTON WRIGHTPATT	OH
QUANTITY 5,000,000	8A QUANTITY 0	SA QUANTITY 2,500,000	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP LEBANON			
MODE	RECEIPT% FSII SDA	CI	
PIPE	REQUIRED REQUIRED	REQUIRED	
TRUCK	REQUIRED REQUIRED	REQUIRED	
DLVY HOURS 0730-2200 MON - FRI			
0020	DFSP PITTSBURGH UY7310 218723270	PITTSBURGH	PA
QUANTITY 5,775,000	8A QUANTITY 0	SA QUANTITY 0	
MODE	RECEIPT% FSII SDA	CI	
PIPE	NONE NONE	REQUIRED	
0021	AFR GTR PITTSBURGH FP6712 218599240	PITTSBURGH PITTSLSGSF	PA
QUANTITY 900,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PITTSBURGH			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0022	ANG GTR PITTSBURGH FP6381 18592240	PITTSBURGH PITTSANG	PA
QUANTITY 4,150,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PITTSBURGH			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION		CITY	STATE
0023	AASF PARKERSBURG		PARKERSBURG	WV
	W27L9L	274638250	WVARNG	
QUANTITY	30,000	8A QUANTITY	0	SA QUANTITY
	** END USER CAN BE SUPPLIED THROUGH	TERMINAL	DFSP	PITTSBURGH
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0024	AASF WHEELING		WHEELING	WV
	W81XKH	272625250		
QUANTITY	25,000	8A QUANTITY	0	SA QUANTITY
	** END USER CAN BE SUPPLIED THROUGH	TERMINAL	DFSP	PITTSBURGH
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0025	CAMP DAWSON		KINGWOOD	WV
	W27L9J	273128250		
QUANTITY	20,000	8A QUANTITY	0	SA QUANTITY
	** END USER CAN BE SUPPLIED THROUGH	TERMINAL	DFSP	PITTSBURGH
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0026	KANAWHA COUNTY APT		CHARLESTON	WV
	FP6481	277560240	YEAGER	
QUANTITY	650,000	8A QUANTITY	0	SA QUANTITY
	** END USER CAN BE SUPPLIED THROUGH	TERMINAL	DFSP	PITTSBURGH
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0027	DFSP NOVI		NOVI	MI
	UY7308	315997270	NOVI	
QUANTITY	6,577,500	8A QUANTITY	0	SA QUANTITY
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
0028	ANG KELLOG FLD		BATTLE CREEK	MI
	FP6222	319140240	BATTLECRK	
QUANTITY	1,000,000	8A QUANTITY	0	SA QUANTITY
	** END USER CAN BE SUPPLIED THROUGH	TERMINAL	DFSP	NOVI
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
DELIVERY HOURS:	0700-1600, TUE-SAT.			

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0029	ARNG CAMP GRAYLING W56R69 311963250	CAMP GRAYLING	MI
QUANTITY 37,500	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP NOVI			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0030	ARNG GRAND LEDGE W56LTH 316595250	GRAND LEDGE	MI
QUANTITY 90,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP NOVI			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0031	PHELPS COLLINS ANGB FP6223 311340241	ALPENA PHELPCLANG	MI
QUANTITY 450,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP NOVI			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0032	SELFRIDGE ANGB FP6221 315865240	CHESTERFIELD SELFRIDGE	MI
QUANTITY 5,000,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP NOVI			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0033	DFSP TULSA/WILLIAMS PIPE UY7304 622305270	TULSA	OK
QUANTITY 59,750,000	8A QUANTITY 0	SA QUANTITY 0	
MODE	RECEIPT% FSII SDA	CI	
PIPE	NONE NONE	REQUIRED	
0034	ANG FORT SMITH FP6032 609300240	FORT SMITH FTSMITHANG	AR
QUANTITY 1,500,000	8A QUANTITY 0	SA QUANTITY 1,350,000	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP TULSA/WILLIAMS PIPE			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
DLVY HOURS 0700-1630 MON-SAT			

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0035	FORT CHAFEE	FAYETTEVILLE	AR
	W90DED 609232250		
QUANTITY	150,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP TULSA/WILLIAMS PIPE			
MODE	RECEIPT% FSII	SDA CI	
TRUCK	REQUIRED	REQUIRED	REQUIRED
0036	158TH AVCO NEW CENTURY	NEW CENTURY	KS
	W55NG1 584061250		
QUANTITY	100,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP TULSA/WILLIAMS PIPE			
MODE	RECEIPT% FSII	SDA CI	
TRUCK	REQUIRED	REQUIRED	REQUIRED
0037	ANG FORBES FIELD	TOPEKA	KS
	FP6152 584284240	FORBESANG	
QUANTITY	3,000,000	8A QUANTITY 0	SA QUANTITY 1,890,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP TULSA/WILLIAMS PIPE			
MODE	RECEIPT% FSII	SDA CI	
TRUCK	REQUIRED	REQUIRED	REQUIRED
0038	BOEING WICHITA	WICHITA	KS
	TB2008 588440000	BOEINGKS	
QUANTITY	700,000	8A QUANTITY 0	SA QUANTITY 0
**END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP TULSA/WILLIAMS PIPE			
MODE	RECEIPT% FSII	SDA CI	
TRUCK	REQUIRED	REQUIRED	REQUIRED
0039	ALTUS AFB	BLAIR	OK
	FP4419 639850240	ALTUS	
QUANTITY	25,000,000	8A QUANTITY 0	SA QUANTITY 22,500,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP TULSA/WILLIAMS PIPE			
MODE	RECEIPT% FSII	SDA CI	MAX PARCEL MIN PARCEL
PIPE	REQUIRED	REQUIRED	15,000 BBLs 12,000 BBLs
PIPE MODE RESTRICTED TO DESTINATION OFFERS			
TRUCK	REQUIRED	REQUIRED	REQUIRED
TT DELIVERY HOURS 0730-2200 MON-FRI			
0040	FORT SILL	LAWTON	OK
	W44WLB 637263250		
QUANTITY	400,000	8A QUANTITY 0	SA QUANTITY 360,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP TULSA/WILLIAMS PIPE			
MODE	RECEIPT% FSII	SDA CI	
TRUCK	REQUIRED	REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0041	OK ANG WILL ROGERS FP6562 626200240	OKLAHOMA CITY WILLROGERS	OK
QUANTITY 850,000 8A QUANTITY 0 SA QUANTITY 765,000			
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP TULSA/WILLIAMS PIPE			
MODE	RECEIPT%	FSII SDA	CI
TRUCK		REQUIRED REQUIRED	REQUIRED
DLVY HOURS 0630-1530 MON-THUR			
0042	OK ARNG LEXINGTON W44MFK 626595000	NORMAN	OK
QUANTITY 50,000 8A QUANTITY 0 SA QUANTITY 0			
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP TULSA/WILLIAMS PIPE			
MODE	RECEIPT%	FSII SDA	CI
TRUCK		REQUIRED REQUIRED	REQUIRED
0043	TINKER AFB FP2037 626200241	OKLAHOMA CITY TINKER	OK
QUANTITY 19,000,000 8A QUANTITY 0 SA QUANTITY 11,400,00			
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP TULSA/WILLIAMS PIPE			
MODE	RECEIPT%	FSII SDA	CI
PIPE		REQUIRED REQUIRED	REQUIRED
DELIVERY ANYTIME. A MINIMUM 6-MONTH VOLUME OF 7,665,000 USG MUST BE DELIVERED BY PIPELINE.			
TRUCK		REQUIRED REQUIRED	REQUIRED
TANK TRUCK DLVY HOURS: 0730-2200 MON-FRI.			
0044	VANCE AFB FP3029 623550240	ENID VANCE	OK
QUANTITY 9,000,000 8A QUANTITY 0 SA QUANTITY 8,100,000			
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP TULSA/WILLIAMS PIPE			
MODE	RECEIPT%	FSII SDA	CI
TRUCK		REQUIRED REQUIRED	REQUIRED
0045	MCCONNELL AFB FP4621 588453240	WICHITA MCCONNELL	KS
QUANTITY 21,500,000*** 8A QUANTITY 0 SA QUANTITY 11,395,000			
MODE	RECEIPT%	FSII SDA	CI
PIPE		REQUIRED REQUIRED	REQUIRED
PIPE MODE RESTRICTED TO DESTINATION OFFERS			
TRUCK		REQUIRED REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION		CITY	STATE
0046	DFSP WOOD RIVER			IL
	UY7261	396249270	WOODRIVER	
QUANTITY	34,765,000	8A QUANTITY 0		SA QUANTITY 0
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
BARGE		NONE	NONE	REQUIRED
0047	ANG SCOTT AFB		O'FALLON	IL
	FP6121	396618241	OHAREANG	
QUANTITY	3,500,000	8A QUANTITY 0		SA QUANTITY 2,450,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0048	IL ANG CAP APT SPFLD		SPRINGFIELD	IL
	FP6123	392360240	SPRNGFLDIL	
QUANTITY	1,500,000	8A QUANTITY 0		SA QUANTITY 1,200,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0049	IL ANG GTR PEORIA		PEORIA	IL
	FP6122	388276240	GTRPEORIA	
QUANTITY	850,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
DLVY HOURS 0530-1700 MON-THURS				
0050	IL NG CHICAGO		CHICAGO	IL
	W52QWY	380000251		
QUANTITY	32,500	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0051	SCOTT AFB		O'FALLON	IL
	FP4407	396618240	SCOTT	
QUANTITY	3,000,000	8A QUANTITY 0		SA QUANTITY 2,100,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0052	USA SPT FAC DECATUR W52JUK 392200250	DECATUR	IL
QUANTITY 75,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK	REQUIRED REQUIRED	REQUIRED	
0053	FORT LEAVENWORTH W9094G 81740250	FORT LEAVENWORTH KS FTLEAVNWRT	
QUANTITY 65,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK	REQUIRED REQUIRED	REQUIRED	
0054	FORT RILEY W90A85 585234250	OGDEN	KS
QUANTITY 1,000,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK	REQUIRED REQUIRED	REQUIRED	
0055	POL SEC FT CAMPBELL W34GM7 297980251		KY
QUANTITY 6,000,000	8A QUANTITY 0	SA QUANTITY 3,600,000	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK	REQUIRED REQUIRED	REQUIRED	
0056	UTES #2 (TN ARNG) W90D32 297980252	FORT CAMPBELL	KY
QUANTITY 20,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK	REQUIRED REQUIRED	REQUIRED	
0057	FT LEONARD WOOD W58SG7 572960250	WAYNESVILLE	MO
QUANTITY 65,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK	REQUIRED REQUIRED	REQUIRED	

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0058	MCDONNELL DOUGLAS/BOEING TB2912 567613000	ST. LOUIS MCDONNELMO	MO
QUANTITY 450,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK REQUIRED REQUIRED	REQUIRED		
0059	MO ANG LAMBERT IAP FP6251 567650240	ST. LOUIS LAMBERT	MO
QUANTITY 2,350,000	8A QUANTITY 0	SA QUANTITY 1,645,000	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK REQUIRED REQUIRED	REQUIRED		
0060	MO ANG ROSECRANS FP6252 566320240	ST. JOSEPH ROSCRNSANG	MO
QUANTITY 1,000,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
DELIVERY TRUCK REQUIRES 3-INCH MALE KAM LOK CONNECTOR			
MODE RECEIPT% FSII SDA	CI		
TRUCK REQUIRED REQUIRED	REQUIRED		
0061	NG MEM APT JEFFERSN W58M0A 568210250	JEFFERSON CITY	MO
QUANTITY 50,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK REQUIRED REQUIRED	REQUIRED		
0062	NG SPRGNFLD MAP W58P1G 576550250	SPRINGFIELD	MO
QUANTITY 75,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK REQUIRED REQUIRED	REQUIRED		
0063	WHITEMAN AFB FP4625 569836240	SEDALIA WHITEMAN	MO
QUANTITY 7,000,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK REQUIRED REQUIRED	REQUIRED		
0064	MILAN TRNG SITE W90D3K 438574251	LAVINIA	TN
QUANTITY 50,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	TERMINAL DFSP WOOD RIVER		
MODE RECEIPT% FSII SDA	CI		
TRUCK REQUIRED REQUIRED	REQUIRED		

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0065	OMS #13 (HQ, 194TH ENGR) W90D3W 439140250	JACKSON	TN
QUANTITY 50,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0066	OMS #15 (HQ, 3/115TH FA) W90D3T 439980250	MEMPHIS	TN
QUANTITY 20,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0067	OMS #4 (HQ, 3RD SQD, 278) W90D6E 426742250	COOKEVILLE	TN
QUANTITY 22,500	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0068	TN ANG MEMPHIS FP6422 439900240	MEMPHIS MEMPHISTN	TN
QUANTITY 1,400,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER			
TANK TRUCK MUST HAVE CAPABILITY OF CONVERTING TO A 4-INCH MANIFOLD			
DLVY HRS: 0730-1500 MON-FRI 0830-1600 (DRILL DAY ONLY)			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0069	AFRES GEN MITCH FP6605 336000240	MILWAUKEE GMITCHIAP	WI
QUANTITY 1,250,000	8A QUANTITY 0	SA QUANTITY 625,000	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0070	ANG TRUAX FIELD FP6492 338500240	MADISON MADISONANG	WI
QUANTITY 1,500,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0071	ARNG STATE TRAINING AREA W5CKLH 333354000	CAMP DOUGLAS	WI
QUANTITY 15,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0072	FORT MCCOY W5CR5D 333647250	SPARTA	WI
QUANTITY 400,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0073	WI ANG GEN MITCH FP6491 336000241	MILWAUKEE	WI
QUANTITY 2,250,000	8A QUANTITY 0	SA QUANTITY 1,125,000	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0074	WI ANG VOLK FLD FP6493 333354240	CAMP DOUGLAS	WI
QUANTITY 750,000	8A QUANTITY 0	SA QUANTITY 375,000	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0075	WI ARNG WEST BEND W5CN2E 335440000	WEST BEND	WI
QUANTITY 25,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP WOOD RIVER			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0076	WILLIAMS PL CO. (OMAHA) UY7170 553410270	OMAHA	NE
QUANTITY 18,485,000	8A QUANTITY 0	SA QUANTITY 0	
MODE	RECEIPT% FSII SDA	CI	
PIPE	NONE NONE	REQUIRED	
0077	ANG SIOUX CITY FP6142 547500240	SIOUX CITY	IA
QUANTITY 1,350,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL WILLIAMS PL CO. (OMAHA)			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
DLVY HOURS 0700-1730 TUES-FRI			
0078	DES MOINES IAP FP6141 536870240	DES MOINES	IA
QUANTITY 1,250,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL WILLIAMS PL CO. (OMAHA)			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
DLVY HOURS 0730-1645 TUES-FRI			

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0079	IA ARNG AASF#1 BOONE W54CJ2 545250250	FRANKFURT	IA
QUANTITY 90,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL WILLIAMS PL CO. (OMAHA)			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0080	IA ARNG AASF#3 DAVENPORT W54CJ8 534580250	DAVENPORT	IA
QUANTITY 120,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL WILLIAMS PL CO. (OMAHA)			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0081	IA NG WATERLOO W81T3B 532730000	WATERLOO	IA
QUANTITY 50,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL WILLIAMS PL CO. (OMAHA)			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0082	OMS #1 CAMP DODGE W80R0H 536848250	CAMP DODGE	IA
QUANTITY 125,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL WILLIAMS PL CO. (OMAHA)			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0083	NE ANG LINCOLN FP6271 553900240	LINCOLN NEBRASKANG	NE
QUANTITY 3,000,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL WILLIAMS PL CO. (OMAHA)			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
DLVY HOURS 0700-1600 TUES-FRI			
0084	OFFUTT AFB FP4600 553453240	OMAHA OFFUTT	NE
QUANTITY 12,500,000	8A QUANTITY 0	SA QUANTITY 6,250,000	
** END USER CAN BE SUPPLIED THROUGH TERMINAL WILLIAMS PL CO. (OMAHA)			
MODE	RECEIPT% FSII SDA	CI	
PIPE	NONE NONE	REQUIRED	
PIPELINE PUMPING RATE IS 500 BHP.			
PIPELINE ORIGINATES AT WILLIAMS PIPELINE CO TERMINAL.			
TRUCK	REQUIRED REQUIRED	REQUIRED	
COMMERCIAL TANK TRUCKS MUST BE EQUIPPED WITH ON BOARD AUXILIARY PUMPS.			

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION		CITY	STATE	
0085	DFSP SIOUX FALLS		SIOUX FALLS	SD	
	UY7303	527180270	SIOUXFALLS		
QUANTITY	1,500,000	8A QUANTITY	0	SA QUANTITY	0
IN ADDITION, THOSE QUANTITIES AVAILABLE AT ELS JET MAY BE EVALUATED/AWARDED THROUGH DFSP SIOUX FALLS					
MODE	RECEIPT%	FSII	SDA	CI	
PIPE		NONE	NONE	REQUIRED	
0086	JOE FOSS FLD		SIOUX FALLS	SD	
	FP6411	527180240	JOEFOSSFLD		
QUANTITY	1,500,000	8A QUANTITY	0	SA QUANTITY	0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SIOUX FALLS					
MODE	RECEIPT%	FSII	SDA	CI	
TRUCK		REQUIRED	REQUIRED	REQUIRED	
DLVY HOURS 0700-1730 TUE-FRI					
0087	ELS JET RAPID CITY		RAPID CITY	SD	
	UY7306	526870000	ELLSJET		
QUANTITY	14,000,000	8A QUANTITY	0	SA QUANTITY	0
MODE	RECEIPT%	FSII	SDA	CI	
PIPE		NONE	NONE	NONE	
0088	ELLSWORTH AFB		RAPID CITY	SD	
	FP4690	526368240	ELLSWORTH		
QUANTITY	14,000,000	8A QUANTITY	0	SA QUANTITY	12,600,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL ELS JET RAPID CITY					
DFSP SIOUX FALLS MAY ALSO SUPPORT ELLSWORTH AFB. HOWEVER, DFSP SIOUX FALLS IS LIMITED TO 10 TRUCKS/DAY FOR DELIVERY TO ELLSWORTH. INCLUDES 70,000 USG FOR NG RAPID CITY.					
MODE	RECEIPT%	FSII	SDA	CI	
PIPE		REQUIRED	REQUIRED	REQUIRED	
PIPELINE PUMPING RATE FROM ELS JET TO THE BASE IS 800 BHP.					
TRUCK		REQUIRED	REQUIRED	REQUIRED	
0089	DFSP GRAND FORKS		GRAND FORKS	ND	
	UY7021	511740270	GFORKSTERM		
QUANTITY	25,930,000	8A QUANTITY	0	SA QUANTITY	0
MODE	RECEIPT%	FSII	SDA	CI	
PIPE		NONE	NONE	REQUIRED	
TRUCK		REQUIRED	REQUIRED	REQUIRED	
0090	AASF HOLMAN FLD, ST PAUL		ST. PAUL	MN	
	W9051H	504450250			
QUANTITY	105,000	8A QUANTITY	0	SA QUANTITY	0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP GRAND FORKS					
MODE	RECEIPT%	FSII	SDA	CI	
TRUCK		REQUIRED	REQUIRED	REQUIRED	

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION		CITY	STATE
0091	ANG DULUTH IAP		DULUTH	MN
	FP6232	500900240	DULUTH	
QUANTITY	1,500,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP GRAND FORKS				
DLVY HRS 0800-2000 MON -FRI				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0092	MIN ST PAUL IAP		ST. PAUL	MN
	FP6633	504567240	STPAULIAP	
QUANTITY	2,100,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP GRAND FORKS				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0093	MN ARNG CAMP RIPLEY		LITTLE FALLS	MN
	W57VWG	502811251		
QUANTITY	175,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP GRAND FORKS				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0094	AASF MAP BISMARCK		BISMARCK	ND
	W5ASU9	515980251		
QUANTITY	50,000	8A QUANTITY 45,000		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP GRAND FORKS				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0095	ANG HECTOR APT		FARGO	ND
	FP6341	514640240	HECTORFLD	
QUANTITY	1,500,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP GRAND FORKS				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0096	GRAND FORKS AFB		GRAND FORKS	ND
	FP4659	511767240	GRANDFORKS	
QUANTITY	12,500,000	8A QUANTITY 0		SA QUANTITY 7,500,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP GRAND FORKS				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		NONE	NONE	REQUIRED
PIPE		NONE	NONE	REQUIRED
PIPELINE ORIGINATES AT DFSP GRAND FORKS ND.				

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Inland ESCALATOR JP8 Inland

LINE ITEM	LOCATION	CITY	STATE
0097	MINOT AFB FP4528 513673240	TATMAN MINOT	ND
QUANTITY 8,000,000	8A QUANTITY 0	SA QUANTITY 4,000,000	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP GRAND FORKS			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0098	ANG BUCKLEY FLD FP6061 744542240	AURORA BUCKLEYANG	CO
QUANTITY 2,850,000***	8A QUANTITY 0	SA QUANTITY 2,565,000	
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0099	FORT CARSON W51HU8 746693250	COLORADO SPRINGS FTCARSON	CO
QUANTITY 1,850,000***	8A QUANTITY 0	SA QUANTITY 1,665,000	
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0100	PETERSON AFB FP2500 746672240	COLORADO SPRINGS PETERSON	CO
QUANTITY 3,000,000***	8A QUANTITY 0	SA QUANTITY 2,700,000	
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0101	USAF ACADEMY FP7000 746655240	COLORADO SPRINGS USAFACADMY	CO
QUANTITY 17,500***	8A QUANTITY 0	SA QUANTITY 0	
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0102	ANG CHEYENNE FP6501 729180241	CHEYENNE CHEYANG	WY
QUANTITY 750,000***	8A QUANTITY 675,000	SA QUANTITY 0	
INCLUDES 100,000 USG FOR FE WARREN			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0103	NG CAMP GUERNSEY W81PUR 728119250	GUERNSEY	WY
QUANTITY 100,000***	8A QUANTITY 90,000	SA QUANTITY 0	
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	

LINE ITEMS 0104 - 0200 OMITTED FROM RFP SCHEDULE

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
JP8 Rocky Mountain ESCALATOR JP8 Rocky Mountain

LINE ITEM	LOCATION		CITY	STATE
0201	HILL AFB		LAYTON	UT
	FP2027	762720240	HILL	
QUANTITY	27,460,000	8A QUANTITY 0		SA QUANTITY 0
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	NONE
TRUCK		REQUIRED	REQUIRED	REQUIRED
0202	HILL AFB		LAYTON	UT
	FP2027	762720240	HILL	
QUANTITY	23,000,000	8A QUANTITY 0		SA QUANTITY 17,250,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL HILL AFB				
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	NONE
TRUCK	89%	REQUIRED	REQUIRED	REQUIRED
0203	ANG SALT LAKE MAP		SALT LAKE CITY	UT
	FP6441	762800240	SALT LKANG	
QUANTITY	4,000,000	8A QUANTITY 0		SA QUANTITY 2,400,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL HILL AFB				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0204	DUGWAY PROV GRD		DUGWAY	UT
	W67HY8	764575250		
QUANTITY	60,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL HILL AFB				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0205	UT ARNG WT JORDAN		WEST JORDAN	UT
	W67K3G	762981000		
QUANTITY	400,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL HILL AFB				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0206	GOWEN FLS		BOISE	ID
	FP6112	838830240	GOWENANG	
QUANTITY	4,500,000***	8A QUANTITY 0		SA QUANTITY 2,250,000
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	NONE
TRUCK		REQUIRED	REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Rocky Mountain ESCALATOR JP8 Rocky Mountain

LINE ITEM	LOCATION		CITY	STATE
0207	MOUNTAIN HOME AFB		MOUNTAIN HOME AFB ID	
	FP4897	838578240	MTNHOME	
QUANTITY	34,000,000***	8A QUANTITY 0		SA QUANTITY 17,000,000
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	NONE
TRUCK		REQUIRED	REQUIRED	REQUIRED
0208	MALMSTROM AFB		GREAT FALLS	MT
	FP4626	706722240	MALMSTROM	
QUANTITY	200,000***	8A QUANTITY 0		SA QUANTITY 150,000
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0209	MT NG HELENA		HELENA	MT
	W81JKX	713190250		
QUANTITY	200,000***	8A QUANTITY 0		SA QUANTITY 0
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0210	NG GREAT FALLS		GREAT FALLS	MT
	FP6261	706721240	GTFALLSANG	
QUANTITY	3,000,000***	8A QUANTITY 0		SA QUANTITY 1,650,000
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED

LINE ITEMS 0211 - 0300 OMITTED FROM RFP SCHEDULE

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION		CITY	STATE
0301	DFSP ALAMORGORDO		ALAMOGORDO	NM
	UY7204	778152270	ALAMOPL	
QUANTITY	65,000,000	8A QUANTITY 0		SA QUANTITY 0
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
0302	CANNON AFB		CLOVIS	NM
	FP4855	773466240	CANNON	
QUANTITY	18,000,000	8A QUANTITY 0		SA QUANTITY 16,200,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP ALAMORGORDO				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0303	HOLLOMAN AFB		ALAMOGORDO	NM
	FP4801	778144240	HOLLOMAN	
QUANTITY	32,000,000	8A QUANTITY 0		SA QUANTITY 28,800,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP ALAMORGORDO				
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
TRUCK		REQUIRED	REQUIRED	REQUIRED
0304	KIRTLAND AFB		ALBUQUERQUE	NM
	FP4469	774900240	KIRTLNDAFB	
QUANTITY	13,500,000	8A QUANTITY 0		SA QUANTITY 12,150,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP ALAMORGORDO				
INCLUDES 60,000 USG FOR TRUTH AND CONSEQUENCES				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0305	FT BLISS		FORT BLISS	TX
	W907TJ	696900250	FTBLISS	
QUANTITY	1,500,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP ALAMORGORDO				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0306	DAVIS MONTHAN AFB		TUCSON	AZ
	FP4877	799000240A	DAVISMNTHN	
QUANTITY	54,820,000	8A QUANTITY 0		SA QUANTITY 0
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
TRUCK	11%	REQUIRED	REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION	CITY	STATE
0307	DAVIS MONTHAN AFB FP4877 799000240A	TUCSON DAVISMNTHN	AZ
QUANTITY	32,000,000	8A QUANTITY 0	SA QUANTITY 28,800,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DAVIS MONTHAN AFB			
INCLUDES 325,000 USG FOR GILA BEND			
MODE	RECEIPT%	FSII SDA	CI
PIPE		NONE NONE	REQUIRED
TRUCK	21%	REQUIRED REQUIRED	REQUIRED
0308	AASF #2 PINAL AIR W81D55 799144250	MARANA	AZ
QUANTITY	400,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DAVIS MONTHAN AFB			
MODE	RECEIPT%	FSII SDA	CI
TRUCK		REQUIRED REQUIRED	REQUIRED
0309	AASF#1 PHOENIX W61LQC 797000251	PHOENIX	AZ
QUANTITY	120,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DAVIS MONTHAN AFB			
MODE	RECEIPT%	FSII SDA	CI
TRUCK		REQUIRED REQUIRED	REQUIRED
0310	ANG TUCSON FP6022 799101240	TUCSON TUCSON	AZ
QUANTITY	16,000,000	8A QUANTITY 0	SA QUANTITY 12,000,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DAVIS MONTHAN AFB			
DLVY HRS: 0500 - 1500 MON-FRI, MAY-SEP 0700-1500 MON-FRI, OCT-APR			
MODE	RECEIPT%	FSII SDA	CI
TRUCK		REQUIRED REQUIRED	REQUIRED
0311	FORT HUACHUCA W61SQP 795783250	SIERRA VISTA	AZ
QUANTITY	1,700,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DAVIS MONTHAN AFB			
MODE	RECEIPT%	FSII SDA	CI
TRUCK		REQUIRED REQUIRED	REQUIRED
0312	SKY HARBOR FP6021 797000240	SKY HARBOR SKYHARBOR	AZ
QUANTITY	4,600,000	8A QUANTITY 0	SA QUANTITY 3,450,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DAVIS MONTHAN AFB			
MODE	RECEIPT%	FSII SDA	CI
TRUCK		REQUIRED REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION		CITY	STATE
0313	LUKE AFB		LUKE AFB	AZ
	FP4887	797170240	LUKE	
QUANTITY	50,000,000***	8A QUANTITY 0		SA QUANTITY 32,000,000
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
TRUCK		REQUIRED	REQUIRED	REQUIRED
0314	KM NORTH LINE SPARKS			NV
	UY7078	864168000	SFPPNORTH	
QUANTITY	36,650,000	8A QUANTITY 0		SA QUANTITY 0
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
0315	MCMWTC PICKLE MEADOWS		BRIDGEPORT	CA
	M62655	875231280		
QUANTITY	50,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL KM NORTH LINE SPARKS				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0316	AASF STEAD AFB		RENO	NV
	W65KUJ	864170250		
QUANTITY	200,000	8A QUANTITY 0		SA QUANTITY 180,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL KM NORTH LINE SPARKS				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0317	ANG RENO MAP		RENO	NV
	FP6281	864170240	RENO	
QUANTITY	1,400,000	8A QUANTITY 0		SA QUANTITY 1,260,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL KM NORTH LINE SPARKS				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0318	NAS FALLON		FALLON	NV
	N60495	865185290	FALLON	
QUANTITY	35,000,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL KM NORTH LINE SPARKS				
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
TRUCK		REQUIRED	REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION		CITY	STATE
0319	DFSP SAN PEDRO		SAN PEDRO	CA
	UY7121	883251271	SANPEDRO	
QUANTITY	67,770,000	8A QUANTITY	0	SA QUANTITY
			0	0
IN ADDITION, ALL QUANTITIES AT DFSP WATSON MAY BE EVALUATED/AWARDED THROUGH DFSP SAN PEDRO.				
MODE	RECEIPT%	FSII	SDA	CI
TANKER		NONE	NONE	REQUIRED
BARGE		NONE	NONE	REQUIRED
PIPE		NONE	NONE	REQUIRED
0320	MCAS YUMA			AZ
	N6297	798190280	YUMA	
QUANTITY	18,000,000	8A QUANTITY	0	SA QUANTITY
			0	0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO				
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
0321	YUMA PROVING GRD		YUMA	AZ
	W61HZF	798164250		
QUANTITY	1,500,000	8A QUANTITY	0	SA QUANTITY
			0	0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0322	AIR OPER DIV PACOMIA		PACOIMA	CA
	129AKQ	883000073		
QUANTITY	300,000	8A QUANTITY	0	SA QUANTITY
			0	270,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0323	ARMED FORCES RESERVE CE		LOS ALAMITOS	CA
	W62M5N	887129250		
QUANTITY	1,400,000	8A QUANTITY	0	SA QUANTITY
			0	1,260,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0324	BAE SYSTEMS (AF KC135)		MOJAVE	CA
	FP2035	881184000A		
QUANTITY	1,200,000	8A QUANTITY	0	SA QUANTITY
			0	0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION	CITY	STATE
0325	BAE SYSTEMS (AF QF4 PROG) TB1240	MOJAVE 881184000	CA
QUANTITY 150,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	MODE RECEIPT%	TRUCK	TERMINAL DFSP SAN PEDRO CI REQUIRED
0326	BAE SYSTEMS (NAVY) EZ1904	MOJAVE 881184270	CA
QUANTITY 20,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	MODE RECEIPT%	TRUCK	TERMINAL DFSP SAN PEDRO CI REQUIRED
0327	CHANNEL IS ANG FP6043	POINT HUENEME CHANNELIS 884196240	CA
QUANTITY 2,000,000	8A QUANTITY 0	SA QUANTITY 1,800,000	
** END USER CAN BE SUPPLIED THROUGH	MODE RECEIPT%	TRUCK	TERMINAL DFSP SAN PEDRO CI REQUIRED
DLVY HOURS 0700-1600 TUE-FRI			
0328	FORT IRWIN W81G53	FORT IRWIN W81G53 880180250	CA
QUANTITY 7,500,000	8A QUANTITY 0	SA QUANTITY 6,750,000	
** END USER CAN BE SUPPLIED THROUGH	MODE RECEIPT%	TRUCK	TERMINAL DFSP SAN PEDRO CI REQUIRED
0329	MCB 29 PALMS (JP8 ONLY) UY7335	CA	
QUANTITY 1,000,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	MODE RECEIPT%	TRUCK	TERMINAL DFSP SAN PEDRO CI REQUIRED
0330	MCB CAMP PENDLETON M00681	CA	
QUANTITY 1,000,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH	MODE RECEIPT%	TRUCK	TERMINAL DFSP SAN PEDRO CI REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION	CITY	STATE
0331	NAF EL CENTRO		CA
	N60042 888189290	ELCENTRO	
QUANTITY	15,000,000	8A QUANTITY 0	SA QUANTITY 0
**	END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0332	NAVAL BASE VENTURA	POINT MUGU	CA
	N69232 884196290	PTMUGU	
QUANTITY	7,000,000	8A QUANTITY 0	SA QUANTITY 6,300,000
**	END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0333	NWC CHINA LAKE	CHINA LAKE	CA
	N60530 881113290	CHINALAKE	
QUANTITY	7,600,000	8A QUANTITY 0	SA QUANTITY 6,840,000
**	END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0334	PYRAMID SERVICES, INC (D	PALMDALE	CA
	FP2017 883517000	PACIFICACA	
QUANTITY	1,100,000	8A QUANTITY 0	SA QUANTITY 990,000
**	END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0335	VANDENBURG AFB	VANDENBURG AFB	CA
	FP4610 885116240	VANDENBERG	
QUANTITY	500,000	8A QUANTITY 0	SA QUANTITY 0
**	END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
DELIVERY HOURS: 0700-1400, MON-FRI.			
0336	INDIAN SPRINGS	INDIAN SPRINGS	NV
	FP4817 869132240	INDIANSPRG	
QUANTITY	2,500,000	8A QUANTITY 0	SA QUANTITY 2,250,000
**	END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO		
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION		CITY	STATE
0337	DFSP WATSON		WATSON	CA
	UY7326	883245270	WATSON	
QUANTITY	119,000,000	8A QUANTITY 0		SA QUANTITY 0
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
0338	EDWARDS AFB		NORTH EDWARDS	CA
	FP2805	881175240	EDWARDS	
QUANTITY	21,000,000	8A QUANTITY 0		SA QUANTITY 18,900,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP Watson				
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
TRUCK		REQUIRED	REQUIRED	REQUIRED
0339	MARCH ARB		RIVERSIDE	CA
	FP4664	886526241	MARCHAFRB	
QUANTITY	20,000,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP Watson				
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
0340	NELLIS AFB		NELLIS	NV
	FP4852	869146240	NELLIS	
QUANTITY	78,000,000	8A QUANTITY 0		SA QUANTITY 17,160,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP Watson				
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
TRUCK		REQUIRED	REQUIRED	REQUIRED
0341	DFSP SELBY		CROCKETT	CA
	UY7329	876142270	SELBY	
QUANTITY	102,560,000	8A QUANTITY 0		SA QUANTITY 0
IN ADDITION TO SELBY QUANTITIES, KINDER MORGAN NORTH LINE SPARKS, NV MAY BE EVALUATED/AWARDED THROUGH DFSP SELBY.				
MODE	RECEIPT%	FSII	SDA	CI
TANKER		NONE	NONE	REQUIRED
BARGE		NONE	NONE	REQUIRED
PIPE		NONE	NONE	REQUIRED
0342	ARNG CAMP ROBERTS		BRADLEY	CA
	W62M5K	882121250		
QUANTITY	100,000	8A QUANTITY 0		SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
PRODUCT WILL BE OFFLOADED INTO A TRAILER OR A BLADDER				

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION		CITY	STATE
0343	BEALE AFB		SMARTVILLE	CA
	FP4686	873270240	BEALE	
QUANTITY	6,000,000	8A QUANTITY	0	SA QUANTITY
				0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY				
MODE	RECEIPT%	FSII	SDA	CI
PIPE		NONE	NONE	REQUIRED
TRUCK		REQUIRED	REQUIRED	REQUIRED
0344	CAMP ROBERTS MATES		SAN MIGUEL	CA
	W90DUG	882121251		
QUANTITY	20,000	8A QUANTITY	0	SA QUANTITY
				0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0345	CGAS SAN FRANCISCO		SAN FRANCISCO	CA
	Z20180	876810260	Z20180	
QUANTITY	150,000	8A QUANTITY	0	SA QUANTITY
				0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0346	DFSP MOFFETT FLD		SAN FRANCISCO	CA
	UY7301	876738000	MOFFETTFLD	
QUANTITY	2,500,000	8A QUANTITY	0	SA QUANTITY
				0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0347	FAA SACRAMENTO		SACRAMENTO	CA
	699166	874430000B	699166	
QUANTITY	90,000	8A QUANTITY	0	SA QUANTITY
				0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
0348	FRESNO ANG		FRESNO	CA
	FP6044	878600240	FRESNO	
QUANTITY	3,000,000	8A QUANTITY	0	SA QUANTITY
				0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED
DLVY HOURS: 0730-2000 MON-FRI.				

