

# **PERFORMANCE WORK STATEMENT (PWS)**

## **SUITE II AFGHANISTAN TRANSPORTATION NETWORK (ATN) – SOUTHWEST/WEST**

**Supports Regional Command (RC)-Southwest  
in Nimroz and Helmand Provinces**

**Supports Regional Command (RC)-West  
in Badghis, Herat, and Farah Provinces**

**Joint Sustainment Command – Afghanistan (JSC-A)  
8 March 2012**

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

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# AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W) PERFORMANCE WORK STATEMENT

## Part 1: General

**1.1 Description of Services and Introduction:** In accordance with DFARS 225.7703-1(a)(3) this acquisition is limited to sources from Afghanistan. The Afghanistan Transportation Network (ATN) uses a network of U.S. Government (USG) approved Afghan privately owned trucking companies, otherwise known as Elder Owned Companies (EOC's or Sub-Contractors) operating under a Management Company (Prime Contractor) to provide secure and reliable means of distributing reconstruction material, security equipment, fuel, miscellaneous dry cargo, and life support assets and equipment throughout the Combined/Joint Operations Area – Afghanistan (CJOA-A) to and from Forward Operating Bases (FOBs) and Distribution Sites located in the Regional Command (RC) – Southwest and RC – West without the use of convoy security. In accordance with DFARS 225.7703-1 (a)(3) this acquisition is limited to sources from Afghanistan.

**1.2 Background:** The Sustainment Brigades within Joint Sustainment Command – Afghanistan (JSC-A) are responsible for providing logistics and transportation support to U.S. Government and Coalition Forces, (hereafter referred to as International Security Assistance Forces (ISAF), throughout the CJOA-A. To achieve mission requirements, JSC-A relies on a variety of transportation contract instruments, including the National Afghan Trucking (NAT) multiple award contract suite(s) and the Afghan Transportation Network (ATN) regional contract(s). While the NAT contracts provide transportation services throughout Afghanistan for both short and long haul missions relying heavily on the use of private security companies (PSCs), Afghan Public Protection Force (APPF), or U.S. Government security services to provide convoy security; ATN utilizes the influence of Afghan leaders to provide regional trucking services for short haul missions.

**1.3 Objectives:** There is an increasing requirement to improve the security and freedom of movement of coalition sustainment convoys while relieving Coalition Forces (CF) from convoy duties and reducing the reliance on PSC and APPF security services. The improved security and freedom of movement thus creating “route security” along Main Supply Routes (MSR)s and Alternate Supply Routes (ASR)s is achieved by utilizing the influence of Afghan leaders as part of Afghan-owned and operated transportation companies.

**1.3.1.** The primary objective of the ATN program is to provide transportation services for U.S. Forces that are safe and reliable with minimum utilization of military assets. This will be accomplished by capitalizing on existing business agreements established under the predecessor contract and promote the development of new agreements with influential regional leaders to develop, implement, and sustain an Afghan-owned and operated transportation network capable of providing secure and reliable transportation of ISAF cargo without the reliance on convoy security. The intent is for influential leaders and regional transporters to work in a mutual effort to ensure safe passage and assured cargo delivery across provinces and communities contributing to the development of an enduring short to medium haul distribution system thus improving distribution infrastructure by stabilizing routes throughout Afghanistan. This network increases opportunities for economic expansion, entrepreneurship, and skills training for the people of Afghanistan.

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**1.3.2.** The ATN business model provides a deterrent to insurgent activities by utilizing Afghan Leaders' influence to enhance the security environment for the movement of ISAF cargo, creating a mutual benefit between ISAF and the Afghan citizens/communities to create local economic opportunities which promotes regional security, resulting in the increased freedom of movement along identified routes for ISAF sustainment missions and the local Afghan communities. Enhanced security begins with a local leaders influence and expands to inter-regional and provincial coverage as the Influential Leaders work together for the mutual benefit of their communities.

**1.4 Scope:** The Contractor shall provide all non-personal services, including but not limited to, personnel, equipment, tools, materials, supervision, and other items necessary to perform ATN services. Services include the ground transportation of Class I, II, III (B) & (P), IV, VII, IX and multi-class cargo throughout Regional Command Southwest (RC Southwest) and Regional Command West (RC West). For the terms of this contract, RC Southwest includes the provinces of: Nimroz and Helmand. RC West includes the provinces of Badghis, Herat, and Farah. The Contractor is responsible for all management oversight and logistics support resources necessary to facilitate provision of US Government and Coalition Forces, (hereafter referred to as International Security Assistance Forces (ISAF), material and equipment at origin and deliver material and equipment at destination on the dates specified by ISAF. The Contractor shall ensure the integrity and safety of the materials and equipment being transported. The Contractor shall perform to the standards in this contract. The Contractor shall provide locally-based, locally-focused, locally owned and operated trucking services which is focused on short- to medium-haul missions. Retrograde operations are also expected.

### **1.5 General Information:**

**1.5.1 Quality Control (QC):** The Contractor shall be responsible for coordination of all aspects of performance to include quality, technical, logistical, and financial accuracy and transparency. The Contractor shall strive for continuous process improvement (CPI). As necessary, the contractor shall conduct root cause analysis on deficient areas of performance. The Contractor shall develop and implement procedures to identify, prevent, and ensure performance deficiencies are not repeated and document procedures in the Contractor's Quality Control Plan (QCP). The Contractor shall provide and maintain an inspection system inclusive of all services under this contract. Complete records of all inspection work performed by the Contractor shall be maintained and made available to the Government at any time during contract performance and for three years after final payment IAW FAR 4.703.

**1.5.2 Quality Assurance (QA):** The Government shall evaluate the Contractor's performance under this contract in accordance with the Quality Assurance Surveillance Plan (QASP). This plan is primarily focused on what the Government must do to ensure that the Contractor has performed in accordance with the performance standards. It defines how the performance standards will be applied, the frequency of surveillance, and the minimum acceptable defect rate(s). As the requiring activity, the Sustainment Brigade of JSC-A is responsible for conducting surveillance in accordance with the approved QASP.

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**1.5.3 Contracting Officer's Representative (COR):** The COR monitors all technical aspects of the contract and assists in contract administration. The COR is authorized to perform the following functions: assure the Contractor performs the technical requirements of the contract; perform inspections necessary in connection with contract performance; maintains written and oral communications with the Contractor concerning technical aspects of the contract; issues written interpretations of technical requirements; monitors Contractor's performance and notifies both the Contracting Officer (KO) and Contractor of any deficiencies. A letter of designation issued to the COR, a copy of which is sent to the Contractor, states the responsibilities and limitations of the COR.

**1.5.4 Government Remedies:** The KO shall follow Federal Acquisition Regulation (FAR) 52.246-4 Inspection of Services - Fixed Price and FAR 52.212-4, Contract Terms and Conditions - Commercial Items for a Contractor's failure to perform satisfactory services or failure to correct non-conforming services.

**1.5.5 Post-award Conference or Periodic Performance Meetings:** The Contractor agrees to attend any post-award conference convened by the contracting activity or contract administration office in accordance with FAR Subpart 42.5, Post Award Orientation. The contractor must understand the authority, responsibility, and limitations of the COR; Contract terms and conditions; Security requirements; inspection, acceptance, and invoicing procedures. At this initial post award meeting, all interested parties, including the COR, review the contract performance work statement (PWS). This discussion will help the contractor and the government to (1) achieve a clear and mutual understanding of the contract requirements, terms, and conditions and (2) identify and resolve potential or actual problems. The Post –award conference is not a substitute for a contractor fully understanding the requirement, nor is it used to alter the final agreement arrived at in any negotiations leading to the contract award. The USG reserves the right to conduct one post award conference at a location to be specified or conduct multiple post award conferences for the separate awardees.

**1.5.6. Periodic Performance Meetings:** The KO, COR, and other government personnel as appropriate, will meet periodically with the Contractor to review the Contractor's performance. At these meetings, the KO will apprise the Contractor of how the government views the Contractor's performance, and the Contractor will apprise the government of problems, if any, being experienced in performance of the contract. Appropriate action shall be taken to resolve outstanding issues. These meetings shall be at no additional cost to the government.

**1.5.7 Recognized Holidays:** NONE

**1.5.8 Hours of Operation:** The Contractor must be available to conduct all services described in this PWS 24 hours a day, every day, for the duration of the contract.

**1.5.9 Security Requirements:** The ATN approach is an alternative to the use of military escort or private security companies (PSC) to escort military cargo. The use of private security company (ies), Afghan Public Protection Force (APPF), or any other type of armed security

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services or armed personnel is prohibited while performing services under this contract. The contractor shall ensure the safe passage by establishing business relationships with approved local Afghan influential leaders based within the regional provinces. The intent of this program is to maximize the economic benefit of convoy movements within the local population, raising the safety of missions through community interest in safe passage.

### **1.6 Special Qualifications:**

**1.6.1** All contractor employees, including all tiers of sub-contractors, shall be enrolled in the Biometric Automated Tracking System (BATS) and the Synchronized Pre-Deployment and Operational Tracker (SPOT) prior to Notice to Proceed.

**1.6.2** Prime contractor personnel are required to have a SPOT-generated Letter of Authorization (LOA) prior to employment within the CJOA-A.

**1.6.3** All contractor and subcontractor personnel shall have some form of photo identification (ID) containing, at a minimum, employee name and recent photograph. ID will be clearly displayed, on exterior clothing, above the waist, at all times while on any ISAF controlled area.

**1.6.4** All ISAF issued badges must be returned to the COR when the contract is completed or the employee no longer requires access (e.g. resigns or is terminated). Final payment at the conclusion of the contract will not occur until all ISAF issued badges are returned. ISAF further reserves the right to cancel/withdraw contractors or any tier subcontractor and/or mission at its discretion at any time.

**1.6.5** The Contractor is responsible for ensuring all drivers are properly licensed to operate their equipment IAW applicable laws and are able to properly secure cargo loads per US Army standards (reference PAM 55-20) for transport. The driver must have valid required identification and/or badge(s) to gain access to FOBs, to include proof of driver's Tazkara Number.

### **1.7 Contractor Plans**

**1.7.1 Safety Plan:** The Contractor shall submit a Safety Plan to the COR not later than ten (10) days after contract award. The Safety Plan shall be reviewed annually, and revisions shall be submitted to the COR. Contractor shall ensure safety procedures are in effect to ensure that operations are performed in a safe manner. This includes methods that ensure continuous strict adherence to safety procedures. The Contractor shall be responsible for the safety of all employees during operations. The Contractor shall use US and international standards as a guideline in developing the safety plan and shall cite all references used in its development.

**1.7.2 Contractor Management Plan:** The Contractor shall provide a written Management Plan which describe the steps the Contractor will take to ensure services are performed in accordance with the contract documents. The management plan shall be submitted with the proposal and

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incorporated into the contract at time of award. If the Contractor asserts that their Management Plan, and all associated sections, contain proprietary data or other information not subject to public release under a Freedom of Information Act exemption, the Contractor shall appropriately mark each page of the plan as outlined in the FAR, citing the appropriate FOIA exemption. In the event of a conflict between the Contractor's management plan and the contract documents, the contract documents govern. The management plan shall be updated semi-annually to the KO and COR NLT Jan 15 and July 15. The Management Plan shall consist of seven (7) sections as outlined below.

**1.7.2.1 Section 1: Contractor Business Standards:** The Contractor shall develop business standards applicable to the prime contractor and all sub-contractors and suppliers. This includes developing and implementing a code of ethical conduct which, at a minimum:

1.7.2.1.1 Ensures all Contractor and Subcontractor personnel have been trained on the Contractor's code of ethical conduct prior to performing services under the contract.

1.7.2.1.2 Identifies, prevents, and ensures timely reporting of Bribery, Collusion, Theft, Falsification of Documents, and Corruption.

1.7.2.1.3 Ensures professional and ethical behavior of contractor and subcontractor personnel.

1.7.2.1.4 Ensures all Contractor and Subcontractor personnel have been trained on disciplinary (Employee) and contractual (Subcontractors) actions to be taken for non-compliance.

**1.7.2.2 Section 2: Organizational Structure:** The contractor shall identify their organizational structure; including Key Personnel with their correlating roles, responsibilities and authority. The contractor shall outline their approach to providing the necessary resources and qualified personnel to meet the requirements of this contract. In addition, the contractor shall outline their approach to providing effective/responsive management of sub-contractors.

**1.7.2.3 Section 3: Organization Conflict of Interests (OCI):** The prime contractor, its officers, agents, or employees performing services under PWS Paragraph 5.2, ATN-Southwest/West Program Management Support Services shall have no Organizational Conflict of Interest or other financial interest in any other ATN procurement initiative (ATN Program Management Support Service Contract, ATN – North Trucking Service Contract, ATN-South Trucking Service Contract, or ATN – Southwest/West Trucking Services) or any ATN approved or nominated EOC. The restrictions associated with other ATN procurements or ATN approved or nominated EOCs are intended to promote procurement integrity while maximizing the COIN impact of the ATN program to ensure actions under the contract do not create the potential for Elders/Influential Leaders to become Warlords or unduly influence or interfere with regional or provincial stability.

**1.7.2.3.1** The Contractor shall outline their approach to ensuring compliance with contract OCI Clauses which include: Disclosure of Organizational Conflicts of Interest After Contract Award; Mitigation of Organizational Conflicts of Interest; Limitation on Future Contracting; Access to

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Nonpublic Information; and Release of Nonpublic Information throughout the solicitation process, contract award, contract performance, and contract closeout.

**1.7.2.3.2** The Contractor shall outline their approach to ensuring all Contractor personnel, including subcontractor personnel, performing services under PWS Paragraph 5.2, ATN-Southwest/West Program Management Support Services certify they have no conflicting financial or business interests and execute appropriate nondisclosure agreements prior to performing services under this contract.

**1.7.2.4 Section 4: Influential Leader Engagements:** As part of the management plan, the contractor will describe how they will accomplish the function of influential leader engagements. Incorporating the influential leader engagement team as part of the overall management plan is key for program continuation, oversight, management and expansion.

**1.7.2.4.1 Initial Operational Capability:** The plan shall outline the contractor's approach to ensuring initial operational capability using existing approved Elder Owned Companies (EOCs) identified in Technical Exhibit 2. At a minimum, the plan shall include letters of intent to sub-contract from all existing approved Elder Owned Companies (EOCs) identified in PWS TE-2 or a copy of the fully executed sub-contract agreement between the Contractor and the approved EOC. The letters of intent or executed sub-contract agreement(s) must include the name, address, phone number, and email address to facilitate independent verification of the document.

**1.7.2.4.2 Problem Identification and Issue Resolution:** The plan shall address the Contractor's approach to identifying and resolving daily operations concerns or issues with influential leaders which inhibit route security and regional stability or contract compliance. The plan will describe how corrective actions or mitigation strategies will be implemented to ensure any deficiencies discovered (i.e. driver missing RLD/RDD, pilferage occurs, driver is tested positive or in possession of bomb making material or residue) are effectively addressed to prevent reoccurrence. Contractor shall advise the government of disciplinary actions and/or financial penalties assessed on the subcontractors using a SITREP IAW para 5.2.7.

**1.7.2.4.3 Program Expansion:** The plan shall address the Contractor's approach to facilitate program expansion efforts which ensure additions to existing EOC's and/or new EOC's are nominated and new routes are operational within contract standards. In addition, the plan must outline the Contractor's approach to aid in the development of ATN trucking capabilities within each province to improve the availability, safety, and performance capability of Elder owned trucking assets within each province to enhance commercial trucking capabilities and support ATN program objectives. The Contractor's approach must ensure Prime Contractor compliance with the contract requirement to perform no more than 10% of trucking missions utilizing prime contractor owned assets while improving the availability, safety, and performance capability of regional transportation assets. This benefits both the Prime Contractor and Elder owned subcontractors by generating additional profits from additional missions not otherwise supportable by the prime and elder owned subcontracts. Any associated cost to support the Contractor's approach shall be borne by Contractor and subcontractors, not the Government.



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**1.7.2.4.4 Program Training:** The plan shall outline the Contractors approach to providing training to Contractor and Subcontractor personnel using generally accepted international standards in an attempt to leave a long term sustainable commercial transportation enterprise with the ability to partner with regional neighbors. The training plan shall include, but is not limited to: driver training; dispatch / receipt procedures; safety; accounting; maintenance; administrative tracking and reporting; cargo loading; blocking; bracing; security and maintenance for Afghan -owned and operated commercial transportation companies; all in accordance with generally accepted international standards.

**1.7.2.5 Section 5 - Management of Subcontractors:** The contractor shall develop a plan for management of subcontractors which ensures operational effectiveness. At a minimum the plan shall address the Contractors plan to:

**1.7.2.5.1** Ensure sub-contractor compliance with contract clause 952.225-0015, Host Nation Contractor and Subcontracting Requirements

**1.7.2.5.2** Ensure all tiers of subcontracts include required flow-down contract clauses;

**1.7.2.5.3** Ensure all tiers of subcontractors comply with all contract requirements;

**1.7.2.5.4** Ensure all required deliverables are timely, accurate, and complete;

**1.7.2.5.5** All required load dates are met;

**1.7.2.5.6** All required delivery dates are met;

**1.7.2.5.7** All mission sheets are returned within established timelines;

**1.7.2.5.8** All invoices are timely, accurate, and complete;

**1.7.2.5.9** ITV usage complies with PWS 4.4; and

**1.7.2.5.10** Specifies the method and frequency of payment to the driver/subcontractor

**1.7.2.5.11** Specifies the process for capturing, validating, and reporting summary ATN-Southwest/West program metrics each month. At a minimum, metrics shall consist of: LMR's submitted for the month; number of LMR's completed for the month; number of missions early and meeting RLD; number of missions delivered on or before RDD and associated trends; incidents to included pilferage, attacks or mishaps; professional development and training status.

**1.7.2.5.11.1** Ensures the report shall be submitted to the Contracting Officer and COR monthly.

**1.7.2.5.11.2** The format of the report is at the discretion of the contractor but at a minimum must have the information contained within Technical Exhibit 4.

