

FETTIG & DONALTY, INC., AS AGENTS FOR WORLD VISION, INC. REQUESTS OFFERS OF U.S. AND NON-U.S. FLAG VESSELS TO TRANSPORT THE FOLLOWING TITLE II CARGO:

WBCSM FREIGHT SOLICITATION NUMBER 2000006445
WBCSM COMMODITY SOLICITATION NUMBER 2000006444

CARGO:
23,080 METRIC TONS BULK HARD RED WINTER WHEAT (HRW)
SO 5000544916

CONTRACTED QUANTITY TO BE ON A MIN/MAX BASIS. OWNERS ENCOURAGED TO COMBINE WITH 45,990 MT BULK HRW WHEAT FOR CARE TO BANGLADESH

- LOADPORT: LOADING: 1/2 SB EACH, 1/3 SAFE PORT U. S. PORTS. THE FOLLOWING AREAS ARE TO BE CONSIDERED, RESPECTIVELY, AS ONE PORT: MISSISSIPPI RIVER, NOT NORTH OF BUT INCLUDING BATON ROUGE COLUMBIA RIVER DISTRICT, INCLUDING PORTLAND SAN FRANCISCO BAY AREA, INCLUDING STOCKTON/SACRAMENTO
- DISCHARGE PORT: 1-2 SB CHITTAGONG, BANGLADESH
- LAYCAN: DEC 10-20, 2019

VESSEL OWNERS TO GIVE A 14-DAY PRE-ADVICE OF VESSEL'S ETA AT THE LOAD RANGE. SUCH PRE-ADVICE TO BE GIVEN NOT LATER THAN NOON ON THE DAY OF SAID NOTICE.

-ABOVE HRW WHEAT CARGOES MAY BE COMMINGLED IF PURCHASED FROM SAME SUPPLIER AND LOAD FACILITY. BUT IF COMMINGLED, OWNERS TO ASSURE THAT QUANTITIES DELIVERED AGAINST EACH BILL OF LADING ARE CORRECT. ANY ADDITIONAL PART CARGOES MUST BE APPROVED BY CHARTERERS/AID AND FULLY SEGREGATED SUBJECT TO ITINERARY AND CARGO COMPATIBILITY, OTHERWISE PER TENDER/CP. PART CARGO OFFERS WILL BE CONSIDERED IF A SATISFACTORY ITINERARY IS PROVIDED, OTHER CARGOES ARE COMPATIBLE AND NON-INJURIOUS TO CHARTERERS' CARGO AND DETAILED IN OFFER (OR APPROVED BY CHARTERERS/USAID IF CONTRACTED AFTER FIXTURE), AND VESSEL SIZE AND STOWAGE ARE ACCEPTABLE. FOR PART CARGO AWARDS OWNERS TO FULLY SEGREGATE FROM ANY OTHER PART CARGOES BY NATURAL SEPARATION OR BY KOBE SEPARATION ONLY, WITH ALL EXPENSES FOR OWNERS ACCOUNT. VESSEL ITINERARY AND GEOGRAPHIC PROXIMITY OF COMPLETION CARGOES WILL BE TAKEN INTO CONSIDERATION.

ALL OFFERS ARE SUBJECT TO CHARTERER'S APPROVAL AND THE WORLD VISION, INC. PROFORMA CHARTER PARTY TERMS. ANY OFFERS RECEIVED FOR CARRIAGE IN COMBINATION WITH PREVIOUSLY CONTRACTED PART CARGO(ES) ARE SUBJECT TO THE REVIEW AND APPROVAL OF THE CHARTERERS AND MAY AT THEIR DISCRETION BE REJECTED BASED ON SCHEDULE, VESSEL DESIGN AND OTHER FACTORS THAT THEY DEEM NOT ADVANTAGEOUS TO THE PROGRAM. (E.G., A SCHEDULE-RELATED FACTOR WILL INCLUDE WHETHER AWARD OF THIS CONTRACT WOULD AFFECT THE TIMELINESS OF DELIVERY OF OTHER USAID-FINANCED EMERGENCY CARGOES.)