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION	CITY	STATE
0349	HUNTER LIGGETT W814JK 879791250	LOCKWOOD W814JK	CA
QUANTITY 500,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0350	NG STOCKTON W62M5M 875667251	STOCKTON W62M5M	CA
QUANTITY 200,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0351	TRAVIS AFB FP4427 874763240	VACAVILLE TRAVIS	CA
QUANTITY 90,000,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY			
MODE	RECEIPT% FSII SDA	CI	
PIPE	NONE NONE	REQUIRED	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0352	DFSP PORTLAND OR UY7318 853470270	PORTLAND PORTLANDOR	OR
QUANTITY 40,195,000	8A QUANTITY 0	SA QUANTITY 0	
MODE	RECEIPT% FSII SDA	CI	
TANKER	NONE NONE	REQUIRED	
BARGE	NONE NONE	REQUIRED	
0353	CGAS HUMBOLT Z20285 871702260	MCKINLEYVILLE Z20285	CA
QUANTITY 150,000	8A QUANTITY 0	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND OR			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0354	AASF PENDLETON W81HL7 851160250	PENDLETON	OR
QUANTITY 200,000	8A QUANTITY 180,000	SA QUANTITY 0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND OR			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0355	ANG PORTLAND FP6371 853470240	PORTLAND PORTANG	OR
QUANTITY 8,500,000	8A QUANTITY 0	SA QUANTITY 7,650,000	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND OR			
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION	CITY	STATE
0356	CAMP RILEA W66S77	WARRENTON	OR
	853250250		
QUANTITY	50,000	8A QUANTITY 45,000	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND OR			
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0357	CAMP WITHYCOMBE W66S8B	CLACKAMAS	OR
	853732250		
QUANTITY	35,000	8A QUANTITY 31,500	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND OR			
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0358	CENTRAL OR UTES REDMOND W66S8D	REDMOND	OR
	855318000		
QUANTITY	40,000	8A QUANTITY 36,000	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND OR			
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0359	CGAS ASTORIA Z20195	WARRENTON	OR
	853235260	Z20195	
QUANTITY	300,000	8A QUANTITY 270,000	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND OR			
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0360	CGAS NORTH BEND Z20276	NORTH BEND	OR
	858734260	Z20276	
QUANTITY	220,000	8A QUANTITY 198,000	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND OR			
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED
0361	KINGSLEY FLD FP6372	KLAMATH FALLS	OR
	857681240	KINGSLEY	
QUANTITY	5,500,000	8A QUANTITY 0	SA QUANTITY 4,950,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND OR			
MODE	RECEIPT% FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION	CITY	STATE
0362	OR NG AASF SALEM W66MRZ 854150251	SALEM	OR
QUANTITY	200,000	8A QUANTITY 180,000	SA QUANTITY 0
MODE	RECEIPT% FSII	SDA CI	TRUCK
		REQUIRED REQUIRED REQUIRED	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND OR
0363	FAIRCHILD AFB FP4620 840558240	FAIRCHILD AFB	WA
QUANTITY	25,000,000	8A QUANTITY 0	SA QUANTITY 0
MODE	RECEIPT% FSII	SDA CI	TRUCK
		REQUIRED REQUIRED REQUIRED	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND OR
0364	DFSP PUGET SOUND N00406 845459290	PUGET	WA
QUANTITY	75,200,000	8A QUANTITY 0	SA QUANTITY 0
MODE	RECEIPT% FSII	SDA CI	TANKER
		REQUIRED REQUIRED REQUIRED	BARGE
0365	FORT LEWIS W81BTY 846177250	TACOMA	WA
QUANTITY	2,000,000	8A QUANTITY 1,800,000	SA QUANTITY 0
MODE	RECEIPT% FSII	SDA CI	TRUCK
		REQUIRED REQUIRED REQUIRED	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PUGET SOUND
0366	MCCHORD AFB FP4479 846128240	TACOMA	WA
QUANTITY	50,000,000	8A QUANTITY 0	SA QUANTITY 43,000,000
MODE	RECEIPT% FSII	SDA CI	TRUCK
		REQUIRED REQUIRED REQUIRED	** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PUGET SOUND
			PIPE MODE RESTRICTED TO DESTINATION OFFERS
0367	NAS WHIDBEY N00620 844905290	OAK HARBOR	WA
QUANTITY	22,300,000	8A QUANTITY 0	SA QUANTITY 20,070,000
MODE	RECEIPT% FSII	SDA CI	BARGE
		REQUIRED REQUIRED REQUIRED	10,000 BBLs
			** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PUGET SOUND
			MIN PARCEL

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
JP8 WestCoast ESCALATOR JP8 West Coast

LINE ITEM	LOCATION	CITY	STATE
0368	YAKIMA FIRING CTR	YAKIMA	WA
	W908C0 848420251		

QUANTITY 900,000 8A QUANTITY 810,000 SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PUGET SOUND
MODE RECEIPT% FSII SDA CI
TRUCK REQUIRED REQUIRED REQUIRED

LINE ITEMS 0369 - 0400 OMITTED FROM RFP SCHEDULE

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
JP8 Off Shore ESCALATOR JP8 West Coast

LINE ITEM	LOCATION		CITY	STATE
0401	DFSP PEARL HARBOR		PEARL HARBOR	HI
	N00604	890510000	PEARLHRBR	
QUANTITY	79,500,000	8A QUANTITY	0	SA QUANTITY 0
MODE	RECEIPT%	FSII	SDA	CI
PIPE		REQUIRED	REQUIRED	REQUIRED
TANKER		REQUIRED	REQUIRED	REQUIRED
BARGE		REQUIRED	REQUIRED	REQUIRED

0402	HICKAM AFB		HICKAM AFB	HI
	FP5260	890510240	HICKAMAFB	
QUANTITY	66,000,000	8A QUANTITY	0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PEARL HARBOR PRODUCT PROCURED FOR HICKAM MUST GO THROUGH DFSP PEARL HARBOR AND MUST CONTAIN FSII. PIPELINE DELIVERY HRS: 0001 -2400 SUN -SAT; PIPELINE IS OPERATIONAL 24 HOURS/DAY.				
MODE	RECEIPT%	FSII	SDA	CI
PIPE		REQUIRED	REQUIRED	REQUIRED
PIPELINE ORIGINATES AT DFSP PEARL HARBOR.				

0403	MCAS KANEOHE			HI
	N00318	890570280	KANEOHE	
QUANTITY	11,500,000	8A QUANTITY	0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PEARL HARBOR				
MODE	RECEIPT%	FSII	SDA	CI
BARGE		REQUIRED	REQUIRED	REQUIRED
TRUCK		REQUIRED	REQUIRED	REQUIRED

0404	SCHOFIELD BARRACKS		SCHOFIELD BARRACKS	HI
	UY7325	890510254	SCHOFIELD	
QUANTITY	2,000,000	8A QUANTITY	0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PEARL HARBOR THE ACTUAL THROUGHPUT TERMINAL IS HICKAM AFB. INCLUDES 950,000 USG FOR WHEELER AIR FIELD (WX3JJY).				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED

0405	ANCHORAGE		ANCHORAGE	AK		
	UY7312	810100000A	ANCHORAGE			
QUANTITY	62,900,000	8A QUANTITY	0	SA QUANTITY 0		
OFFERORS NOT CONNECTED TO THE PIPELINE MAY DELIVER BY BARGE INTO THE PIPELINE. THE DELIVERY POINT WILL BE INTO THE GOVERNMENT TANKS AT DFSP ANCHORAGE.						
MODE	RECEIPT%	FSII	SDA	CI	MAX PARCEL	MIN PARCEL
PIPE		REQUIRED	NONE	REQUIRED		
CAR		REQUIRED	NONE	REQUIRED		
CAR MODE RESTRICTED TO DESTINATION OFFERS						
TANKER		REQUIRED	NONE	REQUIRED	190,000 BBLs	

SUPPLIES TO BE OFFERED (DOMESTIC BULK)(CONT'D)
 JP8 Off Shore ESCALATOR JP8 West Coast

LINE ITEM	LOCATION		CITY	STATE
0406	ELMENDORF AFB		ANCHORAGE	AK
	FP5000	810102240	ELMENDORF	
QUANTITY	60,000,000	8A QUANTITY	0	SA QUANTITY 40,200,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP ANCHORAGE				
MODE	RECEIPT%	FSII	SDA	CI
PIPE		REQUIRED	REQUIRED	REQUIRED
PIPELINE ORIGINATES AT DFSP ANCHORAGE				

0407	KULIS ANGB		ANCHORAGE	AK
	FP6520	810100000B	KULISANG	
QUANTITY	2,900,000	8A QUANTITY	0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP ANCHORAGE				
THE ACTUAL THROUGHPUT TERMINAL IS ELMENDORF AFB.				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED

0408	EIELSON AFB		FAIRBANKS	AK
	FP5004	819230240	EIELSON	
QUANTITY	24,000,000***	8A QUANTITY	0	SA QUANTITY 20,160,000
SUGGESTED PRO RATA:				
OCT/NOV - 1,920,000 USG/MO				
DEC - 1,440,000 USG				
JAN/FEB - 960,000 USG/MO				
MAR/APR/MAY - 2,000,000 USG/MO				
JUN/JUL/AUG/SEP - 2,700,000 USG/MO				
MODE	RECEIPT%	FSII	SDA	CI
PIPE		REQUIRED	REQUIRED	REQUIRED
TRUCK		REQUIRED	REQUIRED	REQUIRED
CAR		REQUIRED	REQUIRED	REQUIRED
CAR MODE RESTRICTED TO DESTINATION OFFERS				

LINE ITEMS 0409 - 0500 OMITTED FROM RFP SCHEDULE

0501	GALENA APT		GALENA	AK
	FP5060	818145000	GALENA	
QUANTITY	1,000,000***	8A QUANTITY	0	SA QUANTITY 416,250
MODE	RECEIPT%	FSII	SDA	CI
BARGE		REQUIRED	REQUIRED	REQUIRED
BARGE ORIGINATES AT NENANA, AK. OFFERORS MAY ALSO OFFER TO SUPPLY THIS REQUIREMENT BY TT ORIGIN AT THEIR FACILITY OR BY TT AT NENANA. FSII, SDA, AND CI ARE REQUIRED IN ALL OFFERS BY TT.				
DATE EXCEPTIONS:				
BEGINNING ORDER DATE - 05/01/2002			BEGINNING DELIVERY DATE - 06/01/2002	
ENDING ORDER DATE - 09/30/2002			ENDING DELIVERY DATE - 09/30/2002	

LINE ITEMS 0502 - 0600 OMITTED FROM RFP SCHEDULE

JET TURBINE JET, JP4 2.2B
 NSN : 9130-00-256-8613
 PURCHASE REQUEST NO. SC0600-02-0585

JP4 REQUIREMENT TOTALS ARE AS FOLLOWS:

TOTAL	SET ASIDE	8(A) RESERVATION	NON SET ASIDE
QUANTITY (USG)	QUANTITY (USG)	QUANTITY (USG)	QUANTITY (USG)
1,470,000	0	0	1,470,000

THE TOTAL ESTIMATED JP4 QUANTITY TO BE PURCHASED IS - 1,470,000

SUPPLIES TO BE OFFERED (DOMESTIC BULK)
JP4 Alaska ESCALATOR JP4 Alaska

LINE ITEM	LOCATION	CITY	STATE
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0601	EIELSON AFB FP5004	819230240 EIELSON	FAIRBANKS AK
QUANTITY	100,000***	8A QUANTITY 0	SA QUANTITY 0

PREFERRED PRO RATA:

OCT-DEC 14,000 USG/MO
 JAN-MAR 20,000 USG/MO
 APR-JUN NO CONSUMPTION ANTICIPATED BUT RESERVE THE RIGHT TO AT LEAST ONE TRUCK
 JUL-SEP ANTICIPATED CONSUMPTION IS 8,000 USG.

ONLY JP4 IS ACCEPTABLE AT THIS LOCATION.

MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED

0602	FORT GREELY WC1RAU	819598250	FAIRBANKS AK
QUANTITY	120,000***	8A QUANTITY 0	SA QUANTITY 0

MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED

0603	FORT RICHARDSON (BRYANT) W90FG8	810155250	ANCHORAGE AK
QUANTITY	350,000***	8A QUANTITY 0	SA QUANTITY 0

MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED

0604	FORT WAINWRIGHT WC1RTU	819000250	FAIRBANKS AK
QUANTITY	900,000***	8A QUANTITY 0	SA QUANTITY 0

MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	REQUIRED	REQUIRED

PUMP REQUIRED ON TRUCK, 10' HOSE EXTRA, D1 NOZZLE

LINE ITEMS 0605 - 0700 OMITTED FROM RFP SCHEDULE

JET B WITH ADDITIVES, JAB 2.2B
 NSN : 9130-01-234-1737
 PURCHASE REQUEST NO. SC0600-02-0585

JAB REQUIREMENT TOTALS ARE AS FOLLOWS:

TOTAL	SET ASIDE	8(A) RESERVATION	NON SET ASIDE
QUANTITY (USG)	QUANTITY (USG)	QUANTITY (USG)	QUANTITY (USG)
1,370,000	0	0	1,370,000

THE TOTAL ESTIMATED JAB QUANTITY TO BE PURCHASED IS - 1,370,000

SUPPLIES TO BE OFFERED (DOMESTIC BULK)

Jet B Alaska ESCALATOR Jet B Alaska

LINE ITEM	LOCATION	CITY	STATE
0701	FORT GREELY	FAIRBANKS	AK
	WC1RAU 819598250		
QUANTITY	120,000***	8A QUANTITY	0 SA QUANTITY 0
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0702	FORT RICHARDSON (BRYANT)	ANCHORAGE	AK
	W90FG8 810155250		
QUANTITY	350,000***	8A QUANTITY	0 SA QUANTITY 0
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
0703	FORT WAINWRIGHT	FAIRBANKS	AK
	WC1RTU 819000250		
QUANTITY	900,000***	8A QUANTITY	0 SA QUANTITY 0
MODE	RECEIPT% FSII SDA	CI	
TRUCK	REQUIRED REQUIRED	REQUIRED	
PUMP REQUIRED ON TRUCK, 10' HOSE EXTRA, D1 NOZZLE			

LINE ITEMS 0704 - 0800 OMITTED FROM RFP SCHEDULE

TURBINE FUEL, AVIATION (JP5), JP5 2.2D
 NSN : 9130-00-273-2379
 PURCHASE REQUEST NO. SC0600-02-0586

JP5 REQUIREMENT TOTALS ARE AS FOLLOWS:

TOTAL	SET ASIDE	8(A) RESERVATION	NON SET ASIDE
QUANTITY (USG)	QUANTITY (USG)	QUANTITY (USG)	QUANTITY (USG)
188,395,000	10,385,000	0	178,010,000

THE TOTAL ESTIMATED JP5 QUANTITY TO BE PURCHASED IS - 188,395,000

WEST COAST JP5	160,570,000
OFF SHORE JP5	27,825,000

SUPPLIES TO BE OFFERED (DOMESTIC BULK)
JP5 West Coast ESCALATOR JP5 West Coast

LINE ITEM	LOCATION	CITY	STATE
0801	DFSP PT LOMA		CA
	N00244 889000296	PTLOMA	
QUANTITY	96,700,000	8A QUANTITY 0	SA QUANTITY 0
THE GOVERNMENT PIPELINE ORIGINATES AT MCAS MIRAMAR.			
MODE	RECEIPT%	FSII	SDA CI
TANKER		REQUIRED	NONE REQUIRED
BARGE		REQUIRED	NONE REQUIRED
BARGE MODE RESTRICTED TO DESTINATION OFFERS			
PIPE		NONE	NONE NONE
0802	DFSP PT LOMA		CA
	N00244 889000296	PTLOMA	
QUANTITY	33,450,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PT LOMA			
INCLUDES FLT/COAST GUARD			
MODE	RECEIPT%	FSII	SDA CI
TANKER		REQUIRED	NONE REQUIRED
BARGE		REQUIRED	NONE REQUIRED
BARGE MODE RESTRICTED TO DESTINATION OFFERS			
PIPE		NONE	NONE NONE
0803	CGAS SAN DIEGO		CA
	Z20170 889000260	Z20170	
QUANTITY	250,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PT LOMA			
MODE	RECEIPT%	FSII	SDA CI
TRUCK		REQUIRED	NONE REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)
 JP5 West Coast ESCALATOR JP5 West Coast

LINE ITEM	LOCATION		CITY	STATE
0804	MCAS MIRAMAR			CA
	M67865	889000281	MIRAMAR	
QUANTITY	40,000,000	8A QUANTITY	0	SA QUANTITY
	** END USER CAN BE SUPPLIED THROUGH	TERMINAL	DFSP PT LOMA	
MODE	RECEIPT%	FSII	SDA	CI
PIPE		REQUIRED	NONE	REQUIRED
TRUCK		REQUIRED	NONE	REQUIRED
0805	NAS NORTH IS		SAN DIEGO	CA
	N00246	889592290	NORTHISLND	
QUANTITY	23,000,000	8A QUANTITY	0	SA QUANTITY
	** END USER CAN BE SUPPLIED THROUGH	TERMINAL	DFSP PT LOMA	
MODE	RECEIPT%	FSII	SDA	CI
PIPE		REQUIRED	NONE	REQUIRED
0806	DFSP SAN PEDRO		SAN PEDRO	CA
	UY7121	883251271	SANPEDRO	
QUANTITY	10,150,000	8A QUANTITY	0	SA QUANTITY
	TK/BG BERTH IS LOCATED AT DESC PIER	LONG BEACH,	CA.	
MODE	RECEIPT%	FSII	SDA	CI
TANKER		NONE	NONE	REQUIRED
BARGE		NONE	NONE	REQUIRED
PIPE		NONE	NONE	REQUIRED
0807	EDWARDS AFB		NORTH EDWARDS	CA
	FP2805	881175240	EDWARDS	
QUANTITY	200,000	8A QUANTITY	0	SA QUANTITY
	** END USER CAN BE SUPPLIED THROUGH	TERMINAL	DFSP SAN PEDRO	
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	NONE	REQUIRED
0808	MCAS YUMA			CA
	N62974	798190280	YUMA	
QUANTITY	50,000	8A QUANTITY	0	SA QUANTITY
	** END USER CAN BE SUPPLIED THROUGH	TERMINAL	DFSP SAN PEDRO	
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	NONE	REQUIRED
0809	MCB 29 PALMS (JP5 ONLY)			CA
	M67399	880195280		
QUANTITY	4,000,000	8A QUANTITY	0	SA QUANTITY
	** END USER CAN BE SUPPLIED THROUGH	TERMINAL	DFSP SAN PEDRO	
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	NONE	REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)
 JP5 West Coast ESCALATOR JP5 West Coast

LINE ITEM	LOCATION	CITY	STATE
0810	MCB CAMP PENDLETON M00681	889513280	CA
QUANTITY	3,000,000	8A QUANTITY 0	SA QUANTITY 2,700,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO INCLUDES R45411 ASSAULT CRAFT UNIT FIVE			
MODE	RECEIPT%	FSII	SDA CI
TRUCK		REQUIRED	NONE REQUIRED
0811	NAVAL BASE VENTURA N69232	884196290	CA
POINT MUGU		PTMUGU	
QUANTITY	1,700,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO			
MODE	RECEIPT%	FSII	SDA CI
TRUCK		REQUIRED	NONE REQUIRED
0812	PYRAMID SERVICES, INC FP2017	883517000	CA
PALMDALE		PACIFICACA	
QUANTITY	1,200,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SAN PEDRO			
MODE	RECEIPT%	FSII	SDA CI
TRUCK		REQUIRED	REQUIRED REQUIRED
0813	DFSP SELBY UY7329	876142270	CA
CROCKETT		SELBY	
QUANTITY	45,720,000	8A QUANTITY 0	SA QUANTITY 0
MODE	RECEIPT%	FSII	SDA CI
TANKER		NONE	NONE REQUIRED
BARGE		NONE	NONE REQUIRED
PIPE		NONE	NONE REQUIRED
0814	DFSP SELBY UY7329	876142270	CA
CROCKETT		SELBY	
QUANTITY	720,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY INCLUDES FLT/COAST GUARD AND MCLB BARSTOW.			
MODE	RECEIPT%	FSII	SDA CI
TANKER		NONE	NONE REQUIRED
BARGE		NONE	NONE REQUIRED
PIPE		NONE	NONE REQUIRED
0815	NAS LEMOORE N63042	879585290	CA
LEMOORE		LEMOORE	
QUANTITY	45,000,000	8A QUANTITY 0	SA QUANTITY 7,650,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP SELBY			
MODE	RECEIPT%	FSII	SDA CI
PIPE		NONE	NONE REQUIRED
PIPE MODE RESTRICTED TO DESTINATION OFFERS			
TRUCK		REQUIRED	NONE REQUIRED

SUPPLIES TO BE OFFERED (DOMESTIC BULK)
 JP5 West Coast ESCALATOR JP5 West Coast

LINE ITEM	LOCATION		CITY	STATE
0816	DFSP PUGET SOUND			WA
	N00406	845459290	PUGET	
QUANTITY	8,000,000	8A QUANTITY	0	SA QUANTITY 0
MODE	RECEIPT%	FSII	SDA	CI
BARGE		NONE	NONE	REQUIRED
TANKER		NONE	NONE	REQUIRED
0817	DFSP PUGET SOUND			WA
	N00406	845459290	PUGET	
QUANTITY	7,800,000	8A QUANTITY	0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PUGET SOUND				
INCLUDES FLT/COAST GUARD				
MODE	RECEIPT%	FSII	SDA	CI
BARGE		NONE	NONE	REQUIRED
TANKER		NONE	NONE	REQUIRED
0818	CGAS PORT ANGELES			WA
	Z20190	845531260		
QUANTITY	150,000	8A QUANTITY	0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PUGET SOUND				
INCLUDES CG VESSELS				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	NONE	REQUIRED
0819	NAS WHIDBEY		OAK HARBOR	WA
	N00620	844905290	WHIDBEY	
QUANTITY	50,000	8A QUANTITY	0	SA QUANTITY 35,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PUGET SOUND				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		REQUIRED	NONE	REQUIRED

LINE ITEMS 0820 - 0900 OMITTED FROM RFP SCHEDULE

SUPPLIES TO BE OFFERED (DOMESTIC BULK)
JP5 Off Shore ESCALATOR JP5 West Coast

LINE ITEM	LOCATION	CITY	STATE
0901	DFSP PEARL HARBOR	PEARL HARBOR	HI
	N00604 890510000	PEARLHRBR	
QUANTITY	22,825,000	8A QUANTITY 0	SA QUANTITY 0
MODE	RECEIPT% FSII SDA	CI	
TANKER	REQUIRED NONE	REQUIRED	
BARGE	REQUIRED NONE	REQUIRED	
BARGE MODE RESTRICTED TO DESTINATION OFFERS			
PIPE	REQUIRED NONE	REQUIRED	
0902	DFSP PEARL HARBOR	PEARL HARBOR	HI
	N00604 890510000	PEARLHRBR	
QUANTITY	6,925,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PEARL HARBOR			
INCLUDES FLT/COAST GUARD/NSC PEARL HARBOR/PWC/FLT			
TRNG GRP, US NAVAL SUB BASE/CG BARBERS PT.			
MODE	RECEIPT% FSII SDA	CI	
TANKER	REQUIRED NONE	REQUIRED	
BARGE	REQUIRED NONE	REQUIRED	
BARGE MODE RESTRICTED TO DESTINATION OFFERS			
PIPE	REQUIRED NONE	REQUIRED	
0903	JOHNSON IS AFB		JI
	FP5274 930002240		
QUANTITY	7,600,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PEARL HARBOR			
MODE	RECEIPT% FSII SDA	CI	MAX PARCEL
TANKER	REQUIRED NONE	REQUIRED	30,000 BBLs
TANKER MODE RESTRICTED TO DESTINATION OFFERS			
BARGE	REQUIRED NONE	REQUIRED	
0904	KWAJALEIN MISSILE RANGE		MA
	W811AC 930000240		
QUANTITY	4,100,000	8A QUANTITY 0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PEARL HARBOR			
MODE	RECEIPT% FSII SDA	CI	MAX PARCEL
TANKER	REQUIRED NONE	REQUIRED	40,000 BBLs
TANKER MODE RESTRICTED TO DESTINATION OFFERS			
THE USAKA PORT ACCESS AT KWAJALEIN IS LIMITED TO 32' DRAFT VESSELS.			
MODE INCLUDES T-1.			
BARGE	REQUIRED NONE	REQUIRED	

SUPPLIES TO BE OFFERED (DOMESTIC BULK)
 JP5 Off Shore ESCALATOR JP5 West Coast

LINE ITEM	LOCATION		CITY	STATE		
0905	WAKE ISLAND			WK		
	W81Y9R	930003240	WAKEISL			
QUANTITY	4,200,000	8A QUANTITY	0	SA QUANTITY	0	
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PEARL HARBOR						
MODE	RECEIPT%	FSII	SDA	CI	MAX PARCEL	MIN PARCEL
TANKER		REQUIRED	NONE	REQUIRED	65,000 BBLs	
TANKER MODE RESTRICTED TO DESTINATION OFFERS						
BARGE		REQUIRED	NONE	REQUIRED		

0906	CG SUPPORT CNTR		KODIAK	AK		
	Z46000	813039260				
QUANTITY	5,000,000***	8A QUANTITY	0	SA QUANTITY	0	
MODE	RECEIPT%	FSII	SDA	CI	MAX PARCEL	MIN PARCEL
BARGE		REQUIRED	NONE	REQUIRED		
BARGE MODE RESTRICTED TO DESTINATION OFFERS						
TANKER		REQUIRED	NONE	REQUIRED	40,000 BBLs	

LINE ITEMS 0907 - 1000 OMITTED FROM RFP SCHEDULE

FUEL, NAVAL DISTILLATE (F76), F76 2.5B
 NSN : 9140-00-273-2377
 PURCHASE REQUEST NO. SC0600-02-0587

F76 REQUIREMENT TOTALS ARE AS FOLLOWS:

TOTAL	SET ASIDE	8(A) RESERVATION	NON SET ASIDE
QUANTITY (USG)	QUANTITY (USG)	QUANTITY (USG)	QUANTITY (USG)
182,785,000	95,760,000	0	87,025,000

THE TOTAL ESTIMATED F76 QUANTITY TO BE PURCHASED IS - 182,785,000

WEST COAST F76	126,645,000
OFF SHORE F76	56,140,000

SUPPLIES TO BE OFFERED (DOMESTIC BULK)
F76 West Coast ESCALATOR F76 West Coast

LINE ITEM LOCATION CITY STATE

1001 DFSP PT LOMA CA
 N00244 889000296 PTLOMA
 QUANTITY 101,720,000 8A QUANTITY 0 SA QUANTITY 0
 MODE RECEIPT% FSII SDA CI
 TANKER NONE NONE NONE
 BARGE NONE NONE NONE

1002 DFSP PT LOMA CA
 N00244 889000296 PTLOMA
 QUANTITY 101,720,000 8A QUANTITY 0 SA QUANTITY 81,376,000

** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PT LOMA
 INCLUDES RQMTS FOR FLEET/CG/DFSP PT LOMA/NAVSTA SAN DIEGO/NAS NORTH ISLAND,
 CA/ NAV AMP BASE/NAV SUB SUP FAC SAN DIEGO/NAV OCEAN SYS CENTER SAN
 DIEGO/NSWC BOAT SUPPORT/DEPT OF COMMERCE NOAA/DEPT OF COMMERCE CST/GEO/USDC
 NOAA NATL OCEAN SVY LAJOLA CA
 MODE RECEIPT% FSII SDA CI
 TANKER NONE NONE NONE
 BARGE NONE NONE NONE
 BARGE MODE RESTRICTED TO DESTINATION OFFERS

1003 DFSP PUGET SOUND WA
 N00406 845459290 PUGET
 QUANTITY 24,925,000 8A QUANTITY 0 SA QUANTITY 0
 MODE RECEIPT% FSII SDA CI
 TANKER NONE NONE NONE
 BARGE NONE NONE NONE

SUPPLIES TO BE OFFERED (DOMESTIC BULK)
 F76 West Coast ESCALATOR F76 West Coast

LINE ITEM	LOCATION		CITY	STATE
1004	DFSP PUGET SOUND			WA
	N00406	845459290	PUGET	
QUANTITY	24,800,000	8A QUANTITY	0	SA QUANTITY 14,384,000
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PUGET SOUND				
INCLUDES FLEET/VESSELS/CG/OTHER AGENCIES.				
MODE	RECEIPT%	FSII	SDA	CI
TANKER		NONE	NONE	NONE
BARGE		NONE	NONE	NONE

1005	NAVAL TORPEDO STA, KEYPO		KEYPORT	WA
	N00253	845435290		
QUANTITY	125,000	8A QUANTITY	0	SA QUANTITY 0
** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PUGET SOUND				
MODE	RECEIPT%	FSII	SDA	CI
TRUCK		NONE	NONE	NONE

LINE ITEMS 1006 - 1100 OMITTED FROM RFP SCHEDULE

SUPPLIES TO BE OFFERED (DOMESTIC BULK)
F76 Off Shore ESCALATOR F76 West Coast

LINE ITEM	LOCATION		CITY	STATE	
1101	DFSP PEARL HARBOR		PEARL HARBOR	HI	
	N00604	890510000	PEARLHRBR		
QUANTITY	45,140,000	8A QUANTITY	0	SA QUANTITY	0
MODE	RECEIPT%	FSII	SDA	CI	
TANKER		NONE	NONE	NONE	
BARGE		NONE	NONE	NONE	
PIPE		NONE	NONE	NONE	

1102	DFSP PEARL HARBOR		PEARL HARBOR	HI	
	N00604	890510000	PEARLHRBR		
QUANTITY	45,140,000	8A QUANTITY	0	SA QUANTITY	0

** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PEARL HARBOR
 INCLUDES RQMTS FOR FLEET/CG/PEARL HARBOR NAVAL SHIPYARD HI/DFSP PEARL
 HARBOR/UNIVER OF HI/PWC/STATION HI/SEAL DEL VEH TEAM ONE HI/PR605 TC
 DET LOG SPT/45TH SUPPORT GROUP/USASCH P2 100 KAPALAMA HI/DEPT OF
 COMMERCE NOAA

MODE	RECEIPT%	FSII	SDA	CI
TANKER		NONE	NONE	NONE
BARGE		NONE	NONE	NONE
PIPE		NONE	NONE	NONE

1103	KWAJALEIN MISSILE RANGE			MA
	W811AC	930000240		

QUANTITY	11,000,000***	8A QUANTITY	0	SA QUANTITY	0
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FOB Destination offers by TANKER will be considered.
 Draft restricted to 32 feet.

