

ATTACHMENT COVER PAGE

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**STATEMENT OF WORK:
KSC/CCAFS, CLIN 001, 002, 003, AND 004**

- (a) **Delivery:** Delivery and acceptance of liquid oxygen will be 24 hours a day, 7 days a week, including holidays, at a time arranged at the time of order. The delivery times are critical to support launch and scrub turnaround requirements. All ordered tankers must arrive together at the pre-scheduled time so they may be offloaded as a group.
- (b) **Clearance Procedures:** Until PIV card is issued (outlined in Amendment 003), the badging point of contact will ensure the drivers are issued temporary badges for admission onto KSC and CCAFS. Badges are issued at the KSC Badging Office on State Road 405, Monday through Friday between the hours of 6:00 AM to 4:00 PM.
- (c) **Seals:** KSC/CCAFS requires the tanker to be sealed to prevent tampering, however, the seal does not need to be marked with unique alpha-numeric identifier.
- (d) **Quantification of product delivered:** KSC/CCAFS will accept certified scale measurements from the contractor source to determine quantity of product delivered. Certified scales are not available at KSC/CCAFS.
- (e) **KSC/CCAFS responsibility during delivery:** KSC/CCAFS personnel will be present to operate KSC/CCAFS equipment during the delivery of liquid oxygen.
- (f) **Notice for Delivery:** KSC/CCAFS will provide 7 days notification prior to commodity deliveries.
- (g) **Receiving storage:** Current facility storage containers in use at KSC/CCAFS include those which are listed below. However, the Government reserves the right to add, withdraw, change, or substitute receiving containers at any time during the life of the contract.

CLIN	Vehicle	Storage Tank Location	Gallons	Loading Stations
001	Second Stage Centaur	SLC- 41	28000	2
002	Atlas V	SLC-41	465000	6
003	Delta IV Medium	SLC-37B	250000	5
004	Delta IV Heavy	SLC-37B	250000	5

- (h) **Supplier equipment requirements:** Liquid Oxygen tankers are required to have a minimum pressure offload capability of 40 psig. Pump offloading is not permissible.
- (i) **Fill Point Interface:** The interface at the fill point for each connection is an ACME Cryogenics, 3" Female Nut, P/N 540-005-30 with 4.25-4 ACME threads which shall connect to the Tanker Liquid Fill/Withdrawal Connection.
- (j) **KSC/CCAFS Points of Contact** will be listed on the Delivery Orders.
- (k) **KSC/CCAFS** requires that the DD250 or equivalent form be signed for acceptance.

(l) If conditions warrant due to specific mission requirements, supplier may be required to remove and/or secure cell phones, GPS and other transmitting devices prior to entering the launch complex gates.

(m) Government-Furnished Equipment (if applicable):

(1) The Contractor shall maintain the Government-Furnished tankers as part of the Contractor's fleet. The Contractor shall repair and maintain the tankers in compliance with DOT regulations, and applicable safety standards. Repair work and workmanship must be in accordance with applicable DOT and American Society of Mechanical Engineers (ASME) codes. The Contractor shall also be responsible for any tanker modification work required due to changes in applicable DOT regulations for the transportation of liquid oxygen. An on-going maintenance program for the tankers shall be in accordance with Contractor fleet standards. The tankers are to be used by the Contractor only in the Continental United States (CONUS), unless specifically approved in writing by the Contracting Officer.

(2) The Contractor shall provide the Government a copy of any design documentation utilized to modify or perform major repairs on the tankers. The Contractor shall document all changes that affect material compatibility or configuration of the tanker fluid system. Configuration changes must be coordinated and approved by the Contracting Officer prior to tanker modifications. The Contractor is not responsible for major modifications or repairs that exceed \$10,000 per tanker per year, unless repairs are attributable to damage caused by a mishap while under the Contractor's control. Tanker disposal, in the event a tanker is no longer usable, will be performed by the Government.

(3) The Contractor shall inspect the tankers prior to transfer and notify the Government of any discrepancies. Prior to transfer the Government will take appropriate action to correct all discrepancies at no cost to the Contractor. At a schedule mutually acceptable to both the Contractor and the Government, this inspection will take place at a mutually agreed upon location. The initiation of the inspection process and discrepancy correction will be made in a timely manner prior to the first scheduled liquid oxygen delivery.

(4) Tanker Maintenance/Repair Responsibilities: Contractor shall be responsible for normal maintenance. Normal maintenance is defined as those activities required to keep the tanker operational and road worthy in accordance with the Contractor's standard tanker maintenance program and in compliance with DOT regulations governing the transportation of liquid oxygen. Examples of normal maintenance include:

- (i) Repair and maintenance of automotive system such as tires, brakes, lighting, and running gear;
- (ii) Corrosion control of the carbon steel surfaces to prevent degradation of structural members and outer shell;
- (iii) Maintenance, repair, and like item replacement of fluid system to include piping and components;
- (iv) Calibration of gauges and relief devices in accordance with DOT requirements;
- (v) Maintenance of fluid system and inner tank cleanliness integrity;
- (vi) Maintenance of vacuum integrity, such as periodic pumping;
- (vii) Tanker modification required to facilitate fill operations at Contractor's location(s); (viii) Minor welding repair to structural members;
- (ix) Modifications to the fleet of Government-furnished tankers for upgrades to comply with DOT regulations for which the total cost is less than \$10,000 per each individual directive for all Government-furnished tankers combined;

- (x) Inspection and marking of tanker to meet DOT regulations.
- (5) Tanker Mishap: Contractor shall be responsible for any repair/restoration due to damage from vehicle mishap while under Contractor control.
- (6) Major Modification: The Government will be responsible for major modification and repair required to maintain the life of the tanker. Major modification work will include such items as:
 - (i) Work to repair, replace, or restore insulation;
 - (ii) Vacuum repairs to the tanker requiring cutting and welding on inner and/or outer vessel;
 - (iii) Modifications to the tanker required for delivery of product at Government locations;
 - (iv) Replacement of major structural material;
 - (v) Replacement of major automotive items such as bogie assembly;
 - (vi) Major repair to correct damage as a result of acts of God or when tanker is under control of the Government.
- (7) Other Special Considerations:
 - (i) Demurrage (i.e., detention of tankers): Since the Government is providing 5 liquid tankers for the Contractor to use in performance of this contract, no demurrage charges will be assessed for up to 5 tankers detained. Driver delay charges will still apply.
 - (iii) One-way charges: In the event the Contractor is directed to drop or pick up a tanker and is unable to haul another tanker for ½ the route (also known as a dead-head or bob-tail run) the Government will incur a one-way charge.