PERFORMANCE WORK STATEMENT
FOR
DEFENSE FUEL SUPPORT POINT SERVICES
PORT OF JEBEL ALI, UNITED ARAB EMIRATES (UAE)

1. Description of Required Services:

1.1 Area of Consideration: Port of Jebel Ali, United Arab Emirates (UAE) area.

1.2 Storage Tank Requirements: 2,000,000 barrels (shell capacity) of storage:

(1) 1,000,000 barrels of JP5

(2) 1,000,000 barrels of F76

A minimum of two tanks per product, interconnected and isolated from other facilities and products handled within the tank farm is desired, however, one tank per product will be considered. Dedicated facilities are required.

1.3 Grade of Service: Two grades of product:

(1) Aviation Turbine Fuel -Grade JP5

(2) Navy Distillate -Grade F76

1.4 Physical System Requirements: Storage and handling facilities capable of receiving, storing, protecting, and shipping two grades of U.S. Government-owned petroleum product. A dedicated system is preferred, however, a common system will be considered, providing the offeror(s) submit the data required by Clause L116.01, Data Required to be Submitted. In addition to the data required by Clause L116.01, the potential Contractors will be required to provide the tank cleaning and inspection data required by Clause E18 as part of their proposal.

1.5 Allowed Throughput: The U.S. Government will be entitled to initial fill and final shipment during the 5-year performance period, in addition to 2,000,000 barrels of total product turnover for each product within a 12-month period, hereafter referred to as allowed throughput. Initial fill is defined as all receipts required to fill the storage tanks to 100% of the awarded safe fill capacity. Final shipment is defined as all issues required to withdraw 100% of the awarded safe fill capacity. The 4,000,000 total barrels of allowed throughput is defined as the total receipts of each product,JP5 and F76, in a 12-month performance period plus the total shipments (JP5/F76) in the same 12-month performance period, divided by two.

1.5.1 Excess Throughput: Offeror(s) shall indicate any additional throughput charge for volumes in excess of the allowed throughput under Subline Item 1001AA - Excess Throughput. Excess throughput charge will be calculated by multiplying the total number of barrels received and shipped in a 12-month period above the allowed throughput quantity by the excess throughput charge offered under Subline Item 1001AA.

1.6 Property Control, Records and System Records: The Contractor shall provide Property Control and System Records in compliance with paragraph (a)(1) of Clause 1119.04. The Contractor furnished computer system shall meet the current commercial standards for a computer system capable of accomplishing the data reporting and records keeping required by the Fuels Automated System (FAS); maintaining the data collection and records keeping associated with product quality surveillance (i.e., product analysis and testing reports); and the document collection and records keeping associated with the Contractors preventive maintenance program, etc.

1.6.1 The Contractor shall input inventory and sales data for Government own product directly into the Government's Fuel Automated System (FAS) utilizing a Contractor-furnished computer system via a Contractor-furnished internet access (with static IP address capability) or creation of a dial-in account to the DESC FAS web server. Additional data and requirements can be found in Clause 1119.04.

2. Facilities:

2.1 Product Receiving Requirement: The Contractor's facilities shall be capable of receiving U.S. Government-owned product via ocean going tankers/barges or U.S. Navy Fleet Oilers on a 24-hour per day, seven day per week basis at pumping rates compatible with the mode of transportation tendered (minimum 2,000 barrels per hour for barges and 8,000 barrels per hour for tankers and Fleet Oilers).

2.2 Product Shipping Requirement: The Contractor's facilities shall be capable of shipping U.S. Government-owned product via ocean going tankers/barges or Navy Fleet Oilers on a 24¬hour per day, seven day per week basis at pumping rates compatible with the mode of transportation tendered (minimum 2,000 barrels per hour for barges and 8,000 barrels per hour for tankers and Fleet Oilers.