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**1.7.2.6 Section 6 - Dispatch Plan:** The dispatch plan shall include all points of contact of dispatch personnel for the carrier and any tier of subcontractor. The dispatch plan shall outline how the carrier will process mission sheets, dispatch trucks, assign an ITV transponder, track the truck while en route, communicate with the driver, verify arrival, receive mission sheets back and return of the mission sheet to the COR. The dispatch plan shall include the address of all truck yards of the carrier or subcontractors. The dispatch plan will be updated at least semi-annually and will be maintained current.

**1.7.2.7 Section 7 - Pilferage Prevention Plan:** The pilferage plan shall outline the Contractors strategy to monitor the transportation process for potential pilferage threats at origin, along routes, and at destination; strategy for reporting incidents of pilferage at any of the above mentioned points; and strategy for the immediate recovery of pilfered ISAF assets. The plan shall be updated and resubmitted quarterly for the duration of the contract.

**1.7.3 Phase-In Plan:** At a minimum, the contractor shall develop and provide with their proposal a phase-in plan. The plan shall outline the Contractors overarching approach to conducting phase-in operations which substantiates all required phase-in requirements are completed prior to the full performance start date. A Notice to Proceed will not be issued authorizing performance of program management or trucking services until Phase-In operations have been completed. The phase-in plan shall:

**1.7.3.1** Provide the documentation required by contract clause 952.225-0015, Host Nation Contractor and Subcontracting Requirements (Aug 2011) for the Contractor and all approved EOCs. Only approved subcontractors shall be used to perform services under the contract. The plan shall address the Contractor's approach to ensuring future approved EOC's have all required documentation submitted prior to performing services under the contract.

**1.7.3.2** Outline the contractors approach and associated milestones which ensure the Program Management/Operations Center is established within 25 km of Leatherneck within 15 days of contract award.

**1.7.3.3** Outline the Contractor's approach and associated milestones which ensures a Liaison Official (LNO) office is established at Shindand and Leatherneck Centralized Receiving Shipping Points (CRSP) on the space provided by the Government within 15 days of contract award.

**1.7.3.4** Outline the Contractors approach to obtaining and retaining key personnel performing on the contract and ensure continuous staffing at no less than 90% to reduce and minimize disruption of program management support services due to retraining and re-orienting new contractor key personnel.

**1.7.3.4.1** Include the resumes for all Key Personnel (Program Manager, Accountant, LNOs, and Influential Leader Engagement Team Personnel) which substantiate the individual's ability to perform the services specified in PWS Section 5, Specific Tasks. The plan must provide letters of intent signed by the proposed individual to substantiate they will perform services under the

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contract for the contractor starting 15 days after contract award. For the Project Manager and Alternate Project Manager, the plan must provide a delegation of authority from the Contractor substantiating the proposed individuals have the authority to act on behalf of the Contractor under the resultant contract without limitation.

**1.7.3.4.2** Include a copy of all Contractor employee certifications of no conflicting financial interests and executed nondisclosure agreements.

**1.7.3.4.3** Address Contractor actions to ensure all requests for approval of subsequent (replacement) Key Personnel are supported by required certification and non-disclosure agreements actions to ensure approval is obtained from the Contracting Officer prior to the replacement key personnel performing service under the contract.

**1.7.3.5** Provide the Contractor's schedule for submission of all required Contractor Plans which substantiates required plans, other than those submitted with the proposal, will be submitted within 10 days of contract award to facilitate approval prior to the full performance start date. Revisions, if required, shall be submitted within three (3) days of Government rejection of the specific plan.

**1.7.3.6** The Contractor's plan for Personnel Enrollment Management which details the process the contract will use to complete enrollment of all contracted and subcontracted personnel in SPOT and BATS. The plan shall outline how enrollments shall occur from contract award and will be completed prior to the notice to proceed. This plan will also include the details of how the contractor will maintain personnel registration in required systems as people are hired, the program expands, or employees are terminated or quit.

**1.7.3.7** The Contractor's plan to ensure the initial Asset Report, Training Update Report, and Personnel Report are submitted within 25 days of award.

**1.7.3.8** An integrated milestone schedule showing the contractors approach to conducting phase-in operations which substantiates all required phase-in requirements are completed prior to the full performance start date. A Notice to Proceed will not be issued authorizing performance of program management or trucking services until Phase-In operations have been completed.

**1.7.4 Quality Control Plan (QCP):** The Contractor shall develop a Quality Control Plan (QCP) addressing, at a minimum, the areas identified in Technical Exhibit 1, "Performance Requirements Summary." The Contractor will receive KO acceptance of the QCP, in writing, to include any necessary changes.

**1.7.5 Access to Procedures, Records, Data, and Facilities:** The Contractor shall allow Government personnel performing official business, authorized by the Contracting Officer (KO), access, (given 24 hours notice), to examine facilities, operational records and data related to this contract.

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**1.7.5.1** Contractor shall maintain a file of all inspections and tests conducted by the contractor to include records of any corrective action(s). Files shall be subject for USG review at the Joint Sustainment Command – Afghanistan (JSC-A), the CENTCOM – Joint Theater Support Contracting Command (C-JTSCC) or other location designated by the Contracting Officer. Subject file copies may become property of the ISAF upon Contracting Officer request. The file copies shall be turned over by mail or in person and upon completion or termination of the contract provided the Contractor shall have the right to retain a copy of the file for its own records.

### **Part 2: Definitions and Acronyms**

Reference Technical Exhibit xx “Acronyms, Definitions, and References.”

### **Part 3: Government Furnished Items and Services**

The Government will provide the land space in the CRSP yards to maintain an LNO office. Land space will not exceed the dimensions of two (2) twenty (20) foot containers. Reference clause 952.225-0011, “Government Furnished Contractor Support” for provided services.

### **Part 4: Contractor Furnished Items and Services**

**4.1 General:** The Contractor shall furnish everything, not otherwise specified as Government Furnished, required to perform services under this PWS.

**4.2 Licenses:** The contractor shall ensure all customary licenses for doing business in Afghanistan are current and in place throughout the entire period of performance of this contract. The COR may request proof the contractor is in compliance with all local laws, registrations and licenses. At a minimum, the contractor will provide proof at the time of award the following:

**4.2.1** Afghanistan Investment Support Agency (AISA) License

**4.2.2** Ministry of Transportation (MoT) License

**4.2.3** Transit and Freight Forwarding Company License

**4.3 Transportation Assets:** The Contractor shall provide all transportation assets necessary to accomplish the assigned mission. The US Government shall normally provide the contract management program manager 72 hours notice of a mission requirement; however the contractor should be able to respond within 48 hours for urgent requirements. All transportation equipment must be safely operable and must be in good working order. In addition, all equipment shall meet Afghan safety and cargo highway transportation standards as established by the Ministry of Transportation – Afghanistan, and must be in compliance with the ATN Driver/Truck Inspection Checklist (reference Technical Exhibit 4) upon allocation of each mission. At a minimum, all trucks shall meet the following requirements:

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## 4.3.1 Driver's Compartment:

- Must have functioning starter
- Must have functioning headlights and tail lights
- Must have functioning seat belt
- Must have steering components that are not loose or binding
- Must have functioning brakes and parking brake capable of holding vehicle with no leaks
- Must have smoothly operating accelerator linkage

## 4.3.2 Engine Compartment:

- Must have proper level of all fluids
- Must have properly adjusted drive belts free of cracks or frays
- Must have hose that are free of cracks, frays, or dry rot
- Must be without CL III leaks in accordance with U.S. military standards
- Must not have excessive fluid leakage from the engine, or truck/trailer axles
- Must have enough fuel to accomplish each mission

## 4.3.3 Vehicle Exterior:

- Must have serviceable tires (properly inflated with all lugs present and tight)
- Must have minimum "drive tire" snow chains for all trucks when the required load date for missions that fall in the months of October through March if required by annotation on mission sheet
- Must be free of any obvious damage inhibiting safe vehicle operation
- Must be free of excessive soil, rust and damage
- Must have ATN and safety placards, as applicable
- Must have functioning headlights/taillights
- Must have serviceable drive shafts, u-joints, tie rods, and ball joints

## 4.3.4 Trailer:

- Must have operational landing legs present
- Must have operational ramps present, when equipped
- Must have operational brakes free of air leaks
- Must have operational parking and brake lights
- Must have serviceable tires with lugs present and tight
- Must have dunnage if applicable and as noted on mission sheet
- Must have protective tarp for all break bulk cargo
- Must have proper tie down straps and chains to secure any load IAW para 5.10.2.1.

## 4.3.5 Tanker:

- Must have operational landing legs present
- Must have operational brakes free of air leaks
- Must have operational parking and brake lights
- Must have serviceable tires with lugs present and tight
- Must not have leaks or holes in tank
- Must be able to seal all access points.

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- Must be certified for required grade of service (fuel load type-see 5.8.3).

### **4.3.6 General Requirements for all Contractor Provided Equipment:**

- Must be free of excessive soil, rust and damage.

**4.4 Maintenance and Performance:** The Contractor shall be responsible for all maintenance on trucks and equipment. Contractor shall be responsible for providing all tools, Petroleum, Oil & Lubricant (POL) products, to include fuel and repair parts. Maintenance must meet Afghanistan safety and cargo highway transportation standards as established by the Ministry of Transportation – Afghanistan. Contractor assets must be in good working order in compliance with the vehicle inspection checklist and other ISAF guidance.

**4.5 In-Transit Visibility (ITV):** The current global asset visibility system used by the USG for its trucking mission in Afghanistan is the Global Distribution Management System (GDMS) manufactured by Tapestry Solutions, Inc. In order to maintain Total Asset Visibility (TAV), the Contractor's ITV solution shall fully integrate with USG's current GDMS system. The Contractor shall provide an ITV solution which provides the USG total asset visibility of all contractor assets while transporting USG cargo in the Afghanistan Theater of Operations utilizing a satellite based, Global Positioning System (GPS) tracking system, ensures all contractor transponder equipment is integrated with the existing USG GDMS system, and ensures a commercial airtime agreement is in place to support ITV tracking under paragraph 4.5.1 and 4.5.2.

**4.5.1 ITV Installation:** The Contractor shall have a fully operational ITV transponder installed on all dispatched trucks no later than (NLT) 24 hours prior to RLD. The Contractor shall ensure full operational capability of ITV equipment and continuous installation in the dispatched trucks until download of cargo has been completed. ITV snapshots using a maximum of 1/50KM resolution with header and footer data showing the date time group of the snapshot are required to validate RLD/RDD and daily Demurrage invoicing. ITV transponder numbers will be provided to USG NLT 24 hours prior to RLD. All reefer trucks under this paragraph will be required to provide an ITV solution that includes monitoring of temperatures for the duration of mission. ITV shall have a report rate no longer than once every (15) fifteen minutes, remain in service, without driver bypass, continuously while on mission and report temperature.

**4.5.2 Required ITV Ping Rate:** Each ITV device must have a ping rate no longer than once every fifteen (15) minutes and be operating continuously while on a mission. The naming convention for each device will be determined by the USG.

**4.5.3 ITV Characteristics:** ITV transponders shall have the following characteristics: protection against falling dirt, rain, snow, windblown dust, and/or corrosion; must be easily mountable; must be inconspicuous.

**4.5.4 Commercial ITV Transponder Integration:** In order to provide the USG visibility over all contractor assets transporting USG cargo under the resultant contract, all contractor transponders (whether existing or new) are required to be integrated with the existing Army

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GDMS system manufactured by Tapestry Solutions, Inc. The following commercially available transponders models have previously been successfully integrated within the GDMS network architecture: EMS-Satamatics Model 202C, EMS-Satamatics Model 202E, EMS-Satamatics Model TAM212, EMS-Satamatics Model TAM 242, Numerex Model SX-1, GlobalTrack Model Rapid Deployment Kit, Comtech MTS Lite Model MT-2011, and Comtech MTS Lite Model QDSS. However, every transponder solution requires some level of integration to limit visibility of the contractors ITV transponders in the GDMS to the specific contractor and the USG. The amount of integration required varies depending on the contractors approach. A firm who currently owns 4 different types of ITV transponders which have never been integrated into GDMS architecture will require more integration time and expense than a firm utilizing an ITV transponder make/model previously integrated in the system. While the Army GDMS system manufactured by Tapestry is transponder agnostic (meaning it has not met a transponder yet that could not be integrated) the amount of time and expense required to perform the integration is a factor each contractor has to analyze when developing their ITV transponder solution. All contractors shall contact the Tapestry Solutions GDMS Program Manager, Mr. Justin S. Davis, at [jdavis@tapestrysolutions.com](mailto:jdavis@tapestrysolutions.com), or commercial 858-429-7788, to ascertain whether their proposed ITV solution can be integrated into the existing Army GDMS architecture. Mission trucks must have the registered ITV on the vehicle continuously from 24 hours prior to the RLD through mission completion. Should the ITV unit be removed from the truck or become inoperable, the mission will become a failed mission as per para 5.4.

**4.5.5 ITV Management:** Contractor shall ensure arrival notification is made to customer for pick-up and delivery of cargo; cargo loading shall occur before or on load date (RLD) and download (RDD) must be accomplished on or before the required delivery date and contractor shall ensure delivery of cargo as mutually agreed. For purposes of this requirement, “arrival” shall mean arrival of the truck at destination available to be loaded with cargo. For the RDD the contractor shall ensure that the truck arrives in time to clear the entry point and offload the cargo to the final customer by the RDD. The contractor shall ensure compliance with a 95% Required Delivery Date (RDD) percentage throughout the life of the contract. Any Subcontracted carrier which repeatedly fails to meet the RDD 95% of the time may be disqualified for future transport missions and denied access to bases and facilities IAW ATN Task Order Level Metrics.

**4.6 Required Insurance:** Contractor shall maintain required commercial insurance, as required within the Area of Operations, which would be an adequate amount to cover third party claims. As part of phase-in operations, prior to the full performance start date, the Contractor shall provide contract workers’ compensation insurance or security as outlined in contract clause 952.228-0001, Workers Compensation Insurance (Defense Base Act) which supplements contract clause 52.228-3, Workers’ Compensation Insurance (Defense Base Act) otherwise referred to as DBA Insurance, and maintain it until performance is completed. Proof of insurance, for the prime contractor and subcontractors at every tier, shall be provided to the Contracting Officer during phase-in operations.

### Part 5: Specific Tasks

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**5.1 Phase-In Operations:** The Contractor shall be postured to provide contracted services upon award.

**5.1.1 Period of Performance.** The Contractor shall conduct phase-in operations during the first thirty (30) days of the base period of performance (estimated 6 May 2012 – 5 Jun 2012). Phase-in operations shall be accomplished as outlined in the Contractor's Phase-In Plan submitted with the proposal. In the event of conflicts between the contractor's Phase-In Plan and the contract documents, the contract documents will govern.

**5.1.2 Mobilization:** During phase-in operations the Contractor is responsible for mobilizing all key personnel, facilities, and equipment necessary to perform services in accordance with the phase-in plan submitted with the proposal and incorporated into the contract.

**5.2 ATN-Southwest/West Program Management Services:** The Contractor shall provide technical, administrative, and program management support services to facilitate the development, implementation, and sustainment of the trucking services in RC Southwest/West. The Contractor shall integrate efforts with the USG representatives to fully understand military objectives and priorities and expand operations as required to open new ATN logistics routes, increase stability, and promote strategic Elder/Influential leader business relationships.

**5.2.1 Period of Performance:** Eleven Month base period (estimated 6 Jun 2012 – 5 Jun 2013) with one six month option period (estimated 6 Jun 2013 – 5 Dec 2013)

### **5.2.2 RESERVED**

**5.2.3 Background Checks:** The Contractor shall provide a verifiable background check to the COR, as required by ISAF, for each Contractor employee and Subcontractor employee. The background check status will be provided by the first of each month in conjunction with the personnel report. Only Government vetted, assessed, and background checked individuals shall be utilized in the performance of this contract.

**5.2.4 Contractor Key Personnel.** At a minimum, the Contractor shall provide the following key personnel during Phase-In and for the life of the contract. Key personnel, or their replacements, shall be approved by the Government prior to personnel performing services under the contract. The contractor shall make every effort to retain the key personnel performing on the contract and be staffed at no less than 90% to reduce and minimize disruption of program management support services due to retraining and re-orienting new contractor key personnel.

**5.2.4.1 Program Manager (PM):** The Contractor is responsible for providing a program manager, and at least one (1) alternate, for the overall efficient and effective management, supervision, administration, and operations of transportation missions in accordance with this PWS. Contractor shall provide the names of designated PMs, in writing, to the KO and COR. The PMs must be able to effectively communicate in English, both orally and in writing. A PM will be available 24 hours per day, 7 days per week (24/7) for any questions, issues, or concerns that may arise from the COR. The PM will be the point of contact (POC) 24/7 for the Contractor



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as situation dictates in cases of emergency, truck/equipment breakdown, mission changes, etc. The PM is responsible for coordinating with the COR to ensure assets are in compliance with movement orders, regulations, policies, and operational orders and able to respond to mission requirements. The PM shall have full authority to act for the Contractor on all contract matters relating to daily operation of this contract. The Contractor's PMs must meet all requirements necessary to access ISAF locations. The PM shall be co-located with the contractor's operations center.

**5.2.4.2 Accountant:** The Contractor is responsible for providing an accountant. The accountant shall comply with US Generally Accepted Accounting Principles (GAAP) requirements. They will be capable of compiling basic financial documents (Balance Sheet, Income Statement, Cash Flow, as well as providing explanation of financial transactions and documents), preparing monthly invoices and answering general bookkeeping questions when requested by ISAF.

**5.2.4.3 Liaison Official (LNO):** To facilitate operations, the Contractor is responsible for providing at least one Liaison Official (LNO) at Shindand and Leatherneck Centralized Receiving Shipping Points (CRSP). The LNO must have access to the specific base and must maintain a presence on the base during a normal workday to support trucking missions. The LNO's will work directly with the Contractor's operations centers to provide feedback and problem solving capability between the COR and the operations center. The Government may require additional LNOs at other locations within RC-Southwest/West based on expansion.

**5.2.4.4 Influential Leader Engagement Team:** The Contractor is responsible for providing an Influential Leader Engagement Team to meet with Elders in villages along routes of interest for coalition forces distribution. The function of the team is to interact within local communities, identify potential influential leaders for program inclusion and determine the influential leader's sphere of influence. Another key element will be to have this team continue the dialogue with approved Elders to facilitate issue resolution, promote contract compliance, improve regional security, and route expansion.