MODE	RECEIPT%	FSII	SDA	CI	MAX PARCEL	MIN PARCEL
TANKER		NONE	NONE	NONE	70,000 BBLs	

B19.33 ECONOMIC PRICE ADJUSTMENT - PUBLISHED MARKET PRICE (DOMESTIC BULK) (DESC MAR 1997)

(a) **WARRANTIES.** The Contractor warrants that--

(1) The base unit prices set forth in the Schedule do not include allowances for any portion of the contingency covered by this clause; and

(2) The prices to be invoiced shall be computed in accordance with the provisions of this clause.

(b) **DEFINITIONS.** As used throughout this clause, the term--

(1) **Base unit price** means the unit price set forth opposite the item in the Schedule.

(2) **Market price** means the price to be used in determining an economic price adjustment of the base unit price of an individual product for the market area and time period specified in this clause. The market price is derived from quotes, assessments, or sales prices in the market place for one or several items or commodity groups as reported in a consistent manner in a publication, electronic data base, or other form, as determined by an independent trade association, governmental body, or other third party independent of the Contractor.

(i) **Base market price** means the price as shown in Column V of the Table below which is the market price from which economic price adjustments are calculated pursuant to this clause.

(ii) **Adjusting market price** means the market price for deliveries during the most recent period, as defined in the Table below.

(3) **Date of delivery** is defined as follows:

(i) **FOR TANKER OR BARGE DELIVERIES.**

(A) **F.O.B. ORIGIN.** The date and time vessel commences loading.

(B) **F.O.B. DESTINATION.** The date and time vessel commences discharging.

(ii) **FOR PIPELINE DELIVERIES.** The date and time product commences to move past the specified

f.o.b. point.

(iii) **FOR ALL OTHER TYPES OF DELIVERIES.** The date product is received.

(c) **ADJUSTMENTS.**

(1) Subject to the provisions of this clause, the price payable shall be the base unit price in effect on the date of delivery increased or decreased by the same number of cents, or fraction thereof, that the adjusting market price increases or decreases, per like unit of measure, from the base market price.

(2) **CALCULATIONS.** All calculations shall be rounded to six decimal places.

(3) **MODIFICATIONS.** Any resultant price changes to the base market price and base unit price shall be executed by the Contracting Officer through a weekly price adjustment modification effective each Tuesday.

(4) **FAILURE TO DELIVER.** Notwithstanding any other provisions of this clause, no upward adjustment shall apply to product scheduled under the contract to be delivered before the effective date of the adjustment, unless the Contractor's failure to deliver according to the delivery schedule results from causes beyond the Contractor's control and without its fault or negligence, within the meaning of paragraphs (f), Excusable Delays, and (m), Termination for Cause, of the CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS clause of this contract, in which case the contract shall be amended to make an equitable extension of the delivery schedule.

(5) **UPWARD CEILING ON ECONOMIC PRICE ADJUSTMENT.** The Contractor agrees that the total increase in any contract unit price, pursuant to these economic price adjustment provisions shall not exceed **60** percent of the original base unit price in any applicable program year (whether a single year or multiyear program), except as provided hereafter.

(i) If at any time the Contractor has reason to believe that within the near future a price adjustment under the provisions of this clause will be required that will exceed the current contract ceiling price for any item, the Contractor shall promptly notify the Contracting Officer in writing of the expected increase. The notification shall include a revised ceiling which the Contractor believes is sufficient to permit completion of remaining contract performance, along with appropriate explanation and documentation as required by the Contracting Officer.

(ii) If an actual increase in the established market price would raise a contract unit price for an item above the current ceiling, the Contractor shall have no obligation under this contract to fill pending or future orders for such item, as of the effective date of the increase, unless the Contracting Officer issues a contract modification to raise the ceiling. If the contract ceiling will not be raised, the Contracting Officer shall so promptly notify the Contractor in writing.

B19.33 (CONT'D)

(6) **REVISION OF MARKET PRICE INDICATOR.** In the event--

(i) Any applicable market price indicator is discontinued or its method of derivation is altered substantially; or

(ii) The Contracting Officer determines that the market price indicator consistently and substantially fails to reflect market conditions,--

the parties shall mutually agree upon an appropriate and comparable substitute and the contract shall be modified to reflect such substitute effective on the date the indicator was discontinued, altered, or began to consistently and substantially fail to reflect market conditions. If the parties fail to agree on an appropriate substitute, the matter shall be resolved in accordance with paragraph (d), Disputes, of the CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS clause of this contract.

(d) **CONVERSION FACTORS.** If this clause requires quantity conversions for economic price adjustment purposes, the factors specified in the CONVERSION FACTORS clause shall apply, unless otherwise specified in the Schedule.

(e) **EXAMINATION OF RECORDS.** The Contractor agrees that the Contracting Officer or designated representative shall have the right to examine the Contractor's books, records, documents, or other data the Contracting Officer deems necessary to verify Contractor adherence to the provisions of this clause.

(f) **FINAL INVOICE.** The Contractor shall include a statement on the final invoice that the amounts invoiced hereunder have applied all decreases required by this clause.

(g) **TABLE.**

I	II	III	IV	V
<u>Item No.</u>	<u>Name of Publication</u>	<u>Heading under which market indicator is published and name of product</u>	<u>Location where market price is applicable</u>	<u>Base market price as of FEB 12, 2002 (excludes all taxes) (see note(s) below)</u>
INLAND JP8	PLATT'S OILGRAM PRICE REPORT	JET KERO 54	U.S. GULF COAST PIPELINE	\$.537850

The reference price shall be determined as follows: **100% U.S. Gulf Coast Pipeline (Average Low and High)**

OFFSHORE WEST COAST JP5/JP8	PLATT'S OILGRAM PRICE REPORT	SPOT PRICE ASSESSMENT WEST COAST PIPELINE JET FUEL	LOS ANGELES SAN FRANCISCO SEATTLE	\$.580167
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The reference price shall be determined as follows: **LOS ANGELES + SAN FRANCISCO + SEATTLE**

B19.33 (CONT'D)

I	II	III	IV	V
<u>Item No.</u>	<u>Name of Publication</u>	Heading under which market indicator is published and <u>name of product</u>	Location where market price is <u>applicable</u>	Base market price as of FEB 12, 2002 (excludes all taxes) (<u>see note(s) below</u>)
OFFSHORE WEST COAST F76	PLATT'S OILGRAM PRICE REPORT	SPOT PRICE ASSESSMENT WEST COAST PIPELINE LOW SULFUR NO. 2	LOS ANGELES SAN FRANCISCO SEATTLE	\$.535333

The reference price shall be determined as follows: LOS ANGELES + SAN FRANCISCO + SEATTLE

3

NOTE 1: The base market price listed above for Inland JP8, Offshore/West Coast JP8/JP5, and Offshore West Coast F76 will be adjusted on a weekly basis throughout contract performance. The adjusting market prices will be derived from the simple averages of the daily highs and lows of the specified Platt's assessments effective Monday through Friday of the prior week (excluding any days prices are not published). The average shall be inserted into the formulae set forth above to generate the adjusting market prices for each product/region. These adjusting market prices shall be effective for deliveries made Tuesday through Monday.

ROCKY MOUNTAIN JP8	OIL PRICE INFORMATION SERVICE	COMMERCIAL AIRLINE JET FUEL RANGE	SALT LAKE CITY	\$.833000
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The reference price shall be determined as follows: 100% Salt Lake City (Average of Low and High)

ALASKA JP4 OR JET B	PLATT'S OILGRAM PRICE REPORT JET FUEL TABLE	JET FUEL PRICES	ALASKA	\$.906450
	OIL PRICE INFORMATION SERVICE	UNLEADED AVERAGE	ANCHORAGE	

The reference price shall be determined as follows: 70% OPIS UNLEADED AVERAGE ANCHORAGE + 30% PLATT'S ALASKA JET FUEL MIDPOINT

NOTE 2: The base market price listed above for Rocky Mountain JP8 and Alaska JP4/Jet B will be adjusted on a weekly basis throughout contract performance. The adjusting market price will be derived from the simple average of (1) the high and lows of the specified Platt's assessments effective Monday through Friday of the prior week (excluding any days that prices are not published) and/or (2) the high and low of the specified OPIS assessment effective during the prior week. The average shall be inserted into the formulae set forth above to generate the adjusting market prices for each product/region. These adjusting market prices shall be effective for deliveries made Tuesday through Monday.

(DESC 52.216-9FQ5)

SECTION C

C1 SPECIFICATIONS (DESC JAN 1997)

Product to be supplied shall fully meet the requirements of the applicable specification(s) as indicated in the Supply Schedule, except as modified elsewhere in this contract. Unless otherwise indicated by the Contractor, prior to award and in accordance with the EVALUATION OF OFFERS clause, the product offered will be assumed to fully meet the applicable specification(s).

(DESC 52.246-9FT5)

C1.02 DODISS SPECIFICATIONS (DESC OCT 2000)

Unless otherwise specified, the issues of Federal and Military specifications, standards, and related standardization documents and those non-Government standards adopted for Department of Defense use, which are cited in this solicitation/contract, are those listed in the most recent Department of Defense Index of Specifications and Standards (DODISS) and any applicable supplement. The basic DODISS is issued on July 1st every year; supplementals thereto are issued every other month thereafter, those dates being September 1st, November 1st, January 1st, March 1st, and May 1st.

(DESC 52.246-9FT1)

C16.01 TURBINE FUEL, AVIATION (JP4/JP5) (BULK) (DESC JUN 2001)

(a) Specification MIL-DTL-5624T, dated September 18, 1998, Turbine Fuel, Aviation, Grades JP4 and JP5, applies. The requirements of Table 1 in the specification are modified as follows:

(1) **FILTRATION TIME TESTING.** Round upwards when reporting the filtration time, in minutes. For example, a filtration time of 4 minutes, 22 seconds, would be reported as 5 minutes.

(2) **HYDROGEN CONTENT.** ASTM D 5291 may be used in lieu of ASTM D 3701.

(3) **MICRO-SEPAROMETER (MSEP) REQUIREMENTS.** Prior to initial production under this contract, the Contractor shall elect, on a one-time basis, which MSEP limit will be met for the balance of the contract. If the Contractor introduces Fuel System Icing Inhibitor (FSII) and/or CI after verification of product conformance with the MSEP requirement, the product is not required to meet a fixed limit on subsequent MSEP tests.

(4) If the Contractor elects to verify conformance with the MSEP requirement on a sample of product that does not contain FSII and CI, an additional MSEP test shall be performed on a handblend containing jet fuel, FSII, CI, and AO (AO only if required). The MSEP result on this handblend is a REPORT ONLY requirement and shall be recorded corresponding to item 750X, both on the Standardized Test Report Form (see Attachment 4) and on the DD Form 250-1. This result shall be recorded with an asterisk next to it, and with a footnote below, stating, "MSEP result is a 'Report Only' requirement. Original result of _____ (fill in actual result) on product containing the following additives: _____ (fill in combination of additives)."

(5) **THERMAL STABILITY.** The thermal stability test (JFTOT), ASTM D 3241, shall be performed according to either Option A or B described below:

(i) **OPTION A.** In addition to the thermal stability testing requirements of MIL-DTL-5624T, an additional JFTOT test shall be performed with the temperature of the test being 275 degrees Celsius (530 degrees Fahrenheit). Shipments will not be delayed pending results of this additional JFTOT test.

(ii) **OPTION B.** The thermal stability test shall be performed with the temperature of the test being 275 degrees Celsius (530 degrees Fahrenheit) in lieu of the normal 260 degrees Celsius (500 degrees Fahrenheit). If the fuel fails the JFTOT at this temperature, a second test will be performed at 260 degrees Celsius (500 degrees Fahrenheit). If both tests are performed, the results of the test at 260 degrees Celsius (500 degrees Fahrenheit) will be the basis for acceptance or rejection of the fuel.

(iii) Regardless of which option is chosen (Option A or B above), the test temperature and the results of the JFTOT shall be recorded on the DD Form 250-1 and on the Standardized Test Report Form. If using the Standardized Test Report Form, the results obtained at 260 degrees Celsius shall be reported as using series "B" for item numbers 601, 602, and 603. If another temperature is used, use series "A" to report the results and item 604A to report the test temperature.

C16.01 (CONT'D)**(b) ADDITIVES.**

(1) Additives are required for deliveries of JP4 and JP5, per MIL-DTL-5624T, unless addition is excluded by specific solicitation line item, applicable contract clause, or other contractual requirement. FSII included in jet fuel shall conform to MIL-DTL-85470B dated June 15, 1999.

(2) The DD Form 250-1 for marine shipments shall cite the type, name, and amount (in milligrams per liter) of additives added to the fuels.

(3) The CI/LI additive(s) used shall be of the type and concentration cited in QPL 25017-19 dated March 5, 2001. Only the following CI/LI additives are approved for inclusion in fuel shipments to overseas NATO countries: Apollo PRI-19, Octel DCI-4A, HITEC 580, NALCO/EXXON 5403, Mobilad F800, TOLAD 4410, and TOLAD 4445.

(4) For JP4 containing hydrogen-treated blending stocks, the following applies: Where a finished fuel consists of a blend of hydrogen-treated and nonhydrogen-treated components, the requirement for mandatory addition of antioxidant (MIL-DTL-5624T, paragraph 3.3.1) applies only to the portion of the blend that has been hydrogen treated. In such cases the proportion of the blend that has been hydrogen treated shall be reported.

(5) Line injection of additives (FSII and corrosion inhibitor) from shipping tank to delivery conveyance or other f.o.b. point is permitted under the following conditions:

(i) Additives must be proportionately injected throughout the entire loading process to ensure the additive is homogeneously blended into the jet fuel. The Contractor shall maintain records evidencing the homogeneous blending of all line injected additives. Such methods may include meter or tank gauge readings or test results taken at intervals to provide confidence in the injection process.

(ii) When FSII is required, additive concentration must be verified based on a representative shipment sample(s).

(iii) Conformance to specification requirements at the custody transfer point is required; however, prior to shipment, a laboratory handblend of jet fuel with all additives required by this contract shall be tested to verify compliance with the required specification (except for Reid Vapor Pressure (RVP) and MSEP). Using a separate representative sample, RVP analysis of JP4 shall be performed without the additives present due to the sensitivity of the test to sampling and handling. MSEP analysis shall be performed per Contractor's election in MIL-DTL-5624T, dated September 18, 1998.

(6) When the addition of Static Dissipator Additive (SDA) is required by the contract, the new formulation of STADIS 450 (active ingredient dinonynaphthylsulfonic acid (DINNSA) shall be used.

(c) APPLICABLE TO JP5 ONLY.

(1) **TOTAL SULFUR CONTENT.** The total sulfur content of JP5 shall be 0.30 mass percent maximum.

(2) **FLASH POINT TESTING.** The referee procedure for performing flash point testing of JP5 shall be the manual version of ASTM D 93 as opposed to the automated version of ASTM D 93.

(3) **REPORTS.** Refer to the MATERIAL INSPECTION RECEIVING REPORT clause for reporting requirements. In addition, copies of the applicable DD Form 250 or DD Form 250-1 shall be submitted with a laboratory analysis report for each tank of product lifted. This documentation shall be submitted to the address identified in the MATERIAL INSPECTION AND RECEIVING REPORT clause and to the address shown below:

NAVAL AIR SYSTEMS COMMAND
 FUELS AND LUBRICANTS DIVISION, AIR 4.4.5
 22229 ELMER ROAD, UNIT 4, BLDG 2360
 PATUXENT RIVER, MD 20670-1534

C16.01 (CONT'D)**(d) APPLICABLE TO JP4 ONLY.**

(1) With the exception of the fuel electrical conductivity test requirement, JP4 must meet the specification test requirements of MIL-DTL-5624T with all additives required by this contract included, except SDA. After verifying specification conformance, SDA, when required by this contract, shall be added proportionately to obtain a conductivity range of 150-600 picosiemens per meter. SDA will not be preblended with FSII, but may be injected simultaneously. The Contractor is not required to report or verify the conductivity level when SDA is injected while loading delivery conveyances due to the SDA equilibrium rate in JP4. The receiving activity will measure the conductivity and advise the Quality Representative to have the Contractor adjust the SDA injection quantity if necessary.

(2) SDA is required to be added to all JP4 shipped directly to an end user by tank truck, tank car, barge, or pipeline without passing through a terminal. SDA is not required in shipments to (through) a DESP.

(3) **REPORTS.** Refer to the MATERIAL INSPECTION AND RECEIVING REPORT clause for reporting requirements.

(DESC 52.246-9FNK)

C16.08-12 TURBINE FUEL, AVIATION, WIDE CUT TYPE (JET B) (DESC JUN 2001)

(a) Jet B wide cut aviation turbine fuel shall conform to the requirements of ASTM D 6615, Standard Specification for Jet B Wide Cut Aviation Turbine Fuel, as modified below:

(b) ADDITIVES.

(1) **FUEL SYSTEM ICING INHIBITOR (FSII).** When FSII is required by contract line item--

(i) The fuel shall contain 0.07 to 0.20 percent by volume FSII.

(ii) The FSII shall conform to the requirements of either specification MIL-DTL-85470B, Inhibitor, Icing, Fuel System, High Flash NATO Code Number S-1745, dated June 15, 1999, or ASTM D 4171, Standard Specification for FSII, Type III.

(iii) When using the 20-ounce aerosol can to introduce FSII during over the wing refueling, determine the fuel quantity and calculate the amount of required additive. This additive shall be added gradually during filling to permit proper blending in the fuel. One can of aerosol additive will inhibit 180 gallons of fuel to 0.087 percent by volume.

(2) **CORROSION INHIBITOR (CI).** When CI is required by contract line item--

(i) The additive must conform to MIL-PRF-25017F, dated November 10, 1997, and be listed under the latest applicable Qualified Products List (QPL-25017-18).

(ii) The amount added shall be equal to or greater than the minimum effective concentration and shall not exceed the maximum allowable concentration listed in QPL-25017-18, dated February 27, 1998.

(3) **STATIC DISSIPATOR ADDITIVE (SDA).** When SDA is required by contract line item --

(i) The conductivity range is 50 to 450 picosiemens/meter at ambient temperature or 85 degrees Fahrenheit, whichever is lower.

(ii) The SDA allowed is STADIS 450 marketed by Octel America, Inc., Newark, DE.

(c) TESTING AND NOTIFICATION.

(1) Product must be tested for thermal stability in accordance with ASTM D 3241, with a heater tube temperature of 260 degrees Celsius must exhibit--

(i) A maximum tube deposit rating of "less than code 3";

(ii) A maximum pressure drop of 25 millimeters of mercury; and

(iii) Rerun of test at 245°C to achieve the results identified above is not permitted.

(DESC 52.246-9FNF)

C16.09 TURBINE FUEL, AVIATION (JET A/A1/A50) (DESC AUG 2001)

Aviation turbine fuel shall be in accordance with the requirements of ASTM D 1655 with the following modifications.

(a) **ADDITIVES.**

(1) **CONDUCTIVITY.** If fuel contains electrical conductivity additive, the conductivity limits of 50 to 450 picosiemens per meter (ps/m) as measured by ASTM D 2624 shall apply.

(2) **THERMAL STABILITY.**

(i) Product shall be tested for thermal stability in accordance with ASTM D 3241, with a heater tube temperature of 260 degrees Celsius, and must exhibit--

(A) A maximum heater tube deposit rating of "less than code 3";

(B) A maximum pressure drop of 25 millimeters of mercury; and

(C) Rerun of test at 245 degrees Celsius to achieve the results identified above is **not permitted**.

(b) Type Jet A50 jet fuel defines a grade of product equal in all respects to type Jet A jet fuel except for freeze point, which is limited to minus 50 degrees Fahrenheit maximum in lieu of minus 40 degrees Fahrenheit maximum.

(DESC 52.246-9FLW)

C16.23 FUEL, NAVAL DISTILLATE (F76) (DESC MAY 2000)

Military Specification MIL-F-16884J dated May 31, 1995, applies with the following modifications:

(a) **HYDROGEN CONTENT.** ASTM D 5291 may be used in lieu of ASTM D 4808.

(b) **APPEARANCE REQUIREMENT.** Delete appearance requirement in footnote 1, table 1, in the specification and replace with the following: The appearance requirement is tested by ASTM D 4176, procedure 1. If the ASTM D 4176, procedure 1, result is anything other than "**clear and bright with no visible particulates**", then the product must meet the requirements of ASTM D 2709, 0.05 percent volume, maximum. The fuel is acceptable for appearance if the water and sediment content is 0.05 percent volume or less. If the sample fails ASTM D 4176, procedure 1, because it contains visible sediment or particulate matter, but meets the requirements of 10 milligrams per liter, maximum, in accordance with ASTM D 5452, then the fuel is considered acceptable provided all other requirements are met.

(c) **ACID NUMBER REQUIREMENT.** Delete the acid number requirement in table 1 in the specification and replace with the following: Acid number, mg KOH/g, max., 0.30, ASTM D 974(R), ASTM D 664.

(d) **COLOR DETERMINATION.** ASTM D 6045-96 may be used as a substitute test method for ASTM D 1500.

(e) **CLOUD POINT.** Alternate test methods may be used to assess low temperature flow as detailed below:

(1) **Automated Cloud Point Methods.** ASTM test methods D 5771-95, D 5772-95, and D 5773-95 may each be used individually and without modification as substitute test methods for ASTM D 2500-98.

(2) **Cold Filter Plug Point Methods.** ASTM test method D 6371-99 or IP test method 309/83 may be used as a substitute for the cloud point test on the condition that the test procedure is modified as follows: start the test (apply vacuum to the test specimen for the first time) when the fuel sample temperature reaches minus 1 degree C. If the time required for 20 milliliters of fuel to be filtered through the wire mesh filter exceeds 60 seconds, record the test result as a failure. If the time required for the 20 milliliter sample to flow through the filter is 60 seconds or less, record the test result as a pass. Do not repeat application of vacuum at successively lower temperatures. This procedure represents a modification of the requirement outlined in paragraph 12.1.8 of ASTM D 6371-99 (paragraph 7.6 of IP method 309/83) that vacuum be applied to the test specimen immediately after the test jar is inserted into the cooling jacket or, at a minimum, when the fuel is at least 5 degrees C above its cloud point.

(3) **Low Temperature Flow Test Method.** ASTM test method D 4539-98 may be used as a substitute for the cloud point test on the condition that the following test procedure is selected: start the test (apply vacuum to the test specimen for the first time) when the fuel sample temperature reaches minus 1 degree C. This "**specific test temperature**" approach is called out in paragraphs 3.2 and 7.15 of ASTM D 4539-98. Criteria for determining passing and failing results shall be as specified in paragraph 7.13 of the ASTM procedure. Do not repeat application of vacuum at successively lower temperatures.

C16.23 (CONT'D)

(f) **STABILIZER ADDITIVE.** Line injection of stabilizer additive is permitted under the following conditions:

(1) A laboratory hand blend containing the additive F76 must be tested to verify compliance with all specification requirements.

(2) The additive must be proportionately injected throughout the entire loading process to ensure the additive is homogeneously blended into the F76. The Contractor shall maintain records evidencing the homogenous blending of the line injected additive. Such methods may include meter or tank gauge readings taken at intervals to provide confidence in the injection process.

(g) **REPORTS.** Refer to the MATERIAL INSPECTION AND RECEIVING REPORT clause for reporting requirements.

In addition, copies of the applicable DD Form 250 or DD Form 250-1 shall be submitted with a laboratory analysis report for each tank of product lifted. This documentation shall be submitted to the address identified in the MATERIAL INSPECTION AND RECEIVING REPORT clause and the address shown below:

CODE 03M3
COMMANDER
NAVY SEA SYSTEMS COMMAND
2531 JEFFERSON DAVIS HIGHWAY
ARLINGTON, VA 22242-5160

NAVAL AIR SYSTEMS COMMAND
FUELS AND LUBRICANTS DIVISION, AIR 4.4.5
22229 ELMER ROAD, UNIT 4, BLDG 2360
PATUXENT RIVER, MD 20670-1534

(h) **RED DYE. (Does not apply to Atlantic/Europe/Mediterranean or Western Pacific Overseas Bulk purchase programs unless offering refinery is located in the United States or one of its possessions.)** Red dye required in off-highway diesel fuel in accordance with 40 CFR Part 80 as modified by the Environmental Protection Agency's interim final rule published in the Federal Register dated July 14, 1994, shall not be added to F76 supplied. The finished product shall show no visual evidence of red dye. This product is for military, off-highway use only and must be segregated at all times from any diesel fuel used on-highway.

(DESC 52.246-9FBE)

C16.64-3 TURBINE FUEL, AVIATION (JP8) (DESC SEP 2001) (REV)

Aviation Turbine Fuel shall conform to MIL-DTL-83133E, dated April 1, 1999, modified as follows:

(a) **REFINERIES IN ALASKA.** For fuels refined in Alaska and delivered to Alaska locations, the total acid number specification limit is relaxed to 0.020 mg KOH/g maximum.

(b) **ADDITIVES.** Additives are required for deliveries of JP8 per MIL-DTL-83133E, unless addition is excluded by specific solicitation line item, applicable contract clause, or other contractual requirements.

(1) Metal deactivator additive shall not be used in JP8 unless the supplier has obtained written consent from the Procuring Activity.

(2) For JP8 containing hydrogen treated blendstocks, the following applies: Where a finished fuel consists of a blend of hydrogen treated and nonhydrogen treated components, the requirement for mandatory addition of antioxidant (MIL-DTL-83133E, paragraph 3.3.1) applies only to the portion of the blend that has been hydrogen treated. In such cases, the percentage of the blend that has been hydrogen treated shall be reported.

(3) The CI/LI additive(s) used shall be of the type and concentration cited in QPL 25017-19, dated March 15, 2001.

(4) When required, Fuel System Icing Inhibitor (FSII) shall conform to MIL-DTL-85470B, dated June 15, 1999, at a concentration of 0.10 to 0.15 volume percent, unless otherwise stated in the Schedule.

(5) Static Dissipator Additive (SDA) is required to be added to all JP8 shipped directly to an end user without passing through a terminal. SDA is not permitted in shipments to/through a fuel terminal that supplies an end user unless authorized in the Schedule. When SDA is required by this contract, it shall be added proportionately to obtain a conductivity range of 150 to 450 picosiemens per meter. The new formulation of STADIS 450 (active ingredient dinonylnaphthylsulfonic acid (DINNSA)) shall be used when SDA is required.

(6) Line injection of additives (FSII, corrosion inhibitor, and SDA) from shipping tank to delivery conveyance or other f.o.b. point is permitted under the following conditions:

(i) A laboratory hand blend containing the required additives and jet fuel must be tested to verify compliance with the required specification. (Micro-Separometer (MSEP) can be performed without SDA present.)

(ii) Additives must be proportionately injected throughout the entire loading process to ensure the additive is homogeneously blended into the jet fuel. The Contractor shall maintain records evidencing the homogeneous blending of all line injected additives. Such methods may include meter or tank gauge readings or test results taken at intervals to provide confidence in the injection process.

(iii) When FSII is line injected, additive concentration (refer to MIL-DTL-83133E specification for test methods permitted) must be verified based on a representative shipment sample(s).

(c) TESTING.**(1) PARTICULATE CONTAMINATION (PC) TESTING AND FILTRATION TIME (FT) TESTING.**

(i) **PC/FT TESTING.** A minimum sample size of one gallon shall be filtered. Use of two membrane filters (a test membrane filter and a control membrane filter) is not required. Use of a single filter is acceptable.

(ii) **FT TESTING.** Round upwards when reporting the filtration time, in minutes. For example, a filtration time of 10 minutes, 18 seconds, would be reported as 11 minutes.

(2) WATER SEPARATION INDEX MODIFIED (WSIM)/MSEP RATING LIMITS.

(i) Refer to MIL-DTL-83133E.

(ii) Prior to initial production under this contract, the Contractor shall elect, on a one-time basis, which MSEP limit will be met for the balance of the contract. If the Contractor introduces FSII, CI, and/or SDA after verification of product conformance with the MSEP requirement, the product is not required to meet a fixed limit on subsequent MSEP tests.

C16.64-3 (CONT'D)

(iii) If the Contractor elects to verify conformance with the MSEP requirement on a sample of product that does not contain FSII and CI, an additional MSEP test shall be performed on a hand blend containing jet fuel, FSII, CI, and AO (AO only if required). The FSII shall be included in this handblend at a concentration of 0.10 to 0.15 volume percent and the amount of the CI included shall be within the concentration ranged specified in QPL 25017. The MSEP result of this hand blend is a REPORT ONLY requirement, and shall be recorded on the DD Form 250-1 and on the Standardized Report Form (see Attachment _____) as item 750X. This result shall be recorded with an asterisk next to it and a footnote below stating "MSEP result is a report only requirement." Original result of _____ on product containing the following additives applies:

(3) **THERMAL STABILITY.** The thermal stability test (JFTOT), ASTM D 3241-98, shall be performed according to either Option A or B described below:

(i) **OPTION A.** In addition to the thermal stability testing requirements of MIL-DTL-83133E, an additional JFTOT shall be performed with the temperature of the test being 275 degrees Celsius (530 degrees Fahrenheit) in lieu of the normal 260 degrees Celsius (500 degrees Fahrenheit).

(ii) **OPTION B.** The thermal stability test shall be performed with the temperature of the test being 275 degrees Celsius (530 degrees Fahrenheit). If the fuel fails the JFTOT at this temperature, a second test will be performed at 260 degrees Celsius (500 degrees Fahrenheit). If both tests are performed, the results of the test at 260 degrees Celsius (500 degrees Fahrenheit) will be the basis for acceptance or rejection of the fuel.

(4) **EXISTENT GUM.** The existent gum test (ASTM D 381-99) may be performed using air as the vaporizing medium in lieu of steam.

(5) **TOTAL WATER CONTENT.** The total water content of each shipment of JP8 shall be determined in accordance with ASTM D 6304, Procedure A or Procedure C on a sample taken at the custody transfer point that is representative of the entire delivery. The only exception to this sampling location is for deliveries by *truck or railcar*, in which case the test shall be performed on a representative sample taken from the sales tank. **No maximum limit applies to test results obtained for this fuel property.** This data is required for information purposes only.

(6) **WORKMANSHIP.** The workmanship criteria in MIL-DTL-83133E, paragraph 3.4, is revised to read, "At the custody transfer point, the finished fuel shall be visually free from undissolved water, sediment, or suspended matter in accordance with ASTM D 4176, Procedure 2, with a result of Rating 1, maximum. If the sample fails ASTM D 4176 only because it contains visible sediment or particulate matter, but meets the particulate matter requirements of 1.0 mg/L maximum as stated in MIL-DTL-83133E, Table I, the workmanship criteria is met. However, in case of dispute as determined by sample results taken at the custody transfer point, the fuel shall be clear and bright at 21 degrees Celsius (70 degrees Fahrenheit) and shall contain no more than 1.0 mg/L of particulate matter as required in MIL-DTL-83133E, Table I. The sample in dispute shall be taken into an area where the sample is permitted to slowly equilibrate to 21 degrees Celsius (70 degrees Fahrenheit).

(d) **REPORTS.**

(1)) Refer to the MATERIAL INSPECTION AND RECEIVING REPORT clause (52.246-9FG1) for additional reporting requirements.

C16.64-3 (CONT'D)

(2) Regardless of which option is chosen (Option A or B above), the test temperature and the results of the JFTOT shall be recorded on the DD Form 250-1 and on the Standardized Test Report Form. When completing the Standardized Test Report Form, the results obtained at 260 degrees Celsius shall be reported using series "B" for item numbers 601, 602, and 603. The results obtained at 275 degrees Celsius shall be reported using series "A" for item numbers 601, 602, and 603. A separate report form is not required for the 275 degrees Celsius test result.

(3) The DD Form 250-1 for marine shipments shall cite the type, name and amount of additives added to the fuel.