2.3 Tank Truck Fill Stand Facility: The Contractor's truck fill stand facility shall be capable of simultaneously loading and shipping four tank trucks at a combined rate of 1,000 gallons per minute. The tank truck loading and shipping capability is required for JP5. The Contractor is responsible for loading and shipping tank trucks on a 5-day workweek schedule; 8:00 a. m. to 5:00 p. m. weekends and local holidays excepted. Hours worked in excess of these hours will be on an overtime basis (see Clause G148.05). (NOTE: The normal United Arab Emirates work week is Sunday through Thursday).

2.4 Berthing and Mooring Facilities: The Contractor's berthing and mooring facilities shall be capable of handling a minimum 40,000 dead weight ton (DWT) vessels with an overall length of 800 feet with a minimum draft of 39 feet at mean low water from the Contractor's berthing and mooring facility to the open ocean. The offeror shall provide any port restriction requirements and harbor fees with their proposal, along with height restrictions from ship's manifold to the waterline during loading/unloading.

2.5 Storage Tanks: All storage tanks must meet the minimum requirements of the current American Petroleum Institute (API) standards and all local laws, regulations, etc. applicable to the tanks and facilities to be provided. Cone roof tanks with internal floating pans are preferred however, floating roof tanks will be considered if they are equipped with roof drains which prevent water from coming into contact with the product to be stored. The bottom floor of the floating roof that contacts the product should be epoxy coated. Additionally, the floor and at least 3 meters up the side of any tank offered must be epoxy coated. The tanks shall be interconnected to provide the capability of recirculation and filtration of product between tanks. Each storage tank shall be equipped with a fuel/water separation system for collection of all product or water dispensed from

its bottom water drain(s). The facility must be equipped with illumination to allow receipt/issue operations during hours of darkness.

2.6 Filtration: Contractor-furnished filtration system that meets the specifications outlined in the current API Publication 1581, Specifications and Qualification Procedures -Aviation Jet Fuel Filter Separator. The capability must exist to filter product during tank-to-tank transfers under max flow conditions, as a minimum.

2.7 Additive Injection: Contractor-furnished injection system(s) to inject additives as follows: The additives (Fuel System Icing Inhibitor (FSII), Corrosion Inhibitor/Lubricity Improver (CI/LI) will be injected by the Contractor based on product specification requirements. Injection requirements apply to JP5 stocks. (See Clause F45.03)

2.8 Laboratory Services: The Contractor shall provide laboratory services to test U.S. Government-owned petroleum products. If the Contractor cannot provide full testing capabilities identified in Appendix 1 acceptable to the Government, the Contractor shall be responsible for shipping the required samples to a laboratory specified by the Government representative within the Middle East. As a minimum, the Type C testing capability, including FSII, identified in Appendix 1, Types of Tests Required on Aviation Turbine Fuel, shall be available within the Contractor's facility.

3.0 Product Quality Surveillance:

3.1 Responsibilities: The Contractor will be responsible for maintaining the quality of the Government-owned product stored at the Contractor's facility, to include but not limited to monitoring product deterioration and contamination, in accordance with the contractor developed Quality Control Plan.

3.1.1 No petroleum products shall be received or shipped without first determining and confirming conformance with product quality requirements. No conveyance/container shall be loaded until it is inspected by a qualified contractor person and deemed suitable to carry the intended product. Products shall be shipped on a first-in, first-out basis unless otherwise approved or directed by the QAR/COR. Non-conforming product shall be reported to the QAR/COR immediately. Anytime product is received into a tank, the tank's contents shall be suspended from issue pending quality conformance sampling and testing. The Contractor shall ensure that certificates of quality conformance (test reports) are maintained on file for all on-hand fuel stocks.