**5.2.5 Existing Approved EOCs:** Technical Exhibit 2 provides a list of the current approved EOCs under the ATN-Southwest/West program. For all existing approved EOC's, the Contractor must execute subcontract agreements necessary to have the route operational on the full performance start date of the contract. A copy of the executed agreement must be provided to the Government fifteen calendar days before full performance start date. Only approved EOC's may perform trucking services under the ATN contract. The Government's intent is to leverage the regional stability and route security obtained under the existing ATN-Southwest/West contract. Approved EOC's may not be removed from the ATN-Southwest/West program without the written approval of the Government. After contract award, requests for removal of an approved EOC must be submitted to the Contracting Officer, with supporting rationale and substantiating documentation. If the Contractor's request is approved, the Contractor shall nominate, obtain approval, and have alternate EOCs nominated and approved to ensure continuation of services along existing routes prior to terminating the existing approved EOC relationship. Only fully vetted, assessed and background checked individuals shall be utilized in performance of this contract. The Government reserves the right to revoke approval

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of any Afghan leader subcontractor or employee at any time. Revocation shall be immediate unless otherwise specified by the Government. The Contractor shall expedite the nomination of replacement EOCs and/or individuals to minimize program disruption. New EOC's shall be added as outlined under 5.2.6, Nomination and Approval of New EOCs below.

**5.2.5.1 Approved EOC Coverage Map:** Elder Coverage map with elder names and regions of coverage they provide will be provided to COR on a monthly basis. The elder coverage map is due by the 15<sup>th</sup> of the month. The elder coverage map will allow the COR to manage mission locations with elder coverage capabilities to ensure driver safety and safety of cargo being delivered.

**5.2.5.2 Approved EOC Training:** The Contractor shall develop and implement a complete training plan to include but not limited to: driver training; dispatch / receipt procedures; safety; accounting; maintenance; administrative tracking and reporting; cargo loading; blocking; bracing; security and maintenance for Afghan -owned and operated commercial transportation companies; all in accordance with generally accepted international standards.

**5.2.5.2.1 Minimum Training Requirements:** To promote the development, implementation, and sustainment of a regional based transportation network which consistently meets or exceeds the contract standards, the Contractor shall ensure:

**5.2.5.2.1.1** All drivers receive at least 4 hours of training per month.

**5.2.5.2.1.2** All other Contractor and Subcontractor personnel receive at least 4 hour of training per month.

**5.2.5.2.1.3** Training will be recorded and reported IAW para 5.2.5.2.3, Training Update Report.

**5.2.5.2.2 Training Effectiveness Review:** The contractor shall perform site visits to various locations including trucking operations center(s), other transportation support activities, warehouses, and/or US Military material operations center locations to conduct periodic inspections of Contractor and EOC operations to assess the effectiveness of the Contractor's training program. Within fifteen (15) days of identifying a performance deficiency, the Contractor will schedule and conduct additional EOC training addressing the specific performance deficiencies or weaknesses identified during the training effectiveness or Contractor Quality Control reviews.

**5.2.5.2.3 Training Update Report:** The Contractor shall provide quarterly training statistics including the number of personnel trained, hours trained and summary task list of training for the reported month. This training update report will be submitted by the 10<sup>th</sup> of each first month of each quarter for the previous quarter's training for the duration of the contract. The training update report shall include copies of Training Attendance Rosters for each training event conducted during the quarter being reported. See Training Attendance Roster at Technical Exhibit 4. The format of the report is at the discretion of the contractor.

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**5.2.6 Nomination and Approval of New EOCs:** Upon notification by the Government of new routes required for ATN program expansion to meet JSC-A mission requirements, the Contractor shall find local Influential Leaders/Tribal Elders, conduct Tribal Elder/Influential engagements, and identify and nominate new Influential Leaders to add to an existing EOC, or form new EOCs depending on tribal dynamics, to the Regional Command for inclusion in the ATN-Southwest/West program. Both the Government and the Contractor may nominate Influential Leaders for inclusion in the program. The Contractor must propose new potential Influential Leaders for route expansion within fifteen (15) calendar days of Government route expansion notification. For all EOC's approved by the Government, the Contractor must execute sub-contract agreements necessary to have the route operational within thirty (30) calendar days from date of Government approval of the EOC. If the proposed EOC is disapproved, the Contractor shall propose additional EOC's within fifteen (15) calendar days from the date of disapproval. Only approved EOC's may perform trucking services under the ATN contract.

**5.2.6.1 Assessment Status Report:** Contractor shall provide a list of all participants that have been assessed or are waiting assessment by ISAF. Assessment shall be annotated with at least the minimum information: Elder Name; Father's Name; Age; Province; District; Tribe; Reach of Influence; Closest Fob to Elder; Elder's view of GIRoA; Elder Background. The list of proposed Afghan Elders / Influential Leaders is to ensure an accurate list is retained by ISAF of who requires assessment to facilitate program expansion. The assessment status report is due the first of each month and within 48 hours of change in assessment status. See also the Sample Assessment status at Technical Exhibit 4.

**5.2.7 Situation Report (SITREP):** Contractor shall provide SITREPs to the COR as needed. A SITREP is required for circumstances (i.e., mission delays) which may impact the contract scope, cost, or schedule. The SITREP will include performance exceptions and/or issues which adversely impact performance metrics of current and future missions. In addition to immediate notification to the COR, these SITREP details shall be included in Mission Closure Reports to the COR NLT 24 hours after mission completion. A SITREP for mission cancellation or failure shall be provided by the contractor within 24 hours. The SITREP will be IAW Technical Exhibit 4. The format of the report is at the discretion of the contractor but at a minimum must have the information contained within Technical Exhibit 4.

**5.2.8 Serious Incident Report (SIR):** The contractor shall submit an Incident Report any time a carrier asset is involved in any serious incident. The Contractor will notify the COR within three (3) hour of an incident by any means possible (telephonic, written, verbal, or email). The report itself is updated within 24 hours and completed "in-full" within 72 hours of the incident and sent to the COR. A police report, if applicable, shall follow within seven (7) days with attached photos by email, fax, or paper. Serious incidents include, but are not limited to, accidents resulting in damage to the truck or another vehicle, injury/death of any person including the driver, damage/loss/theft or destruction to the cargo. Failure to meet the 24 hour turn-in timeline for the incident report may result in the carrier being held financially responsible for the incident. The format of the report is at the discretion of the contractor but at a minimum must have the information contained within Technical Exhibit 4.

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**5.2.9 Personnel Injury Report:** Contractor shall track all ISAF provided medical care and shall submit reports to the KO through the COR within 72 hours of the incident. The report shall consist of the following: Full Name, Date and location of care provided, nature of injury or illness, hospitalization required and if so length of stay, if evacuation is required type of transport used, Tazkara number. The personnel injury report will be IAW Technical Exhibit 4. The format of the report is at the discretion of the contractor but at a minimum must have the information contained within Technical Exhibit 4.

**5.2.10 Financial Transparency:** Program Management, all contractors, or any tier of subcontractors shall provide financial transparency to include justification for all expenditures. Accounting records shall be maintained for all contract activity for the life of the contract. All financial statements shall list operating expenses in reasonable detail and follow generally accepted accounting principles (GAAP).

**5.2.10.1 Quarterly Financial Statements:** Quarterly financial statements are due the tenth day of the following quarter. Submission shall include the Contractor's balance sheet for the prior quarter.

**5.2.10.2 Monthly Financial Statements:** Financial reports are due the 10<sup>th</sup> of each month for the previous month's finances. Financial statements will be submitted and shall include accounts receivable and accounts payable data, to include a supporting report which shall identify the individuals or companies who have received payment and the nature of the service.

**5.2.10.2.1 Monthly Reporting of Payments:** The contractor shall submit a monthly report due the 10<sup>th</sup> of each month listing all payments to drivers, Afghan leaders, Afghan-owned companies, truck owners, and others for trucking-related services to include operating expenses. Subcontractor payments will be recorded and submitted on a monthly basis.

**5.2.10.2.2 Payments to Individuals and Subcontractors:** All sub-contractors will be paid by Electronic Fund Transfer (EFT). Maximize use of EFT payments to subcontractor employees (i.e. drivers, Elders, Operations Managers, etc.) If EFT payments is not possible, a cash payment log by taskera number will be maintained and reported. Upon request from the USG, a detailed copy of all payments and all correlating EFT's will be provided. The report shall provide sufficient detail to identify the individuals or companies who have received payment and the nature of the service. This reporting requirement shall be applicable at all levels of subcontractors.

**5.2.11 Monthly Invoice:** The Contractor shall provide an invoice to the ISAF monthly no later than the fifth (5<sup>th</sup>) day of the month. The invoice will include all missions that are closed out for the invoicing period. The invoice will include charges for all successfully completed missions, cancelled/prorated missions, less all applicable deductions. Demurrage, if applicable, will be separately invoiced. The format of the report is at the discretion of the contractor but at a minimum must have the information contained within Technical Exhibit 4. Deductions may include charges for missing cargo items for which the Contractor is held financially liable, any items furnished by the ISAF (IAW para 5.9.1), Performance Requirements Summary (PRS)

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deductions, and applicable Contractor demurrage (IAW para 5.7, 5.9.3.5). According to FAR 32.905, Payment Documentation and Process, the following are the minimum requirements for a valid invoice.

- 5.2.11.1** Complete contract number, including TMR Numbers being invoiced
- 5.2.11.2** Name and address of contractor
- 5.2.11.3** Invoice date
- 5.2.11.4** Invoice number
- 5.2.11.5** Description of Services Per contract Line Item being invoiced.
- 5.2.11.6** Quantity of services or supplies provided (Original signed mission sheets or a customer Memo for Record must be attached for all Mission Units claimed)
- 5.2.11.7** Unit of issue – as specified in the “Schedule of Supplies”
- 5.2.11.8** Unit price and extended total, for each Contract Line Item Number (CLIN)
- 5.2.11.9** Invoice total (must be in Afghani and add up)
- 5.2.11.10** Cage code if assigned by RCC Contracting Officer
- 5.2.11.11** Electronic funds transfer/banking or remittance information for foreign contractors who are CCR exempt

NOTE: Inaccurate or invalid invoices will be returned by the COR within 7 days. Contractor will resubmit corrected invoices within 3 days of receipt.

**5.3 ATN-Southwest/West Trucking Services:** The Contractor shall provide trucking support services under Task Orders as required by the official LMR/TMR or mission sheet issued through the COR, including but not limited to operating single assets or convoys to and from any location within the RC Southwest/West.

**5.3.1 Period of Performance:** Eleven Month base period (estimated 6 Jun 2012 – 5 Jun 2013) with one six month option period (estimated 6 Jun 2013 – 5 Dec 2013)

**5.3.2 Asset Registration:** The Contractor shall ensure all transportation assets are registered with the Government of Islamic Republic of Afghanistan (GIROA), as required by GIROA. The contractor shall provide proof of vehicular registration, and overall visual inspection before a mission. Note; under force protection rules, vehicles without registration will not be allowed to enter ISAF locations and failure to meet the RLD will result in a failed mission.

**5.3.2.1 JSC-A Asset Registration Requirement:** The contractor shall register all vehicles, contractor and subcontractor owned, with the COR. Upon receipt of a registration request memorandum from the COR, the contractor shall provide proof of ownership or registration, and provide the asset for visual inspection by a USG representative.

**5.3.2.2 Asset Report:** The Contractor shall provide an Asset Report to the COR daily via email. Assets shall be listed by subcontractor and by asset type. The purpose of the report is to have the Contractor provide the location, status, and ITV transponder identifier for every mission that has been accepted by the carrier until the asset has been released by the ISAF at the completion of a mission. Contractor format is acceptable, but at a minimum the report must provide the

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information contained within the Technical Exhibit 4 sample report. Each mission shall remain on the SITREP until mission complete date time group has been recorded on the mission sheet and included in a SITREP.

**5.3.2.3 Contractor QA/QC Asset Inspections:** The Contractor, and any tier of subcontracted carrier, is required to perform vehicle inspections and complete the provided QA/QC inspection sheet. The QA/QC Inspection Sheet shall be provided with the mission sheet upon arrival at the origin of assigned mission to be inspected, by the customer at the origin location. The contractor must provide a replacement asset within 8 hours of rejection of an asset due to maintenance issues. Failure to provide a mission ready asset at the RLD yields a failed mission. Failure to provide a replacement asset within 8 hours of maintenance rejection yields a second failed mission. Contractor must have the ability to recover non-mission capable assets and cargo.

**5.3.3 Subcontracting Limitations:** This contract was solicited and awarded under DFARS 225.7703-2 limiting competition to sources from Afghanistan. The primary objective of the ATN program is to capitalize on existing business agreements established under the predecessor contract and promote the development of new agreements with influential regional leaders to develop, implement, and sustain an Afghan-owned and operated transportation network capable of providing secure and reliable transportation of ISAF cargo without the reliance on convoy security. The contractor shall support ISAF ground transportation requirements using Afghanistan local-owned and operated commercial transportation companies. The contractor shall have maximum flexibility in accordance with this PWS work to innovatively manage an ATN that satisfies the user's performance requirements. The contractor shall maximize the employment, training, and transfer of knowledge, skills and abilities to the Afghan workforce and maximize utilization of Afghan subcontractors and businesses. To support the objectives of the ATN program:

**5.3.3.1** No more than 10% of trucking missions shall be performed utilizing prime contractor owned assets. No prime contractor labor shall be used to perform any trucking missions under the resultant contract.

**5.3.3.2** The Contractor and all subcontractors at any tier shall hire at least 90% Afghan citizens with verifiable information as its employees.

**5.3.4 Operations Center:** Contractor will establish an operations center within 25 km of Kandahar Air Field within 15 days of contract award. The operations center function is a separate and distinct requirement from the Program Management function, but may be co-located with the Program Management function at the discretion of the contractor.

**5.3.4.1 Ability to Communicate in English:** At least one (1) individual in the operations center must be able to effectively communicate in English, both orally and in writing.

**5.3.4.2 Hours of Operation:** The Contractor is responsible for providing an operations center 24/7 to ensure efficient and effective trucking operations in accordance with this PWS. The

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Contractor shall ensure the operations center can be contacted via telephone and e-mail during all hours of operation.

**5.3.4.3 Key Operations Center Functions:** The operations center shall maintain operational awareness over all Contractor and subcontractor assets assigned to ISAF missions and be able to provide real-time status updates, as requested. This includes having immediate coordination and communication capabilities with all drivers as situation dictates in cases of emergency, truck/equipment breakdown, mission changes, etc. The operations center shall be able to continuously track, dispatch, and communicate with Contractor and subcontractor assets while the assets are performing assigned missions under this contract. The operations center shall have the ability to account for shipments by loads delivered by weight, delivery system, class of supply and nomenclature.

**5.3.4.4 Monthly Summary Report:** The Contractor shall provide a monthly summary report to the COR to include: total mission days executed; Total number of trucks/trailers used; Total number mission days lost to delays by Contractor and ISAF; Significant events; Incident reports; RLD versus Actual Pickup Date Statistics; RDD versus Actual Delivery Date Statistics; Cargo Damaged; Cargo Loss. The monthly summary report will be IAW Technical Exhibit 4. The format of the report is at the discretion of the contractor but at a minimum must have the information contained within Technical Exhibit 4.

**5.3.4.5 Mission Closure Report:** Contractor shall provide the COR a closure report IAW Technical Exhibit 4 at the completion of each mission (within 24 hours of successful delivery). The closure report will be IAW Technical Exhibit 4. The format of the report is at the discretion of the contractor but at a minimum must have the information contained within Technical Exhibit 4.

**5.3.4.6 Mission Sheets:** The original mission sheets are due to the COR within 10 days after the download date as noted by the customer at destination. Copies of the mission sheets are unacceptable unless approved by the COR. Any suspected fraudulent or altered mission sheets will be investigated by the ISAF. Payment for any suspected fraudulent or altered mission sheets will be suspended pending the results of the investigation. The prime contractor could also be financially responsible if the cargo delivery cannot be verified. A Memorandum for Record (MFR) from the customer is acceptable in lieu of the mission sheets. It is the responsibility of the prime contractor to obtain the MFR from the customer if the carrier fails to provide the signed original mission sheet.

**5.3.5 Basic Services:** The Contractor shall be responsive, timely (i.e. meet all RLDs and RDDs), and adhere to all assigned movement requirements in theater to include, but not limited to, the LMR/TMR process. The COR reserves the right to re-mission (reassign assets to another mission) tasked assets at their discretion, but this will be coordinated with the Operations Center for the RC to ensure Elder Owned Company concurrence prior to driver being committed to ISAF requirements. When the EOC is unable to ensure the safety of their driver to perform the

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re-mission, the Operations Center will still dispatch a driver to meet RDD requirements set forth on the remission paperwork. Contractor shall send required SITREP reports.

**5.3.5.1 Mission Units.** One (1) mission unit will be allowed for every 50 km of distance traveled within Afghanistan. All mission units will be rounded up to the next higher 50 km increment. For example, a 51 km mission will be calculated as two (2) mission units. Mission units will be calculated from origin to destination. However, uploads and downloads may occur throughout the RC Southwest and RC West area of operations and will change based on program expansion and ISAF requirements. All distances and authorized mission units will be established prior to dispatch of contractor assets.

**5.3.5.2 Mission Days:** A mission day is a 24 hour period which begins when the mission leaves the origin point headed for the destination point. Mission Days continue in 24 hour increments until the cargo is downloaded and mission sheet is complete. Once cargo is downloaded, mission is considered complete. The COR may allow additional travel time, for unique or exceptional circumstances such as extremely inclement weather, or for route conditions. The Contractor may deliver early, but must take into consideration the safety of the convoy and the cargo being transported. Mission sheets are due in accordance with paragraph 5.2.13. Carrier will not be paid for travel to origin or any travel after download at destination. The contractor is responsible for notifying the COR of any unforeseen delay.

**5.3.5.3 Required Load Date:** Required Load Date (RLD) is defined as transportation asset on base awaiting for customer to load cargo. This requires the contractor to plan in enough time for asset to process through any security checkpoints including required lay time (IAW para 5.3.7) at the FOB entrances.