-VESSEL TYPE EXCLUSION: TOWED TUG-BARGES AND TANKERS ARE EXCLUDED. INTEGRATED TUG/BARGE UNITS WILL BE CONSIDERED IF WARRANTED SPEED AND PROPOSED ITINERARY CAN PROVIDE DELIVERY ACCORDING TO THE EARLIEST AND

LATEST DATES INDICATED ELSEWHERE HEREIN. NON-U.S. FLAG VESSELS MUST NOT BE OLDER THAN 15 YEARS AND MUST BE CLASSED HIGHEST IN LLOYD'S REGISTER OR ITS' EQUIVALENT. YEAR OF ORIGINAL CONSTRUCTION, NOT REBUILT DATE, TO APPLY. IF REQUIRED, TANKERS TO LIGHTEN FULLY INTO ONE SUITABLE BULK CARRIER, CERTIFIED FIT BY A FIRST CLASS INDEPENDENT SURVEYOR, FOR DELIVERY TO RECEIVER'S BERTH. IF LIGHTENING REQUIRED, SAME TO BE FOR OWNERS' TIME, RISK AND EXPENSE.

ALL VESSELS 15 YEARS AND OLDER AND ALL OCEAN-GOING BARGES MUST HAVE ALL OPENINGS TO CARGO SPACES AND HATCHES' COVERS TIGHTLY SEALED WITH TAPE OR BY OTHER MEANS TO ASSURE WATERTIGHT INTEGRITY. THE SEALING SHALL BE DONE TO THE SATISFACTION OF ATTENDING NCB SURVEYOR AS ATTESTED BY A SPECIAL SURVEY. COST OF SEALING HATCH COVERS/OPENINGS TO CARGO SPACES AS WELL AS SPECIAL SURVEY FEES SHALL BE FOR VESSEL OWNER'S ACCOUNT. SPECIAL SURVEY CERTIFICATE SHALL IN NO WAY AFFECT OWNER'S LIABILITY AND RESPONSIBILITIES TOWARD THE CARGO.

OWNER'S TO PROVIDE CHARTERERS 18,16,14 DAYS AND THEN DAILY NOTICE OF VESSEL'S ARRIVAL DISCHARGE PORT.

NOTICE TO THE TRADE DATED JULY 22, 2009
EFFECTIVE IMMEDIATELY, ALL OCEAN CARRIERS SUBMITTING FREIGHT PROPOSALS IN RESPONSE TO P.L. 480 TITLE II FREIGHT RFPS FOR MARK AND COUNT CARGOES AND/OR BULK CARGOES AND/OR OVERSEAS AND/OR DOMESTIC PREPOSITION CARGOES MUST INCLUDE ONE OF THE STATEMENTS BELOW, OR CERTIFY TO ONE OF THESE STATEMENTS IF THE OFFER SUBMISSION IS VIA WBSCM. PLEASE NOTE THAT THIS STATEMENT IS REQUIRED FOR EACH OFFER SUBMITTED. FOR OFFERS SUBMITTED VIA THE WBSCM SYSTEM THE CERTIFICATION IS TO BE ACKNOWLEDGED WITHIN THE ATTRIBUTES SECTION OF THE SOLICITATION. FOR EACH OFFER SUBMITTED OUTSIDE OF WBSCM, ONE OF THE STATEMENTS BELOW MUST APPEAR ON EACH PAGE OF EACH OFFER SUBMITTED:

1. THIS FREIGHT PROPOSAL, WHETHER SUCCESSFUL OR UNSUCCESSFUL, CONTAINS TRADE SECRETS OR COMMERCIAL FINANCIAL INFORMATION WHICH ARE PRIVILEGED AND CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER THE FREEDOM OF INFORMATION ACT, 5 U.S.C. SECTION 552. FURTHERMORE, THIS INFORMATION IS PROHIBITED FROM DISCLOSURE UNDER THE TRADE SECRETS ACT, 18 U.S.C. SECTION 1905.

-- OR --

2. THIS FREIGHT PROPOSAL, WHETHER SUCCESSFUL OR UNSUCCESSFUL, MAY, IN THE FUTURE, BE MADE PUBLIC OR RELEASED UNDER A FOIA REQUEST.