(4) The total water content of each batch of fuel supplied to the Government shall be reported in mg/kg as Item 781B on the Standard Report Format. In cases where a custody transfer point sample is used to determine the total water content, test reports for each batch tank used in the shipment will record the total water content from the custody transfer point sample analysis. **The total water content of JP8 is to be reported, NOT LIMITED.**

(DESC 52.246-9FNW)

SECTION E

THE FOLLOWING CLAUSE APPLIES TO--

1. ALL LUBRICATING OIL DELIVERIES.
2. ALL AVIATION FUEL DELIVERIES.
3. ALL BULK DELIVERIES; EXCEPT FOR PC&S BULK DELIVERIES WHERE THIS CLAUSE APPLIES ONLY TO DELIVERIES BY BARGE, VESSEL, OR PIPELINE.

E1 CONTRACTOR INSPECTION RESPONSIBILITIES (DESC AUG 2000)

(a) QUALITY CONTROL PLAN.

(1) The Contractor is required (unless otherwise instructed by the Government) to provide and maintain an inspection system and a written description (Quality Control Plan (QCP)) acceptable to the Government. The Contractor has the option to provide and maintain an inspection system that, as a minimum, incorporates the requirements of: Q91 (ISO9001) Quality Systems - Model for Quality Assurance in Design/Development, Production Installation, and Servicing, or Q92 (ISO9002) Quality Systems - Model for Quality Assurance in Production and Installation. If the contractor chooses to comply with Q91 or Q92 quality system format, all the specific Quality Assurance Provisions of this contract must be included in the Q91, Q92 written quality plan. The QCP shall be established and reviewed for adequacy by the Quality Representative (QR) prior to commencement of production or services. The copy of the QCP provided to the QR shall be in English. An acceptable QCP is required prior to Government inspection and acceptance of supplies or services. The QCP shall be reviewed and updated when deemed necessary. It will be updated anytime that changes are made to the inspection system or as identified by quality problems. The Contractor must sign and date each revision to the QCP and require subcontractors to sign and date each revision to the subcontractor's QCP.

(2) The Contractor shall require subcontractors (unless otherwise instructed by the Government) to provide and maintain inspection systems and QCPs that are acceptable to the Government.

(3) The QCP shall include an identification of key operational positions, a schematic diagram of plant facilities pertinent to the inspection system indicating all inspection points, and a description covering the following operations relating to the supplies to be furnished under the contract:

(i) **RECEIVING.** Procedures used to assure quality of additives blended into product supplied under this contract;

(ii) **BLENDING AND COMPOUNDING.** Identification of component base stocks used to produce finished product. Procedures to be used for adding, prior to batching, all required additives at all locations. When procedures for in-line blending of non-aviation products in accordance with the IN-LINE BLENDING OF NON-AVIATION PETROLEUM PRODUCTS clause are used, the QCP will provide for establishing blend ratios, and identify the responsible personnel within the Contractor's organization authorized to establish the blend ratios. When procedures for line injection of additives for products in accordance with a clause that contains LINE INJECTION OF ADDITIVES as used, the QCP will provide procedures for proportionately injecting additives throughout the entire loading process to ensure the additive is homogeneously blended into the jet fuel, procedures for maintaining recordings evidencing the homogeneous blending of all line injected additives. Prior to shipment, a procedure for a laboratory hand blend of jet fuel with all additives required by the contract shall be tested to verify compliance with the required specification;

(iii) **SAMPLING.** Procedures for sampling additives, blend tanks, shipping tanks, lines, and conveyances/containers in accordance with API Manual of Petroleum Measurement Standards (MPMS), Chapter 8, Section 1, (ASTM D 4057) Sampling of Petroleum and Petroleum Products, and/or Section 2, (ASTM D 4177), Automatic Sampling of Petroleum and Petroleum Products. Procedures include location of sample taken, frequency, quantity, minimum tests required on sample, and sample retention procedures. NOTE: For f.o.b. origin tanker, barge, and pipeline shipments, a flow-proportional sample taken in accordance with MPMS Chapter 8.2, Automatic Sampling, is required at the custody transfer point. For other than f.o.b. origin shipments, Automatic In-Line Sampling is preferred at the custody transfer point, but representative samples taken in accordance with MPMS Chapter 8, Section 1, are acceptable. See Table I, Minimum Sampling and Testing Requirements, and Table II, Sample Retention, below;

(iv) **TESTING.** Types of tests and test methods/procedures to be performed on samples taken from each location identified in (iii) above, and may be incorporated by test method reference in the QCP, if complete reference is available at the place of performance. See Table III, "Definition of Test Series." below;

E1 (CONT'D)

(v) **CALIBRATION.** Program for testing and measuring equipment in accordance with ISO 10012-1, "Quality Assurance Requirements for Measuring Equipment, Part 1, or equivalent local regulation as appropriate; and, a program for meters used to determine quantity complying with the American Petroleum Institute Manual of Petroleum Measurement Standards, Chapters 4, 5, and 6, or equivalent foreign standard. For items not covered by ASTM, API or IP publications, the applicable manufacturer's recommended calibration method, or methods outlined in the applicable industry publication, shall be used if acceptable to the Government;

(vi) **STORAGE AND HANDLING.** Procedures for quality determination and maintenance of physical equipment necessary to ensure product integrity. Includes a description of storage and handling equipment including tanks, lines, valves, and manifolds used; identification of dedicated/common product system including description of line segregation and controls to assure capability for proper gauging, sampling, draining of water, filtration, circulation, drying; and identification of any other process/system used in maintaining product integrity during storage and handling;

(vii) **LOADING AND SHIPPING, GENERAL.** Procedures for product movement and related quality/quantity checks from shipping tank(s) to custody transfer point in order to maintain product integrity. Provide description of transfer system from shipping tank to transfer point in order to maintain product integrity. System must be a dedicated or properly isolated common system incorporating blind flanges, spectacle plates, or double valves between them to prevent contamination. Single valves designed to provide the same protection are also acceptable if positive isolation is assured. Systems with single valve (excluding twin seal single valves) isolation require specific procedures be included in the QCP to assure product integrity after the last single valve and prior to the acceptance point. When single valves are present in the system, the contractor shall provide their quality control procedures from the first single valve to the custody transfer point at time of bid to the contracting officer for determination of acceptability. Procedures for conditioning and testing of improperly isolated systems to the custody transfer point (including loading arm and hoses used). For in-line blending of non-aviation products, where approved in this contract, requirements must comply with the IN-LINE BLENDING OF NON-AVIATION PETROLEUM PRODUCTS clause;

(viii) **LOADING AND SHIPPING - TANK CARS, TANK TRUCKS, AND INTERMODAL CONTAINERS.** Inspect conveyances prior to loading to determine quality/quantity suitability to load as follows: All compartments have been prepared in accordance with Table IV, Conversion Chart for Tank Cars, Tank Trucks, and Intermodal Containers, below. Preparation requirements include hoses. Conveyances carrying lubricating oil will be dry and free from loose rust, scale, and dirt. Conveyances carrying other products will be dry and substantially free from loose rust, scale and dirt. (Procedures to confirm, prior to loading, quality and quantity of product in conveyance when requested by the ordering office to "load on top." Reject conveyance if product cannot be identified or product on board does not meet specification of intended load product. Provide for documentation of load on top occurrences for volume of product prior to load, loaded quantity, and total volume on board the conveyance. Confirm quality and quantity of loaded conveyance.) Provide for investigating discrepancies in either recorded quality or quantity. When required by the contract, seal conveyance and record seal numbers on the DD Form 250. Strainers and filters shall be located as near the loading or filling point as practicable and shall be used as outlined below for all deliveries except deliveries into tanker, barge, or pipeline.

(A) All aviation fuel shall be passed through strainers of 100 mesh or finer screen;

(B) All lubricating oil products, including preservatives, having a kinematic viscosity at 100°F of 20.0 centistokes or less shall be passed through a 100 mesh or finer screen;

(C) All lubricating oil products, including preservatives, having a kinematic viscosity greater than 20.0 centistokes at 100°F, but less than 22.0 centistokes at 210°F, shall be passed through a 60 mesh or finer screen; and

(D) The Contractor shall furnish and periodically inspect strainers and filters pursuant to this paragraph to determine condition and perform maintenance as necessary, keeping a written record thereof.

(ix) **LOADING AND SHIPPING - TANKERS AND BARGES.**

(A) **For f.o.b. destination Contractor-supplied tankers/barges.** State procedures to be used to ensure vessels are suitable to load the intended product.

E1 (CONT'D)

(B) **For f.o.b. origin Government supplied tanker/barges.** Procedures for maintaining time log of all significant events/delays including vessel notice of readiness, vessel arrival, docking, vessel deballasting, and conditioning of cargo tanks, inspections, hoses connected, starts, stops, release, or any other event that affects laytime of the vessel. Procedures for assuring condition of loading line (full of tested product, all air bled and pressure packed) and gauging shore tanks, both before and after loading. Procedures for pre-load discussion between Contractor, vessel, and QR to include, but not be limited to, prior three cargoes, cleaning procedures, loading plan, loading rates, sampling requirements, and after loading sampling and gauging. (Prior to loading - sample, gauge and test intransit cargoes designated for load on top. Sample (1 gallon), gauge, and retain any other product on board, except for JP-7 or JP-TS.) All cargo quantities will be calculated and volume corrected both before and after loading. Procedures for commencement of loading into one tank (up to 3 feet). Then switching to at most two other vessel tanks during sampling and testing (Table I). Procedures for the transportation of samples from vessel to the testing facility. Monitoring the loading from source to vessel, investigating irregularities immediately, stopping loading if necessary. Procedures for investigating discrepancies in quality (mandated if off-specification or out of testing tolerance) and quantity (mandated if ship to shore variance is greater than 0.5 percent or figures suspect) on loaded conveyance.

(C) **For both f.o.b. origin and destination supplied tankers/barges.** Procedures for immediately notifying the QR when irregularities occur or are suspected and on all occasions when loading is interrupted. Procedures for completing and distributing required documentation prior to release of the vessel. Documentation includes DD Form 250-1 and DD Form 250-1 continuation sheet, ullage reports, bills of lading, customs documentation, and results of quality/quantity investigations. **Authority to release a Government furnished vessel rests with the Government QR after compliance and completion by the Contractor of all required operations, including the preparation of the DD Forms 250-1.**

(x) **RECORDS AND REPORTS.** To include at a minimum, test reports on product and additives, additive blending and/or injection records, vessel port logs, vessel notice of readiness, calibration documents, and the DD Forms 250 and 250-1 and continuation sheet(s). These records and reports will include by whom, where, and how prepared, and retention information. The DD Form 250-1 and DD Form 250-1 continuation sheet(s) will be signed by the Contractor in the appropriate block before presenting to the QR). The DD Form 250 and DD Form 250-1 shall identify type, brand name, and amount of additive(s).

(xi) **CORRECTIVE ACTION.** Actions to be followed to effect correction of any deficiency affecting product quality or quantity determination, such as handling of off-specification product (waivers, conveyance rejections, etc.). The corrective action procedures shall include notification of the QR.

(4) The QCP shall identify one individual to serve as a point of contact for quality/quantity matters relating to the inspection system described in the plan.

(5) The Contractor is responsible for all inspection systems, QCPs, and product quality and quantity.

(6) The Government QR will be available to review and discuss the Contractor's proposed QCP; however, the Contractor shall remain responsible for developing and describing acceptable quality control procedures.

(b) The Contractor shall perform all inspection and acceptance tests required by the specifications of the supplies to be furnished under this contract or shall have such tests performed in a laboratory acceptable to the Government. When such tests are performed at origin on supplies to be accepted at destination, documentation that will enable verification of the original test results shall be provided to the Government at the time of acceptance.

(c) The Contractor may inspect Government-furnished tankers and barges prior to loading unless specifically prohibited by the Government QR. All other shipping conveyances, exclusive of tankers or barges, shall be inspected by the Contractor prior to loading to determine suitability for loading. If the Contractor and the QR disagree as to the suitability for loading of Government furnished conveyance for supplies to be accepted at origin, the determination of the QR shall govern. If the SHIPMENT AND ROUTING clause is included in the contract, Government-furnished transportation equipment that is unsatisfactory for loading shall be reported by the Contractor in accordance with the provisions contained in that clause. Procedures to determine suitability to load tank trucks and tank cars shall include but not be limited to visual inspection of interior compartments to assure cleanliness and dryness. Manifolds must be drained and be clean and dry for intended product.

(d) When requested by the U.S. Government, the Contractor shall furnish no more than five (ten in the case of jet fuel) 1-gallon samples of liquid product or five 1-pound samples of solid or semi-solid product from any individual batch or lot of the supplies to be furnished under this contract. Such samples shall be furnished without charge to the Government and shall be packed, marked, and shipped by the Contractor, at its expense.

E1 (CONT'D)

(e) The Contractor shall keep all quality and quantity records, including DD Form 250-series documents, complete and available to the Government during the performance of this contract and for three years after final payment under this contract.

(f) Immediately following award of this contract, the Contractor shall notify the QR of the source or sources of the supplies to be furnished under any item calling for delivery f.o.b. destination. The Contractor shall also notify the QR of any changes in source in sufficient time to permit inspection by the Government.

(g) The inspection system and related operations provided or performed pursuant to this clause shall be subject to surveillance by the QR.

E1 CONT'D

TABLE I

MINIMUM SAMPLING AND TESTING REQUIREMENTS⁽¹⁾

LOCATION	WHEN SAMPLED	TYPE OF SAMPLE	TYPE OF TEST
1. Refinery/Terminal Shipping Tank	Each Batch Prior to Commencement of Shipping	All Level or Single Tank Composite	A (2)
2. Shipping Line (All Modes): Dedicated Line Common Line	Prior to Loading/Shipping	Line	C B
3. Custody Transfer Point	Immediately After Start of Shipment	Line	C
4. Tanker/Barge/Pipeline Custody Transfer Point	During Loading/Shipment	Representative Sample See Note, paragraph E1.a.(iii)	Retain Only
5. Tanker/Barge/Pipeline Custody Transfer Point	Hourly	Line	Visual (3) plus additive analysis for FSII & SDA, if line injected
6. Tanker/Barge First-In	After maximum of 3 feet loaded	Spot	C - plus Particulate and additive analysis for FSII & SDA, if line injected
7. Tanker/Barge	After Loading	Each Compartment	Workmanship, Density
8. Tanker/Barge	After Loading	Multi-Tank Composite of Each Product Loaded	B
9. Tank Car/Truck Loading Rack	After change of source tank.	Line	C - plus additive analysis for FSII & SDA, if line injected
10. Tank Cars/Truck/ Intermodal Containers	After Filling	All-Level	Workmanship: C - When loading lubes and FSII

NOTES FOR TABLE I:

- (1) AT THE GOVERNMENT'S OPTION, FULL SPECIFICATION TESTING MAY BE REQUIRED AT THE CUSTODY TRANSFER POINT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FURNISH THE GOVERNMENT WITH SATISFACTORY EVIDENCE OF SPECIFICATION COMPLIANCE.
- (2) AFTER A TYPE C TEST ON AN UPPER, MIDDLE, AND LOWER SAMPLE VERIFIES BATCH CONFORMANCE TO HOMOGENEITY REQUIREMENT. HOMOGENEITY REQUIREMENT IS DEFINED AS WHEN THE UPPER, MIDDLE, AND LOWER SAMPLE TEST RESULTS (MINIMUM - DENSITY/API GRAVITY) FALL WITHIN THE REPRODUCIBILITY LIMIT ESTABLISHED BY THE TEST METHOD.
- (3) CONTINUOUS IN-LINE ANALYZERS (I.E., DENSITY AND/OR FLASH POINT) ARE ACCEPTABLE, IN LIEU OF HOURLY EVALUATIONS, IF QUALITY IS ASSURED. WHEN CONTINUOUS IN-LINE ANALYZERS ARE PRESENT IN THE SYSTEM, THE CONTRACTOR SHALL PROVIDE ITS QUALITY CONTROL PROCEDURES AT TIME OF OFFER TO THE CONTRACTING OFFICER FOR DETERMINATION OF ACCEPTABILITY.

E1 CONT'D

TABLE II

SAMPLE RETENTION

TYPE OF SAMPLE	MINIMUM QUANTITY	RETENTION PERIOD
Bulk Additives	2 Liters	Until Receipt and Quality Verification of New Lot/Batch
Drummed Additives	1 Liter	When Stocks Exhausted
Shipping Tank(s)	20 Liters - for Aviation Fuels and Lubricating Oils 10 Liters - for all other Fuels	45 Days
Composite Line (Tanker/Barge)	20 Liters - for Aviation Fuels and Lubricating Oils 10 Liters - for all other Fuels	45 Days
Composite Line (Pipeline)	20 Liters - for Aviation Fuels and Lubricating Oils 10 Liters - for all other Fuels	45 Days
Tank Truck/Car, Intermodal Container	1 Liter	15 Days (Lubes - 45 days)
Tanker/Barge Composite	20 Liters - for Aviation Fuels and Lubricating Oils 10 Liters - for all other Fuels	45 Days
Tanker/Barge Each Compartment	0.5 Liter	45 Days

E1 CONT'D

TABLE III

DEFINITIONS OF TEST SERIES

- I. TYPE A: Includes all specification quality conformance tests plus any additional contractual requirements.
- II. TYPE B & C: As shown in the table below for each product. Properties and test methods will be in accordance with the product specification for each grade identified in the solicitation/contract.

TEST PROPERTIES	AVGAS		TURBINE FUELS		MOGAS		DIESELS/ KEROSENE		BURNER FUELS		LUBES		FSII
	B	C	B	C	B	C	B	C	B	C	B	C	C
Appearance	*	*	*	*	*	*	*	*			*	*	*
Particulate content	*		*								*		
Filtration Time			*										
Color	*	*	*	*	*	*	*	*			*	*	
Density <i>or</i> API Gravity or Specific Gravity	*	*	*	*	*	*	*	*	*	*	*	*	*
Distillation	*		*		*		*						
Corrosion, Copper Strip	*		*		*								
Existent Gum	*		*		*								
Carbon Residue							*		*				
Lean or Rich Ratings	*												
Reid Vapor Pressure	*		*		*								
Water Reaction			*										
Lead Content	*												
Freeze Point			*										
Flash Point			*	*			*	*	*	*	*	*	
FSII Content			*										
Microseparator			*										
Conductivity			*										
Sediment & Water									*	*			
Viscosity									*		*	*	
Water Content									*		*	*	*
Foam Test											*	*(1)	

* THE PROCEDURE TO BE USED FOR CONDUCTING THESE TESTS WILL BE AS STATED IN THE APPROPRIATE PRODUCT SPECIFICATION AND/OR CONTRACT.

(1) Only ASTM D 892 sequences 1 and 2 will be performed.

E1 CONT'D

TABLE IV

CONVERSION CHART FOR TANK CARS, TANK TRUCKS, AND INTERMODAL CONTAINERS⁽¹⁾

LAST PRODUCT CARRIED (2)	PRODUCT TO BE LOADED				
	JET FUEL JP-4 JET B MOGAS AVGAS	JET FUEL JP-5 JP-8 JET A/A1 DF-A, DL-A DFW KSN, KS1	DIESEL FUEL F76 (B) DF-1, 2 DL-1, 2	LUBRICATING OILS	FSII
AVGAS MOGAS JP-4 JET B	DRAIN EMPTY	STEAM DRY	STEAM DRY	STEAM DRY	STEAM DRY
JP-8, JP-5 JET A/A1 DF-A, DL-A DFW, KSN, KS1	DRAIN EMPTY (B)	DRAIN EMPTY (B)	DRAIN EMPTY (C)	STEAM DRY (B)	STEAM DRY (B)
F-76 DF-1, -2 DL-1, -2 ASTM D 975 NO. 1D, 2D ASTM D 396 NO. 1, 2	STEAM DRY (B)	DRAIN EMPTY (B)	DRAIN EMPTY (C)	STEAM DRY (B)	STEAM DRY (B)
ASTM D 396 NO. 4L, 4, 5L, 5H, 6 IFOs ASTM D 975 NO. 4D	NO LOAD	NO LOAD	NO LOAD	NO LOAD	NO LOAD
LUBRICATING OILS	NO LOAD	NO LOAD	STEAM DRY	DRAIN EMPTY (A)	NO LOAD
JET FUEL JPTS, JP-7	DRAIN EMPTY	DRAIN EMPTY	DRAIN EMPTY	STEAM DRY	STEAM DRY
FSII	DRAIN EMPTY	DRAIN EMPTY	DRAIN EMPTY	STEAM DRY	DRAIN EMPTY

NOTES FOR TABLE IV:

- (1) When required, drain and empty includes the pump(s), filter(s), meter(s), and hose(s) as applicable.
- (2) If a product is not listed in this column, permission to load and conveyance preparations require a waiver.

- (A) Applicable only when loading the same specification lubricating oils; otherwise, steam and dry.
- (B) If previous cargo contained dye marker, all traces of color must be removed.
- (C) If product to be loaded does not contain dye, the vehicle must not contain any traces of dye prior to loading.
(DESC 52.246-9F75)

E5 INSPECTION OF SUPPLIES - FIXED-PRICE (AUG 1996)

(a) **DEFINITION. Supplies**, as used in this clause, includes but is not limited to raw materials, components, intermediate assemblies, end products, and lots of supplies.

(b) The Contractor shall provide and maintain an inspection system acceptable to the Government covering supplies under this contract and shall tender to the Government, for acceptance, only supplies that have been inspected in accordance with the inspection system and have been found by the Contractor to be in conformity with contract requirements. As part of the system, the Contractor shall prepare records evidencing all inspections made under the system and the outcome. These records shall be kept complete and made available to the Government during contract performance and for as long afterwards as the contract requires. The Government may perform reviews and evaluations as reasonably necessary to ascertain compliance with this paragraph. These reviews and evaluations shall be conducted in a manner that will not unduly delay the contract work. The right of review, whether exercised or not, does not relieve the Contractor of the obligations under the contract.

(c) The Government has the right to inspect and test all supplies called for by the contract, to the extent practicable, at all places and times, including the period of manufacture, and in any event before acceptance. The Government shall perform inspections and tests in a manner that will not unduly delay the work. The Government assumes no contractual obligation to perform any inspection and test for the benefit of the Contractor unless specifically set forth elsewhere in this contract.

(d) If the Government performs inspection or test on the premises of the Contractor or a subcontractor, the Contractor shall furnish, and shall require subcontractors to furnish, at no increase in contract price, all reasonable facilities and assistance for the safe and convenient performance of these duties. Except as otherwise provided in the contract, the Government shall bear the expense of Government inspections or tests made at other than the Contractor's or subcontractor's premises; PROVIDED, that in case of rejection, the Government shall not be liable for any reduction in the value of inspection or test samples.

(e) (1) When supplies are not ready at the time specified by the Contractor for inspection or test, the Contracting Officer may charge to the Contractor the additional cost of inspection or test.

(2) The Contracting Officer may also charge the Contractor for any additional cost of inspection or test when prior rejection makes reinspection or retest necessary.

(f) The Government has the right either to reject or to require correction of nonconforming supplies. Supplies are nonconforming when they are defective in material or workmanship or are otherwise not in conformity with contract requirements. The Government may reject nonconforming supplies with or without disposition instructions.

(g) The Contractor shall remove supplies rejected or required to be corrected. However, the Contracting Officer may require or permit correction in place, promptly after notice, by and at the expense of the Contractor. The Contractor shall not tender for acceptance corrected or rejected supplies without disclosing the former rejection or requirement for correction, and, when required, shall disclose the corrective action taken.

(h) If the Contractor fails to promptly remove, replace, or correct rejected supplies that are required to be removed or to be replaced or corrected, the Government may either (1) by contract or otherwise, remove, replace, or correct the supplies and charge the cost to the Contractor or (2) terminate the contract for default. Unless the Contractor corrects or replaces the supplies within the delivery schedule, the Contracting Officer may require their delivery and make an equitable price reduction. Failure to agree to a price reduction shall be a dispute.

(i) (1) If this contract provides for the performance of Government quality assurance at source, and if requested by the Government, the Contractor shall furnish advance notification of the time (i) when Contractor inspection or tests will be performed in accordance with the terms and conditions of the contract and (ii) when the supplies will be ready for Government inspection.

(2) The Government's request shall specify the period and method of the advance notification and the Government representative to whom it shall be furnished. Requests shall not require more than 2 workdays of advance notification if the Government representative is in residence in the Contractor's plant, nor more than 7 workdays in other instances.

(j) The Government shall accept or reject supplies as promptly as practicable after delivery, unless otherwise provided in the contract. Government failure to inspect and accept or reject the supplies shall not relieve the Contractor from responsibility, nor impose liability on the Government, for nonconforming supplies.

(k) Inspections and tests by the Government do not relieve the Contractor of responsibility for defects or other failures to meet contract requirements discovered before acceptance. Acceptance shall be conclusive, except for latent defects, fraud, gross mistakes amounting to fraud, or as otherwise provided in the contract.

E5 (CONT'D)

(1) If acceptance is not conclusive for any of the reasons in paragraph (k) hereof, the Government, in addition to any other rights and remedies provided by law, or under other provisions of this contract, shall have the right to require the Contractor (1) at no increase in contract price, to correct or replace the defective or nonconforming supplies at the original point of delivery or at the Contractor's plant at the Contracting Officer's election, and in accordance with a reasonable delivery schedule as may be agreed upon between the Contractor and the Contracting Officer; PROVIDED, that the Contracting Officer may require a reduction in contract price if the Contractor fails to meet such delivery schedule, or (2) within a reasonable time after receipt by the Contractor of notice of defects or nonconformance, to repay such portion of the contract as is equitable under the circumstances if the Contracting Officer elects not to require correction or replacement. When supplies are returned to the Contractor, the Contractor shall bear the transportation cost from the original point of delivery to the Contractor's plant and return to the original point when that point is not the Contractor's plant. If the Contractor fails to perform or act as required in (1) or (2) above and does not cure such failure within a period of 10 days (or such longer period as the Contracting Officer may authorize in writing) after receipt of notice from the Contracting Officer specifying such failure, the Government shall have the right by contract or otherwise to replace or correct such supplies and charge to the Contractor the cost occasioned the Government thereby.

(FAR 52.246-2)

E14.02 INSPECTION AND ACCEPTANCE (BULK/SPR) (DESC MAR 1996)

On f.o.b. origin deliveries, acceptance of the supplies furnished hereunder will take place at origin, notwithstanding that inspection by the Government may take place elsewhere prior to acceptance. On f.o.b. destination deliveries, acceptance of the supplies furnished hereunder will take place at destination, notwithstanding that inspection by the Government may take place elsewhere prior to acceptance. Acceptance occurs when the authorized Government Representative signs the Material Inspection and Receiving Report (DD Form 250 series). The office responsible for inspection, on behalf of the Government, shall be as follows:

<u>ITEM(S)</u>	<u>SOURCE OF PRODUCT AND/OR SHIPPING POINT</u>	<u>INSPECTOR(S)</u>
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TO BE DETERMINED BY DESC PRIOR TO CONTRACT AWARD

(DESC 52.246-9FH5)

E35.02 REQUESTS FOR WAIVERS AND DEVIATIONS (DESC JUL 2000)

(a) The following procedures apply to requests for specification waivers.

(1) Requests for waivers and deviations shall be submitted by the Contractor to the Contracting Officer with a copy to the Quality Representative (QR). Each request shall provide the following information: Contractor name; contract number; contract line item and product, if applicable; clause number, paragraph and subparagraph, as appropriate; the nature of the request; the reason for the request; the corrective action being taken by the Contractor to correct and prevent recurrence of the condition(s) causing the nonconformance; and equitable price adjustment offered over the administrative fee. In extraordinary situations, the Contractor may initially submit the request for a deviation or waiver through the cognizant QR to the Contracting Officer or the Contracting Officer's Representative (COR) in the Bulk Fuels Business Unit, Product Technical and Standardization Division, Defense Energy Support Center (DESC). Extraordinary situation requests shall be submitted formally to the Contracting Officer prior to close of business of the next DESC normal workday. As used in this clause, the term "extraordinary situation" means the matter cannot await resolution until the DESC normal workday (0800 to 1630 hours), Monday through Friday - Federal holidays excluded. In addition, if either the Contracting Officer or the COR cannot be reached, the Duty Officer shall be contacted and provided the necessary information to forward to the proper individuals as soon as possible. The Duty Officer's telephone number is (800) 286-7633, (703) 767-8420, or DSN 427-8420.

(2) If the waiver is granted, the contract will be modified to provide an equitable price reduction or other adequate consideration commensurate with the waiver being granted. If the situation dictates, a waiver may be granted without prior agreement on price adjustment or other consideration subject to agreement by the Contractor, or its representative, to subsequent negotiation. Such agreement shall be documented on the receiving document or other appropriate correspondence. After negotiations, failure to agree on adequate consideration shall be a dispute concerning a question of fact within the meaning of paragraph (d), Disputes, of the CONTRACT TERMS AND CONDITIONS -- COMMERCIAL ITEMS clause of this contract.

(3) If the waiver is granted and the nonconforming supplies are accepted, then in no event will consideration be less than \$250 to cover administrative costs, plus any additional cost of Government inspection or tests if reinspection or retest is necessary.

(4) If the waiver is granted modifying this contract but the supplies accepted are nevertheless determined to be in conformity with contract specifications, the Contractor shall still be obligated to pay the consideration originally agreed upon in support of the waiver. If, however, this consideration exceeds \$500, a second contract modification shall be issued reducing the Contractor's obligation to \$500 (the administrative cost of issuing the two required modifications).

(b) When notification of nonconforming supplies is received after the supplies have been accepted, and the Government determines not to exercise its right to require repairs or replacement of nonconforming supplies or reperformance of nonconforming services at no increase in contract price under the INSPECTION OF SUPPLIES – FIXED-PRICE clause or the CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS clause, then in no event will consideration be less than \$250 to cover administrative costs. This \$250 fee is in addition to--

(1) Consideration commensurate with the extent of nonconforming supplies; and

(2) Cost of Government inspection or tests if reinspection or retest is necessary.

The administrative fee will apply to each claim letter issued for off-specification product delivered to an activity.

(DESC 52.246-9FR1)

E40.05.100 MATERIAL INSPECTION AND RECEIVING REPORT – PAPERLESS ORDERING AND RECEIPT TRANSACTION SCREENS (PORTS) (DOMESTIC BULK) (DESC OCT 2001)

(a) The information required in paragraphs (b) through (e) shall be submitted via the Paperless Ordering and Receipt Transaction Screens (PORTS). Whenever access to the PORTS system is limited or not available, (i.e during an extended loss of internet connectivity) the Contracting Officer must be notified and reports may be submitted manually until the PORTS system is again available for use.

(b) Laboratory reports shall be in the Standard Report Format given in Attachment 4 for the Standardized Format for Use in Preparation of Product Test Reports. Include, where applicable, information on any intermediate shipping or holding tanks with batch number designations used to define the product movement. Use the guidelines below to determine when to submit the laboratory reports.

(1) **MARINE SHIPMENTS.** Submit a completed DD Form 250-1, test reports, and vessel ullage reports for all products shipped. If more than one shipping tank was used for the lift, include a complete analysis of each shipment tank and clearly indicate the quantity of product drawn from each tank.

(2) **PIPELINE SHIPMENTS.** Submit a completed DD Form 250, copy of order (DD Form 1155), and complete laboratory results for total quantity of product shipped from each shipping tank used to fill the order. Insure test methods or test codes as defined in the Attachment are specified on the test report.

(3) **TRUCK AND RAIL CAR SHIPMENTS.** When loading from source tank has finished, submit one copy of the complete laboratory analysis for the source tank and attach all DD Forms 250 for product received from that source tank. Insure test methods or test codes as defined in the Attachment are specified on the test report.

(c) If only one shipment is made from a shipping tank, then the quantity of the Standard Report Format should represent the quantity shipped and not the tank capacity or the quantity in the tank at the time of sampling. If more than one shipment was made from the same shipping tank, the quantity can either be left blank or annotated with the quantity shipped during that individual shipment.

(d) In all cases, the DD Form 250 or DD Form 250-1 should contain information that will connect the shipment being documented with the product source tank used. This information includes batch number, tank approval date, and tank number. Insure that the "city" indicated on the Standard Test Report Form matches the city from which the shipment was made that is indicated in the "Shipped From" block on the DD Form 250 series document.

(DESC 52.246-9FG1)

(e) One copy of the documents and reports listed in paragraph (b) shall be transmitted by mail, e-mail or facsimile to Defense Energy Support Center:

(1) Reports sent by mail shall be forwarded to:

ATTN DESC-BP (LR) ROOM 2954
DEFENSE ENERGY SUPPORT CENTER
8725 JOHN J KINGMAN ROAD SUITE 4950
FORT BELVOIR VA 22060-6222

(2) Reports sent by e-mail shall be forwarded to either C. Long clong@desc.dla.mil or Ken Henz khenz@desc.dla.mil

(3) The number to use for reports sent by facsimile is: (703) 767-8366

(f) All contractors shall submit the information requested in the form entitled "Signature Sheet for Bulk PORTS" (Attachment #5).

(DESC 52.246-9FGI)

SECTION F

F1 DELIVERY CONDITIONS FOR TANK CARS, BOXCARS, TRUCKS, TRANSPORT TRUCKS, TRUCKS AND TRAILERS, TANK WAGONS, PIPELINE, AND LIGHTERS (DESC NOV 1996)

(a) On items calling for delivery at Contractor's refinery, terminal, or bulk plant f.o.b. tank car, boxcar, truck, transport truck, truck and trailer, tank wagon, pipeline, or lighter--

(1) Supplies ordered hereunder shall be delivered, at Contractor's expense, into equipment specified in the Schedule.