3.2 Quality Control Plan: The Quality Control Plan (QCP) shall provide comprehensive and detailed step-by-step procedures covering all requirements in clause E1.11, QUALITY CONTROL PLAN. Following contract award, the Contractor shall have 30 days to submit the detailed plan to the QAR/COR and Contracting Officer for review and acceptance. Written procedures must be clear and concise as to: what is done, where it's done, when it's done, how it's done, and who (which contractor employee position) does it. It must describe, in proper sequence, how contract compliance will be achieved and how the contractor intends to perform the required services in order to

ensure that all products meet specification requirements during the performance of the contract. The plan shall include procedures for the following operations, as they affect quality control, and an organizational chart that identifies responsible parties for these operations:

a. Receiving - See Clause F1.04

b. Blending – See Clause F45.03

c. Sampling – See Clause C19.07

d. Testing – See Clause C19.07 and E28

e. Calibration

f. Storage and Handling – See Clauses E28 and I116

g. Loading and Shipping – See Clause F1.05

h. Quantity Determination – See Clause F1.14

i. Records and Reports – See Clause I119.04

j. Corrective Action

The QCP must describe at a minimum those functions pertinent to contract performance and compliance. The QCP must be reviewed/approved upon initial award to assure the technical and procedural requirements are adequately described. The QCP must be dynamic (i.e., modified or extended as changes in technical or procedural requirements occur). Contractor responsibility to inspect product and services shall be in accordance with clause E28, CONTRACTOR INSPECTION RESPONSIBILITIES.

3.2.1 The Contractor shall report immediately to DESC Middle East or the QAR/COR all receipts or on-hand stocks that fail to meet product quality for receipt, storage, or shipment in accordance with the Quality Control Plan. Suspected off-specification product will be isolated and shall not be released for shipment until authorized by the Contracting Officer or the QAR/COR.

3.3 Calibration: Calibration of testing equipment required under the provisions of this contract shall be covered in the Quality Control Plan (QCP). The frequency of testing may be increased by the QAR/COR as required.

3.4 Quality During Shipments General: General loading conditions for tank trucks, tank cars, tankers and barges shall be in accordance with clause F1.05, GENERAL SHIPPING CONDITIONS. Written procedures shall be in place for product movement

and related quality/quantity checks from shipping tank(s) to conveyance in order to maintain product integrity. The QCP shall provide a description of procedures to use for transfer system from shipping tank to conveyance in order to maintain product integrity, including but not limited to, procedures for properly isolating loading system from shipping tank to conveyance to prevent contamination.

3.5 Quality During Receipts of Tankers and Barges: General receiving conditions for tankers and barges shall be in accordance with clause F1.04, GENERAL RECEIVING AND STORING CONDITIONS. Before commencing with a receipt of fuel, the contractor shall assure that the shore-side is ready for discharge to ensure the quality of the product in the receipt tank(s) after receiving the product. The terminal shall be aware of the time of the vessel's arrival. State procedures for assuring condition of loading line (i.e., full of tested product, all air bled and pressure packed, etc.) and gauging shore tanks, both before and after discharge. Determine net quantities before discharge.

3.5.1 Additional testing shall be performed if required to assure split cargoes have not been commingled. Establish procedures for the transportation of samples from vessel to the testing facility. Establish procedures for monitoring the discharging from vessel to shore tank, investigating irregularities immediately, and stopping discharging if necessary. Establish procedures for investigating discrepancies in quality (mandated if off-specification or out of testing tolerance) and quantity.

3.5.2 Establish procedures for immediately notifying the QAR/COR when irregularities occur or are suspected and on all occasions when loading is interrupted. Establish procedures for completing and distributing required documentation prior to release of the vessel. Documentation includes DD Form 250-1 and DD Form 250-1 continuation sheet, ullage reports, and results of quality/quantity investigations.

3.6 General: In the absence of any contract provision or referenced method, specification, or other instruction, the Contractor shall perform all services in accordance with the best commercial practices.