**5.3.5.4 Required Delivery Date:** Ready Delivery Date (RDD) is defined as transportation asset on base awaiting for customer to download cargo. This requires the contractor to plan in enough time for asset to process through any security checkpoints including required lay time (IAW para 5.3.7) at the FOB entrances.

**5.3.5.5 Backhaul:** Backhaul is the return movement of a truck, without ISAF cargo, from the point of delivery to the origination point, or any another point as determined by the Contractor. Backhaul is not compensated by the ISAF. If a truck uploads new ISAF cargo following a download at a point of delivery, the movement of the truck to a new point of delivery will be as directed on an official LMR/TMR or mission. The follow-on or “new mission” will be executed IAW the terms of the contract with a new mission sheet.

**5.3.5.6 Cancelled Missions:** The COR may cancel any mission, for any reason. All missions cancelled by the COR/ACOR will fall into one of the following categories: prorated pay, partial pay, no pay. The contractor may not cancel missions, except under real time emergencies which could result in serious accident, death or serious injuries. Mission may also be cancelled if there is no Elder coverage. In such cases, contractor shall immediately notify the COR for coordination and approval of immediate actions, additionally providing a written Situation Report (SITREP) within 24 hours documenting the cancellation – to include providing



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supporting reasons for the cancellation.

**5.3.5.6.1 Cancelled/Prorated Pay:** If the Contractor's asset is attacked and destroyed, the Contractor shall be responsible for the recovery of the damaged and or undamaged assets and provide incident documentation, as set by the COR, in order to receive a pay status of "cancelled/prorated pay". Payment will be based on the number of mission units completed at the time of attack and or asset being destroyed.

**5.3.5.6.2 Cancelled/Partial Pay:** There are two (2) circumstances in which partial payment will be made: 1) ISAF cancels the mission within 24 hours of the RLD, or 2) ISAF cancels the mission after the asset has reached RLD. The Contractor will be paid at a rate of either half of the requested mission units or one (1) mission unit (whichever is less) at the rate for the assigned asset type if the mission is cancelled within 24 hours of the RLD. For missions cancelled after the asset has reached RLD, the Contractor must provide the ISAF with ITV snapshots showing the correct transponder on the correct date at the origin for each mission to be eligible for partial payment. If a cancelled mission that would otherwise be "cancelled/partial pay" is re-missioned, the Contractor will be compensated for the value of the re-mission and receive no partial pay for the cancelled mission.

**5.3.5.6.3 Cancelled/No Pay:** A mission may be cancelled at the discretion of the ISAF, resulting in no compensation if the truck fails to arrive at the origination point, by 10:00 local time on the RLD, i.e. location for load pickup, unless otherwise arranged in advance with the COR. The COR may also cancel a mission, at no cost, for any reason providing at least 24 hours notice in advance of the RLD. 24 hr notice would occur by 10:00 AM on the day prior to the RLD. Cancelled/No Pay missions also count as a failed mission per para 5.3.5.7.

**5.3.5.7 Failed Missions:** A mission will be considered failed, resulting in no compensation (to include demurrage), for any of the following reasons: the Contractor fails to provide correct mission ready assets or inadequate assets for the mission as required by the mission sheet; the Contractor fails to provide and operate ITV IAW para 4.5 on the mission; the Contractor refuses to go to a specific location that is inside the elder coverage area map; the Contractor trans-loads or cross-loads cargo without prior authorization; the Contractor delivers cargo to the wrong location; the cargo has not arrived at the destination directed on the mission sheet more than three (3) days past the RDD (after subtracting Entry Control Point (ECP) laytime at loading/unloading point); the driver(s) does not make a daily attempt to gain FOB access or is not available for entry during the hours of 0800 to 2200 (or other destination specific times per mission sheet) while awaiting upload/download; assigned asset does not arrive at origin on or before 1000 local time on RLD; the contractor fails to provide a replacement asset within eight (8) hours following a maintenance failure; the Contractor provides falsified or tampered mission paperwork; the cargo has been pilfered or any other reason declared to result in a failed mission as stated in this PWS.

**5.3.5.7.1 Failed Fuel Missions:** A fuel mission shall also be deemed "failed" when more than 5% of the uploaded fuel is lost or the load is contaminated (para 5.3.9.4). The Contractor will be charged the price of the full load at AFN 737 per gallon if the trucks are more than seven (7)

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days past the adjusted RDD. A refund of the charged amount will be made if truck with the original seal does eventually show up at the destination, however the mission will still be considered “failed”. The Contractor is ineligible to collect any demurrage for a failed mission. If the seal(s) has/have been tampered with the charged price will stand.

**5.3.5.7.2 Failed Dry Cargo Missions:** A dry cargo mission shall also be deemed “failed” if the Contractor fails to deliver the cargo in the same condition as it was at time of upload at the origination point or if refrigerated cargo was not maintained at the required temperature for the duration of the mission (para 5.3.10.2.1; 5.3.10.2.2). The Contractor is ineligible to collect any demurrage for a failed mission.

**5.3.6 Cargo Responsibilities:** The ISAF will load trucks/trailers at point of origin and download trucks/trailers at destination. It is the Contractor’s responsibility to properly secure loads for transport IAW United States Department of the Army Pamphlet (DA PAM) 55-20, DA PAM 55-23, and DA PAM 55-20-45. The Contractor shall be financially liable for cargo loss, pilferage, or damage incurred due to improperly securing cargo loads, negligent or improper driving by the operator, improperly handling cargo, or unauthorized trans-loading or cross-loading of cargo.

**5.3.6.1 Cargo Documentation:** Contractor shall present original shipping documentation to the authorized Point of Contact (POC) at origin and final destination for signatures. ISAF will return original documents to drivers prior to driver departure. Original signed mission sheets or an original memorandum of receipt from the delivery recipient are the only acceptable documentation to support the invoice for a given Mission Sheet IAW para 5.3.5.6.

**5.3.7 Entry Control Point (ECP) Laytime:** ECP Laytime is the time period that the Contractor experiences with trucking assets at the loading point ECP waiting for the ISAF to load, and at the unloading point ECP waiting for the ISAF to unload. The ISAF has determined reasonable ECP laytime, for both loading and unloading, to be three (3) days at the origin and three (3) days at destination. Failure of the Contractor to provide an ITV snapshot and notify the COR on the third day of laytime at the origin or on the third day of laytime at the destination will result in the Contractor being ineligible to claim demurrage for that mission. The Contractor will notify the COR of any delays or deviation for each mission. The KO is the approval authority.

**5.3.8 Truck Demurrage:** After three (3) full days of laytime (72 hrs) at the origin or three (3) full days of laytime at the destination, the Contractor is entitled to receive payment of the daily truck demurrage rate for every additional day of laytime. Truck demurrage shall not be paid until after three (3) days of laytime, which will be totaled separately at the origination point or delivery point. Truck demurrage shall be payable in addition to any amounts due for completion of the mission. The ISAF will verify all demurrage charges via ITV. Demurrage charges that cannot be verified via ITV will not be approved for payment.

**5.3.9 Bulk Fuels (Class III) Transportation:** The Contractor shall provide 5,000 gallon (20,000 liter) and 10,000 gallon (40,000 liter) fuel tankers. Contract requirements will include, at a minimum, TS1, JP8, Diesel, and unleaded fuels. All tank trucks shall be IAW MIL-STD 3004A w/ Change 1 (c1), dated 15 April 2004.

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**5.3.9.1 Mission-Essential Equipment:** All fuel trucks provided by the Contractor shall have an operational fuel pump, proper hoses and fittings, and a properly functioning and calibrated metering system. The term operational means functional, fit, and ready for use or service.

**5.3.9.2 Truck Inspection Criteria:** Fuel uploaded at origin and delivered at destination by the Contractor will be in accordance with FM 10-67-1 standards. The fuel transportation tank will be inspected and documented by the ISAF prior to upload to ensure the tanks are empty and free of debris and that all leaks, holes, and all dip ports are sealable. The Contractor may observe the process.

**5.3.9.3 Service/Conversion:** Each tank shall be continuously kept in the same grade of service (i.e. will carry the same type of fuel) to minimize the possibility of contamination. When needed, each tank shall be processed for a change in grade IAW MIL-STD 3004A (c1) Table XXIII.

**5.3.9.4 Fuel Loss:** The Contractor shall be financially liable for missing and/or contaminated fuel at the rate of AFN 737 per gallon. The Contractor will be charged a maximum of AFN 3,685,000 for 5,000 gallon fuel tanker missions and a maximum of AFN 7,370,000 for 10,000 gallon fuel tankers missions. A variation in quantity of up to 5% of the loaded quantity is considered within tolerance for the purpose of assessing charges for missing fuel. Fuel missions with losses exceeding 5% are considered a failed mission. The 5% variation allowance is not applicable to instances when the entire load is missing; the Contractor will be held liable for 100% of the fuel uploaded. If there is fuel remaining in the tanker after download, the Contractor must return all remaining fuel to the location designated by the ISAF. This return of fuel will be a new mission and a new mission sheet will be provided.

**5.3.10 Dry Cargo (Class I, II, IV, VII, IX) Transportation:** The Contractor shall provide flatbed trucks (FBTs) capable of hauling one (1) each 20-foot container, two (2) each 20-foot containers, one (1) each 40-foot containers or break-bulk cargo and have the operational required. The containers may be refrigerated or non-refrigerated. All The Contractor shall provide 20 foot or 40 foot refrigerated trucks when requested.

**5.3.10.1 Vehicle Accessories:** For every mission, the Contractor shall provide 12 chains, 12 straps, and 12 binders sufficient to secure loads on any trucking asset. If additional chains, binders, or straps are required for a mission, the ISAF will indicate the requirement on the mission sheet prior to dispatching to the Contractor. The Contractor shall ensure all FBTs have functional container locking mechanisms sufficient to secure two (2) 20-foot containers or one (1) 40-foot container.

**5.3.10.1.2 Tie Down Specifications:** The Contractor shall ensure that FBTs have operational accessories. Vehicle accessories shall meet the following minimum requirements: straps shall be rated at a 10,000 pound (4,536 kg) load or higher; load binders shall have 26,000 lbs (11,793 kg) breaking strength and be between 3/8 inch (0.95 cm) and 1/2 inch (1.27 cm) in size; chains shall be 5/16 inch HT by 19 feet (5.79m) in length with a working 3/8 – 1/2 inch hook on both ends with nominal load limit of 16,500 lbs (7,484 kg).

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**5.3.10.1.3 Dunnage:** Dunnage requirements will be mission dependent and annotated on the corresponding mission sheet. When required, each FBT shall have eight (8) each 4" (0.10 m) x 4" (0.10 m) x 8' (2.44 m) boards as dunnage to expedite the uploading and downloading of trailers, unless otherwise noted.

**5.3.10.1.4 Tarps:** When the cargo is non-containerized (i.e. pallets of bottled water), the Contractor shall provide one canvas or plastic tarp capable of covering and securing the entire load (approximately 20 pallets of bottled water). The ISAF will indicate the requirement for a tarp on the mission sheet upon dispatching to Contractor and all noted break bulk cargo loads will be required to use a tarp for transport.

**5.3.10.1.5 Trailers:** All trailers must have firm floor decks, structurally sound frame and suspension; brakes and airbag suspensions free of excessive air leaks, firm parking brakes, and serviceable coupling hoses.

### **5.3.10.2 Refrigerated Trucks (RTs), Freezer Trucks, and Refrigerated Containers**

**(Reefers):** The Contractor shall provide RTs and reefers as required for the purpose of storage and distribution of frozen and chilled food. All assets must be appropriate for the safe and sanitary transportation and storage of frozen/chilled food stuff and appropriately insulated. The following minimum requirements apply to all freezer and refrigerated assets: the exterior height is between 13'6" (4.15m) and 14.0' (4.27m); the interior width is between 98" (2.49m) and 100" (2.54m); the dock height is between 48" (1.22m) and 52" (1.32m); the floors are rated at 17,000 lbs (7,711 kg) to 22,000 lbs (9,979 kg); steel cross members on 12" (30.48cm) centers or aluminum cross members on 8" (20.32cm) centers; swing rear doors are present; single, tandem, or tri-axles are present as appropriate for load conditions; scuff liners are present; E-track or logistics posts are present; pintle-hook is present. All trucks under this paragraph will be required to provide an ITV solution that includes monitoring of temperatures for the duration of mission. ITV shall have a report rate no longer than once every (15) fifteen minutes, remain in service, without driver bypass, continuously while on mission and report temperature.

**5.3.10.2.1 Refrigerated Items:** Refrigerated items will be maintained at a temperature of between 40 degrees Fahrenheit (4.4 Celsius) and 32 degrees Fahrenheit (0 Celsius) for the duration of the mission. If the prescribed temperatures are not maintained, the Contractor will be liable for the total value of the cargo. All temperature will be verified with ITV IAW paragraph 5.3.10.2 and will be provided by the contractor when requested.

**5.3.10.2.2 Frozen Items:** Food labeled frozen and shipped frozen will be received frozen. Temperature will be maintained from 0 to -10 degrees Fahrenheit (-17.8 to -23.3 degrees Celsius) for the duration of the mission. If the prescribed temperatures are not maintained, the Contractor will be liable for the total value of the cargo. All temperature will be verified with ITV IAW paragraph 5.3.10.2 and will be provided by the contractor when requested.

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**5.3.10.3 Containers (non-refrigerated):** The Contractor may provide containers, if available/as required by the COR/Customer LMR/TMR or mission sheet. Containers will either be in 20' (standard) or 40' configuration for the prescribed transfer of cargo.

**5.3.10.3.1 Contractor Provided Containers:** Contractor-provided containers will be dry without evidence of holes and perforations; doors shall be capable of being sealed and locked. Containers will also be clearly marked so as not to be confused as ISAF (DLA leased, DoD) or Carrier owned containers (i.e., APL, MAERSK, Hapag Lloyd, etc.). The Contractor shall identify and manage all containers using the 11-digit naming convention; four letters followed by seven numbers (i.e. USAU1234567). Contractor is responsible for registration/proof of ownership if requested by COR.

**5.3.10.3.2 Container Requirements:** The Contractor shall not retain or alter in any way any ISAF owned containers. Containers shall be properly secured and sealed for in-transit moves by the shipping point of contact (USG/Customer); Customer is responsible for loading and container management; container placement will be door to door or door to bulkhead to minimize ability to open in transit. All seals will be provided and put in place by the USG/Customer. The Customer is responsible for ensuring containers are properly secured and sealed before movement. Contractor is responsible for ensuring all original seals remain intact on all containers. If the container seal(s) are broken upon delivery the Contractor shall be liable for any missing cargo. The contractor/carrier has the right to refuse a load if the container is not sealed at time of upload.

**5.3.10.3.3 Container Recovery:** ISAF shall notify the PM when Contractor-owned containers are ready for recovery. Once notice is given to the Contractor by the COR, container demurrage fees stop if the carrier is eligible for such fees. The Contractor shall recover its containers within seven (7) days of ISAF's notice. After seven (7) days, ISAF shall charge the Contractor daily container demurrage at the contract specified demurrage rate. Demurrage shall be assessed for each day, or any portion of a day, an ISAF contractor provided container (Hapag Lloyd, Maersk, etc) remains unrecovered.

**5.3.10.3.4 Container Laytime:** Defined as the time period a container (contractor asset) remains at the loading point for the ISAF to load, and at the unloading point for the ISAF to unload Contractor-owned containers. The ISAF has determined reasonable laytime, for both loading and unloading, to be four (4) days at the origin and four (4) days at the destination. Failure of the Contractor to notify the COR on the fourth day of laytime at the origin or on the fourth day of laytime at the destination will result in the Contractor being ineligible to claim container demurrage for that mission.

**5.3.10.3.5 Container Demurrage:** After four (4) days of container laytime at the origin or four (4) days container laytime at the destination, the Contractor is entitled to receive payment of the daily container demurrage rate for every additional day of laytime. Container demurrage shall not accrue until after four (4) days of laytime, which shall be totaled separately at the origination point or delivery point. The Contractor shall include the 11-digit container number for all container demurrage charges. Container demurrage shall be payable in addition to any amounts

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due for completion of the mission. ISAF is not financially obligated for delays caused by GIRoA or neglect of the Contractor. ISAF may (at the discretion of the COR) increase the allowed mission days and thus the RDD for circumstances not caused by the contractor. After 60 days of a container being in demurrage, the ISAF will pay the Contractors quoted container price and the container shall become property of the ISAF. The Contractor is not eligible to claim demurrage for containers that are purchased by the ISAF.

**5.3.11 Heavy Cargo Transportation:** The Contractor shall provide 20', 30', 40' lowboy trailers required, on the mission sheet. The Contractor shall ensure that all lowboys have adequate and operational accessories.

**5.3.11.1 Heavy Cargo Trucks:** All trucks shall have a minimum of tandem drives with 70-ton trailer capacity, and be capable of transporting oversized cargo (i.e. Wheeled Rough Terrain Container Handler (RTCH)).

**5.3.11.2 Vehicle Accessories:** For every mission, the Contractor shall provide accessories IAW para 5.3.10.1.

**5.3.11.2.1 Heavy Equipment Transport Tie Down Specifications:** The Contractor shall ensure that all lowboys have operational accessories. Vehicle accessories shall meet the following minimum requirements: load binders shall have 26,000 lbs (11,794 kg) breaking strength and be between 3/8 inch (.95 cm) and 1/2 inch (1.27 cm) inch in size; chains shall be 1/2 inch wide by 19 feet (5.79 m) in length with a working load limit of 12,500 lbs (5,670 kg) and breaking strength of 50,000 lbs (22,680 kg).

**5.3.11.2.2 Mission Dependent:** When required and annotated on the LMR/TMR or mission sheet, lowboys will have an operational winch rated at 55,000 lbs (24,948 kg) or greater pulling capacity with at least one serviceable recovery snatch block.

**5.3.11.3 Trailers:** All lowboys shall have fully functional and operational ramps for vehicle and equipment self-loading, brakes free of air leaks, parking brakes, and brake lights. All trailers must be capable of safely self-loading and transporting disabled or damaged cargo, to include a Mine Resistant Ambush Protected Vehicle (MRAPs) as well as loading and transporting fully mission capable equipment.