(2) Unless otherwise specified in the Schedule, all deliveries shall be made upon the day specified in the order provided that the Contractor shall have received the order at least 48 hours prior to the day so specified, except for deliveries--

(i) By pipeline (other than into vessel, dredge, or barge for use as ships' bunkers) for which the Contractor shall be given 15 days' notice prior to the date so specified; and

(ii) Into vessel, dredge, or barge by any means of delivery including pipeline for use as ships' bunkers, for which deliveries the Contractor shall be given 24 hours' notice prior to the specific time delivery is to be made.

(3) All packaged or drummed material to be delivered f.o.b. boxcar, truck, or lighter shall be loaded (braced and blocked where necessary) by the Contractor as follows:

(i) **RAIL SHIPMENTS IN CONTINENTAL UNITED STATES AND ALASKA.**

(A) In accordance with the **LOADING, BLOCKING, AND BRACING OF FREIGHT CAR SHIPMENTS** clause.

(B) To the extent there is no conflict between the standards mentioned in paragraph (a) of the **LOADING, BLOCKING, AND BRACING OF FREIGHT CAR SHIPMENTS** clause, when a freight advantage to the Government would result, the Contractor will load boxcars to maximum capacity, including multiple tiering.

(ii) **TRUCK SHIPMENTS IN THE UNITED STATES.** In accordance with ICC Regulations and best commercial practices.

(iii) **RAIL SHIPMENTS AND TRUCK SHIPMENTS - OVERSEAS, POSSESSIONS AND TERRITORIES.** In accordance with best commercial practices and local regulations, or as indicated in the Schedule.

(iv) **LIGHTER.** In accordance with best commercial practices.

(4) Except for supplies delivered f.o.b. boxcar, truck, or lighter, title to the supplies delivered, and risk of loss thereof, shall pass from the Contractor to the Government when the supplies pass into the receiving conveyance. Title to supplies delivered f.o.b. boxcar, truck, or lighter, and risk of loss thereof, shall pass from the Contractor to the Government at the time the car, truck, or lighter is released to, and accepted by, the carrier.

(b) On items calling for delivery f.o.b. destination by means of tank car, boxcar, truck, transport truck, truck and trailer, tank wagon, pipeline, or lighter--

(1) Supplies ordered hereunder shall be delivered, all transportation charges paid, to the destination and by means of the transportation equipment specified in the Schedule or, if no specific destination is indicated in the Schedule, to the destination specified in the order. (For activities listed in DESC Handbook 4525.1 as last revised, the shipping addresses stated herein shall apply.) Delivery shall be accomplished at Contractor's expense into Government storage or into the type of receiving equipment otherwise specified in the Schedule or in the order, except for--

(i) Delivery by tank car which shall be accomplished by spotting the car alongside the unloading manifold connection at the specified destination;

(ii) Delivery by boxcar which shall be accomplished at the specified destination as follows:

(A) If such activity has a railroad siding, by spotting the car alongside the unloading platform or elsewhere at such destination as may be designated by the receiving activity;

or

F1 (CONT'D)

(B) If such activity does not have a railroad siding at the unloading platform of the railroad siding serving such activity, and if the freight tariff provides for free pickup and delivery service, delivery shall be made to the activity specified in the order;

(iii) Delivery by truck which shall be accomplished by spotting the truck at the unloading platform at the specified destination and by placing the drummed or packaged supplies at the tailgate of the truck; and

(iv) Delivery by lighter which shall be accomplished as indicated in the Schedule.

(2) Unless otherwise specified in the Schedule, all deliveries by tank car or boxcar shall be made within 24 hours from the time specified in the order, provided that such order shall have been received by the Contractor at least 120 hours prior to the time so specified; all other deliveries, except as hereinafter indicated, shall be made on the day specified in the delivery order and unless otherwise authorized by the receiving activity during normal working hours of such activity, provided that such order shall have been received by the Contractor at least 48 hours prior to the days so specified. Pipeline deliveries (except those into vessel, dredge, or barge) shall be made on the day specified in the delivery order, provided the order shall have been received by the Contractor at least 15 days prior to the day so specified. Delivery into vessels, dredges, or barges from a marine service station or by means of transport truck, truck and trailer, tank wagon, or pipeline shall be made at the specific time specified in the order, provided that such order shall have been received by the Contractor at least 24 hours prior to the specific time such delivery is required to be made.

(3) The Contractor shall not be required to deliver by transport truck or truck and trailer a quantity less than a full load nor into more than one storage tank, with the following exceptions:

(i) An order placed under an item of this contract calling for delivery by transport truck of motor gasoline, fuel oil, diesel fuel, or kerosene, or, if this procurement is for Central America only, jet fuel, may require delivery of a quantity as low as 5,200 gallons whenever the activity is restricted either by a tank capacity or by a directive from receiving a larger quantity; and

(ii) Where the Schedule provides for multiple drop delivery, the Contractor may be required to deliver into more than one storage tank. Where truck and trailer is the method of delivery specified, the Contractor may, at its option, make delivery by transport truck. In the case of deliveries in Alaska, where truck and trailer or transport truck is the method of delivery specified, the Contractor may, at its option, make delivery by tank wagon.

(4) The Contractor shall not be required to deliver by tank wagon a quantity of less than 575 liters (or 150 gallons) but, at the Government's option, may be required to deliver into more than one storage tank.

(5) When delivery of fuel oil or lubricating oil is made by tank car, such car shall be equipped with steam coils, if specified in the order, to facilitate the unloading of such product.

(6) When delivery is made by tank wagon, such wagon shall be equipped with pump, meter, and a minimum of 100 feet (30 meters) of hose. Where delivery is made by transport truck or truck and trailer, such delivery equipment shall be equipped with a minimum of 15 feet of hose.

(7) When delivery is made by tank wagon, transport truck, or truck and trailer to a Government facility--

(i) The Contractor shall provide properly maintained delivery equipment and properly trained delivery personnel to reasonably assure that delivery can be made without damage to vegetation and asphalt pavement adjacent to storage facilities being filled. The Contractor's delivery personnel who have not exercised reasonable care and delivery equipment which is poorly maintained, may be refused entrance to the installation by the installation Commander.

(ii) The Contractor shall present delivery equipment and product in such condition at destination so as to permit complete off-loading within the prescribed free time.

(8) Unless otherwise provided in the Schedule, free time for unloading trucks, transport trucks, or trucks and trailers shall be unlimited.

(9) Except for supplies delivered by tank car, boxcar, truck, or lighter, title to supplies delivered, and risk of loss thereof, shall pass from the Contractor to the Government when the supplies pass into the receiving facilities. Title to supplies delivered by tank car or boxcar, and risk of loss thereof, shall pass from the Contractor to the Government at the time the car is released by the carrier for unloading. Title to supplies delivered by truck, and risk of loss thereof, shall pass from the Contractor to the Government when the drummed or packaged supplies are removed from the truck. Title to supplies delivered by lighter, and risk of loss thereof, shall pass from the Contractor to the Government at the time the receiving vessel's tackle is attached to the supplies to be unloaded.

(DESC

52.247-9FA1)

THE FOLLOWING CLAUSE APPLIES TO ALL PIPELINE AND TANK CAR DELIVERIES, EXCEPT THE INLAND JP8 REQUIREMENTS (SEE CLAUSE F1.08.400 FOR INLAND JP8)

F1.08 DELIVERY AND CONTRACT PERIODS (DOMESTIC BULK) (DESC APR 1986)

(a) The period of this contract during which the Ordering Officer may order pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is from date of award through SEPTEMBER 30, 2003.

(b) Notwithstanding (a) above, except at its option, the Contractor shall not be required to make delivery hereunder prior to OCTOBER 1, 2002.

(c) Insofar as practicable, the Government will attempt to lift in approximately equal monthly quantities. Except at its option, a supplier which offered product over the period OCTOBER 1, 2002 through SEPTEMBER 30, 2003 shall not be required to--

(1) Make deliveries of any grade of product at a daily rate in excess of the contract quantity of such grade of product for delivery at or shipment from each designated refiner or bulk plant location divided by 365 days; or

(2) Accumulate any such product at any such location and to subsequently make deliveries in excess of 8.33% in any one month of the contract quantity of the applicable grade of product; provided, however, that where the maximum quantity available for individual deliveries as specified in the contract is greater than 8.33 percent per month, the supplier will accumulate any such product at any such location and subsequently make deliveries equal to the specified maximum quantity available for individual deliveries and, provided further, that the supplier will be required to make delivery in excess of 8.33 percent per month if the delivery is to be made f.o.b. tanker at origin and no other quantities have been ordered for delivery during the applicable month and the 30,000 barrels minimum, under (d) below, is greater than such 8.33% quantity.

(d) Except at its option, the Contractor shall not be required to deliver f.o.b. tanker at origin in any one delivery a quantity of product(s) less than 30,000 barrels, except when the minimum quantity available for individual deliveries as specified in the contract is less than 30,000 barrels, or when on the last delivery, the quantity available pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is less than 50,000 barrels.

(DESC 52.242-9FB5)

THE FOLLOWING CLAUSE APPLIES TO ALL TANK TRUCK DELIVERIES, EXCEPT THE INLAND JP8 REQUIREMENTS (SEE CLAUSE F1.08.500 FOR INLAND JP8):

F1.08.200 DELIVERY AND CONTRACT PERIODS (DOMESTIC BULK) (DESC APR 1986)

(a) The period of this contract during which the Ordering Officer may order pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is from date of award through SEPTEMBER 30, 2003.

(b) Notwithstanding (a) above, except at its option, the Contractor shall not be required to make delivery hereunder prior to OCTOBER 1, 2002.

(c) Insofar as practicable, the Government will attempt to lift in approximately equal monthly quantities. Except at its option, a supplier which offered product over the period OCTOBER 1, 2002 through SEPTEMBER 30, 2003 shall not be required to--

(1) Make deliveries of any grade of product at a daily rate in excess of the contract quantity of such grade of product for delivery at or shipment from each designated refiner or bulk plant location divided by 260 days; or

(2) Accumulate any such product at any such location and to subsequently make deliveries in excess of 8.33% in any one month of the contract quantity of the applicable grade of product; provided, however, that where the maximum quantity available for individual deliveries as specified in the contract is greater than 8.33 percent per month, the supplier will accumulate any such product at any such location and subsequently make deliveries equal to the specified maximum quantity available for individual deliveries and, provided further, that the supplier will be required to make delivery in excess of 8.33% per month if the delivery is to be made f.o.b. tanker at origin and no other quantities have been ordered for delivery during the applicable month and the 30,000 barrels minimum, under (d) below, is greater than such 8.33% quantity.

(d) Except at its option, the Contractor shall not be required to deliver f.o.b. tanker at origin in any one delivery a quantity of product(s) less than 30,000 barrels, except when the minimum quantity available for individual deliveries as specified in the contract is less than 30,000 barrels, or when on the last delivery, the quantity available pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is less than 50,000 barrels.

(DESC 52.242-9FB5)

THE FOLLOWING CLAUSE APPLIES ONLY TO GALENA AIRPORT, ALASKA JP8 DELIVERIES:

F1.08.300 DELIVERY AND CONTRACT PERIODS (DOMESTIC BULK) (DESC APR 1986)

(a) The period of this contract during which the Ordering Officer may order pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is from date of award through SEPTEMBER 30, 2003.

(b) Notwithstanding (a) above, except at its option, the Contractor shall not be required to make delivery hereunder prior to JUNE 1, 2003.

(c) Insofar as practicable, the Government will attempt to lift in approximately equal monthly quantities. Except at its option, a supplier which offered product over the period JUNE 1, 2003 through SEPTEMBER 30, 2003 shall not be required to--

(1) Make deliveries of any grade of product at a daily rate in excess of the contract quantity of such grade of product for delivery at or shipment from each designated refiner or bulk plant location divided by 122 days; or

(2) Accumulate any such product at any such location and to subsequently make deliveries in excess of 25% in any one month of the contract quantity of the applicable grade of product; provided, however, that where the maximum quantity available for individual deliveries as specified in the contract is greater than 25 percent per month, the supplier will accumulate any such product at any such location and subsequently make deliveries equal to the specified maximum quantity available for individual deliveries and, provided further, that the supplier will be required to make delivery in excess of 25% per month if the delivery is to be made f.o.b. tanker at origin and no other quantities have been ordered for delivery during the applicable month and the 30,000 barrels minimum, under (d) below, is greater than such 25% quantity.

(d) Except at its option, the Contractor shall not be required to deliver f.o.b. tanker at origin in any one delivery a quantity of product(s) less than 30,000 barrels, except when the minimum quantity available for individual deliveries as specified in the contract is less than 30,000 barrels, or when on the last delivery, the quantity available pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is less than 50,000 barrels.

(DESC 52.242-9FB5)

THE FOLLOWING CLAUSE APPLIES ONLY TO INLAND JP8 PIPELINE AND TANK CAR DELIVERIES:

F1.08.400 DELIVERY AND CONTRACT PERIODS (DOMESTIC BULK) (DESC APR 1986)

(a) The period of this contract during which the Ordering Officer may order pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is from date of award through MARCH 31, 2003.

(b) Notwithstanding (a) above, except at its option, the Contractor shall not be required to make delivery hereunder prior to OCTOBER 1, 2002.

(c) Insofar as practicable, the Government will attempt to lift in approximately equal monthly quantities. Except at its option, a supplier which offered product over the period OCTOBER 1, 2002 through MARCH 31, 2003 shall not be required to--

(1) Make deliveries of any grade of product at a daily rate in excess of the contract quantity of such grade of product for delivery at or shipment from each designated refiner or bulk plant location divided by 182.5 days; or

(2) Accumulate any such product at any such location and to subsequently make deliveries in excess of 16.66% in any one month of the contract quantity of the applicable grade of product; provided, however, that where the maximum quantity available for individual deliveries as specified in the contract is greater than 16.66 percent per month, the supplier will accumulate any such product at any such location and subsequently make deliveries equal to the specified maximum quantity available for individual deliveries and, provided further, that the supplier will be required to make delivery in excess of 16.66% per month if the delivery is to be made f.o.b. tanker at origin and no other quantities have been ordered for delivery during the applicable month and the 30,000 barrels minimum, under (d) below, is greater than such 16.66% quantity.

(d) Except at its option, the Contractor shall not be required to deliver f.o.b. tanker at origin in any one delivery a quantity of product(s) less than 30,000 barrels, except when the minimum quantity available for individual deliveries as specified in the contract is less than 30,000 barrels, or when on the last delivery, the quantity available pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is less than 50,000 barrels.

(DESC 52.242-9FB5)

THE FOLLOWING CLAUSE APPLIES ONLY TO INLAND JP8 TANK TRUCK DELIVERIES:

F1.08.500 DELIVERY AND CONTRACT PERIODS (DOMESTIC BULK) (DESC APR 1986)

(a) The period of this contract during which the Ordering Officer may order pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is from date of award through MARCH 31, 2003.

(b) Notwithstanding (a) above, except at its option, the Contractor shall not be required to make delivery hereunder prior to OCTOBER 1, 2002.

(c) Insofar as practicable, the Government will attempt to lift in approximately equal monthly quantities. Except at its option, a supplier which offered product over the period OCTOBER 1, 2002 through MARCH 31, 2003 shall not be required to--

(1) Make deliveries of any grade of product at a daily rate in excess of the contract quantity of such grade of product for delivery at or shipment from each designated refiner or bulk plant location divided by 130 days; or

(2) Accumulate any such product at any such location and to subsequently make deliveries in excess of 16.66% in any one month of the contract quantity of the applicable grade of product; provided, however, that where the maximum quantity available for individual deliveries as specified in the contract is greater than 16.66 percent per month, the supplier will accumulate any such product at any such location and subsequently make deliveries equal to the specified maximum quantity available for individual deliveries and, provided further, that the supplier will be required to make delivery in excess of 16.66% per month if the delivery is to be made f.o.b. tanker at origin and no other quantities have been ordered for delivery during the applicable month and the 30,000 barrels minimum, under (d) below, is greater than such 16.66% quantity.

(d) Except at its option, the Contractor shall not be required to deliver f.o.b. tanker at origin in any one delivery a quantity of product(s) less than 30,000 barrels, except when the minimum quantity available for individual deliveries as specified in the contract is less than 30,000 barrels, or when on the last delivery, the quantity available pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is less than 50,000 barrels.

(DESC 52.242-9FB5)

F1.09 DETERMINATION OF QUANTITY (DESC AUG 1999)

(a) **QUANTITY.** The quantity of supplies furnished under this contract shall be determined as follows:

(1) **DELIVERIES INTO OR BY TANKER/BARGE.**

(i) **F.O.B. ORIGIN.**

(A) On items requiring delivery at the Contractor's refinery, terminal, or bulk plant on an f.o.b. origin basis, the quantity shall be determined (at the Contractor's option) on the basis of--

- (a) Shore tank measurements; or
- (b) Calibrated meter.

(B) The Government will have the right to have a representative present to witness the measurement of quantity.

(ii) **F.O.B. DESTINATION.**

(A) On items requiring delivery on an f.o.b. destination basis, the quantity shall be determined (at the Government's option) on the basis of--

- (a) Receiving shore tank measurements; or
- (b) Calibrated meters on the receiving tank system.

(B) The Contractor has the right to have a representative present to witness the delivery and measurement of quantity.

(2) **DELIVERIES INTO OR BY PIPELINE.**

(i) **F.O.B. ORIGIN.**

(A) On items requiring delivery at the Contractor's refinery, terminal, or bulk plant on an f.o.b. origin basis, the quantity shall be determined (at the Contractor's option) on the basis of--

- (a) Calibrated meter; or
- (b) Shipping tank measurements.

(B) The Government will have the right to have a representative present to witness the measurement of quantity.

F1.09 (CONT'D)

(ii) **F.O.B. DESTINATION.**

(A) On items requiring delivery on an f.o.b. destination basis, the quantity shall be determined (at the Government's option) on the basis of--

- (a) Receiving tank measurements; or
- (b) Calibrated meter (if the facility is so equipped).

(B) The Contractor has the right to have a representative present to witness the delivery and measurement of quantity.

(iii) **F.O.B. JUNCTION.** On items requiring delivery f.o.b. junction of Contractor-owned or controlled pipeline and Government-owned or controlled pipeline, the quantity shall be determined (at the Government's option) on the basis of--

- (A) Calibrated meter; or
- (B) Shipping tank measurements. Pipeline between shipping tank and f.o.b. point shall be full at the time of tank gaugings.

(C) The Contractor has the right to have a representative present to witness the delivery and measurement of quantity.

(3) **DELIVERIES INTO OR BY RAIL TANK CAR.**

(i) **F.O.B. ORIGIN.**

(A) On items requiring delivery at the Contractor's refinery, terminal, or bulk plant on an f.o.b. origin basis, the quantity shall be determined (at the Contractor's option) on the basis of--

- (a) Calibrated meter; or
- (b) Weight, using calibrated scales; or
- (c) The certified capacity table for the rail tank car.

(B) The Government will have the right to have a representative present to witness the measurement of quantity.

(ii) **F.O.B. DESTINATION.** On items requiring delivery on an f.o.b. destination basis, the quantity of supplies furnished under this contract shall be determined (at the Government's option) on the basis of--

- (A) The certified capacity table of the rail tank car received; or
- (B) Weight, using calibrated scales; or
- (C) Calibrated meter.

(D) The Contractor has the right to have a representative present to witness the delivery and measurement of quantity.

(4) **DELIVERIES INTO OR BY TANK TRUCK/TRUCK AND TRAILER/TANK WAGON.**

(i) **F.O.B. ORIGIN.**

(A) On items requiring delivery at the Contractor's refinery, terminal, or bulk plant on an f.o.b. origin basis, the quantity shall be determined (at the Contractor's option) on the basis of--

- (a) Certified capacity tables of the conveyance loaded; or
- (b) Calibrated meter; or
- (c) Weight, using calibrated scales.

(B) The Government has the right to have a representative present to witness the measurement of quantity.

(ii) **F.O.B. DESTINATION.**

(A) In any case, at the Government's option, quantity may be determined at the receiving activity on the basis of—

- (a) Weight, using calibrated scales; or
- (b) A calibrated meter on the receiving tank system.

F1.09 (CONT'D)

(B) If the Government does not elect to use one of the methods in (A) above, the quantity shall be determined (at the Contractor's option) on the basis of--

- (a) Calibrated meter;
- (b) Certified capacity tables. The tables must be made available at the time of delivery;
- (c) Certified tank calibration markers. Certified tank calibration markers will not be accepted unless the conveyance is full to the marker and the entire quantity is delivered; or
- (d) The net quantity determined at the loading point by a calibrated loading rack meter or calibrated scales. This quantity must be mechanically imprinted on the loading rack meter ticket that is generated by the loading rack meter or calibrated scales.

(iii) **WATER BOTTOMS.**

- (A) Every delivery must be free of all water bottoms prior to discharge; and
- (B) The Contractor is responsible for their removal and disposal.

(b) **VOLUME CORRECTION.** Volume correction to gallons at 60°F (or liters at 15°C) is required for--

- (1) All product volumes measured in storage tanks, tankers, barges, pipeline tenders, and rail tank cars.
- (2) All product volumes of chemicals, residual fuels, and lubricating oils measured in tank trucks, trucks and trailers, and tank wagons. For this purpose, residual fuels are any products with a viscosity equal to or greater than a regular (not light) No. 4 Fuel Oil (ASTM D 396).
- (3) All other volumes of fuels and fuel oils measured in tank trucks, trucks and trailers, and tank wagons which are in excess of 3,500 gallons.

(c) **MEASUREMENT STANDARDS.** All measurements and calibrations made to determine quantity shall be in accordance with the most recent edition of the API Manual of Petroleum Measurement Standards (MPMS) Outside the U.S., other technically equivalent national or international standards may be used. Certified capacity tables shall mean capacity tables prepared by an independent inspector or any independent surveyor. In addition, the following specific standards will be used as applicable:

- (1) API MPMS Chapter 11.1, Volume Correction Factors (API 2540/AASTM D 1250/IP 200/ISO 91-1). Either the printed version or the computer subroutine versions of the standard may be used. In case of disputes, the computer subroutine shall be the referee method.
 - (i) For crude oils, JP4, and Jet B, use Volume I, Tables 5A and 6A (or Volume VII Tables 53A and 54A).
 - (ii) For lubricating oils, use Volume XIII, Tables 5D and 6D (or Volume XIV, Tables 53D and 54D).
 - (iii) For all other fuels and fuel oils, use Volume II, Tables 5B and 6B (or Volume VIII, Tables 53B and 54B).
 - (iv) For chemicals/additives use Volume III, Table 6C (or Volume IX, Table 54C), or volume correct in accordance with the product specification.

(v) Volume XII, Table 52, shall be used to convert cubic meters at 15°C to barrels of 60°F. Convert liters at 15°C to cubic meters at 15°C by dividing by 1,000. Convert gallons at 60°F to barrels at 60°F by dividing by 42. Should foreign law restrict conversion by this method, the method required by law shall be used.

(vi) If the original measurement is by weight and quantity is required in U.S. gallons, then--

- (A) Volume XI, Table 8, shall be used to convert pounds to U.S. gallons at 60°F.
- (B) Volume XII, Table 58, shall be used to convert metric tons to U.S. gallons at 60°F.

(2) **API MPMS, Chapter 4, Proving Systems.** All meters used in determining product volume shall be calibrated using this standard with the frequency required by local regulation (foreign or domestic). If no local regulation exists, then the frequency of calibration shall be that recommended by the meter manufacturer or every 6 months, whichever is more frequent.

(3) **API MPMS Chapter 12, Calculation of Petroleum Quantities.** All calculations of net quantities shall be made in accordance with this chapter. Outside the U.S., use of a tank shell correction factor is not required unless its use is a customary practice for custody transfer. (DESC 52.211-9F95)

THE FOLLOWING CLAUSE APPLIES TO ALL TANKER/BARGE DELIVERIES, EXCEPT THE INLAND JP8 REQUIREMENTS (SEE CLAUSE F1.15.200 FOR INLAND JP8)

F1.15 DELIVERY AND CONTRACT PERIODS FOR TANKER AND BARGE DELIVERIES (DOMESTIC BULK)

(DESC APR 2001)

(a) The period of this contract during which the Ordering Officer may order pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is from date of award through SEPTEMBER 30, 2003.

(b) Notwithstanding (a) above, except at its option, the Contractor shall not be required to make delivery hereunder prior to OCTOBER 1, 2002.

(c) Insofar as practicable, the Government will attempt to lift in approximately equal monthly quantities. Except at its option, a supplier which offered product over the period OCTOBER 1, 2002 through SEPTEMBER 30, 2003 shall not be required to accumulate any such product at any such location and to subsequently make deliveries in excess of 8.33% in any one month of the contract quantity of the applicable grade of product; provided, however, that where the maximum quantity available for individual deliveries as specified in the contract is greater than 8.33 percent per month, the supplier will accumulate any such product at any such location and subsequently make deliveries equal to the specified maximum quantity available for individual deliveries and, provided further, that the supplier will be required to make delivery in excess of 8.33% per month if the delivery is to be made f.o.b. tanker at origin and no other quantities have been ordered for delivery during the applicable month and the 30,000 barrels minimum, under (d) below, is greater than such 8.33% quantity.

(d) Except at its option, the Contractor shall not be required to deliver f.o.b. tanker at origin in any one delivery a quantity of product(s) less than 30,000 barrels, except when the minimum quantity available for individual deliveries as specified in the contract is less than 30,000 barrels, or when on the last delivery, the quantity available pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is less than 50,000 barrels.

(DESC 52.242-9FB6)

THE FOLLOWING CLAUSE APPLIES ONLY TO INLAND JP8 TANKER/BARGE DELIVERIES:

F1.15.200 DELIVERY AND CONTRACT PERIODS FOR TANKER AND BARGE DELIVERIES (DOMESTIC BULK)

(DESC APR 2001)

(a) The period of this contract during which the Ordering Officer may order pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is from date of award through MARCH 31, 2003.

(b) Notwithstanding (a) above, except at its option, the Contractor shall not be required to make delivery hereunder prior to OCTOBER 1, 2002.

(c) Insofar as practicable, the Government will attempt to lift in approximately equal monthly quantities. Except at its option, a supplier which offered product over the period OCTOBER 1, 2002 through MARCH 31, 2003 shall not be required to accumulate any such product at any such location and to subsequently make deliveries in excess of 16.66% in any one month of the contract quantity of the applicable grade of product; provided, however, that where the maximum quantity available for individual deliveries as specified in the contract is greater than 16.66 percent per month, the supplier will accumulate any such product at any such location and subsequently make deliveries equal to the specified maximum quantity available for individual deliveries and, provided further, that the supplier will be required to make delivery in excess of 16.66% per month if the delivery is to be made f.o.b. tanker at origin and no other quantities have been ordered for delivery during the applicable month and the 30,000 barrels minimum, under (d) below, is greater than such 16.66% quantity.

(d) Except at its option, the Contractor shall not be required to deliver f.o.b. tanker at origin in any one delivery a quantity of product(s) less than 30,000 barrels, except when the minimum quantity available for individual deliveries as specified in the contract is less than 30,000 barrels, or when on the last delivery, the quantity available pursuant to the DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT clause is less than 50,000 barrels.

(DESC 52.242-9FB6)

F1.29 DETERMINATION OF QUANTITY FOR KINDER MORGAN PIPELINE USERS (DESC MAR 2000)

For offers f.o.b. origin Kinder Morgan Pipeline - North Line Concord Station--

(a) The quantity of supplies furnished under this contract shall be determined as follows:

(1) On items calling for delivery at Contractor's refinery, terminal, or bulk plant on an f.o.b. origin basis into pipeline, Kinder Morgan Concord Station meters shall be used.

(2) The Contractor's shipping tank measurements shall be taken before and after each delivery and will be used at the Government's option in the event Kinder Morgan meters fail or are otherwise determined to be unacceptable.

(b) All shipping tank measurements made pursuant to (a) above shall be in accordance with procedures prescribed in API Manual of Petroleum Measurement Standards (MPMS) Chapter 7, Temperature Determination, as last revised, and API MPMS Chapter 3, Tank Gauging. Testmaster Water Indicating Paste, manufactured by Steward Hall Chemical Corp., 222 Washington, Mount Vernon, NY 10553, or an equivalent paste capable of providing a reliable sharp color change in water bottoms comprised of 50 percent fuel system icing inhibitors, shall be used for obtaining water cuts in Aviation Turbine Fuelstocks containing fuel system icing inhibitor (Diethylene Glycol Monomethyl Ether). The product volume measured in storage tanks and pipeline tenders will be corrected to a standard temperature of 60⁰F in accordance with the most recent edition of Tables 5 and 6 of the ASTM D 1250, IP-200 and API 2540. The "B" designated tables will be used for all products except--

(1) **CRUDE OILS AND JP4:** Use "A" designated tables.

(2) **LUBRICATING OILS:** Use "D" designated tables.

Extrapolated versions of these tables used by the Kinder Morgan Pipeline Company are acceptable.

(c) The gross and net quantity, the initial and corrected API gravity, and the temperature at which the product was measured will be indicated on the shipping document.

(DESC 52.211-9FC1)

F14 SHIPMENT AND ROUTING (DESC SEP 2000)

(a) The Contractor shall make shipments of the supplies called for by this contract, or ordered hereunder, if this is an indefinite delivery contract, by the method specified in the Schedule, to the delivery point, in the quantity, and according to the delivery date specified in the order or in the Schedule.

(b) On items calling for delivery at Contractor's refinery, terminal, or bulk plant on an f.o.b. origin basis, transportation equipment will be furnished by the Government; provided, however, that the Contractor shall, without additional cost to the Government, arrange to obtain any railway boxcars required for shipments to be made hereunder. Whenever any item of the Schedule specifies delivery by more than one method, selection of the method to be used shall be at Government's option. Government-furnished transportation equipment that Contractor finds unsatisfactory for loading shall be reported as follows:

(1) **TANKERS AND BARGES.** Report to the Quality Representative (QR).

(2) **TANK CARS.** Report to the QR and by wire (Government rate collect) to Military Traffic Management Command, Deployment Support Command, ATTN: Rail Fleet Manager Building 664, Sheppard Place, Room 337, Fort Eustis, VA 23604. Any shortage or overage of tank cars shall be similarly reported.

(3) **PIPELINE, TRANSPORT TRUCKS, TRUCKS AND TRAILERS, AND TANK WAGONS.** Report to the Quality Representative and to carrier's general office, or to home base or station, of such equipment.

(4) If the supplies are for the Defense Energy Support Center, also report in each case above to the Defense Energy Region having jurisdiction over the territory in which shipment originates.

(c) If the supplies are to be delivered f.o.b. pipeline, barge, tank car, boxcar, truck, transport truck, truck and trailer, or tank wagon at Contractor's refinery, terminal, or bulk plant--

(1) Unless otherwise directed by the Defense Energy Region placing orders, the Contractor shall create shipments for supplies using USBank's Powertrack, with software and training to be provided by USBank.

F14 (CONT'D)

(2) The Contractor shall comply with transportation and routing instructions furnished by the Defense Energy Region. Such instructions will include carrier names, routes, route order numbers, and other pertinent shipment information. The Contractor shall be responsible for the scheduling of commercial transport trucks to its plant in accordance with such routing instructions and consonant with the applicable order. All charges due to Contractor caused delays at the loading facility, including improper equipment scheduling, will be the responsibility of the Contractor.

(3) On f.o.b. destination items involving multiple car or truck load shipments, the Contractor shall assign one shipment number for shipments of Petroleum made on the same day, to the same destination, against the same contract line item.

(d) On all tank car and boxcar (carload only) shipments, whether delivery is made on an f.o.b. origin or f.o.b. destination basis, the Contractor shall send to the consignee at the time of shipment a prepaid telegraphic notice that shall indicate grade of product, date of shipment, car and seal numbers, bill of lading number, and net quantities.

(e) The Contractor shall furnish serially numbered seals and effectively seal all tank cars, boxcars, transport trucks, trucks and trailers, tankers, and barges (where sea suction and overboard discharge valves exist), whether delivery is made on an f.o.b. origin or f.o.b. destination basis. The marking on the seal shall be indicated on all shipping documents.

(f) (1) If Government-owned or leased tank cars are furnished, the Contractor will maintain records showing each day a car is received or forwarded by car number and will furnish this information to the Defense Energy Regional Office upon receipt.

(2) Bottom outlet gaskets and manway cover gaskets, when required due to deterioration or loss, shall be furnished and applied to tank cars by the Contractor.

(3) The Contractor shall (i) inspect empty Government-owned tank cars located on the Contractor's premises and (ii) ship tank cars located on the Contractor's premises to repair facilities as directed by the Government.

(g) Placards, as required by 49 CFR 172.506 and 49 CFR 172-508, shall be furnished and affixed to all tank cars and tank trucks by the Contractor unless placards are already affixed.

(h) The Contractor shall inspect all shipping conveyances prior to loading to insure that product loaded will not be lost or contaminated by the condition of the equipment. Tank truck inspection must be performed by qualified Contractor personnel. Delegation of this responsibility shall not be passed to the tank truck operator/driver. The tank truck operator/driver may be permitted to physically load the tank truck; however, the loading operation must be under the surveillance and direction of Contractor personnel.