MINIMUM REQUIREMENTS FOR STORAGE SAMPLING AND TESTING

LOCATION OF STOCKS	TYPE STORAGE	WHEN SAMPLED	TYPE SAMPLE (SEE NOTE 1)	TESTING REQUIRED (SEE NOTE 2 &3)	REMARKS
1/ Storage Tanks and Pipelines, for Pipeline Shipments or Vessel Loading of Government Stocks.					
1a Storage tanks	Bulk	Before Shipment or Loading	Upper, Middle and Lower Composite or All-Level Composite from each storage tank.	Appearance, API Gravity, Color, Flash Point, Filtration Time, FSII, Water Reaction (as applicable)	Government-owned stocks in tanks which have been tested previously within 90 days need only Type C. Referee sample will be retained.
1b Pipelines	Bulk	Immediately after Start of Shipment or Loading	Line Sample	C	
1c Pipelines	Bulk	Hourly After Starting Shipment or Loading	Line Sample	Visual	
1d Pipelines	Bulk	During Loading or Shipment	Representative Line Composite IAW API MPMS, Chapters 8.1 or 8.2.	Retained Composite	Sample to be retained as Referee. Testing to be conducted will be based on the situation.
2/ Vessel Loading					
2a Tankers and Barges First-In	Bulk	1 Hour after Start of Loading	Spot	C-Plus Particulate	
2b Tankers and Barges	Bulk	After Loading	All-Level from each compartment	Appearance & Density [For CONSOL: C]	For Government Owned Product Only
			Volumetric Composite of Cargo Tanks	B-1	Vessel may sail after “C” Tests;

MINIMUM REQUIREMENTS FOR STORAGE SAMPLING AND TESTING

LOCATION OF STOCKS	TYPE STORAGE	WHEN SAMPLED	TYPE SAMPLE (SEE NOTE 1)	TESTING REQUIRED (SEE NOTE 2 &3)	REMARKS
					Remainder of tests to be completed before arrival at next Load or Discharge Port.
2c Yard Oilers	Bulk	After Loading	Volumetric Composite of Cargo Tanks	API, Flash, BS&W	Normally Yard Oils are in dedicated service and carry ships' fuels.
3/ Vessel Discharge					
3a Tankers and Barges (Multi-Product Cargo)	Bulk	Prior to Discharge	All Level from each Tank	Appearance & Density	If on-spec, discharge authorized.
			Volumetric Composite of Each Cargo on board.	B-1	These tests will be performed prior to or during discharge of cargo. In the event the capability for testing does not exist at the discharge point, a composite sample from the vessel will be retained, type B-1 tests performed on an all-level sample taken from the receiving tank. If receiving tank fails spec requirements, perform B-1 tests on the tanker retain composite sample to determine the cause of the off-spec problem.
Tankers and Barges (Single-Product Cargo)	Bulk	Before Discharge	Composite sample of ship or barge tanks.	Type C	Discharge is authorized after conformance with Type C tests. Retain composite sample until the receiving tank analysis is complete. If product fails, perform Type B-1 tests on retained composite to help determine the cause of the off-specification problem.

MINIMUM REQUIREMENTS FOR STORAGE SAMPLING AND TESTING

LOCATION OF STOCKS	TYPE STORAGE	WHEN SAMPLED	TYPE SAMPLE (SEE NOTE 1)	TESTING REQUIRED (SEE NOTE 2 &3)	REMARKS
3b Dock/Discharge Manifold Header	Bulk	During discharge	Sample IAW API MPMS, Chapter 8, commencing one half hour after start of discharge and each hour after until completion of the discharge. One- half quart to be taken each time. Sample to be composited after completion of discharge. Also, one gallon at one hour, midpoint and one hour prior to completion.	Retained Composite, Particulate	Retained for Referee Tests**.**
Dock/Discharge Manifold Header		During Discharge	For split cargo discharges where one product is JP5, JP8 or F76 and other product is JP4, MOGAS or AVGAS, a dock header sample will be taken during discharge of the JP5 or JP8 or F76 one half hour after start of discharge and hourly thereafter.	Flash Point	
3c After receipt of fuel by waterborne transport.	Bulk	After receipt of fuel.	Upper, Middle and Lower Composite or All-Level Composite.(from each storage tank)	Type B-1	Also, JFTOT after JP4/JP8/JPTS receipt by tanker
4/ Pipeline Receipts.					
4a Pipeline receipts	Bulk	During receipt	Representative Line Composite IAW API MPMS, Chapters 8.1 or 8.2 prior to tank entry		Sample to be retained as Referee. Testing to be conducted will be based on the situation.