- LOADING TERMS: THE CARGO HAS TO BE LOADED ACCORDING TO BERTH TERMS WITH CUSTOMARY DESPATCH AT THE AVERAGE RATE AS DELINEATED BELOW BASED ON VESSEL'S CONTRACTED QUANTITY. THE RATES ARE BASIS TONS OF 2,204.6 POUNDS PER WEATHER WORKING DAY OF 24 CONSECUTIVE HOURS, SATURDAYS, SUNDAYS AND HOLIDAYS EXCEPTED, EVEN IF USED.

BULK CARRIERS:

VESSEL CONTRACTED QUANTITY	LOADING GUARANTEE
0 - 9,999.99 MT	4,000 MT PER DAY
10,000 - 19,999.99 MT	5,000 MT PER DAY
20,000 - 29,999.99 MT	6,000 MT PER DAY
30,000 - 39,999.99 MT	7,500 MT PER DAY
40,000 - 49,999.99 MT	10,000 MT PER DAY

50,000 MT AND ABOVE

12,000 MT PER DAY

TWEEN-DECKERS: THE LOAD GUARANTEE SHALL BE 3,000 MT PER DAY.

LASH/SEABEE BARGES: THE LOAD GUARANTEE SHALL NOT APPLY.

- DEMURRAGE/DESPATCH IS APPLICABLE AT LOAD PORT AND OWNERS ARE TO SPECIFY DEMURRAGE/DESPATCH RATES IN THEIR OFFER. DESPATCH RATES MUST BE ONE-HALF OF DEMURRAGE RATES QUOTED.

- LOADPORT LAYTIME CLAUSE IS AS FOLLOWS:

QUOTE

THE CARGO IS TO BE LOADED ACCORDING TO BERTH TERMS WITH CUSTOMARY DESPATCH AT THE AVERAGE RATE OF . . . MT PER WEATHER WORKING DAY OF 24 CONSECUTIVE HOURS, SATURDAYS, SUNDAYS AND HOLIDAYS EXCEPTED, EVEN IF USED. LAYTIME ACCOUNTS ARE TO BE SETTLED DIRECTLY BETWEEN OWNERS AND COMMODITY SUPPLIER(S) AT THE

LOADPORT(S). LAYTIME CALCULATION, OVERTIME AND TRIMMING TO BE IN ACCORDANCE WITH ADDENDUM #1 OF THE NORTH AMERICAN EXPORT GRAIN ASSOCIATION INC.'S F.O.B. CONTRACT NO.2 (REVISED AS OF AUGUST 1, 1988) CLAUSES NOS. 1 - 10 INCLUSIVE (HEREINAFTER "N.A.E.G.A.") REGARDLESS OF THE TYPE OF VESSEL. FURTHER, THE FOLLOWING MODIFICATION TO N.A.E.G.A. WILL APPLY:

ANYWHERE THE WORD "BUYER" APPEARS, THE WORDS "VESSEL OWNER" SHALL BE SUBSTITUTED IN ITS PLACE. UNDER NO CIRCUMSTANCES SHALL THE CCC OR CHARTERERS BE RESPONSIBLE FOR RESOLVING DISPUTES INVOLVING THE CALCULATION OF LAYTIME OR THE PAYMENT OF DEMURRAGE OR DESPATCH BETWEEN THE VESSEL OWNERS AND THE COMMODITY SUPPLIER(S). ANY/ALL DISPUTES BETWEEN VESSEL OWNERS AND THE COMMODITY SUPPLIER(S) ARISING OUT OF THIS CONTRACT RELATING TO THE SETTLEMENT OF LAYTIME ISSUES SHALL BE ARBITRATED IN NEW YORK SUBJECT TO THE RULES OF THE SOCIETY OF MARITIME ARBITRATORS, INC.