(DESC 52.247-9FH1)

F15 BARGE AND/OR T1 CLASS TANKER DEMURRAGE AND LOADING CONDITIONS (DESC MAR 1994)

On items calling for delivery f.o.b. barge and/or T1 Class tanker at origin--

(a) DELIVERY DATES.

(1) Unless otherwise specified in the Schedule, orders placed under items of the Schedule calling for delivery f.o.b. barge and/or T1 Class tanker at Contractor's refinery, terminal, or bulk plant will be furnished to the Contractor at least 15 days in advance of the date on which delivery is to be made, which date is hereafter referred to as the "scheduled delivery date." Each order will specify the quantity to be delivered, the scheduled delivery date, and the cargo number, and, if then available, the name of the barge and/or T1 Class tanker (herein referred to as "vessel") to be loaded.

(2) The scheduled delivery date may be revised by the Ordering Officer at any time and, unless the Contractor registers objections with the Ordering Officer within 72 hours of receipt of such revised scheduled delivery date, such revised date shall become the new agreed scheduled delivery date. At the time the Contractor registers any such objections, the Contractor must provide a date, subsequent to the date proposed by the Ordering Officer, which represents the earliest date the Contractor can provide a berth. The Ordering Officer must confirm or reject the alternate date provided by the Contractor within 72 hours of receipt of the Contractor's objection. If the Ordering Officer chooses to accept the alternate date provided in the Contractor's objection, such revised date shall become the new agreed scheduled delivery date. If the Ordering Officer chooses to reject the alternate date provided by the Contractor, the scheduled delivery date will return to the previously scheduled delivery date.

(3) All communications regarding the establishment and revision of the scheduled delivery date and objections thereto shall be set down in writing at such time or promptly confirmed in writing.

F15 (CONT'D)

(b) **EXPECTED TIME OF ARRIVAL.**

(1) **FOR WESTPAC/EUR/MED SHUTTLE OPERATIONS.** The vessel designated to lift the cargo will notify the Contractor (at the telex number provided by the Contractor or cause it to be notified when the Contractor does not provide a telex number) of its name and the expected hour of arrival of the barge at least 72 hours before the expected time of arrival and update this notification at 48 and 24 hour intervals before expected arrival.

(2) **FOR ALL OTHER VESSELS.** The vessel designated to lift the cargo will notify the Contractor at the telex number provided by the Contractor or cause it to be notified when the Contractor does not provide a telex number of the name and the expected hour of arrival of the vessel at least 24 hours before the expected time of arrival.

(c) **LAYTIME.** The Contractor shall provide as soon as possible, but within 3 hours after receipt of notice of readiness to load from the vessel designated to load the cargo, a reachable berth free of cost to the Government, where the vessel can be safely moored and remain afloat at all times, for loading of the ordered supplies. Laytime shall commence, berth or no berth, either at the expiration of 3 hours after notice of readiness, or immediately when the vessel moors alongside, with or without notice of readiness, whichever first occurs; PROVIDED, however, that--

(1) If the vessel is tendered for loading on a date earlier than the last scheduled delivery date as determined pursuant to paragraph (a) above, the Government scheduled vessel shall be loaded as soon as possible in its proper turn with other vessels, and laytime shall not commence until the vessel moors alongside or at 3:00 a.m. local time on the last agreed schedule delivery date, whichever first occurs.

(2) If the vessel is tendered for loading later than noon on the day following the last agreed scheduled delivery date, as determined pursuant to paragraph (a) above, the vessel shall be loaded as soon as possible in its proper turn with other vessels. Laytime shall commence when the vessel moors alongside, provided a good faith effort is made by the Contractor to have the vessel loaded as soon as is reasonably possible under the circumstances prevailing at the time.

(3) Laytime shall continue 24 hours a day, 7 days a week, without interruption from its commencement until loading of the vessel is completed and the vessel has been released for sailing by the Government Quality Representative.

(d) **ALLOWED LAYTIME.**

(1) **BASIC ALLOWED LAYTIME.** For cargo movements under DESC bulk petroleum contracts, the Contractor shall be allowed 1 hour for each 2,000 barrels loaded.

(2) **INCREASES TO BASIC LAYTIME.**

(i) If, after laytime commences, the condition of the vessel to be loaded does not permit loading, such basic allowed laytime shall be increased by the duration of such delay.

(ii) If the vessel is delayed in reaching its berth and the delay is caused by the fault of the vessel, such basic allowed laytime will be increased by the duration of such delay that occurred after laytime commenced.

(iii) If regulations of the owner, operator of the vessel, Customs Officials, or Port Authority prohibit loading at any time after laytime commenced, time so lost shall be added to the basic allowed laytime.

(iv) If for any reason the Contractor is delayed in loading the barge or there is a delay in releasing the vessel for sailing because of action of the U.S. Government that arises out of causes beyond the control and without the fault or negligence of the Contractor, such basic allowed laytime shall be increased by the duration of such delay.

(v) If the vessel requests cargo tanks be cushioned or topped off during the loading process and the quantity of product cushioned or topped including the time spent cushioning/topping tanks is noted on the DD Form 250-1, Loading/Inspection Report, the basic allowed laytime shall be increased by the difference between the actual time taken to cushion/top tanks and the amount of time required to pump the same quantity of cushioned/topped product at the Contractor's actual loading rate exclusive of cushioning/topping time and cushioning/topping quantity.

(vi) Contractor will be allowed up to 4 hours of additional laytime following removal of cargo hoses until vessel is released by the inspector in order to accomplish tasks required under the CONTRACTOR INSPECTION RESPONSIBILITIES clause.

(vii) There will be no increases made to the basic allowed laytime (nor other reductions to any resulting demurrage time) for saved laytime arising out of other loadings.

F15 (CONT'D)

(viii) Delays, after commencement of laytime, attributed to causes beyond the control and without the fault or negligence of the Contractor or the U.S. Government will result in increasing basic allowed laytime for one half of the delay.

(e) For all hours of laytime that elapse in excess of allowed laytime for loading provided for by paragraph (d) above, demurrage shall be paid by the Contractor as follows:

(1) **TIME CHARTER VESSELS.** At the demurrage rate for the vessel loaded, computed to the nearest whole hour, as published by the Military Sealift Command, and in effect on the date loading of the vessel is completed.

(2) The demurrage rate set forth in the Carrier's Tender of Freight Services and Demurrage Invoice to the Government.

(3) **CONTRACT VESSELS.** At the hourly rate specified in the contract.

(f) Hoses for loading a vessel shall be furnished, connected, and disconnected by the Contractor; loading arm shall be connected and disconnected by the Contractor.

(g) Title to the supplies delivered and risk of loss thereof shall pass from the Contractor to the Government when the supplies pass the vessel's permanent hose connection. (DESC 52.247-9FB5)

F16.01 BARGE DEMURRAGE AND UNLOADING CONDITIONS (BULK) (DESC APR 1993)

On items calling for delivery f.o.b. destination by means of barge--

(a) The term **barge**, as used herein, shall include lake tankers and coastal tankers, e.g., T-1 tankers.

(b) The supplies ordered hereunder shall be delivered, all transportation charges paid, to the destination specified in the Schedule. Unless otherwise specified in the Schedule, orders placed under items of the Schedule calling for delivery f.o.b. destination by means of barge will be furnished the Contractor at least 15 days, plus the normal barge running time from point of loading to the destination in advance of the date on which delivery is to be made, which date is hereinafter referred to in this clause as the "scheduled delivery date." Each order will specify the quantity to be delivered and the scheduled delivery date. The scheduled delivery date may be changed by the Contractor at any time if the Ordering Officer approves.

(c) Within 3 hours after issuance of Notice of Readiness (NOR) to unload by the Master or Mate of the vessel designated to discharge, the Government will provide, free of cost, a reachable safe berth for the tug and tow or self-propelled barge to be afloat at all times at the unloading port: PROVIDED, however, that if the receiving activity does not receive a barge's NOR to unload within 24 hours before or after noon of the latest approved scheduled delivery date, the Government will be allowed 12 hours after receipt of notice within which to provide a berth.

(d) Unless otherwise provided in the Schedule, the Government shall be allowed and will complete unloading within laytime determined as follows: 1 hour for each 2,000 barrels of supplies to be unloaded, plus 1 1/2 hours; PROVIDED, however, that if the condition or facilities of the barge to be unloaded do not permit unloading within the number of hours so determined, such allowed laytime shall be increased by a number of hours sufficient to permit the unloading of the barge; PROVIDED, further, that when the barge is delayed in reaching its berth within 3 hours or 12 hours, as the case may be, from the time NOR to unload is given, and the delay is caused by the fault of the barge, such allowed laytime shall be increased by the duration of such delay; and PROVIDED, further, that if regulations of the owner or operator of the barge or Port Authorities prohibit unloading at any time, time so lost shall be added to the amount of such allowed laytime. Laytime shall commence either--

(1) At the expiration of the notice period prescribed by (c) above (the 3 hours' or the 12 hours' notice, as the case may be), berth or no berth; or

(2) Immediately upon the barge's arrival in berth (i.e., all fast), with or without NOR, whichever first occurs. Laytime shall continue 24 hours a day, 7 days a week, without interruption from its commencement, until unloading of the barge is completed and the hoses have been disconnected.

F16.01 (CONT'D)

(e) For all hours of laytime that elapse in excess of the allowed laytime for unloading provided for by (d) above, or as otherwise provided for in the Schedule, demurrage will be paid by the Government at the demurrage rate in the charter for the barge unloading, except (1) that such rate shall be reduced by 1/2 if demurrage is incurred due to causes beyond the control and without the fault and negligence of the Government; and (2) that the demurrage payable by the Government shall in no event exceed the actual demurrage expense incurred by the Contractor under the charter. For purposes of computing demurrage payable by the Government, if the laytime allowed in the charter is a combined total for both loading and discharging, 1/2 thereof shall be allocated to the unloading operation, except when less than a full cargo is unloaded, where such allocation shall be determined on a pro-rata basis.

(f) In the event of breakdown of Contractor's equipment, which will prohibit unloading for at least two hours, the Contractor will be required to remove the equipment from the Government-provided berth, unless permission is granted by the Government to allow the equipment to remain on berth. When the Government grants permission for the Contractor equipment to remain on berth, the Contractor will be responsible to reimburse the Government for any cost incurred by the Government for furnishing personnel to remain with the barge during repair; PROVIDED further, that if the Contractor removes the equipment from the Government provided berth, NOR to unload will be again required as provided in (c) above.

(g) Hoses for unloading a barge will be furnished, connected, and disconnected by the Government.

(h) Title to the supplies delivered, and risk of loss thereof, shall pass from the Contractor to the Government when the supplies pass the permanent hose connections of the barge unloading the supplies.

(DESC 52.247-9FD1)

F18 F.O.B. DESTINATION (NOV 1991)

(a) The term "f.o.b. destination," as used in this clause, means--

(1) Free of expense to the Government, on board the carrier's conveyance, at a specified delivery point where the consignee's facility (plant, warehouse, store, lot, or other location to which shipment can be made) is located; and

(2) Supplies shall be delivered to the destination consignee's wharf (if destination is a port city and supplies are for export), warehouse unloading platform, or receiving dock, at the expense of the Contractor. The Government shall not be liable for any delivery, storage, demurrage, accessorial, or other charges involved before the actual delivery (or "constructive placement" as defined in carrier tariffs) of the supplies to the destination, unless such charges are caused by an act or order of the Government acting in its contractual capacity. If rail carrier is used, supplies shall be delivered to the specified unloading platform of the consignee. If motor carrier (including "piggyback") is used, supplies shall be delivered to truck tailgate at the unloading platform of the consignee, except when the supplies delivered meet the requirements of Item 568 of the National Motor Freight Classification for "heavy or bulky freight." When supplies meeting the requirements of the referenced Item 568 are delivered, unloading (including movement to the tailgate) shall be performed by the consignee, with assistance from the truck driver, if requested. If the Contractor uses rail carrier or freight forwarded for less than carload shipments, the Contractor shall ensure that the carrier will furnish tailgate delivery, when required, if transfer to truck is required to complete delivery to consignee.

(b) The Contractor shall-

(1) (i) Pack and mark the shipment to comply with contract specifications; or

(ii) In the absence of specifications, prepare the shipment in conformance with carrier requirements;

(2) Prepare and distribute commercial bills of lading;

(3) Deliver the shipment in good order and condition to the point of delivery specified in the contract;

(4) Be responsible for any loss of and/or damage to the goods occurring before receipt of the shipment by the consignee at the delivery point specified in the contract;

(5) Furnish a delivery schedule and designate the mode of delivering carrier; and

(6) Pay and bear all charges to the specified point of delivery.

(FAR 52.247-34)

F52 TANKER/OCEAN-GOING BARGE DEMURRAGE AND LOADING CONDITIONS (DESC NOV 1996)

On items calling for delivery f.o.b. tanker/ocean-going barge at origin--

(a) DELIVERY DATES.

(1) Unless otherwise specified in the Schedule, orders placed under items of the Schedule calling for delivery f.o.b. tanker/ocean-going barge at Contractor's refinery, terminal, or bulk plant will be furnished to the Contractor at least 20 days in advance of the date on which delivery is to be made, which date is hereinafter referred to as the "scheduled delivery date." Each order will specify the quantity to be delivered, the scheduled delivery date, the cargo number, and, if then available, the name and size of the tanker/ocean-going barge (herein referred to as "vessel") to be loaded.

(2) The scheduled delivery date may be revised by the Ordering Officer at any time and unless the Contractor registers objections with the Ordering Officer within 72 hours of receipt of such revised scheduled delivery date, such revised date shall become the new agreed scheduled delivery date. At the time the Contractor registers any such objections, the Contractor must provide a date, subsequent to the date proposed by the Ordering Officer, which represents the earliest date the Contractor can provide a berth. The Ordering Officer must confirm or reject the alternate date provided by the Contractor within 72 hours of receipt of the Contractor's objection. If the Ordering Officer chooses to accept the alternate date provided in the Contractor's objections, such revised date shall become the new agreed scheduled delivery date. If the Ordering Officer chooses to reject the alternate date provided by the Contractor, the scheduled delivery date will return to the previous scheduled delivery date.

(3) All communications regarding the establishment and revision of the scheduled delivery date and objections thereto shall be set down in writing at such time or promptly confirmed in writing.

(b) EXPECTED TIME OF ARRIVAL. The vessel designated to lift the cargo will notify the Contractor's load facility, at the telex/facsimile number provided by the Contractor, of the name and the expected hour of arrival of the vessel at least 72 hours before the expected time of arrival, and at additional intervals of 48 and 24 hours before expected arrival. When vessels are scheduled to load at more than one contract source within a port complex, the 72-48-24 hour notices will be provided by the vessels to all contract sources at the same time as the notice is provided to the first contract source and will stipulate the order of loading.

(c) LAYTIME. The Contractor shall provide as soon as possible, but within 6 hours after issue of notice of readiness to load from the vessel designated to load the cargo, a reachable berth, free of cost to the Government, for the loading of supplies ordered, where at least vessels with a maximum draft of 36 feet can be safely moored and remain afloat at all times. When vessels are scheduled to load at more than one contract source within a port complex, notice of readiness will be provided once by the vessel to all contract sources simultaneously. Laytime shall commence, berth or no berth, either at the expiration of 6 hours after notice of readiness is received or immediately when the vessel moors alongside with or without notice of readiness, whichever first occurs; PROVIDED, however, that--

(1) If the vessel is tendered for loading on a date earlier than the last agreed scheduled delivery date as determined pursuant to paragraph (a) above, the Government's vessel shall be loaded as soon as possible in its proper turn with other vessels, and laytime shall not commence until the vessel moors alongside or at 6:00 a.m. local time on the last agreed scheduled delivery date, whichever first occurs.

(2) If the vessel is tendered for loading later than noon of the day following the last agreed scheduled delivery date, as determined pursuant to paragraph (a) above, the vessel shall be loaded as soon as possible in its proper turn with other vessels. Laytime shall commence when the vessel moors alongside, provided a good faith effort is made by the Contractor to moor the vessel in its turn with other vessels as loading berths become available. If the vessel is not moored in its proper turn with other vessels, laytime will commence at 6:00 a.m. on the date the Government vessel's turn occurred, regardless of whether the cargo is available.

(3) For two or more contract sources within a port complex, laytime for the second or subsequent source begins when the vessel leaves the prior source.. Laytime credit will be allowed for transit time between the prior and subsequent load source based on the actual transit time from the previous source to the subsequent source's loading berth or anchorage area if the berth is not available for the Government's vessel. In the event a berth is not available and the vessel is forced to anchorage, no additional laytime credit will be allowed when the vessel finally gets clearance to moor at the contractor's berth.

(4) Laytime shall continue 24 hours a day, 7 days a week, without interruption from its commencement until the entire loading of the vessel cargo is completed and the vessel has been released for sailing by the Government Quality Representative.

F52 (CONT'D)

(d) **ALLOWED LAYTIME.**

(1) **BASIC ALLOWED LAYTIME.** For cargo movements under DESC bulk petroleum contracts, the Contractor shall be allowed 36 hours of basic allowed laytime for loading a full vessel cargo. The 36 hours covers all operations for loading including cushioning and topping tanks. When partial vessel cargoes are to be loaded, a portion of the 36 hours basic laytime will be allocated to each loading port equal to the percentage of the total quantity loaded at each loading port or source.

(2) **INCREASES TO BASIC ALLOWED LAYTIME.**

(i) If after laytime commences, the condition of vessel to be loaded does not permit loading, such basic allowed laytime shall be increased by the duration of such delay.

(ii) If the vessel is delayed in reaching its berth and the delay is caused by the fault of the vessel, such basic allowed laytime will be increased by the duration of such delay which occurred after laytime commenced.

(iii) After laytime commences, when vessels are required to dock at anchorage due to vessel delays such as vessel inspection and inerting, laytime credit will be allowed for transit time from anchors away at anchorage until first line ashore berthing, not to exceed 2 hours.

(iv) If regulations of the owner or operator of the vessel prohibit loading at any time after laytime has commenced, time so lost shall be added to the basic allowed laytime.

(v) If for any reason the Contractor is delayed in loading the vessel or there is a delay in releasing the vessel for sailing because of action of the U.S. Government that arises out of causes beyond the control and without the fault or negligence of the Contractor, such basic allowed laytime shall be increased by the duration of such delay.

(vi) The Contractor will be allowed up to 4 hours of additional laytime following removal of cargo hoses until the vessel is released by the inspector in order to accomplish tasks required under the CONTRACTOR INSPECTION RESPONSIBILITIES clause.

(vii) There will be no increase made to the basic allowed laytime (nor other reductions to any resulting demurrage time) for saved laytime arising out of other loadings.

(viii) Delays, after commencement of laytime, attributed to causes beyond the control and without the fault or negligence of the Contractor or the U.S. Government will result in increasing basic allowed laytime for one-half of the delay.

(e) For all hours of laytime which elapse in excess of allowed laytime for loading provided for by paragraph (d) above, demurrage shall be paid by the Contractor as follows:

(1) **USS, USNS, OR TIME CHARTERED VESSELS.** At the demurrage rate for the vessel loaded, computed to the nearest whole hour, as published by the Military Sealift Command, and in effect on the date loading of the vessel is completed.

(2) **VOYAGE CHARTERED VESSELS.** At the demurrage rate cited in the charter, except that the demurrage payable by the Contractor shall in no event exceed the actual demurrage expense incurred by the Government under the charter;

(f) Hoses for loading a vessel shall be furnished, connected, and disconnected by the Contractor; loading arms shall be connected and disconnected by the Contractor.

(g) Title to the supplies delivered and risk of loss thereof shall pass from the Contractor to the Government when the supplies pass the vessel's permanent hose connections.

(h) The temperature of any fuel oil loaded shall be at least 10⁰F below the flash point of the oil and in no case higher than 150⁰F if the cargo tanks are uncoated, or 135⁰F if coated; **PROVIDED**, however, that in no event shall the difference between the temperature of the oil entering the vessel manifold and the recorded temperature of sea water at the vessel's condenser intake exceed 70⁰F; **PROVIDED** further, that the Master of the vessel may authorize loading the product at a temperature higher than specified above, so long as the temperature of the product remains at least 10⁰F below the flash point of the product.

(DESC 52.247-9FC1)

F52.01 TANKER STANDARDS AND REQUIREMENTS (DESC SEP 1995)

(a) All Government-furnished tankers used in the course of this contract will comply with the following:

(1) U.S.-flag tankers will hold and comply with the requirements of a current Certificate of Inspection (COI) from the U.S. Coast Guard and be in compliance with all requirements of Safety of Life at Sea (SOLAS) and International Convention for the Prevention of Pollution for Ships (MARPOL 73/78).

(2) In the event of a voyage charter, a non-U.S.-flag tanker will comply with SOLAS and MARPOL 73/78.

(3) Tankers on long term charter to the U.S. Government will be equipped with an Inert Gas System (IGS), which will be maintained in good working order. The U.S. Government will make best efforts to ensure voyage chartered tankers are equipped with IGS when required by the terminal or port authority and shall maintain and operate same in good working order.

(4) All tankers will carry on board and will be guided by the requirements of the latest edition of the Oil Companies International Marine Forum (OCIMF) and International Safety Guide for Oil Tankers and Terminals (ISGOTT).

(5) All tankers will be equipped with tank level measuring devices in each cargo tank.

(6) All tankers will be capable of vapor recovery, which includes closed loading, gauging, and sampling where required by port regulations.

(7) All tankers shall be in full compliance with all applicable international conventions and all applicable laws, regulations, and other requirements of the nation of registry and of the nation(s) and local jurisdictions to whose port(s) and/or places the tanker may be ordered.

(b) The Contractor may, at its own expense and in a manner so as not to delay a scheduled delivery, inspect tankers for compliance with these requirements. In the event the Contractor believes a tanker does not meet a requirement contained herein, the Contractor shall notify DESC in writing with a copy to the tanker captain of the specific details of the alleged deficiency as soon as possible. The Contracting Officer will make a determination as to compliance with these requirements. This determination will be binding on the parties. (DESC 52.247-9FC5)

F52.11 DEBALLASTING (DESC JAN 1990)

Deballasting facilities and services will be made available upon request to all vessels loading cargo under this contract. Contractors who neither own nor operate deballasting facilities and services will be responsible for arranging for their availability at the loading facility. Deballasting facilities will be provided at no additional charge to the Government.

(DESC 52.247-9FB1)

F54 TANKER UNLOADING CONDITIONS (DESC APR 1997)

On items calling for delivery f.o.b. destination by means of tanker--

(a) The supplies ordered hereunder shall be delivered, all transportation charges paid, to the destination specified in the Schedule. Unless otherwise specified in the Schedule, orders placed under items of the Schedule calling for delivery f.o.b. destination by means of tanker will be furnished the Contractor at least 30 days in advance of the date on which delivery is to be made, which date is hereinafter referred to in this clause as "the scheduled delivery date." Each order will specify the quantity to be delivered and the scheduled delivery date. The scheduled delivery date may be changed by the Contractor at any time if the Ordering Officer approves.

(b) The Contractor will notify the receiving activity, or cause it to be notified, of the name, size, and expected hour of arrival of each tanker at least 72 hours before the time of arrival.

(c) Within 6 hours after receipt of notice by the receiving activity from the Captain or Master of a tanker of readiness to unload, the Government will provide, free of cost, a reachable berth at the unloading port for the unloading of the supplies ordered where at least tankers with a maximum draft of 35 feet can be safely afloat at all times; Provided, however, that if the receiving activity does not receive notice of a tanker's readiness to unload within 24 hours before or after noon of the latest approved scheduled delivery date the Government will be allowed 24 hours after receipt of notice within which to provide a berth.

(d) The Government shall be allowed and will complete unloading within laytime determined as follows: 1 hour for each 3,000 barrels of supplies to be unloaded, plus 3 hours; PROVIDED, however, that if the conditions or facilities of the tanker to be unloaded do not permit unloading within the number of hours so determined, such allowed laytime shall be increased by a number of hours sufficient to permit the unloading of the tanker; PROVIDED, further, that when the tanker is delayed in reaching its berth within 6 hours or 24 hours, as the case may be, from the time notice of readiness to unload is given, and the delay is caused by the fault of the tanker, such allowed laytime shall be increased by the duration of such delay; and, PROVIDED further, that if regulations of the owner or operator of the tanker or Port Authorities prohibit unloading at any time, time so lost shall be added to the amount of such laytime. Laytime shall commence either--

(1) At the expiration of the notice period prescribed by paragraph (c) above (the 6 hours' or the 24 hours' notice period, as the case may be), berth or no berth; or

(2) Immediately upon the tanker's arrival in berth (i.e. all fast), with or without notice of readiness, whichever first occurs.

Laytime shall continue 24 hours a day, 7 days a week, without interruption from its commencement until unloading of the tanker is completed and the hoses have been disconnected.

(e) For all hours of laytime that elapse in excess of the allowed laytime for unloading provided for by (d) above, demurrage will be paid by the Government at the demurrage rate in the charter if a chartered tanker; or, if not a chartered tanker, at the charter rate applicable to tankers of the type unloaded under market conditions prevailing on the date the tanker is unloaded, except (1) that such rates shall be reduced by 1/2 if demurrage is incurred due to causes beyond the control and without the fault or negligence of the Government such as those specified in paragraphs (f), Excusable Delays, and (m), Termination for Cause, of the CONTRACT TERMS AND CONDITIONS - COMMERCIAL ITEMS clause; and (2) that, if a chartered tanker, the demurrage payable by the Government shall in no extent exceed the actual demurrage expense incurred by the Contractor under the charter. For purposes of computing demurrage payable by the Government where a chartered tanker is utilized, 1/2 of the total laytime allowed for loading and discharging under the charter shall be allocated to the unloading operation except when less than a full cargo is unloaded where such allocation shall be determined on a pro rata basis.

(f) Hoses for unloading a tanker will be furnished, connected, and disconnected by the Government.

(g) Title to the supplies delivered, and risk of loss thereof, shall pass from the Contractor to the Government when the supplies pass the tanker's permanent hose connections.

(h) While unloading, the tanker shall be governed by all applicable regulations in force at unloading port, including those relating to fires on board ships. (DESC 52.247-9FD5)

F92 SCHEDULE OF CONTRACTOR'S REFINERY SHUTDOWNS FOR TURNAROUNDS (DESC AUG 1999)

(a) Within 30 days from the date of contract award, the Contractor shall furnish to the Contracting Officer a tentative refinery shutdown schedule for the contract period in order that the placement of orders and the delivery of supplies as set forth under the DELIVERY AND CONTRACT PERIODS or the DELIVERY AND ORDERING PERIODS clause may be adjusted to provide for delivery of the entire contract quantity. The schedule will identify the specific period(s) when the refinery will be shut down and the effect that the shutdown will have on availability of each product under the contract. Any revisions to this schedule will necessitate prior notice of at least 60 days in order to coordinate the placement of orders for the delivery of the entire contract volume.

(b) If the Contractor cannot provide the 60 days advance notice, then, at no additional cost to the Government, the Contractor shall maintain sufficient inventory to make deliveries in support of the ordering activities' requirements or the Contractor shall provide for an alternate source for product during the shutdown period(s).

(DESC 52.211-9F45)

F105 VARIATION IN QUANTITY (APR 1984)

(a) A variation in the quantity of any item called for by this contract will not be accepted unless the variation has been caused by conditions of loading, shipping, or packing, or allowances in manufacturing processes, and then only to the extent, if any, specified in paragraph (b) below.

(b) The permissible variation shall be limited to--

10 Percent increase

10 Percent decrease

This increase or decrease shall apply to ALL ITEMS.

(FAR 52.211-16)

F105.01 DEADFREIGHT (DESC JUN 1990)

(a) Any decrease in quantity not permissible under the VARIATION IN QUANTITY clause shall result in deadfreight, chargeable to the Contractor and calculated as follows:

Total days of the cargo
 TIMES
 Vessel daily cost
 DIVIDED BY
 Vessel capacity stated in barrels
 TIMES
 Total barrels scheduled to load MINUS Total barrels loaded
 EQUALS
 Deadfreight cost

(b) Explanation of terms used in (a) above follows:

(1) "Total days of the cargo," as used in this clause, is calculated as the elapsed days from the vessel's final departure date from previous cargo port through vessel's final discharge date for the cargo in question.

(2) "Vessel daily cost," as used in this clause, shall be determined as follows:

(i) **VOYAGE CHARTER TANKER.** At the per diem rate in the charter, except that the deadfreight payable by the Contractor shall not exceed actual expense incurred by the Government under the charter.

(ii) **USS, USNS, OR TIME CHARTERED TANKER.** At the per diem rate for the tanker loaded, as published by the Military Sealift Command and in effect on the date loading of the tanker is completed.

(3) "Total barrels scheduled to load," as used in this clause, is the total quantity (all products) reflected on the latest DD Form 1155.

(4) "Total barrels loaded," as used in this clause, is the total quantity (all products) shown as loaded on the DD Form 250-1.

(DESC 52.211-9FH1)

F109 IN-LINE BLENDING OF NONAVIATION PETROLEUM PRODUCTS (DESC DEC 1991)

(a) In response to this solicitation, offerors may offer nonaviation petroleum products that use In-Line Blending (ILB) procedures for delivery into tankers and barges (vessels). Offerors planning to use ILB procedures to blend finished product, as it is being delivered into vessels, must include with the offer a detailed description of the ILB procedures, including quantity determination. Automatic, on-line test procedures must be described in detail, including whether these tests are ASTM (or equivalent) approved. ILB procedures must be acceptable to the Government. The Contractor has the option of meeting the requirements of either (b) or (c) below.

(b) The Contractor is responsible for product quality on board the vessel.

(1) During an ILB operation, changes in the blend ratio may occur during vessel loadings. In order to assure the entire cargo is uniformly blended, sampling and testing on board the vessel are required. Although Section 4 of the Product Specification, Quality Assurance Provisions, defines a Bulk Lot as an indefinite quantity of a homogeneous mixture of material offered for acceptance in a single isolated container, sampling and full specification testing of each vessel tank system is acceptable.

(2) The following vessel sampling and testing must be performed by the Contractor and substitutes for the Sampling and Testing requirements contained in the CONTRACTOR INSPECTION RESPONSIBILITIES clause. All tests must be on-specification as evidence that the Contractor has met the contract product quality requirements.

(i) An appearance, gravity, and flash point (if product specification has a flash point requirement) on an all-level sample from each tank used in the loading. A half (0.5) liter sample from each tank will be retained for 45 days.

(ii) A full specification test series on a multiple tank composite sample representing each vessel tank system used in the loading. If more than four systems are used, only four multiple tank composite samples need to be tested. In this case, the Contractor will ensure that multiple tank composite samples are representative of all product loaded, and the Contractor will determine which vessel tanks will be included in each multiple tank composite sample. A 20-liter multiple tank composite sample for each vessel tank system will be retained for 45 days.

(iii) All time and costs associated with sampling and testing the finished product aboard the vessel will be borne by the Contractor.

(iv) If the product does not conform to specification aboard the vessel, the Government has the option to require the Contractor to pump the cargo back to the Contractor's facility. In this circumstance, title for the nonconforming product will revert to the Contractor, and the Contractor will have no right to payment for such product. All delays and costs associated with the nonconforming product, including demurrage and any vessel cleaning determined necessary by the Government, will be borne by the Contractor.

(c) The Contractor is responsible for product quality at the custody transfer point.

(1) Subdivisions (b)(2)(i) and (ii) above, sampling and testing, must still be performed.

(2) The Contractor must also obtain samples at the custody transfer point that are representative of the product in the various vessel tanks. Samples must be taken in accordance with ASTM D 4177. As a minimum, an 8-liter composite sample, representative of each quarter cargo, will be taken. One 4-liter sample from each of these composites will be retained for a period of 45 days.

(3) If all vessel tests required by subdivisions (b)(2)(i) and (ii) above conform to specification, it will be concluded the Contractor met the contract quality requirements and no additional testing of custody transfer samples will be required.

(4) If any vessel tests in subdivisions (b)(2)(i) and (ii) above are off-specification, the Contractor must perform a full specification test series on the applicable custody transfer composite sample(s) that represents the on board off-specification product. If the custody transfer point sample(s) conforms to specification, it will be concluded the Contractor met the contract quality requirements. If the custody transfer point sample(s) does not conform to specification, it will be concluded the Contractor did not meet the contract quality requirements and the Government has the option to require the Contractor to pump the cargo back to the Contractor's facility. In this circumstance, title for the nonconforming product will revert to the Contractor and the Contractor will have no right to payment for such product. All delays and costs associated with the nonconforming product, including demurrage and any vessel cleaning determined necessary by the Government, will be borne by the Contractor.

(d) The Contractor may inspect tankers and barges for suitability to load the intended cargo. If the Contractor chooses the paragraph (b) option to guarantee product quality on board the vessel and the Contractor and the U.S. Quality Representative (QR) disagree as to the suitability to load Government-furnished vessels, the determination of the Contractor will

govern. If the Contractor chooses the paragraph (c) option to guarantee product quality at the custody transfer point and the Contractor and QR disagree as to the suitability to load Government-furnished vessels, the determination of the QR will govern.

(e) The Contractor must state in its offer whether it will meet either the paragraph (b) or (c) requirements.