**5.4 Contractor Manpower Reporting:** The Office of the Assistant Secretary of the Army (Manpower & Reserve Affairs) operates and maintains a secure Army data collection site where the contractor will report ALL contractor manpower (including subcontractor manpower) required for performance of this contract.

**5.4.1 Period of Performance:** 30 day Phase-In Period (estimated 6 May 2012 – 5 Jun 2012) plus Eleven Month base period (estimated 6 Jun 2012 – 5 Jun 2013) with one six month option period (estimated 6 Jun 2013 – 5 Dec 2013)

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**5.4.2** The contractor is required to completely fill in all the information in the format using the following web address <https://contractormanpower.army.pentagon.mil>. The CMRA Reporting website is located at <https://cmra.army.mil>.

**5.4.3** The required information includes: (1) Contracting Office, Contracting Officer, Contracting Officer's Technical Representative; (2) Contract number, including task and delivery order number; (3) Beginning and ending dates covered by reporting period; (4) Contractor name, address, phone number, e-mail address, identity of contractor employee entering data; (5) Estimated direct labor hours (including sub-contractor); (6) Estimated direct labor dollars paid this reporting period (including sub-contractor); (7) Total payments (including subcontractor); (8) Predominant Federal Service Code (FSC) reflecting services provided by contractor (and separate predominant FSC for each sub-contractor if different); (9) Organizational title associated with the Unit Identification Code (UIC) for the Army Requiring Activity (the Army Requiring Activity is responsible for providing the contractor with its UIC for the purposes of reporting this information); (10) Locations where contractor and sub-contractors perform the work (specified by zip code in the United States and nearest City, Country, when in an overseas location, using standardized nomenclature provided on website); (12) Presence of deployment or contingency contract language, and, (13) Number of contractor and sub-contractor employees deployed in theater this reporting period (by country).

**5.4.4** As part of its submission, the contractor will also provide the estimated total cost (if any) incurred to comply with this reporting requirement. Reporting period will be the period of performance not to exceed 12 months ending September 30 of each government fiscal year and must be reported by 31 October of each calendar year.

**5.4.5** In the event contractor computer connectivity and/or vendor electronic commerce capability problems inhibit the reporting, the contractor shall provide the data manually or electronically (email) to the Government COR no later than 15 October of each calendar year.

**5.4.6** If the contractor is unable to input the data into the CMRA web site due to these computer issues, the COR will input the data into the web site for the contractor. If both the Contractor and the Government are unable to input data into the CMRA website, the COR will complete the spreadsheet for manual submission available in the Resource Library and forward it to the email address of: [ContractorManpower@conus.army.mil](mailto:ContractorManpower@conus.army.mil).

**5.4.7** Contract Clause 952.225-0005, Contractor Manpower Reporting, applies.

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**Technical Exhibit 1: Performance Requirements Summary (PRS)**

**TE 1-1. ATN Contract Level Metrics**

<b>Required Service</b>	<b>Performance Objectives</b>	<b>Performance Threshold</b>	<b>Data Source</b>	<b>Surveillance</b>
1. ATN-Southwest/West Program Management Support Services <b>PWS 5.2</b>	Program Management support services successfully opened new ATN logistics routes to improve ATN transportation capabilities IAW the PWS.	The Contractor executed subcontract agreements with all approved EOC's within five calendar days 100% of the time.	Assessment Status Report of Elders / Influential Leaders; Summary Metric Report; and Elder Coverage Maps, Contract Discrepancy Reports	Quarterly (Rolls up to Annual CPARS)
2. Timeliness of Performance <b>PWS 5.3.5; 5.3.5.3; 5.3.5.4</b>	The Contractor uploads and delivers cargo in accordance with established timelines.	The total number of late arrivals (RLD and RDD) does not exceed 10 percent.	ATN Tracker, Mission Sheets, TMR	Quarterly (Rolls up to Annual CPARS)
3. Quality of Services <b>PWS 5.3.5.7; 5.3.9.4</b>	The Contractor successfully completes all missions IAW the PWS.	The total number of failed missions does not exceed 5 percent.	ATN Tracker, Mission Sheets, TMR	Quarterly (Rolls up to Annual CPARS)

**TE 1-2. ATN Task Order Level Metrics (CLIN XX01AB – Program Management Support Services)**

<b>Required Service</b>	<b>Performance Objectives</b>	<b>Acceptable Quality Level (AQL)</b>	<b>Method of Inspection</b>	<b>Frequency of Inspection</b>	<b>Value of Monthly Service (CLIN XX01AB)</b>
1. Management of Personnel <b>PWS 1.7.2</b>	The Contractor provided effective management of all personnel, including subcontractors.	No more than 3 Customer Complaints; Zero instances of cargo pilferage	Customer Complaint	Monthly	
2. Training <b>PWS 1.7.2.4.4; 5.2.5.2</b>	The Contractor shall develop and implement a complete training plan including dispatch, safety, accounting, maintenance, and administrative tracking and reporting.	All Drivers will be trained for greater or equal of 4 hours per month	100%	Monthly	10%
3. Training <b>PWS 1.7.2.4.4; 5.2.5.2</b>	The Contractor shall develop and implement a complete training plan including dispatch, safety, accounting, maintenance, and administrative tracking and reporting.	All personnel, other than Drivers, are trained for greater or equal of 4 hours per month	100%	Monthly	10%



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**TE 1-2. ATN Task Order Level Metrics (CLIN XX01AB – Program Management Support Services) Con't**

<b>Required Service</b>	<b>Performance Objectives</b>	<b>Acceptable Quality Level (AQL)</b>	<b>Method of Inspection</b>	<b>Frequency of Inspection</b>	<b>Value of Monthly Service (CLIN XX01AB)</b>
4. Quality Control (QC) <b>PWS 1.7.4; 1.5.1</b>	Quality: The Contractor develops and implements an effective QC Plan which ensures services meet contract standards. Performance Deficiencies are not reoccurring in nature.	No more than one (1) Contract Discrepancy Report (CDR) is issued for the same service under CLIN XX01AB within a three (3) month period.	100% Inspection	Monthly	10%
5. Influential Leader Engagements – Nominating EOCs <b>PWS 5.2.4.4, 5.2.5, and 5.2.6</b>	Timeliness: The Contractor propose new potential EOC's for route expansion within 15 calendar days of Government ATN-Southwest/West route expansion notification.	100%	100%	Monthly	15%
6. Influential Leader Engagements - Operational Routes <b>PWS 5.2.4.4, 5.2.5, and 5.2.6</b>	Timeliness: The Contractor executes required subcontract agreements with new EOCs to ensure the expansion route is operational 30 calendar days from date of Government EOC approval.	100%	100%	Monthly	15%
7. Deliverables <b>PWS Technical Exhibit 4-1</b>	Quality/Timeliness: Contractor will provide all required deliverables complete and on-time.	95%	100%	Monthly	5%

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**TE 1-3. ATN Task Order Level Metrics (CLINs XX01AC – Trucking Services)**

<b>Required Service</b>	<b>Performance Objectives</b>	<b>Acceptable Quality Level (AQL)</b>	<b>Method of Inspection</b>	<b>Frequency of Inspection</b>	<b>Value of Monthly Service (CLIN XX01AC)</b>
8. Quality Control (QC) <b>PWS 1.7.4; 1.5.1</b>	Quality: The Contractor develops and implements an effective QC Plan which ensures services meet contract standards. Performance Deficiencies are not reoccurring in nature.	No more than one (1) Contract Discrepancy Report (CDR) is issued for the same service under CLIN XX01AC within a three (3) month period.	100% Inspection	Monthly	10%
9. In-Transit Visibility (ITV) <b>PWS 4.5</b>	Quality: Contractor will have properly functioning ITV on all missions (including proper ping rate).	100%	100% Inspection	Monthly	5%
10. Required Load Date (RLD) <b>PWS 5.3; 5.3.5.3; 5.3.5.7; 4.5.5</b>	Timeliness: Contractor will be available on time at origin for cargo upload.	95%	100%	Monthly	20%
11. Required Delivery Date (RDD) <b>PWS 5.3.5; 5.3.5.7; 4.5.5</b>	Timeliness: Contractor will have cargo at the destination for download at the scheduled time.	95%	100%	Monthly	35%
12. Deliverables <b>PWS Technical Exhibit 4-2</b>	Quality/Timeliness: Contractor will provide all required deliverables complete and on-time.	95%	100%	Monthly	5%

**TE 1-4. Payment Deduction Calculations**

<b>Step</b>	<b>Description</b>	<b>Calculation</b>	<b>Source</b>
1	Total Value of CLIN Monthly Service	\$	Totally Monthly Invoice Amount for CLIN
2	Percentage Value of PRS Item	0%	From PRS Table
3	Value of Service (PRS)	\$	Step 1 time Step 2
4	Lot Size	0	Total Number of Samples
5	Acceptable Quality Level (AQL) Percentage	0%	From PRS Table
6	Acceptable Quality Level (AQL) Quantity	0	Step 4 times Step 5
7	Acceptable Number of Defects	0	Step 4 minus Step 6
8	Actual Number of Defects	0	From Inspection Tally Checklist
9	Value of each sample	\$	Step 4 divided by Step 3
10	<b>TOTAL PRS PAYMENT DECUCTION</b>	\$	Step 9 times Step 8
<b>NOTES</b>			
Note <sup>1</sup>	No payment deduct if number of defects are below AQL		
Note <sup>2</sup>	Full payment deduct once AQL is exceeded		
Note <sup>3</sup>	Services are not subject to re-performance as they are inspections of instant events which either pass or fail or surveillance of previous months performance which cannot be re-performed to meet contract standards of timeliness		

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**Technical Exhibit 2: Approved Elder Owned Companies (EOCs)**

**RC West:**

Farah Bastan EOC  
Farah City, in front of Farah Eid Gah, first home 6th floor  
(M): 0797404374

Khurasan Herat EOC  
Herat City, Mahbas Street, Opposite of Technical high school  
Email: kh [hrt@yahoo.com](mailto:hrt@yahoo.com)  
(M): 0799225996

Shinghar EOC  
5th District of Heart City, opposite of Safi buildings, End of Esteqlal road  
(M): 0786527157

KOH-E SABZ EOC  
Badghis Province, Qala-e Naw City, First District  
Email: [Nazam2009@yahoo.com](mailto:Nazam2009@yahoo.com)  
(M): 0703757045

**RC Southwest:**

Bolan Zangal EOC  
2ND District, Bank street, Lashkargah, Helmand, Afghanistan  
Email: [Azim.bzl@gmail.com](mailto:Azim.bzl@gmail.com)  
(M): 0705749574

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**Technical Exhibit 3: Workload Data**

**Projected workload information is provided for information purposes only to provide offerors with an understanding of the projected ATN-Southwest/West workload. No equitable adjustment will be made under the resultant contract for any variance between projected and actual workload as payment is made under the bid schedule for the actual number of transportation missions, by asset type, performed.**

**TE 3-1 Forecasted Mission Units (Estimate)**

This table forecasts the potential for ATN-Southwest/West program expansion, depicted in mission units, for the base period and the option period.

<b>Months</b>	<b>ATN-Southwest Missions Forecast (MUs) LOW OPTEMPO</b>	<b>ATN-Southwest Missions Forecast (MUs) MEDIUM OPTEMPO</b>	<b>ATN-Southwest Missions Forecast (MUs) HIGH OPTEMPO</b>
<b>1</b>	<b>Phase-In</b>	<b>Phase-In</b>	<b>Phase-In</b>
<b>2</b>	<b>500</b>	<b>850</b>	<b>1100</b>
<b>3</b>	<b>515</b>	<b>850</b>	<b>1200</b>
<b>4</b>	<b>515</b>	<b>900</b>	<b>1250</b>
<b>5</b>	<b>530</b>	<b>1000</b>	<b>1300</b>
<b>6</b>	<b>540</b>	<b>1200</b>	<b>1325</b>
<b>7</b>	<b>545</b>	<b>1200</b>	<b>1350</b>
<b>8</b>	<b>535</b>	<b>1500</b>	<b>1275</b>
<b>9</b>	<b>520</b>	<b>1500</b>	<b>1275</b>
<b>10</b>	<b>530</b>	<b>1500</b>	<b>1300</b>
<b>11</b>	<b>540</b>	<b>1200</b>	<b>1350</b>
<b>12</b>	<b>540</b>	<b>1200</b>	<b>1400</b>
<b>Total ATN Missions Forecasted for Base Period</b>	<b>5810</b>	<b>12900</b>	<b>13150</b>

<b>Months</b>	<b>ATN-Southwest Missions Forecast (MUs) LOW OPTEMPO</b>	<b>ATN-Southwest Missions Forecast (MUs) MEDIUM OPTEMPO</b>	<b>ATN-Southwest Missions Forecast (MUs) HIGH OPTEMPO</b>
<b>1</b>	<b>545</b>	<b>1200</b>	<b>1450</b>
<b>2</b>	<b>550</b>	<b>1200</b>	<b>1450</b>
<b>3</b>	<b>550</b>	<b>1200</b>	<b>1475</b>
<b>4</b>	<b>560</b>	<b>1200</b>	<b>1500</b>
<b>5</b>	<b>565</b>	<b>1200</b>	<b>1535</b>
<b>6</b>	<b>550</b>	<b>1200</b>	<b>1540</b>
<b>Total ATN Missions Forecasted for Opt Period One</b>	<b>3320</b>	<b>7200</b>	<b>8950</b>

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

<b>Months</b>	<b>ATN-West Missions Forecast (MUs) LOW OPTEMPO</b>	<b>ATN-West Missions Forecast (MUs) MEDIUM OPTEMPO</b>	<b>ATN-West Missions Forecast (MUs) HIGH OPTEMPO</b>
<b>1</b>	<b>Phase-In</b>	<b>Phase-In</b>	<b>Phase-In</b>
<b>2</b>	<b>130</b>	<b>480</b>	<b>550</b>
<b>3</b>	<b>145</b>	<b>480</b>	<b>600</b>
<b>4</b>	<b>160</b>	<b>480</b>	<b>625</b>
<b>5</b>	<b>165</b>	<b>525</b>	<b>650</b>
<b>6</b>	<b>165</b>	<b>525</b>	<b>675</b>
<b>7</b>	<b>170</b>	<b>600</b>	<b>675</b>
<b>8</b>	<b>140</b>	<b>600</b>	<b>650</b>
<b>9</b>	<b>130</b>	<b>500</b>	<b>625</b>
<b>10</b>	<b>150</b>	<b>450</b>	<b>625</b>
<b>11</b>	<b>160</b>	<b>450</b>	<b>650</b>
<b>12</b>	<b>170</b>	<b>425</b>	<b>675</b>
<b>Total ATN Missions Forecasted for Base Period</b>	<b>5165</b>	<b>5515</b>	<b>5585</b>

<b>Months</b>	<b>ATN-West Missions Forecast (MUs) LOW OPTEMPO</b>	<b>ATN-West Missions Forecast (MUs) MEDIUM OPTEMPO</b>	<b>ATN-West Missions Forecast (MUs) HIGH OPTEMPO</b>
<b>1</b>	<b>180</b>	<b>400</b>	<b>700</b>
<b>2</b>	<b>200</b>	<b>480</b>	<b>715</b>
<b>3</b>	<b>220</b>	<b>480</b>	<b>725</b>
<b>4</b>	<b>220</b>	<b>480</b>	<b>730</b>
<b>5</b>	<b>230</b>	<b>525</b>	<b>750</b>
<b>6</b>	<b>225</b>	<b>525</b>	<b>745</b>
<b>Total ATN Missions Forecasted for Opt Period One</b>	<b>1275</b>	<b>2890</b>	<b>4365</b>

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**TE 3-2 Missions Per Month (Estimate)**

<b>Mission Type BY Regional Command Southwest</b>				
<b>RC-Southwest*</b>	<b>Monthly Average</b>	<b>Low OPTEMPO</b>	<b>Medium OPTEMPO</b>	<b>High OPTEMPO</b>
<b>Leatherneck to</b>	Deleram	40	80	120
	Dwyer	100	200	300
	Geronimo	30	60	90
	Lashka Gahr	5	10	15
	Nolay	25	50	75
	Payne	7	14	21
<b>Dwyer To</b>	Payne	8	16	24

<b>Mission Type BY Regional Command West</b>				
<b>RC-West*</b>	<b>Monthly Average</b>	<b>Low OPTEMPO</b>	<b>Medium OPTEMPO</b>	<b>High OPTEMPO</b>
<b>Shindand To</b>	Farah	55	110	165
	Stone	40	80	120
	Leatherneck	30	60	90
<b>Stone To</b>	Farah	12	24	36

\* For the terms of this contract, Regional Command West includes provinces: Badghis, Herat, and Farah; Regional Command Southwest includes provinces: Nimroz and Helmand.\*

**TE 3-3 Minimum Number of Assets Required**

While certain asset types are not currently projected, the asset types are covered under the ATN-South contract scope to facilitate future program expansion to meet changing JSC-A regional trucking requirements. No adjustment to contract ceiling or unit prices will occur as all asset classifications are competitively established under the initial contract solicitation, evaluation, and award.

<b>ASSET TYPE</b>	<b>RC - SOUTHWEST</b>	<b>RC - WEST</b>
5,000 Gallon Tanker	3	5
10,000 Gallon Tanker	3	5
20 ' Flatbed Truck (FBT)	10	13
40 ' Flatbed Truck (FBT)	65	57
Refrigerated Truck (RT)	0	0
Freezer Truck (FT)	0	0
20' Container (non-refrigerated)	0	0
40' Container (non-refrigerated)	0	0

## AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W) PERFORMANCE WORK STATEMENT

20' Converted HMMWV Container	0	0
20' Refrigerated Container (Reefer)	5	4
40' Refrigerated Container (Reefer)	5	4
20' Lowboy Trailer	5	4
40' Lowboy Trailer	6	6
40' Heavy Equipment Transport (Super Lowboy)	0	0

### TE 3-4 Estimated Projected Mission Units, by Type, by Month

ATN services will vary depending on the EOC nomination and approval process and the actual routes within each province required to support RC-South mission requirements and retrograde operations. To facilitate offer proposal preparation and USG evaluation, a low OPTEMPO estimate (20% probability), a Medium OPTEMP estimate (50% probability), and a high OPTEMPO estimate (30% probability) is provided. As depicted in the tables below, mission units by asset type during the various OPTEMPO periods do not remain consistent. Offerors shall consider these variations when providing their unit prices by asset type for each period to consideration of possible variations and fluctuations. No price adjustment will be made during the life of the contract for variations in actual quantities of mission units by type as the successful contractor will be paid for the actual mission units performed at the mission unit rate proposed by the Contractor for each asset type.