UNQUOTE

- FUMIGATION CLAUSE:

VESSEL MUST BE ABLE TO BE FUMIGATED WITH ALUMINUM PHOSPHIDE IN ACCORDANCE WITH THE REQUIREMENTS IN THE FGIS FUMIGATION HANDBOOK FOR IN-TRANSIT FUMIGATION. THE ENTIRE CARGO TO BE FUMIGATED FOLLOWING COMPLETION OF LOADING AT VESSEL'S FINAL LOAD BERTH BY THE GRAIN SUPPLIER AT GRAIN SUPPLIER'S EXPENSE. THE RE-CIRCULATION METHOD OF FUMIGATION WILL BE UTILIZED FOR U.S. AND NON-U.S. BULK CARRIERS (INCLUDING ITB'S) AND TWEEN-DECKERS. TWEEN-DECKERS WILL ONLY BE CONSIDERED PROVIDED THAT AN FGIS LICENSED FUMIGATOR HAS PROVIDED WRITTEN ACCEPTANCE AND FGIS HAS PROVIDED A LETTER STATING THAT VESSEL HAS BEEN PRE-APPROVED FOR THE RE-CIRCULATION IN-TRANSIT METHOD. IN ADDITION, TWEEN-DECK VESSELS ARE ACCEPTABLE ONLY WHEN A CERTIFIED APPLICATOR STATES THAT THE VESSEL HAS BEEN INSPECTED AND FOUND TO BE SUITABLE FOR FUMIGATION AND SUCH WRITTEN STATEMENT FROM CERTIFIED APPLICATOR SHOULD BE SUBMITTED WITH OFFER. ANY ADDITIONAL TIME SPENT TO ACCOMMODATE FGIS REQUIREMENTS FOR FUMIGATION WILL BE FOR THE ACCOUNT OF OWNERS. DUST RETAINERS MUST BE USED.

- AT THE DISCHARGE PORT AND UPON INSPECTION BY GOVERNMENT INSPECTORS, IF CARGO AND/OR VESSEL IS FOUND TO BE INFESTED AND PROVIDED CLEAN BILL(S) OF LADING WERE ISSUED, FUMIGATION COSTS IF ANY ARE FOR OWNER'S (VESSEL'S) ACCOUNT.

- DISCHARGE TERMS: FULL BERTH TERMS ALL INCLUSIVE, NO DEMURRAGE/NO DESPATCH/NO DETENTION.

- VESSEL GEAR REQUIREMENTS: VESSEL(S) MUST BE CAPABLE OF SELF-DISCHARGE WITH VESSEL'S GEAR OR OWNER-SUPPLIED SHORESIDE GEAR. IF VACUATORS

AND/OR MARINE LEGS ARE USED, OWNERS TO INCLUDE ALL NECESSARY PIPES AND SUPPORTS, AS APPLICABLE. OWNERS TO PROVIDE AT THEIR EXPENSE ALL NECESSARY MOTIVE POWER/FUEL TO OPERATE ALL DISCHARGE GEAR AND SUPPORT EQUIPMENT, AS WELL AS TECHNICIANS IN THE CASE OF VACUATORS AND MARINE LEGS TO OVERSEE THEIR OPERATION.

- DISCHARGING EQUIPMENT MUST MEET ALL REQUIREMENTS AND REGULATIONS OF THE APPLICABLE PORT AUTHORITIES.

- OFFER MUST INCLUDE TYPE HATCH OPERATION. OPENING AND CLOSING OF HATCHES AT LOADING AND DISCHARGING PORTS SHALL BE PERFORMED BY THE VESSEL'S CREW AT THE OWNERS' EXPENSE. IF VESSEL IS NOT EQUIPPED WITH HYDRAULIC OR MECHANICAL HATCH COVERS, OWNERS ARE TO PROVIDE RAIN TENTS FOR ALL HATCHES.

- AS PER THE CHITTAGONG PORT AUTHORITY CIRCULAR NO. 09/2011 DATED MARCH 28, 2011, SHIPS EXCEEDING 186 METERS LOA ARE NOT PERMITTED TO LOAD OR DISCHARGE INSIDE CHITTAGONG PORT AND WILL NOT BE PERMITTED TO ENTER THE KARNAFULLY CHANNEL. SHIP EXCEEDING THE MAXIMUM SIZE RESTRICTIONS WILL BE REQUIRED TO LIGHTER AT THE OUTER ANCHORAGE.