(DESC 52.247-9F70)

SECTION G

G3 INVOICE NUMBERING REQUIREMENTS (DESC AUG 1998)

Each invoice submitted for payment under this contract shall be identified by an individual invoice number. The number shall not be duplicated on subsequent invoices. Duplicate invoice numbers or invoices that do not include numbers may be rejected. (DESC 52.211-9FH5)

G3.01 PAYMENT DUE DATE (DESC OCT 1988)

When payment due date falls on a Saturday or Sunday, or on a United States Official Federal holiday, payment will be due and payable on the following workday. (DESC 52.232-9F45)

G9.09 PAYMENT BY ELECTRONIC FUNDS TRANSFER - CENTRAL CONTRACTOR REGISTRATION (MAY 1999)

(a) METHOD OF PAYMENT.

(1) All payments by the Government under this contract, shall be made electronic funds transfer (EFT), except as provided in paragraph (a)(2) of this clause. As used in this clause, the term EFT refers to the funds transfer and may also include the information transfer.

(2) In the event the Government is unable to release one or more payments by EFT, the Contractor agrees to either--

(i) Accept payment by check or some other mutually agreeable method of payment; or

(ii) Request the Government to extend the payment due date until such time as the Government can make payment by EFT (but see paragraph (d) of this clause).

(b) CONTRACTOR'S EFT INFORMATION. The Government shall make payment to the Contractor using the EFT information contained in the Central Contractor Registration (CCR) database. In the event that the EFT information changes, the Contractor shall be responsible for providing the updated information to the CCR database.

(c) MECHANISMS FOR EFT PAYMENT. The Government shall make payment by EFT through either the Automated Clearing House (ACH) network, subject to the rules of the National Automated Clearing House Association, or the Fedwire Transfer System. The rules governing Federal payments through the ACH are contained in 31 CFR Part 210.

(d) SUSPENSION OF PAYMENT. If the Contractor's EFT information in the CCR database is incorrect, then the Government need not make payment to the Contractor under this contract until correct EFT information is entered into the CCR database; and any invoice or contract financing request shall be deemed not to be a proper invoice for the purpose of prompt payment under this contract. The prompt payment terms of the contract regarding notice of an improper invoice and delays in accrual of interest penalties apply.

(e) CONTRACTOR EFT ARRANGEMENTS. The Contractor has identified multiple payment receiving points (i.e., more than one remittance address and/or EFT information set) in the CCR database, and the Contractor has not notified the Government of the payment receiving point applicable to this contract, the Government shall make payment to the first payment receiving point (EFT information set or remittance address as applicable) listed in the CCR database.

(f) LIABILITY FOR UNCOMPLETED OR ERRONEOUS TRANSFERS.

(1) If an uncompleted or erroneous transfer occurs because the Government used the Contractor's EFT information incorrectly, the Government remains responsible for--

(i) Making a correct payment;

(ii) Paying any prompt payment penalty due; and

(iii) Recovering any erroneously directed funds.

(2) If an uncompleted or erroneous transfer occurs because the Contractor's EFT information was incorrect or was revised within 30 days of Government release of the EFT payment transaction instruction to the Federal Reserve System, and-

(i) If the funds are no longer under the control of the payment office, the Government is deemed to have made payment and the Contractor is responsible for recovery of any erroneously direct funds; or

G9.09 (CONT'D)

(ii) If the funds remain under the control of the payment office, the Government shall not make payment and the provisions of paragraph (d) of this clause shall apply.

(g) **EFT AND PROMPT PAYMENT.** A payment shall be deemed to have been made in a timely manner in accordance with the prompt payment terms of this contract if, in the EFT payment transaction instruction released to the Federal Reserve System, the date specified for settlement of the payment is on or before the prompt payment due date, provided the specified payment date is a valid date under the rules of the Federal Reserve System.

(h) **EFT AND ASSIGNMENT OF CLAIMS.** If the Contractor assigns the proceeds of this contract as provided for in the assignment of claims terms of this contract, the Contractor shall require a condition of any such assignment that the assignee shall register in the CCR database and shall be paid by EFT in accordance with the terms of this clause. In all respects, the requirements of this clause shall apply to the assignee as if it were the Contractor. EFT information that shows the ultimate recipient of the transfer to be other than the Contractor, in the absence of a proper assignment of claims acceptable to the Government, is incorrect within the meaning of paragraph (d) of this clause.

(i) **LIABILITY FOR CHANGE OF EFT INFORMATION BY FINANCIAL AGENT.** The Government is not liable for errors resulting from changes in EFT information made by the Contractor's financial agent.

(j) **PAYMENT INFORMATION.** The payment or disbursing office shall forward to the Contractor available payment information that is suitable for transmission as of the date of release of the EFT instruction to the Federal Reserve System. The Government may request the Contractor to designate a desired format and method(s) for delivery of payment information from a list of formats and methods the payment office is capable of executing. However, the Government does not guarantee that any particular format or method of delivery is available at any particular payment office and retains the latitude to use the format and delivery method most convenient to the Government. If the Government makes payment by check in accordance with paragraph (a) of this clause, the Government shall mail the payment information to the remittance address contained in the CCR database.

(FAR 52.232-33)

G150.05 SUBMISSION OF INVOICES FOR PAYMENT-COMMERCIAL ITEMS (BULK) (DESC OCT 2001)

(a) CERTIFICATION OF RECEIPT.

(1) F.O.B. DESTINATION DELIVERIES.

(i) The Quality Representative (QR) or authorized receiving activity personnel will certify the receipt and forward three copies to the appropriate paying office. If the receiving activity is not a U.S. organization, the authorized U.S. representative, as indicated in the SIOTH, will certify and distribute the receiving documents. One of the copies of the receiving report submitted for payment must contain the original signature of the QR and will have the following information stamped, printed, or typed on it: **"ORIGINAL RECEIVING REPORT FOR PAYMENT OF INVOICE"**. The receiving report must be signed by the QR to certify acceptance of the product prior to submission of the receiving report to the paying office.

(ii) The receipt for f.o.b. destination fuel may be one of the following documents:

- (A) The DD Form 250, Material Inspection and Receiving Report;
- (B) The DD Form 250-1, Tanker/Barge Material and Inspection Report; or
- (C) The DD Form 1155, Order for Supplies or Services, or the SF 1449, Solicitation/Contract/Order

for Commercial Items.

(2) F.O.B. ORIGIN DELIVERIES.

(i) The QR will certify the receiving report and provide the Contractor with three copies, except for electronic submission, which requires only one copy. One copy must contain the original signature of the QR and will have the following information stamped, printed, or typed on it: **"ORIGINAL RECEIVING REPORT FOR PAYMENT OF INVOICE"**. The receiving report must be signed by the QR to certify acceptance of the product prior to submission of the receiving report to the paying office.

(ii) In order to receive payment, the Contractor must mail three copies (one of which will contain an original signature) of the applicable receiving report to the appropriate paying office, identifying the invoice numbers that are supported by the receiving documents. For electronic submission, the Contractor must maintain the hard copy receiving report for a period of seven years after final payment under this contract and will make it available for inspection by the Government, if requested.

G150.05 (CONT'D)

(iii) When faxing an invoice, the Contractor shall also submit the applicable original receiving report no later than three days after each delivery. If the hard copy receiving report is not received from the Contractor by the paying office within 90 days of a facsimile receiving report, the provisions of this clause become inoperative and future fax messages will not be acceptable until remedial action is taken by the Contractor.

(iv) The receipt for f.o.b. origin fuel may be one of the following documents:

(A) The DD Form 250, Material Inspection and Receiving Report;

(B) The DD Form 250-1, Tanker/Barge Material and Inspection Report; or

(b) **SUBMISSION OF INVOICES BY MAIL.** Unless otherwise indicated on the face of the DD 1155 or SF 1449, hard copy invoices for product paid for by Defense Logistics Agency/DESC funds should be mailed to the address below:

DEFENSE FINANCE AND ACCOUNTING SERVICE - COLUMBUS CENTER
STOCK FUND DIRECTORATE
FUELS ACCOUNTING AND PAYMENT DIVISION
ATTN DFAS-BVDFB/CC
PO BOX 182317
COLUMBUS OH 43218-6250

(c) **SUBMISSION OF INVOICES BY FACSIMILE.**

(1) Contractors that select the facsimile method of invoicing prior to contract award must do so for all invoices. Failure to comply with the requirements of this clause will result in revocation of the Contractor's right to submit invoices by the fax method.

(2) Contractors shall include their own fax number on each document transmitted.

(3) Fax number for invoices is **(614) 693-0670/0671/0672** (DFAS-BVDP/CC).

(4) Contractors that elect to transmit invoices by fax are responsible for validating receipt of the faxed invoice. Verification can be made by calling Customer Service (DFAS-BVDP/CC) at **(800) 756-4571 (Options 2 and 2)** between 8 a.m. and 5 p.m. EST/EDT, Monday through Friday, excluding Federal holidays. DFAS-BVDP/CC will not be held accountable for transmissions not received.

(5) After transmitting the original invoice, the Contractor shall mark that invoice **"ORIGINAL INVOICE - FAXED"** and retain it. The hard copy is not required for payment and shall not be mailed to the payment office unless DFAS-BVDP/CC specifically requests it.

(d) **SUBMISSION OF INVOICES ELECTRONICALLY.**

(1) **APPLICABILITY.** Electronic submission of invoices applies only to DoD items paid for with DLA/DESC funds by DFAS Columbus, OH.

(2) **REQUIREMENTS.** Prior to submission of electronic invoices via electronic data interchange (EDI) under this clause, the Contractor and DESC must have a signed Trading Partner Agreement (TPA) and Addendum 810, Invoices, and Addendum 824, Invoice Return Notification. Invoices submitted electronically shall be in accordance with the provisions of the signed TPA and Addendum 810. Electronic invoices submitted shall be American National Standards Institute (ANSI) Accredited Standard Committee (ASC) X12 810 Transaction Sets. These 810 Transaction Sets shall follow the AVNET Convention as specified by the Petroleum Industry Data Exchange. The electronic invoice shall contain all fields required by the AVNET Convention, including the contract number, order number, name of tanker and cargo number or shipment number (if applicable), item number, and contract description of supplies, services, sizes, quantities, unit price, and extended total, and, if shipment is made of a Government Bill of Lading, the Bill of Lading number.

(3) **INVOICING ADDRESS.** Electronic invoices for items paid for with DLA/DESC, as cited on the DD 1155 or SF 1449, shall be electronically submitted to DTDN/S39008 or GOVDP/S39008.

G150.05 (CONT'D)

(e) **SUBMISSION OF INVOICES BY COURIER.**

(1) Couriers, acting on the behalf of the Contractor, may deliver Contractor invoices being submitted for payment to the following mailroom street address:

DEFENSE FINANCE AND ACCOUNTING SERVICE - COLUMBUS CENTER
FUELS ACCOUNTING AND PAYMENTS
ATTN DFAS-BVDFB/CC
3990 EAST BROAD STREET, BLDG 21
COLUMBUS OH 43213-1152

(2) Invoices submitted by courier to the above address will be treated in a timely manner.

(f) **NOTES.**

(1) Invoices will reflect quantities in **whole** numbers.

(2) Unless otherwise expressly specified in the Schedule, payment of invoices will be made in U.S. currency.

(3) **INVOICING FOR DETENTION/DEMURRAGE COSTS.** Invoices for detention/demurrage costs will be submitted by the Contractor directly to the Contracting Officer.

(DESC 52.232-9F70)

SECTION H

H19.02 REPORTING REQUIREMENTS FOR SHIPMENTS (DESC MAR 2002)

(a) Under Data Item Description (DID) Number DI-MGMT-80320 and AMSC Number S4068, the Contractor shall provide the required transaction data shown under (d) below.

(b) The Contractor agrees to submit, within 72 hours of delivery, the shipping data specified in (d) below for all f.o.b. origin shipments requiring transportation by pipeline, tank truck, or tank car. In addition to f.o.b. origin shipments, the Contractor also agrees to submit such information on all other shipments to areas under the responsibility of Defense Energy Support Center (DESC) West. Data specified shall be submitted to the appropriate DESC office listed below:

AREA OF LIFT (SHIPMENT)	DESC ADDRESS AND TELEPHONE NUMBER
Alabama, Arizona, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, Bolivia, Caribbean Area, Colombia, El Salvador, Honduras, Mexico, Puerto Rico, and West Indies	Defense Energy Support Center - Houston 2320 La Branch Street, Suite 1005 Houston, Texas 77004-1091 TELEPHONE: 713-718-3883 DSN: 940-1373 FAX: 713-718-3891/3899
California, Colorado, Idaho, Montana, Nevada, Oregon, Utah, and Washington, and Wyoming.	Defense Energy Support Center - Los Angeles 3171 N. Gaffey Street San Pedro, CA 90731-1099 TELEPHONE: 310-900-6960 FAX: 310-900-6976
Alaska and Aleutians	Defense Energy Support Center - Alaska Elmendorf AFB, AK 99506-5000 TELEPHONE: 907-552-3760/2857/4650 TWX: 907-753-0517

H19.02 (CONT'D)

(c) OVERSEAS AREA OF RESPONSIBILITY (INCLUDING ALASKA AND HAWAII):

<u>AREA</u>	<u>FOOTNOTE</u>	<u>AREA</u>	
<u>FOOTNOTE</u>			
Afghanistan	2	Marianas	3
Africa (except countries assigned to DFR Middle East)	1	Mediterranean Sea countries	1
Alaska	3	New Zealand	3
Australia	3	Oman	2
Bahrain	2	Pakistan	2
Burma	3	Philippines	3
Djibouti	2	Qatar	2
East Indies	3	Ryukyu Islands	3
Egypt	2	Saudi Arabia	2
Ethiopia	2	Somalia	2
Europe (continental)	1	South Pacific Islands	3
Hawaii	3	Sri Lanka	3
Indian Ocean countries	3	Sudan	2
Japan	3	Taiwan	2
Jordan	2	Thailand	3
Kenya	2	Turkey	1
Korea	3	United Arab Emirates	2
Kuwait	2	United Kingdom	1
Malaya	3	Yemen	2

FOOTNOTES:

- | | |
|---|---|
| <p>1. DESC Europe
American Arms Hotel
August STR 6 Box 224
65189 Wiesbaden, Germany</p> <p>Phone:
COM 49-611-380-7666
FAX 011 49-611-380-7412</p> | <p>2. DESC Middle East
PSC 451, Box 386
FPO AE 09834-0386</p> <p>Phone: Awali, Bahrain
DSN (318) 439-4650
COM 011 973-724650
FAX 011 973-724670</p> |
| <p>3. DESC Pacific
Box 64110
Camp H M Smith HI 96861-4110</p> <p>Phone: COM (808) 477-6692
FAX (808) 477-5710</p> | |

H19.02 (CONT'D)

(d) In order of preference, shipment data may be submitted via facsimile (FAX), mail, telephone, or TWX/TELEX.

(1) If the FAX method is used, the Contractor shall transmit one copy of the signed DD Form 250, Material Inspection and Receiving Report.

(2) If the FAX method is NOT used, AND the normal mailing time DOES NOT EXCEED 72 hours, the Contractor may submit one copy of the signed DD Form 250 by mail.

(3) If the FAX method is NOT used and the normal mailing time EXCEEDS 72 hours, the Contractor shall extract the data specified below from the applicable DD Form 250 for submission via telephone or TWX/TELEX. Submission of data via these methods shall be confirmed by a signed copy of the DD Form 250, received by the cognizant DESC office within 14 days of the f.o.b. origin delivery.

DATA	DD FORM 250 BLOCK NO./DATA
A. National stock number	16 Enter as cited
B. Quantity	17 Enter as cited
C. Contract number	1 Enter as cited
D. Contract line item number	15 Enter as cited
E. Shipment number/SUPAAC	2 Enter as cited
F. Day commenced loading/pumping	16 Enter for pipeline, if cited
G. Bill of lading (B/L) number	4 Enter as cited, for f.o.b. origin shipments only
H. Delivery order number	1 Enter as cited
I. Final shipment indicator	2 Enter, if cited, after "Shipment No."
J. Product Shipment Day	3 Enter as cited, for f.o.b. origin shipments only
K. Product receipt day	22 Enter as cited, for other than f.o.b. origin shipments
L. Mode of shipment	4 Enter as cited

(4) For those Contractors that are authorized Alternate Release Procedures on f.o.b. origin shipments, the unsigned DD Form 250 shall be sent to the applicable DESC office in lieu of the signed copy referenced in (1), (2), and (3) above.
(DESC 52.242-9FQ1)

H23 BULK LIQUID FACILITIES REPORT (DESC APR 1984)

The offeror shall complete a DESC Form 1890, Contractor Bulk Liquid Facilities Report, for each refinery or terminal where products would be supplied under any Defense Energy Support Center bulk petroleum contract awarded under this solicitation. The DESC Form 1890 shall be submitted with the offer at the date and time specified for receipt of offers. In the event the offeror receives an award, the Contractor shall also submit a completed DESC Form 1890 to the DESC Regional Officer servicing the Contractor's facility, during the first month of the contract award. The DESC Form 1890 shall be updated by the Contractor as changes occur in shipment capabilities throughout the remainder of the contract period. (Blank forms are available at the DESC Regional Office servicing the Contractor's facility.) (OMB No. 0704-0129 applies.) (DESC 52.242-9FP1)

SECTION I

11.22-1 CANCELLATION, RESCISSION, AND RECOVERY OF FUNDS FOR ILLEGAL OR IMPROPER ACTIVITY (JAN 1997)

(a) If the Government receives information that a Contractor or a person has engaged in conduct constituting a violation of subsection (a), (b), (c), or (d) of section 27 of the Office of Federal Procurement Policy Act (41 U.S.C. 423) (the Act), as amended by section 4304 of the 1996 National Defense Authorization Act for Fiscal year 1996 (Pub. L. 104-106), the Government may--

- (1) Cancel the solicitation, if the contract has not yet been awarded or issued; or
- (2) Rescind the contract with respect to which--

(i) The Contractor or someone acting for the Contractor has been convicted for an offense where the conduct constitutes a violation of subsection 27(a) or (b) of the Act for the purpose of either--

- (A) Exchanging the information covered by such subsections for anything of value; or
- (B) Obtaining or giving anyone a competitive advantage in the award of a Federal agency

procurement contract; or

(ii) The head of the contracting activity has determined, based upon a preponderance of the evidence, that the Contractor or someone acting for the Contractor has engaged in conduct constituting an offense punishable under subsection 27(e)(1) of the Act.

(b) If the Government rescinds the contract under paragraph (a) of this clause, the Government is entitled to recover, in addition to any penalty prescribed by law, the amount expended under the contract.

(c) The rights and remedies of the Government specified herein are not exclusive, and are in addition to any other rights and remedies provided by law, regulation, or under this contract.

(FAR 52.203-8)

12.05 CHANGES - FIXED-PRICE (AUG 1987)

(a) The Contracting Officer may at any time, by written order, and without notice to the sureties, if any, make changes within the general scope of this contract in any one or more of the following:

- (1) Drawings, designs, or specifications when the supplies to be furnished are to be specially manufactured for the Government in accordance with the drawings, designs, or specifications.
- (2) Method of shipment or packing.
- (3) Place of delivery.

(b) If any such change causes an increase or decrease in the cost of, or the time required for, performance of any part of the work under this contract, whether or not changed by the order, the Contracting Officer shall make an equitable adjustment in the contract price, the delivery schedule, or both, and shall modify the contract.

(c) The Contractor must assert its right to an adjustment under this clause within 30 days from the date of receipt of the written order. However, if the Contracting Officer decides that the facts justify it, the Contracting Officer may receive and act upon a proposal submitted before final payment of the contract.

(d) If the Contractor's proposal includes the cost of property made obsolete or excess by the change, the Contracting Officer shall have the right to prescribe the manner of the disposition of the property.

(e) Failure to agree to any adjustment shall be a dispute under the DISPUTES clause. However, nothing in this clause shall excuse the Contractor from proceeding with the contract as changed.

(FAR 52.243-1)

I11.01-2 ADMINISTRATIVE COST OF TERMINATION FOR CAUSE -- COMMERCIAL ITEMS (DESC FEB 1996)

(a) In the event this contract is terminated for cause, in whole or in part, the Government will incur administrative costs.

(b) The Contractor agrees to pay all administrative costs associated with a contract termination action. The minimum amount the Contractor shall pay for each termination action is \$500. This payment for administrative costs is in addition to any excess reprourement costs and any other remedies or damages resulting from the termination.

(c) The term **termination action**, as used herein, means the termination for cause, including any associated reprourement effort, involving--

- (1) Any single order or any group of orders terminated together;
- (2) Any item or group of items terminated together; or
- (3) The entire contract.

(DESC 52.249-9F20)

I11.04 BANKRUPTCY (JUL 1995)

In the event the Contractor enters into proceedings relating to bankruptcy, whether voluntary or involuntary, the Contractor agrees to furnish, by certified mail or electronic commerce method authorized by the contract, written notification of the bankruptcy to the Contracting Officer responsible for administering the contract. This notification shall be furnished within five days of the initiation of the proceedings relating to bankruptcy filing. This notification shall include the date on which the bankruptcy petition was filed, the identity of the court in which the bankruptcy petition was filed, and a listing of Government contract numbers and contracting offices for all Government contracts against which final payment has not been made. This obligation remains in effect until final payment under this contract. (FAR 52.242-13)

I27 GRATUITIES (APR 1984)

(a) The right of the Contractor to proceed may be terminated by written notice if, after notice and hearing, the agency head or a designee determines that the Contractor, its agent, or another representative--

(1) Offered or gave a gratuity (e.g., an entertainment or gift) to an officer, official, or employee of the Government; and

(2) Intended, by the gratuity, to obtain a contract or favorable treatment under a contract.

(b) The facts supporting this determination may be reviewed by any court having lawful jurisdiction.

(c) If this contract is terminated under paragraph (a) above, the Government is entitled--

(1) To pursue the same remedies as in a breach of the contract; and

(2) In addition to any other damages provided by law, to exemplary damages of not less than 3 nor more than 10 times the cost incurred by the Contractor in giving gratuities to the person concerned, as determined by the agency head or a designee. (This subparagraph (c)(2) is applicable only if this contract uses money appropriated to the Department of Defense.)

(d) The rights and remedies of the Government provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law or under this contract.

(FAR 52.203-3)

I28.01 FEDERAL, STATE, AND LOCAL TAXES (DESC NOV 1993) (DEVIATION)

(a) As used in this clause--

Contract date means the date set for bid opening or, if this is a negotiated contract or a modification, the date set for best and final offers.

All applicable Federal, State, and local taxes and duties means all taxes and duties that the taxing authority, including Puerto Rico and other possessions of the United States, are imposing and collecting on the transactions or property covered by this contract pursuant to written ruling or regulation in effect on the contract date.

After-imposed tax means any new or increased Federal, State, or local excise tax or duty, except social security or other employment taxes, on the transactions or property covered by this contract that the Contractor is required to pay or bear the burden of as the result of legislative, judicial, or administrative action taking effect after the contract date.

After-relieved tax means any amount of Federal, State, or local excise tax or duty, except social security or other employment taxes, that would otherwise have been payable on the transactions or property covered by this contract, but which the Contractor is not required to pay or bear the burden of, or for which the Contractor obtains a refund or drawback, as the result of legislative, judicial, or administrative action taking effect after the contract date.

(b) The contract price includes all applicable Federal, State, or local taxes and duties, except as may be otherwise provided. (For petroleum contracts, see the FEDERAL, STATE, AND LOCAL TAXES EXCLUDED FROM CONTRACT PRICE clause.)

(c) The contract price shall be increased by the amount of any after-imposed tax if the Contractor states in writing that the contract price does not include any contingency for such tax.

(d) The contract price shall be decreased by the amount of any after-relieved tax.

(e) The contract price shall also be decreased by the amount of any excise tax or duty, except social security or other employment taxes, that the Contractor is required to pay or bear the burden of, or does not obtain a refund of, through the Contractor's fault, negligence, or failure to follow instructions of the Contracting Officer.

(f) The Contractor shall promptly notify the Contracting Officer of all matters relating to any excise tax or duty that reasonably may be expected to result in either an increase or decrease in the contract price and shall take appropriate action as the Contracting Officer directs.

(g) The Government shall, without liability, furnish evidence appropriate to establish exemption from any Federal, State, or local tax when the Contractor requests such evidence and a reasonable basis exists to sustain the exemption.

(DESC 52.229-9F15)

128.02-1 FEDERAL, STATE, AND LOCAL TAXES/FEEES EXCLUDED FROM CONTRACT PRICE (DESC AUG 1997)

(a) **FEDERAL EXCISE TAXES EXCLUDED.** All contract prices for fuel and oils furnished under this contract exclude Federal Excise Taxes (FET). The taxes should be handled on the Contractor's invoices as follows:

(1) **MOTOR GASOLINE/GASOHOL.** The FET should be included on the Contractor's invoice as a separate item. The following FET will apply:

<u>FET PER GALLON</u>	<u>PERCENTAGE OF ALCOHOL</u>
\$0.184	0.0% up to but not including 5.7%
\$0.1532	5.7% up to but not including 7.7%
\$0.1424	7.7% up to but not including 10%
\$0.130	10% and above

(2) **AVIATION GASOLINE.** The manufacturer's FET of \$0.194 per gallon should not be included on the Contractor's invoice since all fuel is intended for exempt uses.

(3) **RESIDUAL FUEL OIL.** There is no FET on residual fuel oil.

(4) **DIESEL FUEL.**

(i) **UNDYED DIESEL FUEL.** The FET of \$0.244 per gallon SHOULD BE INCLUDED on the Contractor's invoice as a separate item.

(ii) **DYED DIESEL FUEL.** The FET of \$0.244 per gallon SHOULD NOT BE INCLUDED on the Contractor's invoice since all dyed diesel fuel may be used only for tax exempt purposes.

(iii) **F76.** The FET of \$0.244 per gallon SHOULD NOT BE INCLUDED on the Contractor's invoice as a separate item for F76 since F76 is excluded from the definition of diesel fuel under Internal Revenue Service regulation 26 CFR Section 48.4081-1.

(5) **JET FUEL.** The FET of \$0.219 per gallon should not be included on the Contractor's invoice since all fuel is intended for exempt uses. **A Contractor not permitted by IRS regulations to sell fuel tax free should state that in its offer.**

(b) **STATE AND LOCAL TAXES EXCLUDED.** All contract prices exclude State and local excise taxes on fuels (including gasoline taxes, motor fuel taxes, diesel fuel taxes, special fuel taxes, aircraft fuel taxes, jet fuel taxes, heating oil taxes, kerosene taxes, lubricating oil taxes, and naphtha, solvent, benzol, and benzine taxes). Any applicable taxes (for which no exemption applies) should be included on the Contractor's invoice as a separate item in accordance with the terms of this contract.

(c) **CALIFORNIA SALES AND USE TAX.** All contract prices exclude the California State Sales and Use Tax.

(d) **ENVIRONMENTAL AND OIL SPILL TAXES.** Unless an exemption applies, all contract prices INCLUDE State and local environmental and oil spill taxes and inspection fees.

(e) **INSPECTION FEES.** Unless an exemption applies, all contract prices INCLUDE State and local inspection fees.

(f) **REIMBURSEMENT.** The Government will reimburse the Contractor for the amount of any tax specifically excluded from the contract price pursuant to this clause if no exemption applies.

(g) **LICENSES.** Federal, State, and local licenses or other activities necessary to establish Contractor's entitlement to do business or to tax exemption for transactions under this contract are the responsibility of the Contractor. Failure to obtain appropriate licenses or to follow required procedures shall preclude the reimbursement of taxes which would otherwise be exempt.

(DESC 52.229-9F20)

128.03-1 TAX EXEMPTION CERTIFICATES (DESC MAR 1989)

(a) **FEDERAL EXCISE TAXES.** Contractor's request for tax exemption certificates covering any Federal excise tax excluded from the contract price pursuant to the terms of this contract shall be forwarded with Contractor's invoices or as otherwise indicated by the Ordering Officer.

(b) **STATE AND LOCAL TAXES.** Contractor's requests for tax exemption certificates covering any State and local tax excluded from the FEDERAL, STATE, AND LOCAL TAXES EXCLUDED FROM CONTRACT PRICE clause shall be forwarded with Contractor's invoices or as otherwise indicated by the Ordering Officer.

(c) **GOVERNMENT OPTION TO DEDUCT TAX AND FURNISH TAX EXEMPTION CERTIFICATES.** If this contract provides that the Contractor is to invoice for the Federal tax, the supplies to be furnished under such item at the time this contract is entered into are generally intended for a purpose for which tax exemption cannot be claimed. However, in instances where the invoice price for any item includes the excise tax and tax exemption can be claimed, the applicable tax may be deducted from the order or the invoice by the Government and a tax exemption certificate furnished in lieu of paying the tax. Tax exemption certificates to be furnished under this paragraph (c) will be issued by the Ordering Officer.

(DESC 52.229-9F40)

128.21 TAXES - FOREIGN FIXED-PRICE CONTRACTS (JAN 1991)

(a) To the extent that this contract provides for furnishing supplies or performing services outside the United States, its possessions, and Puerto Rico, this clause applies in lieu of any Federal, State, and local taxes clause of the contract.

(b) **Contract date**, as used in this clause, means the date set for bid opening or, if this is a negotiated contact or a modification, the effective date of this contact or modification.

Country concerned, as used in this clause, means any country, other than the United States, its possessions, and Puerto Rico, in which expenditures under this contact are made.

Tax and taxes, as used in this clause, include fees and charges for doing business that are levied by the government of the country concerned or by its political subdivisions.

All applicable taxes and duties, as used in this clause, means all taxes and duties, in effect on the contract date, that the taxing authority is imposing and collecting on the transactions or property covered by this contract, pursuant to written ruling or regulation in effect on the contract date.

After-imposed tax, as used in this clause, means any new or increased tax or duty, or tax that was exempted or excluded on the contract date but whose exemption was later revoked or reduced during the contract period, other than excepted tax, on the transactions or property covered by this contract that the Contractor is required to pay or bear as the result of legislative, judicial, or administrative action taking effect after the contract date.

After-relieved tax, as used in this clause, means any amount of tax or duty, other than an excepted tax, that would otherwise have been payable on the transactions or property covered by this contract, but which the Contractor is not required to pay or bear, or for which the Contractor obtains a refund, as the result of legislative, judicial, or administrative action taking effect after the contract date.

Excepted tax, as used in this clause, means social security or other employment taxes, net income and franchise taxes, excess profits taxes, capital stock taxes, transportation taxes, unemployment compensation taxes, and property taxes. "Excepted tax" does not include gross income taxes levied on or measured by sales or receipts from sales, property taxes assessed on completed supplies covered by this contract, or any tax assessed on the Contractor's possession of, interest in, or use of property, title to which is in the U.S. Government.

(c) Unless otherwise provided in this contract, the contract price includes all applicable taxes and duties, except taxes and duties that the Government of the United States and the government of the country concerned have agreed shall not be applicable to expenditures in such country by or on behalf of the United States.

I28.21 (CONT'D)

(d) The contract price shall be increased by the amount of any after-imposed tax or of any tax or duty specifically excluded from the contract price by a provision of this contract that the Contractor is required to pay or bear, including any interest or penalty, if the Contractor states in writing that the contract price does not include any contingency for such tax and if liability for such tax, interest, or penalty was not incurred through the Contractor's fault, negligence, or failure to follow instructions of the Contracting Officer or to comply with the provisions of paragraph (i) below.

(e) The contract price shall be decreased by the amount of any after-relieved tax, including any interest or penalty. The Government of the United States shall be entitled to interest received by the Contractor incident to a refund of taxes to the extent that such interest was earned after the Contractor was paid by the Government of the United States for such taxes. The Government of the United States shall be entitled to repayment of any penalty refunded to the contractor to the extent that the penalty was paid by the Government.

(f) The contract price shall be decreased by the amount of any tax or duty, other than an excepted tax, that was included in the contract and that the Contractor is required to pay or bear, or does not obtain a refund of, through the Contractor's fault, negligence, or failure to follow instructions of the Contracting Officer or to comply with the provisions of paragraph (i) below.

(g) No adjustment shall be made in the contract price under this clause unless the amount of the adjustment exceeds \$250.

(h) If the Contractor obtains a reduction in tax liability under the United States Internal Revenue Code (Title 26, U.S. Code) because of the payment of any tax or duty that either was included in the contract price or was the basis of an increase in the contract price, the amount of the reduction shall be paid or credited to the Government of the United States as the Contracting Officer directs.

(i) The Contractor shall take all reasonable action to obtain exemption from or refund of any taxes or duties, including interest or penalty, from which the United States Government, the Contractor, any subcontractor, or the transactions or property covered by this contract are exempt under the laws of the country concerned or its political subdivisions or which the governments of the United States and of the country concerned have agreed shall not be applicable to expenditures in such country by or on behalf of the United States.

(j) The Contractor shall promptly notify the Contracting Officer of all matters relating to taxes or duties that reasonably may be expected to result in either an increase or decrease in the contract price and shall take appropriate action as the Contracting Officer directs. The contract price shall be equitably adjusted to cover the costs of action taken by the Contractor at the direction of the Contracting Officer, including any interest, penalty, and reasonable attorneys' fees.

(FAR 52.229-6)

I28.24 U.S. IMPORT TAX ON PETROLEUM (BULK) (DESC DEC 1980)

This clause is applicable to overseas f.o.b. origin contracts and to domestic f.o.b. origin contracts where product may be imported into the U.S.