MINIMUM REQUIREMENTS FOR STORAGE SAMPLING AND TESTING

LOCATION OF STOCKS	TYPE STORAGE	WHEN SAMPLED	TYPE SAMPLE (SEE NOTE 1)	TESTING REQUIRED (SEE NOTE 2 &3)	REMARKS
4b After receipt of fuel by pipeline systems used for more than one product.	Bulk	After Receipt of Fuel	Upper, Middle and Lower Composite or All-Level Composite. (from each storage tank)	Type B-1	
4c After receipt of fuel through a dedicated system.	Bulk	After receipt of fuel.	Upper, Middle and Lower Composite or All-Level Composite. (from each storage tank)	Type C, except on initial filling or change of grade. Then, B-1 would be required.	
5/ Transfers within Installation or Depot					
5a Through a dedicated system.	Installations and Depots	After receipt of fuel	Upper, Middle and Lower Composite or All-Level Composite.	Type C	Samples will be retained for two months for referee purposes.
6 Dormant Stocks wherever Located.	Bulk	Minimum testing frequency 6 months	Upper, Middle and Lower Composite or All-Level Composite. (see Remarks)	B-2 or A (see Remarks b.)	a. Separate samples; upper, middle and lower, shall be taken and tested to establish homogeneity. If homogenous, these samples shall be mixed for required tests. If not homogeneous, perform a B-2 on each layer of product. Additional testing may be performed. b. At the discretion of the owning or custodial authority, having regard to type of product, age of stock, conditions of storage, etc.

MINIMUM REQUIREMENTS FOR STORAGE SAMPLING AND TESTING

LOCATION OF STOCKS	TYPE STORAGE	WHEN SAMPLED	TYPE SAMPLE (SEE NOTE 1)	TESTING REQUIRED (SEE NOTE 2 &3)	REMARKS
7 Filling Points for road and rail tank car containers or other equipment.	Bulk	Daily on first container filled and on changeover to fresh feed tank after completion of line displacement from the fresh feed tank.	Line sample	Type C	
8 In rail tank cars and road tank vehicles and refuelers used in over the road transportation	Bulk	Both after loading and before discharge	All level sample from the rail car or vehicle.	Appearance on each compartment "C" on composite	
9 Refueler trucks, skid mounted refuelers or other dispensing equipment.	Bulk	(a) Daily (b) Monthly	Line sample. Note: After recirculation of fuel	(see Remarks and Note 4)	(a) Visual check for appearance and Water & Sediment. (b) Lab analyses for Water & Sediment
10 Individual Tests as directed by the responsible Quality Office	Bulk	As directed by responsible Quality Office	As directed by responsible Quality Office	Up to and including Type A (see Remarks)	Test for Sulfides in Water shall be performed IAW clause E34 (Tests for Sulfides in Water)

LEGEND

MINIMUM REQUIREMENTS FOR STORAGE SAMPLING AND TESTING

Type "A" Test	Complete specification inspection tests.
Type "B-1" Test	Partial analysis comprising the checking of principal characteristics most likely to have been affected in the course of moving the product
Type "B-2" Test	Partial analysis to verify characteristics susceptible to deterioration because of age.
Type "B-3" Test	Partial analysis for contamination; in particulate, for controlling the re-injection of pipeline interface products
Type "C" Test	Specific Gravity, Flash Point, Color and Appearance, including visible sediment and water.
Note (1)	The methods of sampling to be used are those prescribed by API (MPMS Chapter 8.1, Standard Practice for Manual Sampling of Petroleum and Petroleum Products)
Note (2)	Where flash point tests are required, a vessel composite(s) shall be run in lieu of each individual tank
Note (3)	Testing up to type A and individual tests may be required by the QAR and will be performed per the applicable specification
Note (4)	The average particulate content of the 3 fuel samples should not exceed 8 mg/gal (2 mg/L); however, the first and last samples are obtained under severe discharge conditions and may show high particulate content. Solid contamination while extremely objectionable is a physical contaminant which can be removed under proper conditions with proper equipment and since the product at this point is Government owned, discharge operations will not be discontinued for this reason. The Contracting Officer, Defense Energy Support Center and the Quality Assurance representative at the loading point will be advised, however, of any high particulate results obtained, for future planning purposes and possible cleaning action necessary to the vessel involved. This note is not applicable to internal Navy transfers.