- LIGHTERING AT DISPORT:

THE OWNERS ARE RESPONSIBLE FOR VESSEL ARRIVING AT DISCHARGE PORT(S) AND BERTH(S) WITH AN ACCEPTABLE SAFE ARRIVAL DRAFT, AND ANY LIGHTERING AT THE DISCHARGE PORT(S) IS TO BE AT OWNER'S TIME, RISK AND EXPENSE. ALL LIGHTERAGE VESSELS USED MUST BE GEARED OCEAN-GOING BULK CARRIER VESSELS, CLASSED HIGHEST IN LLOYDS OR EQUIVALENT, CERTIFIED BY A LICENSED SURVEYOR IN COORDINATION WITH A REPRESENTATIVE OF THE PORT AUTHORITY, THAT ALL CARGO COMPARTMENTS ARE CLEAN AND ENTIRELY FIT TO RECEIVE AND CARRY CONTRACTED CARGO. OWNERS MUST COMPLY WITH LOCAL REGULATIONS CONCERNING ANY REQUIRED USE OF BANGLADESH FLAG FEEDER VESSELS AND ANY TIME LOST TO BE FOR OWNERS ACCOUNT. OWNER'S TO HAVE LIGHTER VESSEL(S) IDENTIFIED AND READY TO RECEIVE COMMODITY PRIOR TO ARRIVAL OF MOTHER VESSEL INTO CHITTAGONG ALONG WITH FITNESS CERTIFICATE ISSUED BY THE CONCERNED AUTHORITY.

IF CARGO IS LIGHTERED, PNEUMATIC DISCHARGING EQUIPMENT MAY BE UTILIZED FOR TRANSFER FROM MOTHER TO DAUGHTER VESSEL(S) OR FOR DISCHARGE FROM DAUGHTER VESSEL(S) TO SHORE, BUT MAY NOT BE UTILIZED FOR BOTH OPERATIONS.

ANY LIGHTERAGE IS TO BE ACCOMPLISHED WITHIN THE TERRITORIAL WATERS OF THE COUNTRY OF THE NAMED DISCHARGE PORT(S) UNLESS OTHERWISE APPROVED BY CHARTERERS AND U.S. AID.

OWNERS SHOULD STATE IN OFFER WHETHER THEY INTEND TO LIGHTEN, AND IF OWNERS INTEND TO LIGHTEN, THE OFFER SHOULD SPECIFY THE COST OF LIGHTERING, WHETHER FULL OR PARTIAL LIGHTERING. IF LIGHTERING IS NOT PERFORMED AT THE DISCHARGE PORT AND VESSEL DIRECTLY DISCHARGES AT BERTH, THE QUOTED/CONTRACTED COST OF LIGHTERING WILL BE DEDUCTED FROM THE OCEAN FREIGHT.

- A DELIVERY DELAY ASSESSMENT (DDA) WILL BE INCORPORATED INTO THE CP FOR ANY FIXTURE CONCLUDED UNDER THIS FREIGHT TENDER, TO BE ASSESSED AT \$1.00 PER METRIC TON PER DAY, AND WILL BE IMPOSED IF THE VESSEL DOES NOT ARRIVE AT THE DISCHARGE PORT, READY IN ALL RESPECTS TO DISCHARGE BY 0900 HOURS ON THE "DDA DATE", TO BE DEFINED AS FOLLOWS:

PROVIDED THE VESSEL HAS PRESENTED FOR LOADING, READY IN ALL RESPECTS, WITHIN THE CONTRACTED LAYCAN THE DDA DATE WILL BE COMPUTED FROM THE DAY THE VESSEL COMPLETES LOADING OF THE CARGOES COVERED BY THE CP AND ANY PART CARGOES APPROVED AT THE TIME OF FIXTURE, AND WILL BE THE 40TH DAY AFTER THE VESSEL HAS COMPLETED LOADING OF THE CARGOES IF LOADING U.S. WEST COAST, OR THE 50TH DAY AFTER THE VESSEL HAS COMPLETED LOADING OF THE CARGOES IF LOADING U.S. GULF OR U.S. EAST COAST.

