

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT		1. CONTRACT ID CODE J		PAGE 1 of 7
2. AMENDMENT/MODIFICATION NO. 0005		3. EFFECTIVE DATE May 13, 2004		4. REQUISITION/PURCHASE REQ. NO.
				5. PROJECT NO. (If applicable) DFSP Norfolk, VA
6. ISSUED BY DEFENSE ENERGY SUPPORT CENTER 8725 JOHN J. KINGMAN RD., SUITE 4950 FT. BELVOIR, VA 22060-6222 BUYER/SYMBOL – LMcCANTS/DESC-FPA PHONE - (703) 767-9335 FAX - (703) 767- 9338 Email – Laura.McCants@dla.mil		CODE SCO600	7. ADMINISTERED BY (If other than Item 6) CODE SCO600	
6.1				
8. NAME AND ADDRESS OF CONTRACTOR (NO., street,city,county,State,and ZIP Code)			9a. AMENDMENT OF SOLICITATION NO. SP0600-04-R-0032	
			9b. DATED (SEE ITEM 11) March 1, 2004	
			10a. MODIFICATION OF CONTRACT/ORDER NO.	
			10b. DATED (SEE ITEM 13)	
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS				
<p>[X] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers [X] is extended, [X] is not extended Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:</p> <p>(a) By completing Items 8 and 15, and returning ___1___ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or(c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.</p>				
12. ACCOUNTING AND APPROPRIATION DATA (If required)				
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.				
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.				
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b)				
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: MUTUAL AGREEMENT OF THE PARTIES				
D. OTHER (Specify type of modification and authority)				
E. IMPORTANT: Contractor [X] is not, [] is required to sign this document and return _____ copies to the issuing office.				
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)				
Solicitation SP0600-04-R-0032 is amended to incorporate the following information.				
a. Extension. The date for receipt of offers is revised to May 28, 2004, 3:00 PM Fort Belvoir, VA time All proposals should be sent to: ATTN: DESC-FPA/L. McCants, Defense Energy Support Center, 8725 John J. Kingman Road, Suite 4950, Fort Belvoir, VA 22060-6222. Proposals should state: Offer under RFP SP0600-04-R-0032 on the outside of the package/envelope.				
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.				
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME OF CONTRACTING OFFICER	
			AMY V. LOAR	
15B. NAME OF CONTRACTOR/OFFEROR		15C. DATE SIGNED	16B. UNITED STATES OF AMERICA	
BY _____ (Signature of person authorized to sign)			BY _____ (Signature of Contracting Officer)	
			16C. DATE SIGNED	

b. The following question and answer:

Question: While posting Amendment 0003, I noticed a significant disparity in the workload data provided that I should have caught previously. CR change Page 5 (CR-1.6.1 Workload) reflects an average monthly workload of 1,750 aircraft, and a peak workload of 2,676 aircraft (October 2003). If one adds the typical weekday workload identified on TE Page 9-3 it equates to 1,584 servicings per week, or 6,882 per month. What is the correct workload planning information? (Note, we assumed the TE is incorrectly labeled as pit servicings, and is in fact total servicings.)

Answer: At first glance one could simply add all the data provided and reach the conclusion that the workload is far greater than indicated in Section CR-1;6;1, however, the data provided is in four (4) hours increments. It is rough data averaged to show a general flow of work for a typical day. One must divide each figure by four to arrive at a rough hourly workload. If one looks at the FY03 data, divides each point by four, and multiplies the result by 52 weeks of the year, one could, considering round up, conclude that 20,722 movements were undertaken in FY03. In fact, 19,339 movements were accomplished. The FY04 data sheets are done in hourly increments and by unique workload sectors so as to preclude any confusion regarding workload factors.

c. The Performance Work Statement (PWS) for CNRMA (NS Norfolk and NAB Little Creek) is changed as outlined below. To facilitate the changes, remove pages 34-36 and 43 of 01/23/04 and replace with the following:

1. **CR-2.12.2.33, Corrosion Control and Painting (C)**. The size of the area requiring corrosion has been deleted.
2. **CR-2.12.2.38, Barges (YON), Page 34** has been added to show that PM on the two YON barges assigned to NAB is required. Pages 35 and 36 that follow are the result of repagination.
3. **CR-3.1.3.1, General, Page 43** has been updated to show that refueler tanks and components shall be aluminum or stainless.
4. The Performance Work Statement (PWS) for CNRMA (**Craney Island, Yorktown, and Sewell's Point**) is changed as outlined below. To facilitate the change, remove page 32 of 04/16/04, and replace them with same pages dated 05/13/04.
5. **Table 1. Minimum Frequencies for Preventive Maintenance, Page 32** has been changed to show that no winches are installed on the FISC barges.

CR-2.12.2.33 Corrosion Control and Painting (C): The Contractor shall perform corrosion control and minor painting (of those systems requiring painting) as part of housekeeping. Minor/spot painting consists of preparing, applying primer, and repainting small surfaces areas and small components, i.e., valves, strainer, and motors, to protect surfaces from corrosion and to preserve appearances. The Contractor shall also apply color code bands and symbols as outlined in [MIL-STD-161, Identification Methods for Bulk Petroleum Products Systems](#).

CR-2.12.2.33.1 Large Surfaces: The Contractor will not be required to paint large vertical surfaces such as buildings and tanks or entire pipeline systems.

CR-2.12.2.33.2 Materials Used: Paint and primer used shall be an oil base type suitable for use on metal and exterior surfaces and shall be matching or compatible with the existing paint scheme.

CR-2.12.2.34 Spill Remediation Equipment:

CR-2.12.2.34.1 Kits (C): Government provided spill remediation kits of all sizes and types shall be inspected and monitored continuously. The Contractor shall furnish replacement supplies/kit components. See [Section CR-3.3.1.8, Spares for Government Furnished Equipment/Facilities](#), regarding the provisioning of spares, replacement parts, and small components.

CR-2.12.2.34.2 Skimmers (Q): All such equipment operated by Port Operations.

CR-2.12.2.34.3 Small Craft (Boats) (Q): All such equipment operated by Port Operations.

CR-2.12.2.34.3 Booms and Boom Systems (Q): All such equipment operated by Port Operations.

CR-2.12.2.35 Service Station Facilities (C): Service station facilities (**NAB Little Creek Only**), manual or automated, shall be inspected and monitored continuously. Components, i.e., tanks, filters, pumps, hoses, nozzles, and other relevant items as may be identified above shall be inspected as outline above and as a part of the fuel management PM program. See [Section CR-3.3.1.8, Spares for Government Furnished Equipment/Facilities](#), regarding the provisioning of spares, replacement parts, and small components.

CR-2.12.2.36 LCAC Cabinet Facilities: LCAC Cabinet facilities (**NAB Little Creek Only**), shall be operated by the Contractor but maintained by the Government (ACU4). The Contractor shall perform pre-operation inspections and monitor the facilities during operations. Noted discrepancies shall be documented and reported to the COR.

CR-2.12.2.37 AFFF Facilities/Systems (C): At those locations that are equipped with AFFF facilities/systems, the Contractor shall monitor such facilities/systems continuously. Any noted discrepancies shall be reported to the Fire Department via the COR.

CR-2.12.2.38 Barges (YON): FISC owned barges assigned to NAB Little Creek shall be maintained by the Contractor. In addition to the continuous observation during barge operations and corrosion control as outline in Section CR-2.12.2.33, Corrosion Control and Painting (C), above, the Contractor shall prepare the barges for the annual hull inspection and barge certifications, quarterly electrical inspections, and lubricate components quarterly.