The contract prices for any foreign refined product to be furnished hereunder do not include any U.S. Import Tax or Duty on petroleum. In the event that such a tax or duty may be imposed on product furnished under this contract, the U.S. Government shall be responsible for paying or claiming exemption from such taxes or duties, as appropriate.

(DESC 52.229-9F35)

I33 INTEREST (JUN 1996)

(a) Except as otherwise provided in this contract under a PRICE REDUCTION FOR DEFECTIVE COST OR PRICING DATA clause or a COST ACCOUNTING STANDARDS clause, all amounts that become payable by the Contractor to the Government under this contract (net of any applicable tax credit under the Internal Revenue Code (26 U.S.C. 1481) shall bear simple interest from the date due until paid unless paid within 30 days of becoming due. The interest rate shall be the interest rate established by the Secretary of the Treasury as provided in Section 12 of the Contract Disputes Act of 1978 (Public Law 95-563), which is applicable to the period in which the amount becomes due, as provided in paragraph (b) of this clause, and then at the rate applicable for each six-month period as fixed by the Secretary until the amount is paid.

(b) Amounts shall be due at the earliest of the following dates:

(1) The date fixed under this contract.

(2) The date of the first written demand for payment consistent with this contract, including any demand resulting from a default termination.

(3) The date the Government transmits to the Contractor a proposed supplemental agreement to confirm completed negotiations establishing the amount of debt.

(4) If this contract provides for revision of prices, the date of written notice to the Contractor stating the amount of refund payable in connection with a pricing proposal or a negotiated pricing agreement not confirmed by contract modification.

(c) The interest charge made under this clause may be reduced under the procedures prescribed in 32.614-2 of the Federal Acquisition Regulation in effect on the date of this contract.

(FAR 52.232-17)

I81 INDEFINITE QUANTITY (OCT 1995)

(a) This is an indefinite-quantity contract for the supplies or services specified, and effective for the period stated, in the Schedule. The quantities of supplies and services specified in the Schedule are estimates only and are not purchased by this contract.

(b) Delivery or performance shall be made only as authorized by orders issued in accordance with the ORDERING clause. The Contractor shall furnish to the Government, when and if ordered, the supplies or services specified in the Schedule up to and including the quantity designated in the schedule as the "maximum." The Government shall order at least the quantity of supplies or services designated in the Schedule as the "minimum."

(c) Except for any limitations on quantities in the ORDER LIMITATIONS clause or in the Schedule, there is no limit on the number of orders that may be issued. The Government may issue orders requiring delivery to multiple destinations or performance at multiple locations.

(d) Any order issued during the effective period of this contract and not completed within that period shall be completed by the Contractor within the time specified in the order. The contract shall govern the Contractor's and Government's rights and obligations with respect to that order to the same extent as if the order were completed during the contract's effective period; PROVIDED, that the Contractor shall not be required to make any deliveries under this contract after 30 days after the expiration of the ordering period.

(FAR 52.216-22)

I86.12 DELIVERY-ORDER LIMITATIONS - SCOPE OF CONTRACT (BULK) (DESC APR 2001)

(a) The Government agrees to purchase, during the period of this contract and in accordance with the terms of this contract, at least a quantity (or quantities) of product that, under the contract terms, will be not less than 75 percent of the total original estimated contract volume. The Government may satisfy this obligation by purchasing against any or all of the contract line items.

(b) If, under a single solicitation, contract line items are not all awarded at the same time, then, for purposes of this clause, the above mentioned total original estimated contract volume shall be that of the contract after award has been made of all items.

(c) During the period of this contract it may occur that, for administrative convenience, the Government will add to this contract by contract modification additional contract line items being awarded to the Contractor pursuant to a different solicitation. If this occurs, then the Government's original purchase obligation under this contract shall remain unchanged and will in no way extend to the new contract line items. Instead, the Government agrees to an additional purchase obligation, namely, to purchase in accordance with the terms of the contract, during the remaining period of the contract, at least a quantity (or quantities) of any or all of the new line items that, under the contract terms, will be the minimum stated in the solicitation incorporated into the contract modification.

(d) Notwithstanding the provisions of the INDEFINITE QUANTITY clause--

(1) On the final order placed for each product from each refinery source calling for delivery into or by means of tanker, barge, or pipeline, the Government shall be entitled to order, and if ordered, the Contractor shall be required to furnish up to 50,000 barrels over what the Government would otherwise be entitled to lift. However, in no event shall this additional quantity exceed the monthly quantity as defined in the DELIVERY AND CONTRACT PERIODS (DOMESTIC BULK) or the DELIVERY AND CONTRACT PERIODS FOR TANKER AND BARGE DELIVERIES (DOMESTIC BULK) clause.

(2) The Contractor may, at its option, make deliveries subsequent to 30 days after the expiration of the ordering period, if requested by the Government.

(e) If this contract provides for delivery of the same grade of fuel at more than one location, the Ordering Officer may order and the Contractor may, at its option, furnish more than the quantity specified for any one location; PROVIDED, however, that in no event shall an Ordering Officer be entitled to order, nor shall the Contractor be required or permitted to deliver, if ordered, a quantity of any one grade of fuel that, in the aggregate, would be in excess of the total quantity of such grade of fuel specified in this contract. Nothing contained in this paragraph (e) shall prohibit the overage permitted pursuant to (d) above.

(f) The scope of this contract does not include--

(1) Alteration to the specification that would require significant reconfiguration of refinery design, or significant modification of current and planned refinery operations;

(2) Alteration in method of shipment that would result in significant disruption of current and planned refinery operations; and

(3) Alteration of the place of delivery, under f.o.b. origin contracts, that would require delivery from a refinery other than the one(s) specified in the Contractor's offer.

(DESC 52.216-9FH5)

I171.07 LIQUIDATED DAMAGES - SUBCONTRACTING PLAN (JAN 1999)

(a) **Failure to make a good faith effort to comply with the subcontracting plan**, as used in this clause, means a willful or intentional failure to perform in accordance with the requirements of the subcontracting plan approved under the clause in this contract entitled SMALL BUSINESS SUBCONTRACTING PLAN, or willful or intentional action to frustrate the plan.

(b) Performance shall be measured by applying the percentage goals to the total actual subcontracting dollars or, if a commercial plan is involved, to the pro rata share of actual subcontracting dollars attributable to Government contracts covered by the commercial plan. If, at contract completion or, in the case of a commercial plan, at the close of the fiscal year for which the plan is applicable, the Contractor has failed to meet its subcontracting goals and the Contracting Officer decides in accordance with paragraph (c) of this clause that the Contractor failed to make a good faith effort to comply with its subcontracting plan, established in accordance with the clause in this contract entitled SMALL BUSINESS SUBCONTRACTING PLAN, the Contractor shall pay the Government liquidated damages in an amount stated. The amount of

probable damages attributable to the Contractor's failure to comply shall be an amount equal to the actual dollar amount by which the Contractor failed to achieve each subcontract goal.

(c) Before the Contracting Officer makes a final decision that the Contractor has failed to make such good faith effort, the Contracting Officer shall give the Contractor written notice specifying the failure and permitting the Contractor to demonstrate what good faith efforts have been made and to discuss the matter. Failure to respond to the notice may be taken as an admission that no valid explanation exists. If, after consideration of all the pertinent data, the Contracting Officer finds that the Contractor failed to make a good faith effort to comply with the subcontracting plan, the Contracting Officer shall issue a final decision to that effect and require that the Contractor pay the Government liquidated damages as provided in paragraph (b) of this clause.

(d) With respect to commercial plans, the Contracting Officer who approved the plan will perform the functions of the Contracting Officer under this clause on behalf of all agencies that awarded contracts covered by that commercial plan.

(e) The Contractor shall have the right of appeal, under the clause in this contract entitled DISPUTES, from any final decision of the Contracting Officer.

(f) Liquidated damages shall be in addition to any other remedies that the Government may have.

(FAR 52.219-16)

I186 PROTECTION OF GOVERNMENT PROPERTY AND SPILL PREVENTION (DESC MAY 1978)

(a) The Contractor shall use reasonable care to avoid damaging or contaminating existing buildings, equipment, asphalt pavement, soil, or vegetation (such as trees, shrubs, and grass) on the Government installation. If the Contractor fails to use reasonable care and damages or contaminates any such buildings, equipment, asphalt pavement, soil or vegetation, or other Government facilities, he shall replace the damaged items or repair the damage at no expense to the Government and to the satisfaction of the Government. Further, if, as a result of the failure of the Contractor to comply with the requirements of this contract, Government buildings, equipment, asphalt pavement, soil or vegetation, or other Government facilities become damaged or destroyed, the Contractor shall replace or repair the damage at no expense to the Government, and to the satisfaction of the Government. Should the Contractor fail or refuse to make such repairs or replacements, the Government may have the said repairs or replacement accomplished, and the Contractor shall be liable for the cost thereof which may be deducted from the amounts which become due under this contract. Informal agreement with the Contractor upon replacement, repairs, or costs to be deducted shall first be attempted by the Installation Commander or Ordering Officer. If disagreement persists, the matter shall be referred to the Contracting Officer. Unless approved by the Contracting Officer, no costs shall be deducted from amounts due or owing without the Contractor's consent.

(b) The Contractor shall take all measures as required by law to prevent oil spills (including, but not limited to, any spilling, leaking, pumping, pouring, emitting, emptying or dumping into or onto any land or water). In the event the Contractor spills any oil (including, but not limited to, gasoline, diesel fuel, fuel oil, or jet fuel), the Contractor shall be responsible for the containment, cleanup, and disposal of the oil spilled. Should the Contractor fail or refuse to take the appropriate containment, cleanup, and disposal actions, the Government may do so itself. The Contractor shall reimburse the Government for all expenses incurred including fines levied by Federal, State, or local Governments.

(DESC 52.223-9F10)

I190.04 MATERIAL SAFETY DATA SHEETS -- COMMERCIAL ITEMS (BULK) (DESC MAR 1996)

(a) The apparently successful offeror agrees to submit, for each item prior to award, a Material Safety Data Sheet (MSDS), meeting the requirements of 29 CFR 1910.1200(g) and the latest version of Federal Standard No. 313, for all items to be delivered under this contract. Data shall be submitted in accordance with Federal Standard No. 313, whether or not the apparently successful offeror is the actual manufacturer of these items. Failure to submit the MSDS prior to award may result in the apparently successful offeror being considered nonresponsible and ineligible for award.

(b) If, after award, there is a change in the composition of the item(s) or a revision to Federal Standard No. 313, that renders incomplete or inaccurate the data submitted under paragraph (a) of this clause, the Contractor shall promptly notify the Contracting Officer and resubmit the data.

(c) The Contractor shall submit MSDSs to the Contracting Officer. MSDSs must cite the solicitation number, the applicable Commercial and Government Entity (CAGE) code of the manufacturer, and, where so identified, the National Stock Number (NSN).

(d) The offeror need not submit a duplicate MSDS for a product for which the offeror has submitted an MSDS within the past five years. The MSDS of record must fully comply with the latest revision of FED-STD-313, and the data on the MSDS must still be current and complete. Should the description/composition of the product offered differ in any area specified on a previously submitted MSDS, a new MSDS is required.

(DESC 52.223-9F05)

I211 ORDERING (OCT 1995)

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from **DATE OF AWARD** through **SEPTEMBER 30, 2003 FOR ALL PRODUCTS EXCEPT INLAND JP-8***.

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

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

(FAR 52.216-18)

***ORDERS FOR INLAND JP-8 MAY BE ISSUED FROM DATE OF AWARD THROUGH MARCH 31, 2003.**

I211.02 ORDERING (CONT'D) (DESC JAN 1991)

(d) For product funded and paid for by the Defense Logistics Agency, the Contractor will be furnished with a document entitled "Source Identification and Ordering Authorization." This document is for planning purposes only and does not constitute an order under the contract. This document will also indicate the activity(ies) authorized to place orders under this contract. This document does not in any manner modify or limit Contractor's obligation to deliver pursuant to properly placed orders as provided in the contract.

(DESC 52.216-9FC5)

THE FOLLOWING CLAUSE APPLIES ONLY TO PARTIAL SMALL BUSINESS SET-ASIDE LINE ITEMS THAT MAY BE CONTAINED IN THIS DOCUMENT.

I237.06 NOTICE OF PARTIAL SMALL BUSINESS SET-ASIDE (DEVIATION) (DESC MAR 1999)

(a) **DEFINITION. Small business concern**, as used in this clause, means a concern, including its affiliates, that is independently owned and operated, not dominant in the field of operation in which it is bidding on Government contracts, and qualified as a small business under the size standards in this solicitation.

(b) **GENERAL.**

(1) A portion of certain items of this procurement, as listed in the Schedule, has been set aside for award to eligible small businesses. The quantities indicated for such items in the Schedule include the set-aside portion. All offerors are urged to offer the maximum quantities they desire and are capable of delivering. Small business concerns interested in receiving a set-aside contract should submit an offer in the same manner as though there were no set-aside. Volumes offered by qualified small business concerns will be evaluated for the non-set-aside and set-aside portions of the procurement. Separate offers should not be submitted on the non-set-aside and set-aside portions.

(2) The partial small business set-aside of the procurement is based on a determination by the Contracting Officer that it is in the interest of maintaining or mobilizing the nation's full production capacity or in the interest of national defense programs, or in the interest of assuring that a fair portion of Government procurement is placed with small business concerns.

(3) All of the offers received under this solicitation will first be negotiated as to price and an evaluation will be made as though there were no set-aside.

(4) For the purposes of set-aside evaluation, when an offer contains increments at different prices, each increment will be considered a separate offer. Except as provided in (d) below, negotiations will be limited to the offered quantities not awarded under the provision of (c)(2) below.

(c) **SET-ASIDE AWARD PROCEDURE.**

(1) The price for the small business set-aside portion will be negotiated by the Contracting Officer based upon prices the Government would otherwise pay under this solicitation had there been no set-aside for supply of the location at which the set-aside is placed, adjusted for transportation charges and other factors. Awards will be made to the small business concern whose offer is determined by this evaluation to be low without further negotiation. Contracts for the remaining set-aside portions will be negotiated with those eligible small business concerns that have submitted a responsive offer on the various items for which a set-aside has been established.

(2) Negotiations for small business set-aside awards will begin with the small business concern with the lowest evaluated price and a quantity of offered product remaining. If the low small business concern on the item does not offer to supply product at the set-aside price, the next low small business concern on the item will be given the same opportunity, and continuing with the next low small business concern until all small business concerns have been contacted.

(3) After set-aside negotiations have been concluded, a final evaluation will be accomplished. All eligible offerors, without regard to the size of the company, will be afforded an opportunity to compete for non-set-aside quantities. The Government reserves the right to make awards to the otherwise low offeror for all or any portion of the set-aside quantities, without regard to the size of the company, if eligible small business concerns do not offer a quantity of product sufficient to meet a set-aside requirement or do not offer to supply at the set-aside prices. The total quantity that will be awarded a small business offeror on both the unreserved and reserved portions will not exceed the total quantity offered under this solicitation by such small business offerors. However, if insufficient product is offered by small business concerns to meet the quantity set aside for small business, small business concerns with which the Government has already commenced negotiations may be given an opportunity to offer additional product.

(4) Where the Trade Agreements Act applies to the non-set-aside portion, offers of eligible products will be treated as if they were qualifying country end products.

(d) **AGREEMENT.** For the set-aside portion of the acquisition, a small business concern submitting an offer in its own name agrees to furnish, in performing the contract, only end items manufactured or produced by small business concerns inside the United States. The term **United States** includes its territories and possessions, the Commonwealth of Puerto Rico, the Trust Territory of the Pacific Islands, and the District of Columbia. If this procurement is processed under simplified acquisition procedures and the total amount of this contract does not exceed \$25,000, a small business concern may furnish the product of any domestic firm. This paragraph does not apply in connection with construction or service contracts.

(DESC 52.219-9F30)

SECTION J

ATTACHMENT 1	OFFEROR SUBMISSION PACKAGE
ATTACHMENT 2	SF 1449 SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS
ATTACHMENT 3	DESC FORM 1890 – CONTRACTOR BULK LIQUID FACILITIES REPORT
ATTACHMENT 4	STADARDIZED FORMAT FOR USE IN THE PREPARATION OF PRODUCT TEST REPORTS
ATTACHMENT 5	SIGNATURE SHEET FOR BULK PORTS
ATTACHMENT 6	SMALL BUSINESS, VETERAN-OWNED SMALL BUSINESS, HUBZONE SMALL BUSINESS, SMALL DISADVANTAGED BUSINESS AND WOMEN-OWNED SMALL BUSINESS COMMERCIAL SUBCONTRACTING PLAN, DESC FORM 19.1
ATTACHMENT 7	INDIVIDUAL SMALL BUSINESS SUBCONTRACTING PLAN, DESC-P FORM 19.2

SECTION L

L2.07 EVIDENCE OF RESPONSIBILITY (DESC JAN 1998)

(a) Any offeror not performing a significant portion of the contract with its own facilities and personnel may be determined by the Contracting Officer to be nonresponsible.

(b) If the offeror's source of supply is a firm or refinery independent of the offeror, the offeror shall submit evidence of a supply commitment from such source(s) when submitting its offer under this solicitation. Evidence of supply commitments must extend to the subcontracting level at which the product is produced.

(c) Such evidence may be in the form of a signed copy of the contract between the offeror and its supplier or in the form of a contingency letter from the supplier or other satisfactory documentation. In any event, such evidence of agreement shall clearly identify--

- (1) The volumes to be supplied;
- (2) The specification(s) of product(s) to be supplied;
- (3) The points of delivery and period of contract performance;
- (4) The escalation provision(s) applicable to products to be supplied; and
- (5) The supplier's delivery and inspection terms and conditions.

(d) If the offeror changes its source of supply, such change must be made no later than the time specified for the submission of Final Revised Proposals. A notice of a change in the offeror's source of supply must include the documentation set forth in (c) above.

(e) Failure to comply with the above provisions may result in a determination of nonresponsibility by the Contracting Officer.

(DESC 52.209-9F15)

L2.09 EVIDENCE OF RESPONSIBILITY (OPERATING CRITERIA) (DESC MAR 2000)

(a) To be determined responsible, an offeror must designate, as a source of supply for performance under any resulting contract, a refinery that is operating at the time the offeror submits its Final Proposal Revision. An operating refinery is a refinery that is producing petroleum products. For purposes of this clause, a petroleum product is a fuel used to operate motor vehicles, ships or aircraft.

(b) The evidence of responsibility required by this provision is in addition to the responsibility criteria set forth in FAR 9.104.

(DESC 52.209-9F20)

L2.11-2 FACSIMILE PROPOSALS (OCT 1997)

(a) **DEFINITION. Facsimile proposal**, as used in this provision, means a proposal, revision, or modification of a proposal, or withdrawal of a proposal that is transmitted to and received by the Government via facsimile machine.

(b) Offerors may submit facsimile proposals as responses to this solicitation. Facsimile proposals are subject to the same rules as paper proposals.

(c) The telephone number of receiving facsimile equipment is **(703) 767-8506 (Bid Custodian)**.

(d) If any portion of a facsimile proposal received by the Contracting Officer is unreadable to the degree that conformance to the essential requirements of the solicitation cannot be ascertained from the document—

(1) The Contracting Officer immediately shall notify the offeror and permit the offeror to resubmit the proposal;

(2) The method and time for resubmission shall be prescribed by the Contracting Officer after consultation with the offeror; and

(3) The resubmission shall be considered as if it were received at the date and time of the original unreadable submission for the purpose of determining timeliness, provided the offeror complies with the time and format requirements for resubmission prescribed by the Contracting Officer.

(e) The Government reserves the right to make award solely on the facsimile proposal. However, if requested to do so by the Contracting Officer, the apparently successful offeror promptly shall submit the complete original signed proposal.

(FAR 52.215-5)

L5.01-1 AGENCY PROTESTS (SEP 1999) - DLAD

Companies protesting this procurement may file a protest (1) with the Contracting Officer, (2) with the General Accounting Office, or (3) pursuant to Executive Order No. 12979, with the Agency for a decision by the Activity's Chief of the Contracting Office. Protests filed with the Agency should clearly state that they are an "Agency Level Protest under Executive Order No. 12979." (NOTE: DLA procedures for Agency Level Protests filed under Executive Order No. 12979 allow for a higher level decision on the initial protest than would occur with a protest to the Contracting Officer; this process is not an appellate review of a Contracting Officer's decision on a protest previously filed with the Contracting Officer.) Absent a clear indication of the intent to file an agency level protest, protests will be presumed to be protests to the Contracting Officer.

(DLAD 52.233-9000)

L21.05 PROCEDURES FOR AWARDING FAILED 8(a) RESERVATIONS (BULK) (DESC APR 1993)

If the 8(a) reservation reflected in the SET-ASIDE QUANTITIES clause does not result in a contract with the Small Business Administration, these quantities will revert back to the set-aside or non-set-aside quantities from which they were originally taken. The below items, should the 8(a) reservation be unsuccessful, will revert as follows:

<u>ITEM NO.</u>	<u>LOCATION</u>	<u>8(a) QUANTITIES</u>	<u>SET-ASIDE</u>	<u>NON-SET-ASIDE</u>
0094	AASF MAP BISMARK	45,000	45,000	
0102	ANG CHEYENNE	675,000	675,000	
0103	NG CAMP GUERNSEY	90,000	90,000	
0354	AASF PENDLETON	180,000	180,000	
0356	CAMP RILEA	45,000	45,000	
0357	CAMP WITHYCOMBE	31,500	31,500	
0358	CENTRAL OR UTES REDMOND	36,000	36,000	
0359	CGAS ASTORIA	270,000	270,000	
0360	CGAS NORTH BEND	198,000	198,000	
0362	OR NG AASF SALEM	180,000	180,000	
0365	FORT LEWIS	1,800,000	1,800,000	
0368	YAKIMA FIRING CTR	810,000	810,000	

(DESC 52.219-9F15)

L43 REDUCTION IN PRICE (DESC MAR 1996)

If this solicitation is for jet fuel, Grade JP4, JP5, or JP8, offerors are requested to indicate the amount of reduction in price per gallon for products ordered for delivery without fuel system icing inhibitor on all origin tanker, barge, and/or pipeline offers. The Government may desire this product, if ordered on an origin basis, on any tanker, barge, and/or common carrier pipeline used for delivery of product to military installations. (OFFERORS WILL SPECIFY THE PIPELINE(S) TO WHICH THEY ARE CONNECTED ON ALL ORIGIN PIPELINE OFFERS.) However, destination offerors will be required to furnish product containing the fuel system icing inhibitor. The reduction will be shown in the space provided on the offer or on the origin bid card, if origin bid cards are included in the offer.

(DESC 52.216-9F15)

L74 TYPE OF CONTRACT (APR 1984)

The Government contemplates award of a FIXED PRICE WITH ECONOMIC PRICE ADJUSTMENT contract resulting from this solicitation.

(FAR 52.216-1)

L96 ADMINISTRATION OF THE SMALL BUSINESS SUBCONTRACTING PROGRAM (DESC FEB 1999)

The SMALL BUSINESS SUBCONTRACTING PLAN clause contained in any contract awarded under this solicitation will be administered by the cognizant Defense Contract Management District.

(DESC 52.242-9F15)

L115 F.O.B. ORIGIN AND/OR F.O.B. DESTINATION EVALUATION (APR 1984)

Offers are invited on the basis of both f.o.b. origin and f.o.b. destination, and the Government will award on the basis the Contracting Officer determines to be most advantageous to the Government. An offer on the basis of f.o.b. origin only or f.o.b. destination only is acceptable, but will be evaluated only on the basis submitted.

(FAR 52.247-45)

L203 HANDCARRIED OFFERS AND EXPRESS DELIVERY SERVICE (DESC JAN 1998)

(a) Any handcarried offer must be received at the depository indicated on the Standard Form (SF) 33 or SF 1449 of this solicitation by the date and time specified for receipt of offers. Evidence to establish the time of receipt at the Government installation is the time/date stamp of that installation on the solicitation wrapper or other documentary evidence of receipt maintained by the installation.

(b) Offers delivered by an express delivery service will be considered "handcarried." Therefore, bidders/offerors that respond to this solicitation using an express delivery service must ensure that the express delivery service "handcarries" the offer to the depository indicated on the SF 33 or SF 1449.

(c) The term **express delivery service** does not include Express Mail delivered by the United States Postal Service. Express Mail will be considered "mail" under the LATE SUBMISSIONS, MODIFICATIONS, AND WITHDRAWALS OF BIDS provision or the Late Offers paragraph of the INSTRUCTIONS TO OFFERORS - COMMERCIAL ITEMS or INSTRUCTIONS TO OFFERORS - COMPETITIVE ACQUISITIONS provision.

(DESC 52.252-9F05)

SECTION M

M4.01 RIGHT TO APPLY F.O.B. ORIGIN OFFER (DESC JAN 1976)

The Government reserves the right to apply an f.o.b. origin offer against any destination item for the same product.

(DESC 52.247-9F55)

M10 EVALUATION - ALL OR NONE (DESC MAR 2000)

Offers that tie one item to another (i.e., "If awarded Item 0020, we will accept items 0019 & 0021"; "We will only accept Item 0001 if awarded Item 0002"; "We will only accept Item 0003 & Item 0010 together") will be considered "All or None" offers for those items that are "tied" together. Offers or proposals submitted on an "All or None" basis will be evaluated in the aggregate, and the award for those items "tied" together will be made at the lowest overall cost to the Government, price and other factors considered. Offers may also specify a minimum quantity for award and award will be made at the lowest overall cost to the Government, price and other factors considered. Offers may not, however, tie F76 with other products, tie together the product or quantity from one refinery or production facility with the product or quantity from a separate refinery or production facility, nor include an overall minimum quantity for award that ties together the products or quantities of separate refineries or production facilities. Such offers will be rejected as unacceptable.

(DESC 52.209-9F40)

M19.05 EVALUATION OF OFFERS SUBJECT TO ECONOMIC PRICE ADJUSTMENT (DOMESTIC BULK) (DESC JAN 1998)

(a) Offer prices received by DESC effective at the date and time set for Final Revised Proposals will be used for evaluation of offers. FOR EVALUATION PURPOSES ONLY, these offered prices will not be adjusted to reflect any increase or decrease that may occur under the provisions of the ECONOMIC PRICE ADJUSTMENT (EPA) clause(s).

(b) Offered prices will be subject to all terms and conditions of the EPA clause(s).

(c) (1) For all products, the award document will contain one price for each item. This price will be identified as the **base unit price**. The **base unit price** is the Final Revised price which is subject to adjustment when the ADJUSTING MARKET PRICE becomes available.

(2) For all products, awards will be made at the Final Price Revision, which is subject to adjustment at the start of the delivery period.

(DESC 52.216-9F30)

**M24.01 EVALUATION OF OFFERS INVOLVING F.O.B. TANKER LOADING
(JP4/JP5/JP8/F76/DFA/FS2/MOGAS) (DESC MAR 2000)**

(a) Transportation will be considered in the evaluation of all origin offers unless the solicitation specifically indicates otherwise in the Schedule. The transportation to be used in evaluation will be based on the actual average daily fixed cost plus a composite of estimated variable costs for the vessels of the Military Sealift Command (MSC) controlled fleet. The rates will be those in effect on the due date for receipt of initial offers.

(b) In the event an offeror limits his offer to individual tanker loadings of less than 235,000 barrels of product for one or more combinations of product, the offer will be evaluated on the basis of total vessel cost prorated over maximum quantity of product offered.

(c) Notwithstanding the provisions of paragraph (c) of the TANKER/OCEAN-GOING BARGE DEMURRAGE AND LOADING CONDITIONS clause, offers containing provisions for tankers with a loaded draft of less than 36 feet will be considered for award. Offers containing such limitations will be considered, for evaluation purposes, under the procedures set forth in paragraph (b) above.

(d) The following destinations will be evaluated on fully loaded vessels over 30,000 DWT:

FOR JP8

SAN PEDRO, CA
SELBY, CA
PUGET SOUND, WA
PEARL HARBOR, HI

FOR JP5

PT LOMA, CA
SELBY, CA
SAN PEDRO, CA
PEARL HARBOR, HI
PUGET SOUND, WA

FOR F76

PT LOMA, CA
PUGET SOUND, WA
PEARL HARBOR, HI

The following destination due to draft limitations or delivery restrictions cannot receive fully loaded vessels over 30,000 DWT and will be evaluated on a two-port discharge assuming that the listed destinations are the furthest ports:

FOR JP8

PORTLAND, OR
ANCHORAGE, AK

FOR JP5

JOHNSTON ATOLL AP
KWAJALEIN ATOLL, AP
WAKE ISLAND, AP
CG SUPPORT CENTER KODIAK

FOR F76

KWAJALEIN ATOLL

(DESC 52.247-9F10)

M27 EVALUATION OF OFFERS (DOMESTIC BULK) (DESC MAR 1996)

(a) Offerors are requested to offer on all or any part of the products listed herein, and on the methods of delivery that the offeror's facilities will permit. The Armed Services prefer to use Government-owned railroad tank cars and/or to arrange for transport trucks for delivery to using activities (destinations) from origin, whether it be refinery, terminal, or bulk plant, unless the destination price offer is lower than the origin price plus commercial or negotiated Government rates. Even though offers are made on a destination basis, offers covering delivery on an origin basis at Contractor's refinery, terminal, and/or bulk plant are requested and should be included in the spaces provided. The Government reserves the right to award, as the interest of the Government may require, on the basis of origin delivery at refinery, terminal, and/or bulk plant or on the basis of destination delivery.

(b) When requirements are indicated as Alternate Delivery in the Schedule, evaluation will be made on the cost of delivery direct from offeror's refinery, terminal, or bulk plant and alternately on the cost of bulk water or pipeline liftings for refineries, transportation to the Government controlled terminals indicated, and transportation from the terminal to using activity. Awards will be made in whole or part on either basis, but not on both.

(c) The DELIVERY AND CONTRACT PERIODS clause contains provisions applicable to offers for deliveries over the full contract period. Notwithstanding said provisions, offers that restrict delivery of supplies hereunder to any particular time or times during said period will be considered for award if advantageous to the Government.

(d) Discounts for prompt payments will not be considered in the evaluation of offers.

(DESC 52.207-9FC5)

M41.04 EVALUATION OF OFFERS - TRANSPORTATION RATES AND RELATED COSTS (BULK) (DESC DEC 2001)

(a) Transportation rates and related costs shall be used in the evaluation of f.o.b. origin bids and proposals. The best available transportation rates and related costs in effect on or to become effective prior to the expected date of initial shipment and on file or published at the date of the bid opening or initial proposal due date shall be used in the evaluation. However, when transportation rates and related costs that cover the traffic are filed or published after the bid opening or initial proposal due date and there were no applicable rates or costs in existence on that date, these rates and costs shall be used in the evaluation. Rates from carriers participating in Powertrack will take precedence over those of non-Powertrack carriers.

(b) For evaluation purposes, truck rates shall be applied according to the following hierarchy:

- (1) Prime carrier rate on applicable guaranteed traffic route order;
- (2) The lower of state-to-state, point-to-point, or prime carrier rate on applicable standing route order;
- (3) State-to-region or region-to-state rates;
- (4) Region-to-region rates;
- (5) Region-to-9C or 9C-to-region rates;
- (6) Quotation rates;
- (7) CONUS-wide rates, also known as 9C-to-9C rates or mileage rates.

(c) If the offeror desires to guarantee a rate other than that covered in (a) and (b) above, such rate shall be considered in the evaluation of offers and shall become a part of any resultant contract.

(d) When Government property is to be furnished and shipped by the Government under a contract to a point specified by the prospective supplier in its bid or proposal, transportation costs shall be a cost factor in the evaluation of bids or proposals.

(DESC 52.247-9F76)

M72 EVALUATION OF OFFERS (EXCEPTIONS/DEVIATIONS) (DESC APR 1997)

(a) Offerors are expected to submit offers in full compliance with all terms and conditions of this solicitation.
(b) Any exceptions/deviations to the terms and conditions of this solicitation will result in the Government's determination that either--

- (1) The exception/deviation is material enough to warrant rejection of the offer in part or in full; or
- (2) The exception/deviation is acceptable.

(c) If the exception/deviation is in reference to a specification contained in this solicitation and the offeror cannot supply product fully meeting the required specification(s), the product can be offered for consideration provided the offeror clearly indicates, by attachment to the offer, the extent to which any product offered differs from the required specification(s).

(d) If the exception/deviation is in reference to a particular test, inspection, or testing method contained in this solicitation, the offer can be considered provided the offeror clearly indicates, by attachment to the offer, the extent to which its offer differs from those requirements.

(e) If the exception/deviation is determined acceptable, offered prices may be adjusted, for evaluation purposes only, by the Government's best estimate of the quantitative impact of the advantage or disadvantage to the Government that might result from making an award under those circumstances.

(DESC 52.209-9F45)

M74 USE OF DESP BY COMMERCIAL SUPPLIER OFFERING PRODUCT UNDER DESC SOLICITATIONS

(DESC AUG 1983)

DESC reserves the right to accept or reject offers that require movement of product through a Defense Energy Support Point to effect tanker loading. Rejection may be based on economics, detrimental logistical impact on the Government, or other good cause.

(DESC 52.211-9F35)