### TE 3-4.1 Low OPTEMPO Estimated Projected Mission Units, by Type, by Month (20% Probability).

Total Forecasted Mission Units ASSET TYPE	ATN SOUTHWEST BASE YEAR (LOW OPTEMPO)												UNIT OF ISSUE	
	500 JUN	515 JUL	515 AUG	530 SEP	540 OCT	545 NOV	535 DEC	520 JAN	530 FEB	540 MAR	540 APR	5810 TOTAL		
5,000 Gallon Tanker	25	26	26	27	27	27	27	26	27	27	27	27	291	MU
10,000 Gallon Tanker	5	5	5	5	5	5	5	5	5	5	5	5	58	MU
20' Flatbed Truck (FBT)	100	103	103	106	108	109	107	104	106	108	108	108	1162	MU
40' Flatbed Truck (FBT)	150	155	155	159	162	164	161	156	159	162	162	162	1743	MU
Refrigerated Truck (RT)	0	0	0	0	0	0	0	0	0	0	0	0	0	MU
Freezer Truck (FT)	0	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Container (non-refrigerated)	10	10	10	11	11	11	11	10	11	11	11	11	116	MU
40' Container (non-refrigerated)	0	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Converted HMMWV Container	0	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Refrigerated Container (Reefer)	10	10	10	11	11	11	11	10	11	11	11	11	116	MU
40' Refrigerated Container (Reefer)	0	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Lowboy Trailer	25	26	26	27	27	27	27	26	27	27	27	27	291	MU
40' Lowboy Trailer	125	129	129	133	135	136	134	130	133	135	135	135	1453	MU
40' Heavy Equipment Transport (Super Lowboy)	50	52	52	53	54	55	54	52	53	54	54	54	581	MU
Truck Demurrage	5	4	6	5	4	3	6	4	7	5	4	4	53	DAY
Container Demurrage < 60 days (Note 4)	0	3	2	2	3	2	1	1	2	2	1	1	19	DAY
Containers > 60 Days (becomes USG Property)	0	1	0	1	1	0	0	0	1	0	0	0	4	EA

## AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W) PERFORMANCE WORK STATEMENT

ATN SOUTHWEST OPTION PERIOD ONE (LOW OPTEMPO)								
Total Forecasted Mission Units	545	550	550	560	565	550	3320	UNIT OF
ASSET TYPE	MAY	JUN	JUL	AUG	SEP	OCT	TOTAL	ISSUE
5,000 Gallon Tanker	27	28	28	28	28	28	166	MU
10,000 Gallon Tanker	5	6	6	6	6	6	33	MU
20' Flatbed Truck (FBT)	109	110	110	112	113	110	664	MU
40' Flatbed Truck (FBT)	164	165	165	168	170	165	996	MU
Refrigerated Truck (RT)	0	0	0	0	0	0	0	MU
Freezer Truck (FT)	0	0	0	0	0	0	0	MU
20' Container (non-refrigerated)	11	11	11	11	11	11	66	MU
40' Container (non-refrigerated)	0	0	0	0	0	0	0	MU
20' Converted HMMWV Container	0	0	0	0	0	0	0	MU
20' Refrigerated Container (Reefer)	11	11	11	11	11	11	66	MU
40' Refrigerated Container (Reefer)	0	0	0	0	0	0	0	MU
20' Lowboy Trailer	27	28	28	28	28	28	166	MU
40' Lowboy Trailer	136	138	138	140	141	138	830	MU
40' Heavy Equipment Transport (Super Lowboy)	55	55	55	56	57	55	332	MU
Truck Demurrage	4	4	5	6	3	4	26	DAY
Container Demurrage < 60 days (Note 4)	1	1	0	1	0	0	3	DAY
Containers > 60 Days (becomes USG Property)	0	1	1	2	0	0	4	EA

ATN WEST BASE YEAR (LOW OPTEMPO)													
Total Forecasted Mission Units	130	145	160	165	165	170	140	130	150	160	170	5165	UNIT OF
ASSET TYPE	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	TOTAL	ISSUE
5,000 Gallon Tanker	7	24	24	26	26	30	30	25	23	23	21	258	MU
10,000 Gallon Tanker	5	19	19	21	21	24	24	20	18	18	17	207	MU
20' Flatbed Truck (FBT)	26	96	96	105	105	120	120	100	90	90	85	1033	MU
40' Flatbed Truck (FBT)	39	144	144	158	158	180	180	150	135	135	128	1550	MU
Refrigerated Truck (RT)	3	10	10	11	11	12	12	10	9	9	9	103	MU
Freezer Truck (FT)	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Container (non-refrigerated)	1	5	5	5	5	6	6	5	5	5	4	52	MU
40' Container (non-refrigerated)	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Converted HMMWV Container	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Refrigerated Container (Reefer)	7	24	24	26	26	30	30	25	23	23	21	258	MU
40' Refrigerated Container (Reefer)	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Lowboy Trailer	4	14	14	16	16	18	18	15	14	14	13	155	MU
40' Lowboy Trailer	33	120	120	131	131	150	150	125	113	113	106	1291	MU
40' Heavy Equipment Transport (Super Lowboy)	7	24	24	26	26	30	30	25	23	23	21	258	MU
Truck Demurrage	5	4	4	3	4	5	4	4	6	5	4	48	DAY
Container Demurrage < 60 days (Note 4)	2	3	2	2	3	2	1	0	1	2	1	19	DAY
Containers > 60 Days (becomes USG Property)	0	1	0	1	1	0	0	0	1	0	0	4	EA

ATN WEST OPTION PERIOD ONE (LOW OPTEMPO)								
Total Forecasted Mission Units	180	200	220	220	230	225	1275	UNIT OF
ASSET TYPE	MAY	JUN	JUL	AUG	SEP	OCT	TOTAL	ISSUE
5,000 Gallon Tanker	9	10	11	11	12	11	64	MU
10,000 Gallon Tanker	7	8	9	9	9	9	51	MU
20' Flatbed Truck (FBT)	36	40	44	44	46	45	255	MU
40' Flatbed Truck (FBT)	54	60	66	66	69	68	383	MU
Refrigerated Truck (RT)	4	4	4	4	5	5	26	MU
Freezer Truck (FT)	0	0	0	0	0	0	0	MU
20' Container (non-refrigerated)	2	2	2	2	2	2	13	MU
40' Container (non-refrigerated)	0	0	0	0	0	0	0	MU
20' Converted HMMWV Container	0	0	0	0	0	0	0	MU
20' Refrigerated Container (Reefer)	9	10	11	11	12	11	64	MU
40' Refrigerated Container (Reefer)	0	0	0	0	0	0	0	MU
20' Lowboy Trailer	5	6	7	7	7	7	38	MU
40' Lowboy Trailer	45	50	55	55	58	56	319	MU
40' Heavy Equipment Transport (Super Lowboy)	9	10	11	11	12	11	64	MU
Truck Demurrage	5	4	5	6	3	2	25	DAY
Container Demurrage < 60 days (Note 4)	1	3	2	1	0	0	7	DAY
Containers > 60 Days (becomes USG Property)	0	1	1	2	0	0	4	EA



# AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W) PERFORMANCE WORK STATEMENT

## TE 3-4.2 Medium OPTEMPO Estimated Projected Mission Units, by Type, by Month (50% Probability)

ATN SOUTHWEST BASE YEAR (MEDIUM OPTEMPO)													
Total Forecasted Mission Units	850	850	900	1000	1200	1200	1500	1500	1500	1200	1200	12900	UNIT OF
ASSET TYPE	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	TOTAL	ISSUE
5,000 Gallon Tanker	43	43	45	50	60	60	75	75	75	60	60	645	MU
10,000 Gallon Tanker	43	43	45	50	60	60	75	75	75	60	60	645	MU
20' Flatbed Truck (FBT)	85	85	90	100	120	120	150	150	150	120	120	1290	MU
40' Flatbed Truck (FBT)	337	337	357	397	476	476	596	596	596	476	476	5121	MU
Refrigerated Truck (RT)	0	0	0	1	1	1	1	1	1	1	1	6	MU
Freezer Truck (FT)	0	0	0	1	1	1	1	1	1	1	1	6	MU
20' Container (non-refrigerated)	0	0	0	1	1	1	1	1	1	1	1	6	MU
40' Container (non-refrigerated)	0	0	0	1	1	1	1	1	1	1	1	6	MU
20' Converted HMMWV Container	0	0	0	1	1	1	1	1	1	1	1	6	MU
20' Refrigerated Container (Reefer)	43	43	45	50	60	60	75	75	75	60	60	645	MU
40' Refrigerated Container (Reefer)	43	43	45	50	60	60	75	75	75	60	60	645	MU
20' Lowboy Trailer	43	43	45	50	60	60	75	75	75	60	60	645	MU
40' Lowboy Trailer	213	213	225	250	300	300	375	375	375	300	300	3225	MU
40' Heavy Equipment Transport (Super Lowboy)	0	0	0	1	1	1	1	1	1	1	1	6	MU
Truck Demurrage	25	40	15	20	10	10	10	10	10	25	25	200	DAY
Container Demurrage < 60 days (Note 4)	0	2	5	4	3	1	1	5	6	3	0	30	DAY
Containers > 60 Days (becomes USG Property)	0	1	1	1	1	1	1	1	1	1	1	10	EA

ATN SOUTHWEST OPTION PERIOD ONE (MEDIUM OPTEMPO)									
Total Forecasted Mission Units	1200	1200	1200	1200	1200	1200	7200	UNIT OF	
ASSET TYPE	MAY	JUN	JUL	AUG	SEP	OCT	TOTAL	ISSUE	
5,000 Gallon Tanker	27	28	28	28	28	28	166	MU	
10,000 Gallon Tanker	27	28	28	28	28	28	166	MU	
20' Flatbed Truck (FBT)	55	55	55	56	57	55	332	MU	
40' Flatbed Truck (FBT)	216	218	218	222	224	218	1318	MU	
Refrigerated Truck (RT)	0	0	0	0	0	0	2	MU	
Freezer Truck (FT)	0	0	0	0	0	0	2	MU	
20' Container (non-refrigerated)	0	0	0	0	0	0	2	MU	
40' Container (non-refrigerated)	0	0	0	0	0	0	2	MU	
20' Converted HMMWV Container	0	0	0	0	0	0	2	MU	
20' Refrigerated Container (Reefer)	27	28	28	28	28	28	166	MU	
40' Refrigerated Container (Reefer)	27	28	28	28	28	28	166	MU	
20' Lowboy Trailer	27	28	28	28	28	28	166	MU	
40' Lowboy Trailer	136	138	138	140	141	138	830	MU	
40' Heavy Equipment Transport (Super Lowboy)	0	0	0	0	0	0	2	MU	
Truck Demurrage	10	10	10	10	25	25	90	DAY	
Container Demurrage < 60 days (Note 4)	1	1	5	6	3	0	16	DAY	
Containers > 60 Days (becomes USG Property)	1	1	1	1	1	1	6	EA	

ATN WEST BASE YEAR (MEDIUM OPTEMPO)													
Total Forecasted Mission Units	480	480	480	525	525	600	500	450	450	425	5515	UNIT OF	
ASSET TYPE	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	TOTAL	ISSUE
5,000 Gallon Tanker	24	24	24	26	26	30	30	25	23	23	21	276	MU
10,000 Gallon Tanker	24	24	24	26	26	30	30	25	23	23	21	276	MU
20' Flatbed Truck (FBT)	48	48	48	53	53	60	60	50	45	45	43	552	MU
40' Flatbed Truck (FBT)	191	191	191	208	208	238	238	199	179	179	169	2189	MU
Refrigerated Truck (RT)	0	0	0	0	0	0	0	0	0	0	0	3	MU
Freezer Truck (FT)	0	0	0	0	0	0	0	0	0	0	0	3	MU
20' Container (non-refrigerated)	0	0	0	0	0	0	0	0	0	0	0	3	MU
40' Container (non-refrigerated)	0	0	0	0	0	0	0	0	0	0	0	3	MU
20' Converted HMMWV Container	0	0	0	0	0	0	0	0	0	0	0	3	MU
20' Refrigerated Container (Reefer)	24	24	24	26	26	30	30	25	23	23	21	276	MU
40' Refrigerated Container (Reefer)	24	24	24	26	26	30	30	25	23	23	21	276	MU
20' Lowboy Trailer	24	24	24	26	26	30	30	25	23	23	21	276	MU
40' Lowboy Trailer	120	120	120	131	131	150	150	125	113	113	106	1379	MU
40' Heavy Equipment Transport (Super Lowboy)	0	0	0	0	0	0	0	0	0	0	0	3	MU
Truck Demurrage	25	40	15	20	10	10	10	10	10	25	25	200	DAY
Container Demurrage < 60 days (Note 4)	0	2	5	4	3	1	1	5	6	3	0	30	DAY
Containers > 60 Days (becomes USG Property)	0	1	1	1	1	1	1	1	1	1	1	10	EA

## AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W) PERFORMANCE WORK STATEMENT

ATN WEST OPTION PERIOD ONE (MEDIUM OPTEMPO)								
Total Forecasted Mission Units	400	480	480	480	525	525	2890	UNIT OF
ASSET TYPE	MAY	JUN	JUL	AUG	SEP	OCT	TOTAL	ISSUE
5,000 Gallon Tanker	9	10	11	11	12	11	64	MU
10,000 Gallon Tanker	9	10	11	11	12	11	64	MU
20' Flatbed Truck (FBT)	18	20	22	22	23	23	128	MU
40' Flatbed Truck (FBT)	71	79	87	87	91	89	506	MU
Refrigerated Truck (RT)	0	0	0	0	0	0	1	MU
Freezer Truck (FT)	0	0	0	0	0	0	1	MU
20' Container (non-refrigerated)	0	0	0	0	0	0	1	MU
40' Container (non-refrigerated)	0	0	0	0	0	0	1	MU
20' Converted HMMWV Container	0	0	0	0	0	0	1	MU
20' Refrigerated Container (Reefer)	9	10	11	11	12	11	64	MU
40' Refrigerated Container (Reefer)	9	10	11	11	12	11	64	MU
20' Lowboy Trailer	9	10	11	11	12	11	64	MU
40' Lowboy Trailer	45	50	55	55	58	56	319	MU
40' Heavy Equipment Transport (Super Lowboy)	0	0	0	0	0	0	1	MU
Truck Demurrage	10	10	10	10	25	25	90	DAY
Container Demurrage < 60 days (Note 4)	1	1	5	6	3	0	16	DAY
Containers > 60 Days (becomes USG Property)	1	1	1	1	1	1	6	EA

### TE 3-4.2 High OPTEMPO Estimated Projected Mission Units, by Type, by Month (30% Probability)

ATN SOUTHWEST BASE YEAR (HIGH OPTEMPO)													
Total Forecasted Mission Units	1100	1200	1250	1300	1325	1350	1275	1275	1300	1350	1400	13150	UNIT OF
ASSET TYPE	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	TOTAL	ISSUE
5,000 Gallon Tanker	110	85	90	100	120	120	150	150	150	120	120	1315	MU
10,000 Gallon Tanker	55	43	45	50	60	60	75	75	75	60	60	658	MU
20' Flatbed Truck (FBT)	22	17	18	20	24	24	30	30	30	24	24	263	MU
40' Flatbed Truck (FBT)	440	340	360	400	480	480	600	600	600	480	480	5260	MU
Refrigerated Truck (RT)	11	9	9	10	12	12	15	15	15	12	12	132	MU
Freezer Truck (FT)	11	9	9	10	12	12	15	15	15	12	12	132	MU
20' Container (non-refrigerated)	11	9	9	10	12	12	15	15	15	12	12	132	MU
40' Container (non-refrigerated)	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Converted HMMWV Container	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Refrigerated Container (Reefer)	0	0	0	0	0	0	0	0	0	0	0	0	MU
40' Refrigerated Container (Reefer)	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Lowboy Trailer	0	0	0	0	0	0	0	0	0	0	0	0	MU
40' Lowboy Trailer	275	213	225	250	300	300	375	375	375	300	300	3288	MU
40' Heavy Equipment Transport (Super Lowboy)	165	128	135	150	180	180	225	225	225	180	180	1973	MU
Truck Demurrage	50	60	55	65	50	45	35	30	25	45	50	510	DAY
Container Demurrage < 60 days (Note 4)	0	10	5	8	6	3	2	9	12	6	0	61	DAY
Containers > 60 Days (becomes USG Property)	0	2	5	3	2	0	0	4	2	2	0	20	EA

ATN SOUTHWEST OPTION PERIOD ONE (HIGH OPTEMPO)									
Total Forecasted Mission Units	1450	1450	1475	1500	1535	1540	8950	UNIT OF	
ASSET TYPE	MAY	JUN	JUL	AUG	SEP	OCT	TOTAL	ISSUE	
5,000 Gallon Tanker	55	55	55	56	57	55	332	MU	
10,000 Gallon Tanker	27	28	28	28	28	28	166	MU	
20' Flatbed Truck (FBT)	11	11	11	11	11	11	66	MU	
40' Flatbed Truck (FBT)	218	220	220	224	226	220	1328	MU	
Refrigerated Truck (RT)	5	6	6	6	6	6	33	MU	
Freezer Truck (FT)	5	6	6	6	6	6	33	MU	
20' Container (non-refrigerated)	5	6	6	6	6	6	33	MU	
40' Container (non-refrigerated)	0	0	0	0	0	0	0	MU	
20' Converted HMMWV Container	0	0	0	0	0	0	0	MU	
20' Refrigerated Container (Reefer)	0	0	0	0	0	0	0	MU	
40' Refrigerated Container (Reefer)	0	0	0	0	0	0	0	MU	
20' Lowboy Trailer	0	0	0	0	0	0	0	MU	
40' Lowboy Trailer	136	138	138	140	141	138	830	MU	
40' Heavy Equipment Transport (Super Lowboy)	82	83	83	84	85	83	498	MU	
Truck Demurrage	40	45	60	55	50	35	285	DAY	
Container Demurrage < 60 days (Note 4)	5	8	10	8	6	5	42	DAY	
Containers > 60 Days (becomes USG Property)	1	3	5	4	2	2	17	EA	

## AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W) PERFORMANCE WORK STATEMENT

ATN WEST BASE YEAR (HIGH OPTEMPO)													
Total Forecasted Mission Units	550	600	625	650	675	675	650	625	625	650	675	5585	UNIT OF
ASSET TYPE	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	TOTAL	ISSUE
5,000 Gallon Tanker	55	48	48	53	53	60	60	50	45	45	43	559	MU
10,000 Gallon Tanker	28	24	24	26	26	30	30	25	23	23	21	279	MU
20' Flatbed Truck (FBT)	55	48	48	53	53	60	60	50	45	45	43	559	MU
40' Flatbed Truck (FBT)	220	192	192	210	210	240	240	200	180	180	170	2234	MU
Refrigerated Truck (RT)	6	5	5	5	5	6	6	5	5	5	4	56	MU
Freezer Truck (FT)	6	5	5	5	5	6	6	5	5	5	4	56	MU
20' Container (non-refrigerated)	17	14	14	16	16	18	18	15	14	14	13	168	MU
40' Container (non-refrigerated)	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Converted HMMWV Container	0	0	0	0	0	0	0	0	0	0	0	0	MU
20' Refrigerated Container (Reefer)	6	5	5	5	5	6	6	5	5	5	4	56	MU
40' Refrigerated Container (Reefer)	6	5	5	5	5	6	6	5	5	5	4	56	MU
20' Lowboy Trailer	0	0	0	0	0	0	0	0	0	0	0	0	MU
40' Lowboy Trailer	138	120	120	131	131	150	150	125	113	113	106	1396	MU
40' Heavy Equipment Transport (Super Lowboy)	17	14	14	16	16	18	18	15	14	14	13	168	MU
Truck Demurrage	50	60	55	65	50	45	35	30	25	45	50	510	DAY
Container Demurrage < 60 days (Note 4)	9	7	10	8	6	5	3	10	12	6	7	83	DAY
Containers > 60 Days (becomes USG Property)	1	2	5	3	2	4	0	0	2	2	0	21	EA

ATN WEST OPTION PERIOD ONE (HIGH OPTEMPO)									
Total Forecasted Mission Units	700	715	725	730	750	745	4365	UNIT OF	
ASSET TYPE	MAY	JUN	JUL	AUG	SEP	OCT	TOTAL	ISSUE	
5,000 Gallon Tanker	18	20	22	22	23	23	128	MU	
10,000 Gallon Tanker	9	10	11	11	12	11	64	MU	
20' Flatbed Truck (FBT)	18	20	22	22	23	23	128	MU	
40' Flatbed Truck (FBT)	72	80	88	88	92	90	510	MU	
Refrigerated Truck (RT)	2	2	2	2	2	2	13	MU	
Freezer Truck (FT)	2	2	2	2	2	2	13	MU	
20' Container (non-refrigerated)	5	6	7	7	7	7	38	MU	
40' Container (non-refrigerated)	0	0	0	0	0	0	0	MU	
20' Converted HMMWV Container	0	0	0	0	0	0	0	MU	
20' Refrigerated Container (Reefer)	2	2	2	2	2	2	13	MU	
40' Refrigerated Container (Reefer)	2	2	2	2	2	2	13	MU	
20' Lowboy Trailer	0	0	0	0	0	0	0	MU	
40' Lowboy Trailer	45	50	55	55	58	56	319	MU	
40' Heavy Equipment Transport (Super Lowboy)	5	6	7	7	7	7	38	MU	
Truck Demurrage	55	60	50	55	40	35	295	DAY	
Container Demurrage < 60 days (Note 4)	5	10	9	8	6	5	43	DAY	
Containers > 60 Days (becomes USG Property)	1	5	4	2	3	2	17	EA	

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**Technical Exhibit 4: Required Deliverables (Schedule and Formats)**

**TE 4-1 ATN-South Program Management Support Service Deliverables & Schedule (CLIN XX01AB)**

<b>ATN - S PROGRAM MANAGEMENT</b>						
<b>PWS Reference</b>	<b>Deliverable</b>	<b>Frequency</b>	<b>Number of Copies</b>	<b>Medium/Format</b>	<b>Submit To</b>	<b>Required Format</b>
1.7.1	Safety Plan	Annual	1	Email	COR	N
1.7.2	Management Plan (Including Sections 1 - 7)	Semi-annual	1	Email	KO & COR	N
1.7.2.5.11	Summary Metric Report	Monthly 1st of each month	1	Email	KO & COR	Y
1.7.3	Phase-In Plan	With Proposal	1	Email or paper	KO	N
1.7.5	Quality Control Plan	Quarterly (1 <sup>st</sup> of the second month of the quarter)	1	Email	COR	N
4.6	Proof of Insurance	30 days after contract award and exercise of option, if applicable	1	Email	KO	N
5.2.3	Personnel Report (w/Background Check)	Monthly	1	Email	KO & COR	Y
5.2.5.1	Elder Coverage Map	Monthly 15 <sup>th</sup> of each month	1	Email	COR	N
5.2.5.2.3	Training Update Report	Quarterly	1	Email	COR	Y
5.2.6.1	Assessment status of Elders / Influential Leaders	Within 48 hours of change in vetting status and 1 <sup>st</sup> of each month	1	Email	COR	Y
5.2.7	Situation Report	As necessary	1	Email	KO & COR	Y
5.2.8	Serious Incident Report	Within 24 hours of incident	1	Email	KO & COR	Y
5.2.9	Personnel Injury report:	Within 72 hours of incident	1	Email	KO & COR	Y
5.2.10.1	Quarterly Financial Statements	Quarterly 10 <sup>th</sup> of day of following quarter	1	Email	COR & TF 2010	N
5.2.10.2	Monthly Financial Statements	Monthly 10 <sup>th</sup> of each Month	1	Email	COR & TF 2010	N

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

<b>5.2.10.2.1</b> <b>5.2.10.2.2</b>	Monthly Reporting Of Payments and Payments to Individuals and Subcontractors	Monthly 10 <sup>th</sup> of each month	1	Email	COR & TF 2010	N
<b>5.2.11</b>	Invoice	Monthly	1	Email or paper	COR	Y
<b>5.2.12</b>	Mission Closure Report	Within 24 Hours after download date	1	Email	COR	Y
<b>5.2.13</b>	Mission Sheet	Within 10 days after download date	1	Paper (original only, no copies/scans)	COR	Y

**TE 4-2 ATN-South Trucking Services Deliverables & Schedule (CLIN XX01AC)**

<b>ATN - S TRUCKING SERVICES</b>						
<b>PWS Reference</b>	<b>Deliverable</b>	<b>Frequency</b>	<b>Number of Copies</b>	<b>Medium/Format</b>	<b>Submit To</b>	<b>Required Format</b>
<b>5.3.2.2</b>	Asset Report	Daily	1	Email	COR	Y
<b>5.3.2.3</b>	QA/QC Asset Inspection Report	Upon Arrival at Origin	1	Paper (original only, no copies/scans)	Customer	Y
<b>5.3.4.4</b>	Monthly Summary Report	Monthly	1	Email	KO & COR	Y

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 1.7.2.5.1 MANAGEMENT PLAN SECTION-5**

Requirements for 952.225-0015 Host Nation Contractor and Subcontracting Requirements

	<b>PRIME</b>	<b>SUBCONTRACTOR 1</b>
<b>Business Name</b>		
<b>Need Date</b>		
<b>Other Names Used/Doing Business As</b>		
<b>Other Names Used/Doing Business As</b>		
<b>*Provide the Estimated percent of effort to be accomplished by Prime Contractor and each sub</b>		
<b>*Provide a description of the added value provided to the Prime Contractor as related to the effort to be performed by each subcontractor</b>		
<b>All Company Addresses</b>		
<b>All Phone Numbers</b>		
<b>All Email Addresses</b>		
<b>Country of Incorporation</b>		
<b>Date Company Established</b>		
<b>Sector</b>		
<b>Operation Type</b>		
<b>Business Size</b>		
<b>Registered in other Countries; If so, where</b>		
<b>AISA Business License</b>		
<b>Date of Registration</b>		
<b>Ministry of Commerce Business License</b>		
<b>Date of Registration</b>		
<b>Articles of Association (Corporate/Company Statue)</b>		
<b>Tax Identification Number</b>		
<b>Date of Registration</b>		
<b>CAGE Code</b>		
<b>DUNS Number</b>		
<b>JCCS ID</b>		
<b>JCCS Status</b>		
<b>BANKING INFO</b>		
<b>Bank Name</b>		
<b>Routing Identifier</b>		
<b>Account Number</b>		
<b>All registered names on Account spelled exactly as on account</b>		

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

<b>Intermediate Bank</b>		
<b>SWIFT CODE</b>		
<b>Account Number</b>		
<b>Owners / Stakeholders</b>		
<b>Name</b>		
<b>% Ownership</b>		
<b>Role in Company</b>		
<b>Father's Name</b>		
<b>All Addresses</b>		
<b>All Phone Number(s)</b>		
<b>All Email Address</b>		
<b>Nationality</b>		
<b>Passport #</b>		
<b>Country Issuing Passport</b>		
<b>Tazkera/Taskira</b>		
<b>Date of Birth</b>		
<b>Place of Birth</b>		
<b>Tribal Affiliation</b>		
<b>JCCS ID</b>		
<b>Name</b>		
<b>% Ownership</b>		
<b>Role in Company</b>		
<b>Father's Name</b>		
<b>All Addresses</b>		
<b>All Phone Number(s)</b>		
<b>All Email Address</b>		
<b>Nationality</b>		
<b>Passport #</b>		
<b>Country Issuing Passport</b>		
<b>Tazkera/Taskira</b>		
<b>Date of Birth</b>		
<b>Place of Birth</b>		
<b>Tribal Affiliation</b>		
<b>JCCS ID</b>		
<b>ALL KEY PERSONNEL</b>		
<b>Name</b>		

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

<b>Role in Company</b>		
<b>Father's Name</b>		
<b>All Addresses</b>		
<b>All Phone Number(s)</b>		
<b>All Email Address</b>		
<b>Nationality</b>		
<b>Tazkera/Taskira</b>		
<b>Date of Birth</b>		
<b>Place of Birth</b>		
<b>Tribal Affiliation</b>		
<b>JCCS ID</b>		
<b>Name</b>		
<b>Role in Company</b>		
<b>Father's Name</b>		
<b>All Addresses</b>		
<b>All Phone Number(s)</b>		
<b>All Email Address</b>		
<b>Nationality</b>		
<b>Tazkera/Taskira</b>		
<b>Date of Birth</b>		
<b>Place of Birth</b>		
<b>Tribal Affiliation</b>		
<b>JCCS ID</b>		



**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 1.7.2.5.11 – Monthly Summary Metric Report**

**ATN Success Metrics RCs Combined – XX Month 12**

ATN Monthly RC Mission Statistics													
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
Number of LMRs Submitted	8	48	104	123	150	222	360	390	285	366	390	217	2663
Number of LMRs Completed	7	36	105	119	129	174	383	369	251	333	338	225	2469
Number of Missions Uploaded On Time	7	36	105	119	129	173	382	369	248	332	320	225	2445
% of Missions Uploaded On Time	100%	100%	100%	100%	100%	99%	100%	100%	99%	100%	95%	100%	99%
Number of Missions Uploaded Late	0	0	0	0	0	1	1	0	3	1	17	0	23
% of Missions Uploaded Late	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	5%	0%	1%
Number of Missions Delivered Before RDD	4	32	89	109	105	140	341	310	191	254	240	171	1986
% of Missions Delivered Before RDD	57%	89%	85%	92%	81%	80%	89%	84%	76%	76%	71%	76%	80%
Number of Missions Early & Meeting RDD	7	36	105	119	129	173	380	368	238	326	299	221	2401
% of Missions Meeting RDD	100%	100%	100%	100%	100%	99%	99%	100%	95%	98%	88%	98%	98%
Number of Missions Missing RDD	0	0	0	0	0	1	3	1	13	7	34	4	63
% of Missions Missing RDD	0%	0%	0%	0%	0%	1%	1%	0%	5%	2%	10%	2%	3%

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**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 5.2.5.2.3 – TRAINING UPDATE REPORT**

**Situation Report (SITREP):** Contractor shall provide monthly statistics including number of personnel trained, hours trained and summary task list of training. This will be submitted NLT 10<sup>th</sup> of each first month of each quarter for training conducted during previous quarter for the duration of the contract.

TRAINING UPDATE REPORT			
<b>DTG OF TRAINING EVENT:</b>			
<b>TRAINING EVENT TOPIC</b>			
<b>LOCATION: RC-S</b>			
<b>COMPANY</b>			
NAMES OF PERSONNEL TRAINED			
<b>LIST OTHER APPLICABLE OR BACKGROUND INFORMATION NECESSARY TO DESCRIBE THE TRAINING</b>			

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 5.2.3 – PERSONNEL REPORT**

**Personnel Report:** A personnel roster (to include rosters of the subcontracted carriers, shall be provided to the COR NLT 20 days after award, and updated each month thereafter NLT 1<sup>ST</sup> of the month. The roster shall include, but is not limited to: employee name, title, department, nationality, civil ID/Tazkara number or license as applicable, visa or passport number as applicable, BATS and or SPOT enrollment as applicable, background check, assessed by ISAF as applicable; ISAF badge as applicable: badge issue date, badge expiration date, date of birth, language(s) spoken, authorized privileges and clearance level. Indicate status of background checks and vetting assessment on each employee. Also, a list of Afghanistan leaders retained by Contractor with their individual vetting status must be included. Below Format is not required but the information requested is minimum information that must be included in report handed delivered to the ISAF.

No.	Name	Title	Reports	Department	Nationality	Tazkara	SPOT ENROLL	VISA	PASSPORT	CLEARANCE	BACKGROUND	VETTED
<b>Tribal Engagement</b>												
1												
2												
3												
<b>Back Office Support</b>												
2												
3												
4												
<b>EOC Operations (KDR)</b>												
1												
2												
3												
<b>EOC Operations (HRT)</b>												
1												
2												
3												
<b>EOC Operations (Farah)</b>												
1												
2												
3												
<b>Other Subcontracted Employees</b>												
1												
2												
3												
<b>Operations ( Truck Owners )</b>												
1												
2												
3												
<b>Operations ( Truck Drivers )</b>												
1												
2												
3												
<b>Local Afghanistan Leaders</b>												
1												
2												
3												

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 5.2.6.1 – Assessment status of Elders / Influential Leaders**

**Assessment status of Elders / Influential Leaders:** Contractor shall provide a list of all participants that have been assessed or are waiting assessment by ISAF. Assessment shall be annotated with at least the minimum information: Elder Name; Father’s Name; Age; Province; District; Tribe; Reach of Influence; Closest Fob to Elder; Elder’s view of GIROA; Elder Background. The list of proposed Afghan Elders / Influential Leaders is to ensure an accurate list is retained by ISAF of whom who require assessment. The assessment status report is due the first of each month and within 48 hours of change in assessment status. See also the Sample Assessment status of Elders / Influential Leaders at Appendix H.

	Elder Name	Fathers Name	Age	Province	District	Tribe	Reach of Influence	Closest FOB	Elder View of GIROA	Elder Background
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 5.2.7 – SITUATION REPORT**

**Situation Report (SITREP).** Contractor shall provide SITREPs to the COR as needed. A SITREP is needed whenever an issue arises (i.e., mission delays) that may impact the contract scope, cost, schedule, performance, and/or any issues that adversely impacts performance of current and future missions. Following immediate notification of the COR, these SITREPs shall be referred to the COR NLT 24 hours after mission completion date. A SITREP for mission cancellations by the contractor or sub-tier shall be provided within 24 hours of cancellation.

SITREP – IMMEDIATE			
<b>DATE:</b>			
<b>BACKGROUND</b>			
<b>REASON FOR CANCELLATION:</b>			
SITREP -- SCOPE, COST, SCHEDULE			
<b>SCOPE</b>	<b>(YES/NO)</b>	<b>EXPLANATION</b>	
<b>COST</b>	<b>(YES/NO)</b>	<b>EXPLANATION</b>	
<b>SCHEDULE</b>	<b>(YES/NO)</b>	<b>EXPLANATION</b>	
<b>LIST OTHER APPLICABLE OR BACKGROUND INFORMATION NEXESSARY TO DESCRIBE INCIDENT</b>			

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 5.2.8 – Serious Incident Report**

**Serious Incident Report (SIR):** A SIR shall be included any time a carrier asset is involved in any serious incident. The Contractor will notify the COR within three (3) hours of an incident by any means possible (telephonic, written, verbal, or email). The report itself is updated within 24 hours and completed “in-full” within 72 hours of the incident and sent to the COR. A police report, if applicable, shall follow within seven (7) days with attached photos by email, fax, or paper. Serious incidents include, but are not limited to, accidents resulting in damage to the truck or another vehicle, injury/death of any person or the driver, damage/loss/theft or destruction of the cargo. Failure to meet the 24 hour turn-in timeline for the incident report may result in the carrier being held financially responsible for the incident.