- **Requirement.** Inspect and maintain fuel facilities and equipment so as to be fully capable of performing all scheduled product receipt and delivery operations and/or respond to non-scheduled service requests received by the dispatch center. Operate system for the days/hours specified herein to provide the customer with quality products and services in a safe and timely manner. Capture workload data and maintain records that fully summarize work accomplished in terms of time, cost, and materials. Advise the Government of any circumstance that may result in the inability to perform the required services in a timely manner.
- **Performance Standards:**
 - ✓ Assigned system operators qualified and knowledgeable of inspection and maintenance requirements. Training records current
 - ✓ Facilities, structures, equipment, and grounds maintained so as to present a clean and orderly appearance and a safe work environment

- ✓ Facility, system, and equipment reference files maintained and current
- ✓ The Preventive Maintenance (PM) program installed, maintained and current
- ✓ Preventive/operator maintenance performed as scheduled/required
- ✓ Preventive/operator inspections and maintenance fully documented
- ✓ Maintenance beyond normal PM/operator programs documented and reported to the COR

CR-2.13 Training and Records Keeping

CR-2.13.1 Training Plan and Program: The Contractor shall establish and maintain a training program that is acceptable to the Government. The plan, both summary and final, shall be provided to the Government as outlined in [Section CR-1.4.11, Training Plan](#). On acceptance, the complete training plan shall become a part of the contract. The training plan/program shall ensure that all contract personnel receive training ranging from initial employee indoctrination to fuel safety and environmental issues as may be outlined in but not necessarily limited to in the following table. Training shall be fully documented within each individuals training record. The *Personnel Qualification Standard (POS) for Aviation Fuel Operations Ashore, NAVEDTRA 43288A* shall be used as the core training record for all fuel personnel respectively.

CR-2.13.2 Training Monitor: The Contractor shall appoint a responsible individual the collateral duty of Training Monitor, the primary point of contact regarding training and records keeping issues.

CR-2.13.3 Training Records: Training records shall be kept current and information posted thereto as training occurs. Training records shall be made available to the Government on request. All training documents or a complete copy thereof, excluding proprietary company information, shall be provided without cost to an employee on termination of duties with the contractor.

Table 5 Training Requirements

Training ⁽¹⁾
Base Driver Training and Familiarization to include Flightline Operations
Fire Prevention and Control
Confined Space Entry (as applicable)
Protection of the Environmental
Facility Response Plan (FRP)
Hazardous Communication
Hazardous Waste Operations and Emergency Response
Lock-Out/Tag-Out Procedures
Safe Transportation of Hazardous Materials
Fuel System Safety
Fuels Automated System (FAS)
Landing Signalman, Enlisted, basic Plane Captain training, provided by/at NS Norfolk, one (1) week course

(1) Except as may be specified by other sections of this contract, the government is not obligated to train or provide training to contract personnel. However, incidental training as may be mandated by the base and provided without cost to the Contractor, i.e., fire prevention or base/flightline familiarization, shall be fully documented within an employee’s training record.

- **Requirement:** The Contractor shall continually develop and train personnel to enhance work habits and improve skills applicable to the petroleum management mission. Training relevant to equipment operation, product handling and safety procedures, quality and quantity determination, environmental protection, and administrative/accounting functions shall be provided as applicable. The Contractor shall advise the Government of any circumstance that may result in the inability to perform the required services.
- **Performance Standards.**
 - ✓ The Contractor’s Training Monitor is identified
 - ✓ A complete and current copy of the contract Training Plan readily available to the Government on request
 - ✓ One hundred percent compliance with the government accepted training standards
 - ✓ All training records complete and annotated regarding required training as outline in the training plan
 - ✓ Training materials, literature, documents, aids, and information readily available to all personnel

CR-2.14 Safety Program

CR-2.14.1 Safety Plan: As noted in [Section CR-1.4.9, Fuel Safety](#), the Contractor shall publish and maintain a comprehensive fuel safety program that complies with applicable Federal, state, and local laws and Navy instructions and regulations. The following table lists those safety plans/topics to be provided by the Contractor and Government plans to be incorporated in the Contractor’s final safety plan. On acceptance, the safety plan shall become a part of the contract.

