

47.305-6 Shipments to ports and air terminals.

(a) When *supplies* are acquired on the basis of the delivery terms in [47.303-8](#) through [47.303-16](#), the *solicitation shall* include a requirement that the *offeror* furnish the Government the following information:

(1) When the delivery term is "f.a.s. vessel, port of *shipment*," "f.o.b. vessel, port of *shipment*," or "f.o.b. inland *carrier*, point of exportation," the required data *shall* include-

(i) A delivery schedule in number of units and/or long or short tons;

(ii) Maximum quantities available per *shipment*;

(iii) The quantity that can be made available for loading to vessel per running *day* of 24 hours (if *acquisition* involves a commodity to be shipped in bulk);

(iv) The minimum leadtime required to make *supplies* available for loading to vessel; and

(v) The port and pier or other designation and, when applicable, the maximum draft of vessel (in feet) that can be accommodated.

(2) When the delivery term is: f.o.b. inland point, country of importation" or "f.o.b. designated air *carrier's* terminal, point of importation," the required data *shall* include-

(i) A delivery schedule in number of units and/or long or short tons;

(ii) Maximum quantities available per *shipment*; and

(iii) Other data appropriate to *shipment* by air *carrier*.

(3) When the delivery term is "ex dock, pier or warehouse, port of importation" or "c.&f. (cost & *freight*) destination," the required data *shall* include-

(i) A delivery schedule in number of units and/or long or short tons;

(ii) Maximum quantities available per *shipment*; and

(iii) The number of containers or units that can be loaded in a car, truck, or other conveyance of the size normally used (specify type and size) for the commodity.

(4) When the delivery term is "c.i.f. (cost, *insurance*, *freight*) destination," the required data *shall* include-

(i) The same as specified in [47.305-6\(a\)\(3\)](#); and

(ii) The amount and type of marine *insurance* coverage; *e.g.*, whether the coverage is "With Average" or "Free of Particular Average" and whether it covers any special risks or excludes any of the usual risks associated with the specific commodity involved.

(5) When the delivery term is "f.o.b. designated air *carrier's* terminal, point of exportation," the

required data *shall* include-

(i) A delivery schedule number of units, type of package, and individual weight and dimensions of each package;

(ii) Minimum leadtime required to make *supplies* available for loading into aircraft;

(iii) Name of airport and location to which *shipment* will be delivered; and

(iv) Other data appropriate to *shipment* by air *carrier*.

(b) When *supplies* are acquired for known destinations outside CONUS and originate within CONUS, the *contracting officer shall*, for transportation evaluation purposes, note in the *solicitation* the CONUS port of loading or point of exit (aerial or water) and the water port of debarkation that serves the overseas destination.

(c) The *contracting officer may* also, for evaluation purposes, list in the *solicitation* other CONUS ports that meet the eligibility criteria compatible with the nature and quantity of the *supplies*, their destination, type of *carrier* required, and specified overseas delivery dates. This permits *offerors* that are geographically remote from the port that normally serves the overseas destination to be competitive as far as transportation costs are concerned.

(d) Unless logistics requirements limit the ports of loading to the ports listed in the *solicitation*, the *solicitation shall* state that-

(1) *Offerors may* nominate additional ports (including ports in Alaska and Hawaii) more favorably located to their shipping points; and

(2) These ports will be considered in the evaluation of *offers* if they possess all requisite capabilities of the listed ports in relation to the *supplies* being acquired.

(e) When *supplies* are to be exported through CONUS ports and *offers* are solicited on an *f.o.b. origin* or *f.o.b. destination* basis, the *contracting officer shall* insert in *solicitations* the provision at [52.247-51](#), Evaluation of Export Offers. The *contracting officer shall* use the provision with its-

(1) AlternateI, when the CONUS ports of export are DoD water terminals;

(2) AlternateII, when *offers* are solicited on an *f.o. b. origin* only basis; or

(3) AlternateIII, when *offers* are solicited on an *f.o.b. destination* only basis.

(f)

(1) When the *supplies* are to move in the Defense Transportation System (DTS) (see [47.301-3](#)), the contract *shall* specify that-

(i) A Transportation Control Movement Document (TCMD) *must* be dispatched to the appropriate DoD air or water clearance authority in accordance with DoD 4500.9-R, Defense Transportation Regulation, Part II, procedures for all *shipments* consigned to DoD air or water terminal transshipment points; and

(ii) An Export Release *must* be obtained for *supplies* to be transshipped via a water port of loading to overseas destinations, except for *shipments* for which an Export Release is not required, generally

shipments of less than 10,000 pounds, (see DoD 4500.9-R, Defense Transportation Regulation, Part II).

(2) When *shipments* will be consigned to DoD air or water terminal transshipment points, the *contracting officer shall* insert in *solicitations* and contracts the clause at [52.247-52](#), Clearance and Documentation Requirements-Shipments to DoD Air or Water Terminal Transshipment Points.

(g) When a contract will not generate any *shipments* that require an Export Release, only the DoD CONUS ports that serve the overseas destination *shall* be listed in the *solicitation*, except that the responsible *contracting officer may* limit the water ports listed when such limitation is considered necessary to meet delivery or other requirements.

(h) The award *shall* specify the *United States* ports of loading that afford the lowest overall cost to the overseas destination.

(i) When *supplies* will be from origins outside CONUS to destinations either within or outside CONUS, the *contracting officer shall* use the appropriate f.o.b. term and include evaluation-of-offers information.

(j) In furtherance of the Cargo Preference Act of 1954 ([46 U.S.C. 1241\(b\)](#)), to encourage and foster the American Merchant Marine, the port of delivery of *supplies* originating outside the *United States* and shipped by ocean vessel *shall* be based on the availability of *United States*-flag vessels between the ports involved, unless the acquiring activity has given other specific instructions. (See [subpart 47.5](#)-Ocean Transportation by U.S.-Flag Vessels.)

(k) For application of the Fly America Act to the transportation of *supplies* and personnel when the Government is responsible for the transportation costs, see [subpart 47.4](#)-Air Transportation by U.S.-Flag *Carriers*.

(l) Military and civilian agencies *shall* obtain assistance from transportation offices in connection with all export *shipments* (see [47.105](#)).

Parent topic: [47.305 Solicitation provisions, contract clauses, and transportation factors.](#)