AFGHAN TRANSPORTATION NETWORK							
<b>*** EMAIL COMPLETED REPORT TO COR ***</b>							
<b>TMR INFO</b>							
RC Region				ORIGIN:			
TMR #:				DESTINATION:			
PERSON TAKING REPORT:			CARGO DESCRIPTION:				
<b>INCIDENT/ATTACK INFORMATION</b>							
DATE OF INCIDENT:				INCIDENT LOCATION:			
TIME OF INCIDENT:				INCIDENT PROVINCE:			
# WIA:		NATIONALITY:		# MIA:		NATIONALITY:	
# KIA:		NATIONALITY:		# EVAC:		NATIONALITY:	
TYPE OF INCIDENT/ATTACK:							
# OF TRUCKS ATTACKED:				DAMAGE TO HNT?			
WHO WERE THE ATTACKERS?				# OF ATTACKERS INVOLVED:			
WEAPONS USED?				WHAT OTHER CARRIERS INVOLVED?			
<b>DESCRIPTION OF INCIDENT</b>							
(LIST NAMES, TAZKARA or PASSPORT, AND STATUS OF DRIVERS/ASSITANT DRIVERS, GRID COORDINATE, ROUTE NAME, ROUNDS FIRED)							
<b>CURRENT CARGO STATUS</b>							
CARGO STATUS:				CAPTURED BY ENEMY?			
<b>COR USAGE ONLY</b>							
TRACKING #:				SOLDIER WHO LOGGED:			
ORIGINAL/UPDATE:				LMR #:			
DATE SENT HIGHER:				ROUTE NAME:			
TIME SENT HIGHER:				GRID COORDINATE:			
<b>(US) NAME, RANK, DUTY POSITION &amp; UNIT VALIDATING INFORMATION:</b>							
<b>FOLLOW ON DETAILED NOTES OF THE INCIDENT:</b>							
<b>*** EMAIL COMPLETED REPORT TO COR ***</b>							

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 5.2.9 – Personnel Injury Report**

**Personnel Injury Report:** Contractor shall track all ISAF provided medical care and shall submit reports to the Contracting Officer the COR within 72 hours of the incident. At a minimum, PIRs shall include the following:

<b>DATE</b>			
<b>PERSONNEL INJURY REPORT</b>			
Name:		Location Of Care:	
Nature of Injury:			
<b>DETAILS</b>			
<b>DETAILS</b>			
Hospitalization	(YES/NO)	Explanation	
Transport	(YES/NO)	Explanation	
<b>REMARKS: List Other Applicable Or Background Information Necessary To Describe</b>			
(Length of Stay and Taskera Number to be included in remarks)			

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 5.2.11 – Invoice Example**

**Monthly Invoice:** The Contractor shall provide an invoice to the ISAF monthly no later than the fifth day of the month that includes all missions that are closed out each month for the invoicing period which is the first of the month through the 31 of the month. The invoice will include charges for all successfully completed missions, cancelled/prorated missions, and demurrage, less all applicable deductions. Deductions may include charges for missing cargo items for which the Contractor is held financially liable, any items furnished by the ISAF, PRS deductions, and applicable Contractor demurrage.

<b>BUSINESS NAME</b>  ADDRESS CITY STATE, ZIP CODE		<b>INVOICE</b>											
Contract ### Terms Net 30		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Delivery Ord</td> <td style="padding: 2px;">###</td> </tr> <tr> <td style="padding: 2px;">Invoice No:</td> <td style="padding: 2px;">###</td> </tr> <tr> <td style="padding: 2px;">Period from:</td> <td style="padding: 2px;">1-Mar-11</td> </tr> <tr> <td style="padding: 2px;">Period to:</td> <td style="padding: 2px;">31-Mar-11</td> </tr> <tr> <td style="padding: 2px;">Invoice Date</td> <td style="padding: 2px;">31-Mar-11</td> </tr> </table>		Delivery Ord	###	Invoice No:	###	Period from:	1-Mar-11	Period to:	31-Mar-11	Invoice Date	31-Mar-11
Delivery Ord	###												
Invoice No:	###												
Period from:	1-Mar-11												
Period to:	31-Mar-11												
Invoice Date	31-Mar-11												
<b>CLIN</b>	<b>Supplies/Services</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>CLIN Amount</b>								
0001					###								
<b>Total</b>					<b>\$0.00</b>								
If you have any question regarding this invoice, please contact:													
			<b>Primary Contact Info</b> Office Phone Cell Phone if applicable Fax e-mail address										
or			<b>Primary Contact Info</b> Office Phone Cell Phone if applicable Fax e-mail address										



**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**


**PWS 5.2.12 – Closure Report**

**Closure Report:** Contractor shall provide the COR a closure report at the completion of each mission within 24 hours days of delivery. Minimum information required is in below example.

<b>Mission Closure Report</b>					
LMR #		Origin		Destination	
Truck #		Driver Name		Taskerra #	
Date Submitted		Required Upload Date		Required Delivery Date	
Container Number		Cargo Type		Cargo Class	
ITV Unit Number		Upload Date		Delivery Date	
Was Truck Inspected		Was Load Inspected		Did Truck Have Proper Equipment	
Exceptions					
Upload Exceptions			Delivery Exceptions		
Vehicle Breakdowns			Accidents		
Loss, Damage, or Destroyed			Hostile Incidents		
Additional Notes:					

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 5.2.13 - Mission Sheet Minimum Information**

AFGHAN TRANSPORTATION NETWORK MISSION SHEET									
THR#		Dispatch Date			REQUIRED Insd DATE				
Section #1: shipping information									
origin					destination				
UNIT		POC & NUMBER			UNIT		POC & NUMBER		
ORIGIN CAMP/FOB		ORIGIN PROVINCE			ESTIMATION CAMP/FO		ESTIMATION PROVIN		
DRIVER INFORMATION									
REQUESTED ASSETS/ EQUIPMENT					DRIVERS NAME				
REQUESTED EQUIPMENT					TAKKEERA #				
					TRUCK NUMBER				
					ITV #				
					CONTAINER #				
EQUIPMENT NEEDED									
TRAP	12	CHAIN	10	WINDER	10				
CARGO UPLOAD/DOWNLOAD INFORMATION									
SUPPLY CLAS		CL VI	CUSTOMER PASSWORD			SEAL#		SEAL#	
HAS AFGHANISTAN TRANSPORTATION NETWORK AUTHORIZED ROUND TRIP					no				
SHIPPING INFORMATION-completed by unit					RECEIVER PLEASE READ				
ONE WAY									
SHIPPER			RECEIVER						
NAME			NAME						
SIGN			SIGN						
DATE			DATE						
PHONE#			PHONE#						
LOSS/DAMAGED/DESTROYED					CIRCLE	YES			
						NO			
					#0799550522				
					#0799482104				
RECEIVER			ITEMS with Comment						
NAME									
SIGN									
DATE									
PHONE#									
CUSTOMER COMMENTS									
SHIPPER/RECEIVER - USE CUSTOMER PASSWORD TO VERIFY LEGITIMATE THR									

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 5.3.2.2 – Daily Asset Report**

**Asset Report:** Contractor shall provide COR with a detailed written report of all assets including those that are registered with GIRoA. The purpose of the report is to have the Contractor provide at a minimum, the following: Location, status, and ITV transponder identifier for every mission. When damage occurs this form will be filled out with the general damage that may have occurred in the area of the asset – that occurs during operations within 48 hours of the incident. Use as many lines as needed for the monthly asset or asset damage report.

DATE			
Applicable Asset			
Asset Type	Owner/Sub Contractor	QTY	QTY used by other customers
Asset		Damage	
Asset		Damage	
Asset		Damage	
List Other Applicable Or Background Information Necessary To Describe			

# AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W) PERFORMANCE WORK STATEMENT

## PWS 5.3.2.3 – ATN Driver/Truck Inspection Checklist

DATE:	LMR#	ITV#	DRIVER NAME:	TAZKERA#	PHONE#
<b>ATN Tractor-Trailer QA/QC Inspection Sheet</b>		Any highlighted item requires a "GO" status to be considered operable. Deficiencies must be corrected or replaced with new asset, or mission will be failed			
INSPECTION CRITERIA	ASSET STATUS			REMARKS	
<b>1. DRIVERS COMPARTMENT</b>	GO	NO GO	NA		
a. Vehicle starts					
b. Lights (operational)					
c. Windshield Wipers (operational)					
d. Horn (operational)					
e. Steering components (loose or binding)					
f. Parking brake operational(holds vehicle)					
g. Accelerator linkage (operates smoothly)					
h. Heater(operational when applicable)					
<b>2. ENGINE COMPARTMENT</b>	GO	NO GO	NA		
a. Fluids (proper level)					
b. Drive Belts (not cracked or frayed)					
c. Hoses (not cracked or frayed)					
d. CL III leaks					
e. Fuel (90%-100% filled)					
<b>3. SUSPENSION/UNDERCARRIAGE</b>	GO	NO GO	NA		
a. Spring or Air ride suspension					
b. Brakes (operational no air leaks)					
c. Drive shafts and U joints (serviceable)					
d. CL III leaks					
e. Tie rod ends and Ball joints (serviceable)					
f. Snow chains (when applicable)					
<b>4. EXTERIOR OF VEHICLE</b>	GO	NO GO	NA		
a. Mirrors (rear and both sides present)					
b. Batteries (check voltage and cables)					
c. Tires (serviceable)					
d. Any damage hindering safe operations					
<b>5. TRAILER</b>	GO	NO GO	NA		
a. Landing legs (operational)					
b. Ramps (operational)					
c. Lights (operational)					
d. Brakes (operational)					
e. Tires serviceable and lugs are tight					
f. 70 ton capacity (if applicable)					
g. Container locks (operational)					
h. Dunnage (Minimum 8 each 4x4x8)					
i. Canvas/plastic tarp					
j. Operational winch (rated at 55,000 lbs)					
k. 12 Straps/Binders					
l. 12 Chains/Binders					
<b>6. DOCUMENTATION</b>	GO	NO GO	NA		
a. Driver has valid license					
<b>7. ITV</b>	GO	NO GO	NA		
a. Vehicle has a operational transponder					
<b>PASSED QA/QC RELEASED FOR MISSION</b>	YES	NO			

COMPLETED BY THE DISPATCHER
DISPATCHER NAME: _____
I have personally inspected the operator and vehicle for all items contained in the checklist.

**AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W)  
PERFORMANCE WORK STATEMENT**

**PWS 5.3.4.4 – Monthly Summary Report**

**Monthly Summary Report:** Contractor shall provide a monthly summary report to the COR in the following format with the following information. The Monthly Summary Report is due the 10<sup>th</sup> of each month covers the previous month.

<b>MONTHLY SUMMARY REPORT</b>						
	<b>JANUARY</b>	<b>FEBRUARY</b>	<b>MARCH</b>	<b>APRIL</b>	<b>MAY</b>	<b>JUNE</b>
<b>TOTAL MISSION</b>						
<b>TOTAL TRUCKS USED</b>						
<b>TOTAL TRAILERS USED</b>						
<b># MISSIONS DAYS LOST TO DELAYS</b>						
<b># INCIDENT REPORTS</b>						
<b># SIGNIFICANT EVENTS</b>						
<b>CARGO DAMAGE</b>						
<b>CARGO LOSS</b>						
<b>RLD vs ACTUAL PICKUP DATE</b>						
<b>RLD vs ACTUAL DELIVERY DATE</b>						
<b># MISSIONS DAYS</b>						
	<b>JULY</b>	<b>AUGUST</b>	<b>SEPTEMBER</b>	<b>OCTOBER</b>	<b>NOVEMBER</b>	<b>DECEMBER</b>
<b>TOTAL MISSION</b>						
<b>TOTAL TRUCKS USED</b>						
<b>TOTAL TRAILERS USED</b>						
<b># MISSIONS DAYS LOST TO DELAYS</b>						
<b># INCIDENT REPORTS</b>						
<b># SIGNIFICANT EVENTS</b>						
<b>CARGO DAMAGE</b>						
<b>CARGO LOSS</b>						
<b>RLD vs ACTUAL PICKUP DATE</b>						
<b>RLD vs ACTUAL DELIVERY DATE</b>						

# AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W) PERFORMANCE WORK STATEMENT

## Technical Exhibit 5: Acronyms, Definitions, and References

' - feet  
" - inches  
24/7 - 24 hours per day, 7 days per week  
APPF - Afghan Public Protection Force  
BATS - Biometric Automated Tracking System  
C3 - CENTCOM Contracting Command  
CJOA-A - Combined Joint Operations Area-Afghanistan  
CLIN - Contract Line Item Number  
cm - Centimeters  
CTL - Convoy Team Leader  
DLA - Defense Logistics Agency  
DoD - Department of Defense  
DoDI 3020.50 - Department of Defense Instruction 3020.50  
([http://www.acq.osd.mil/log/PS/p\\_vault/DODI\\_3020\\_50.pdf](http://www.acq.osd.mil/log/PS/p_vault/DODI_3020_50.pdf))  
ECP - Entry Control Point  
EOC - Elder Owned Company  
FAR - Federal Acquisition Regulation (<https://www.acquisition.gov/Far>)  
FBT - Flatbed Truck  
FOB - Forward Operating Base  
GAAP - Generally Accepted Accounting Principles (<http://www.fasab.gov/accepted.html>)  
GDMS - Global Distribution Management System  
GIRoA - Government of the Islamic Republic of Afghanistan  
GPS - Global Positioning System  
HET - Heavy Equipment Transporter  
HMMWV (Humvee) - High Mobility Multipurpose Wheeled Vehicle  
IAW - In Accordance With  
ID - Identification  
ITV - In-Transit Visibility  
JMCB - Joint Movement Control Battalion  
JV - Joint venture  
kg - Kilograms  
km - kilometer  
KO - Contracting Officer  
lbs - Pounds  
LMR / TMR - Logistics Movement Request / Transportation Movement Request  
LOA - Letter of Authorization  
m - meters  
MIL-HDBK-138B - Military Handbook 138B: Guide to Container Inspection  
([www.everyspec.com/MIL-HDBK/MIL-HDBK+\(0099+-+0199\)/download.php?spec=MIL-HDBK-138B.00000141.pdf](http://www.everyspec.com/MIL-HDBK/MIL-HDBK+(0099+-+0199)/download.php?spec=MIL-HDBK-138B.00000141.pdf))

# AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W) PERFORMANCE WORK STATEMENT

## Technical Exhibit 5: Acronyms, Definitions, and References (Cont)

MIL-STD 3004A w/Change 1(c1) - Department Of Defense Standard Practice, Quality Surveillance For

Fuels, Lubricants, and Related Products

([www.desc.dla.mil/DCM/Files/S002%203004CN1.pdf](http://www.desc.dla.mil/DCM/Files/S002%203004CN1.pdf))

FM 10-67-1 - Field Manual 10-67-1: Concepts and Equipment of Petroleum Operations

(<http://www.globalsecurity.org/military/library/policy/army/fm/10-67-1/index.html>)

Mission Sheet - the document used by the JMCB to dispatch a vehicle by providing all pertinent mission information, record/verify pickup and delivery by the customer, and permit entrance onto ISAF or Coalition bases for upload/download. When completed, the mission sheet is used by the Contractor to claim mission completion and request payment. Mission Sheets are property of the ISAF.

MOR - Memorandum of Record

MRAP - Mine Resistant Ambush Protected Vehicle

NAT - National Afghan Trucking

NLT - No Later Than

PAM 55-20 - US Army Tie down Handbook for Movements

([www.tea.army.mil/pubs/nr/deploy/fgpamphlets/PAM\\_55-20.pdf](http://www.tea.army.mil/pubs/nr/deploy/fgpamphlets/PAM_55-20.pdf))

PM - Program Manager

POC - Point of Contact

POL - Petroleum, Oil and Lubricants (POL)

PSC - Private Security Company

PWS - Performance Work Statement

QA - Quality Assurance

QA/QC - Quality Assurance / Quality Control

QC - Quality Control

QCP - Quality Control Plan

RDD - Required Delivery Date

Re-mission - to re-assign an asset from its current mission to a different mission

Reefer - Refrigerated Container

RLD - Required Load Date

ROE - Rules of Engagement

RT - Refrigerated Truck

RUF - Rules for the Use of Force

SPOT - Synchronized Pre-Deployment and Operational Tracker

Subcontracts - any formal or informal business partnerships or affiliates that perform work for the prime contractor under this effort.

US - United States

USCENTCOM - United States Central Command

USFOR-A - United States Forces - Afghanistan

ISAF - United States Government

# AFGHANISTAN TRANSPORTATION NETWORK-SOUTHWEST/WEST (ATN-SW/W) PERFORMANCE WORK STATEMENT

## Technical Exhibit 5: Acronyms, Definitions, and References (Cont)

### United States Army Classes of Supply:

- **Class I** – Subsistence (food), including health and welfare items.
- **Class II** – Clothing, individual equipment, tentage, tool sets and tool kits, hand tools, administrative and housekeeping supplies and equipment (including maps).
- **Class III** – Petroleum, Oil and Lubricants (POL), petroleum and solid fuels , including bulk and packaged fuels, lubricating oils and lubricants, petroleum specialty products; solid fuels, coal and related products.
- **Class IV** – Construction materials, to include installed equipment and all fortification /barrier materials.
- **Class V** – Ammunition of all types (including chemical, radiological and special weapons), bombs, explosives, mines, fuses, detonators, pyrotechnics, missiles, rockets, propellants and other associated items.
- **Class VI** – Personal demand items (nonmilitary sales items).
- **Class VII** – Major items: A final combination of end products which is ready for its intended use: (principal item) for example, Mine Resistant Ambush Protected (MRAP) vehicles, vehicles, etc.
- **Class VIII** – Medical material, including medical peculiar repair parts.
- **Class IX** – Repair Parts and components, including kits, assemblies and subassemblies, repairable and non-repairable, required for maintenance support of all equipment.
- **Class X** – Material to support nonmilitary programs, such as, agricultural and economic development, not included in Class I through Class IX.

### North Atlantic Treaty Organization (NATO) Classes of Supply:

- **Class I** – Subsistence (food and forage), which are consumed by personnel or animals at an approximately uniform rate, irrespective of local changes in combat or terrain conditions.
- **Class II** – Supplies for which allowances are established by tables of organization and equipment, e.g. clothing, weapons, tools, spare parts, vehicles.
- **Class III** – Petroleum, Oil and Lubricants (POL) for all purposes, except for operating aircraft or for use in weapons such as flamethrowers, e.g. gasoline, fuel oil, greases, coal and coke.
- **Class IIIa** – Aviation Fuel and Lubricants.
- **Class IV** – Supplies for which initial allowances are not prescribed by approved issue tables. Normal includes fortification and construction materials, as well as additional quantities of items identical to those authorized for initial issue (Class II) such as additional vehicles.
- **Class V** – Ammunition, explosives and chemical agents of all types.