CR-2.14.2 Safety Monitor: The Contractor shall appoint a responsible individual the collateral duty of Safety Program Monitor, the primary point of contact regarding the Contractor’s safety program.

CR-2.14.3 Safety Materials: A copy of the safety plan supported by applicable safety literature, training aids, and other safety training materials shall be made available to contract employees.

CR-2.14.4 Accident/Incident Reporting: All duty related accidents and incidents, to include traffic violations involving Contractor operated equipment, for which the Contractor or contract personnel are responsible or involved in shall be reported to the COR immediately or, depending on the severity and circumstances, as soon as practical. All accidents and incidents shall be fully documented and a copy of all initial draft and final accident/incident reports forwarded to the COR with the next duty day documents and reports. Also see [Section CR-2.15.5, Spill Reporting](#), regarding product/material spills.

Table 6 Safety Plan

Safety
Industrial Hygiene Plan (Physical survey performed by the Government.)
Confined Space Entry Plan (Provided by the Contractor as applicable.)
Disaster Preparedness Plan (Provided by the Government.)
Fire Prevention and Protection Plan (Provide for all Contractor used and controlled systems and facilities.)
Hazardous Waste Operations and Emergency Response Plan (Provided by the Government.)
Safety and Health Standards Plan
Accident/Incident Reporting

- **Requirement:** Establish a comprehensive safety program and publish a safety plan. Train personnel to recognize potential hazards, avoid exposure to danger, and to develop safe working habits and skills applicable to petroleum related operations so as to minimize disruptions to customer support. The Contractor shall advise the Government of any circumstance that may result in the inability to perform the required services.

- **Performance Standards:**
 - ✓ The Contract’s Safety Plan available to the Government and contract personnel
 - ✓ All safety materials, training aids and documents readily available to contract personnel
 - ✓ Contractor safety monitor appointed
 - ✓ One hundred percent documentation and compliance with government approved safety plans
 - ✓ One hundred percent documentation verifying all operations are conducted in accordance with government approved procedures

CR-3.1.2.12 Spot Light: Each prime mover shall be equipped with a cab-mounted spotlight that can be manipulated by the driver from within the truck cab.

CR-3.1.3 Refuelers (NS Norfolk Only)

CR-3.1.3.1 General: Contractor provided refuelers (fuel-servicing trucks/trailers and cargo motor tanks configured to issue filtered product, and defuel and filter product being returned to the cargo tank) shall be configured to meet the specifications outlined herein. The design and construction of new refuelers shall be such that the cargo tank meets DOT 406 specifications; however, cargo tanks built to MC 306 specifications are acceptable. Refueler components shall be applied in accordance with the most current edition of [NFPA 407, Standards for Aircraft Fuel Servicing](#); however, see [NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual, Chapter 11](#), with regard to the basic components to be installed, their specific range of measurements, and the use of COMNAVAIRAIRSYSCOM approved components. **Furthermore, all cargo tanks and system components through which product will pass, shall be constructed of aluminum or stainless steel. Internally coated tanks and components are not acceptable.** Should a conflict between specifications arise, the more stringent or restrictive requirement shall apply. Except for the PTO mounted hydraulic pump and the tractor to trailer electrical, air, and hydraulic lines, all refueler components shall be contiguous to the cargo tank/frame (semi-trailers), or the entire prime mover/refueler shall be a cargo motor tank. A hydraulic cooling system, if installed, may be tractor or trailer mounted. Regardless of the refueler/truck configuration, all hoses and connections, i.e., servicing hoses, recirculation, bottom loading, and defuel connections, overflow protection devices, grounds, deadman controls, or otherwise shall be located on the left or drivers side of the vehicle.