Testing Required, Aviation Turbine Fuel (JP-5, JP-8, JetA/A1)

PROPERTIES	B-1 TEST	B-2 TEST	B-3 TEST	C TEST
Water and Solids (Visual) [1]	X	X	X	X
Color (Visual)	X	X	X	X
Specific or API Gravity	X	X	X	X
Solids (Millipore)	X	X	X	
Distillation	X	X	X	
Copper Strip Corrosion	X	X	X	
Freezing Point	X	X	X	
Existent Gum	X	X	X	
Flash Point	X	X	X	X
Water Reaction	X	X	X	
Lead Content (If contamination with leaded fuels suspected)	X	X	X	
Fuel System Icing Inhibitor	X	X	X	
Filtration Time (JP8)	X	X	X	
Water Separation Index (JP8) [2, 3]	X	X	X	
Conductivity (JP8) [4]	X	X	X	
Thermal Stability		X		
Color (Saybolt)		X		
Acid Number		X		

NOTES

1. Clean and bright and free of non-dissolved water. Obtain sample in a clear round one quart glass bottle, swirl the bottle vigorously so a vortex is formed. Visually check for sediment at the point of the vortex. If sediment is visible, a spot larger than 3 mm in diameter indicates corrective action should be taken to prevent the delivery of contaminated fuel.

2. If the capability does not exist to perform this test at the terminal, a sample will be sent to the nearest service laboratory that does have the capability. In the event operational necessity dictates issue of product before results are obtained from the service laboratory, shipments may be made; however, when laboratory results indicate failure on a recurring basis, notify COR.

3. Water separation index, modified, testing is not performed if the fuel contains conductivity additive (SDA).

4. If fuel contains conductivity additive (SDA), conductivity readings should be taken within two minutes of sampling.

Tests required F-76, diesel fuels and kerosene.

PROPERTIES	B-1 TEST	B-2 TEST	B-3 TEST	C TEST
Appearance [1]	X	X	X	X
Color	X	X	X	X
Density and API gravity	X	X	X	X
Distillation	X	X		
Flash point	X	X	X	X
Carbon residue [2] (A-A-52557 and F-76 only)	X	X		
Cloud point		X		
Four point		X		
Copper strip corrosion		X		
Cetane index		X[3]		
Viscosity		X		
Water & sediment by centrifuge		X		
Particulate (A-A-52557 and F-76 only)	X	X		
Storage stability (F-76 only)		X		
Sulfur [4,5,6]		X		

NOTES:

1 For NATO F-76, if the sample has no visible particulates, but is otherwise not clear and bright per ASTM D 4176, procedure 1, then the product must meet the requirements of ASTM D 2709, 0.05 percent volume of water and sediment, maximum. The fuel is acceptable for appearance if the water and sediment content is 0.05 percent volume or less. If the sample fails ASTM D 4176, procedure 1, because it contains visible sediment or particulate matter, but meets the requirement of 10 milligrams per liter, maximum, in accordance with ASTM D 5452 or ASTM D 6217, then the fuel shall be considered acceptable provided all other requirements are met.

2 Only required if change in color and/or relative density occurs after procurement.

3 Cetane Index can only be run if no ignition improvers are present. Otherwise, Cetane number shall be given.

4 Kerosene. Grade No.-1K only, if intended for non-flue connected burner.

5 Test to be performed if equipment is available.

6 Sulfur testing is required for ULSD or LSD believed contaminated with a higher sulfur content fuel.

Type B-2 tests for Fuels System Icing Inhibitor (FSII)

CHARACTERISTICS	SPECIFICATION
	MIL-DTL-85470
Relative density	X
Color	X
Appearance / workmanship	X
Acidity	X
pH	X
Water content	X
Minimum retest frequency (months)	12
NATO numbers	S-1745