CR-3.1.3.1.1 8,000-Gallon Units: The 8,000-gallon refuelers specified herein are upgraded to 600 GPM filters, relaxation chamber, piping, hoses, added fuel within chambers, and more capable tractor/trailer axles. They will be heavier vehicles not suited for over-the-road use. The Contractor shall be responsible for the movement of all such equipment to and from the base, and the appropriate state licensing or permitting, as applicable, regarding the use of such equipment off-station to meet military contingency requirements.

CR-3.1.3.1.2 5,000-Gallon Units: 5,000-gallon refuelers specified for NS Norfolk are to work in and around the confined ramp areas of NS Norfolk on which such refuelers must operate.

Note

The Government reserves the right to designate the grade of product to be held in and dispensed from any or all Contractor fuel servicing vehicles. Reasonable costs associated with product changes, filter replacement for example, directed by the Government will be borne by the Government.

CR-3.1.3.2 Cargo Tank: Cargo tanks be constructed of aluminum or stainless steel. New tank construction shall conform to DOT 406 specifications as outlined in the [CFR Title 49, Transportation](#); however, used cargo tanks constructed to MC 306 specifications are acceptable. Unless otherwise specified, the provisions of [49 CFR 178](#) and the most current subpart applicable to specification DOT 406 or MC 306 apply. Furthermore, all referenced guidelines for the construction, use of materials, inspections, certifications, marking, and stamping of cargo tanks or components thereof, also apply. The cargo tank shall be one compartment with the appropriate baffles. Each baffle shall be open at the baffle/tank top to allow venting between all baffled areas at the 600 GPM fill rate. Openings at the baffle bottom/tank floor shall allow the flow of lading to the tank suction point at a 600 GPM rate for 8,000-gallon units and 300 GPM rate for 5,000-gallon units. The entire tank shall drain completely to a low point. The tank shall be designed so that all portions are accessible for inspection, cleaning, and maintenance. Each cargo tank shall be marked with a specification and nameplate as outlined in [49 CFR 178](#). In addition, [49 CFR, Part 180, Subpart A, General, and Subpart E, Qualification and Maintenance of Cargo Tanks](#) shall apply.

Note

For clarification, MC 302, 303, or 305 specification tanks will not be considered under this contract.

Table 6: Minimum Frequencies for Preventive Maintenance

<i>Line</i>	<i>Item</i>	<i>Weekly</i>	<i>Monthly</i>	<i>Quarterly</i>	<i>S-Annual</i>	<i>Annual</i>
1	Barges (Certification)					XX
2	Barges (Electrical)			XX		
3	Barges (Hull Inspection)					XX
4	Barges (Lube)			XX		
5	Barges (Winch) (None installed)					
6	Boats/Skimmer					XX
7	Buildings					XX
8	Compressors			XX		
9	Drainage Canals					XX
10	Expansion Joints					XX
11	Fences/Gates					XX
12	Filter Separators					XX
13	Fire Protection System		XX			
14	Flame Arrestors			XX		
15	Floors, Office (Strip)			XX		
16	Floors, Office (Wax)		XX			
17	Generators				XX	
18	Grounding/Bonding			XX		
19	High/Low Level Alarms		XX			
20	High Volume Strainers (as PSI dictates)					
21	Hoses					XX
22	HVAC				XX	
23	Lab Equipment (Calibration)					XX
24	Lighting Systems			XX		
25	Loading Arms		XX		XX	
26	Locks					XX
27	Meters				XX	
28	Oil Spill Boom					XX
29	Outboard Engines				XX	XX
30	OW Separators					XX
31	Piers					XX
32	Pipelines			XX		XX
33	Pressure Gauges					XX
34	Pumps			XX		
35	Radios (Base unit system only)					XX
36	Rectifiers			XX		
37	Shop Equipment				XX	
38	Showers/Eye Wash Stations	XX				
39	Sounding Tapes					XX