IF THE VESSEL PRESENTS AFTER THE CANCELING DATE AND IS ACCEPTED BY CHARTERERS, THE DDA DATE WILL BE COMPUTED FROM THE CANCELING DATE AND WILL BE THE 40TH DAY AFTER THE CANCELING DATE IF LOADING U.S. WEST COAST, OR THE 50TH DAY AFTER THE CANCELING DATE IF LOADING U.S. GULF OR U.S. EAST COAST.

- IF OWNERS FAIL TO TENDER VESSEL WITHIN THE LAYDAYS, AND WHETHER OR NOT THE OPTION TO CANCEL THE CHARTER PARTY IS EXERCISED. THE OWNERS ARE TO BE FULLY RESPONSIBLE FOR ALL CHARGES ATTRIBUTABLE TO THE FAILURE TO TENDER BEFORE THE CANCELING DATE OF THE CHARTER, WHETHER ACCRUING TO CHARTERER OR TO THE UNITED STATES GOVERNMENT AS DONOR, INCLUDING BUT NOT LIMITED TO RE-PROCUREMENT EXPENSES, GRAIN CARRYING CHARGES COVERING INTEREST, STORAGE, INSURANCE, AND FUMIGATION. IN WHICH CASE IT WILL BE A CONDITION OF PAYMENT OF FREIGHT THAT OWNERS SUBMIT AS PART OF THEIR DOCUMENTATION "PAID" INVOICES FROM THE SUPPLIER FOR CARRYING CHARGES OR A CERTIFICATION FROM THE SUPPLIER THAT CARRYING CHARGES DID NOT ACCRUE.

- PERFORMANCE BOND:

CHARTERER/AID RESERVES THE RIGHT TO REQUIRE VESSEL OWNERS/OPERATOR TO POST A PERFORMANCE BOND. SAID BOND TO BE IN THE FORM OF A CERTIFIED CHECK ONLY, DRAWN ON A U.S. BANK, EQUIVALENT TO FIVE (5) PERCENT OF THE GROSS OCEAN FREIGHT. THE CHECK MUST BE MADE OUT IN FAVOR OF THE AGENCY FOR INTERNATIONAL DEVELOPMENT. AS NEGOTIATED, THE PERFORMANCE BOND WILL BE GOOD THROUGH FINAL U.S. LOAD PORT. SAID BOND IS DUE WITHIN FIVE (5) WORKING DAYS OF CONFIRMATION OF BOOKING, FAILURE TO DO SO WILL VOID THE CONTRACT. AS APPLICABLE, SAID BOND WILL BE RETURNED UPON RECEIPT OF WRITTEN NOTICE THAT ALL AVAILABLE CARGOES HAVE BEEN LOADED AT U.S. PORT.

ANY EXTRA INSURANCE ON CARGO AND/OR FREIGHT AS A RESULT OF VESSEL'S AGE, CLASS, TYPE, FLAG, OR OWNERSHIP TO BE FOR OWNERS' ACCOUNT BUT NOT EXCEEDING NEW YORK MARKET RATES FOR U.S. FLAG VESSELS OR LONDON MARKET RATES FOR NON-U.S. FLAG VESSELS.

- SUBSTITUTION OF VESSEL IS NOT PERMITTED WITHOUT CHARTERERS AND USAID PRIOR APPROVAL. ANY VESSEL SUBSTITUTED SHALL BE OF THE SIMILAR TYPE, CLASS, APPROXIMATE SIZE AND WITH SAME LAYDAYS.

- ALL VESSEL SUBSTITUTION REQUESTS MUST BE REVIEWED BY USAID. THE PROPOSED SUBSTITUTE VESSEL SHOULD BE OF THE SAME TYPE AS THE ORIGINALLY AWARDED VESSEL. THIS APPLIES TO BOTH U.S. AND FOREIGN FLAG VESSEL SUBSTITUTIONS. THE PROPOSED SUBSTITUTE VESSEL MUST ALSO APPEAR ON THE APPLICABLE MARITIME ADMINISTRATION U.S. OR FOREIGN FLAG VESSEL LIST WHICH CAN BE ACCESSED USING THE FOLLOWING URL:

[HTTP://WWW.MARAD.DOT.GOV/SHIPS_SHIPPING_LANDING_PAGE/CARGO_PREFERENCE/CARGO_HUMANITARIAN_ASSISTANCE/CARGO_HUMAN_ASSISTANCE_REPORTS/HUMANITARIAN_FOOD_AID_REPORTS.HTM](http://www.marad.dot.gov/ships_shipping_landing_page/cargo_preference/cargo_humanitarian_assistance/cargo_human_assistance_reports/humanitarian_food_aid_reports.htm)

- PROVISIONS APPLICABLE TO U.S. FLAG VESSELS

OFFERS FOR U.S. FLAG VESSELS ARE TO CERTIFY THAT NECESSARY COST DATA HAS BEEN SUBMITTED TO MARAD; ANY PRIOR MARAD APPROVAL FOR CARRYING PREFERENCE CARGOES HAVE BEEN OBTAINED; AND THAT THEY WILL AGREE TO REDUCE RATES TO ANY "FAIR AND REASONABLE" CALCULATION.

ONE WAY RATES MUST BE QUOTED IN ADDITION TO ROUND TRIP RATES FOR NON-LINER U.S. FLAG VESSELS WHOSE DATE OF ORIGINAL CONSTRUCTION EXCEEDS FIFTEEN YEARS FROM DATE OF FIXTURE.

MARAD WILL CALCULATE THE ONE WAY FAIR AND REASONABLE GUIDELINE RATE AS SOON AS IT IS KNOWN THAT VESSEL IS TO BE SCRAPPED OR THAT VESSEL'S OWNERSHIP HAS TRANSFERRED. OWNERS AGREE THAT THE APPROVED FREIGHT RATE WILL BE REDUCED TO A LEVEL NOT HIGHER THAN THE ONE WAY FAIR AND REASONABLE GUIDELINE RATE, AND IF FUNDS HAVE ALREADY BEEN PAID TO THE OWNERS, THEN A REFUND WILL BE DUE CHARTERERS. REFER TO NOTICE TO THE TRADE-FREIGHT RATE ADJUSTMENTS-ISSUED AUGUST 23, 2007 BY USAID.

- THE UNITED STATES DEPARTMENT OF AGRICULTURE/KANSAS CITY COMMODITY OFFICE'S GUIDELINES FOR CLAIMS FOR OVER, SHORT AND DAMAGED CARGO DOCUMENTATION TO BE FULLY INCORPORATED IN THE C/P.

- SECTION 408 OF THE U.S. COAST GUARD AUTHORIZATION ACT OF 1998, PUBLIC LAW 105-383 (46 U.S.C. SECTION 3202 (E)) ESTABLISHES, EFFECTIVE JANUARY 1, 1999, WITH RESPECT TO NON-U.S. FLAG VESSELS AND OPERATORS/OWNERS, THAT SUBSTANDARD VESSELS AND VESSELS OPERATED BY OPERATORS OF SUBSTANDARD VESSELS ARE PROHIBITED FROM THE CARRIAGE OF GOVERNMENT IMPELLED (PREFERENCE) CARGO(ES) FOR UP TO ONE YEAR AFTER SUCH SUBSTANDARD DETERMINATION HAS BEEN PUBLISHED ELECTRONICALLY. AS THIS MAY BE PREFERENCE CARGO, OWNERS HEREBY WARRANT THAT VESSEL(S) ARE NOT DISQUALIFIED TO CARRY THIS CARGO.

- USAID REQUIRES A STANDARD LARGE SIZE USAID FLAG AND A USAID BANNER WITH REVISED USAID EMBLEM TO BE DISPLAYED ON VESSELS CARRYING USAID FUNDED CARGOES. BOTH THE BANNER AND FLAG ARE TO BE FLOWN WHILE THE VESSEL ENTERS THE LOAD/DISCHARGE PORTS AND DURING CARGO OPERATIONS. SUBSEQUENT LIGHTENING CONTRACTS SHOULD ENSURE THE DAUGHTER VESSELS ALSO CARRY THE SAME. VESSEL OWNER IS THEREFORE REQUIRED TO TAKE NECESSARY ACTION AT THEIR EXPENSE TO COMPLY. PLEASE REFER TO USAID LINK <http://www.usaid.gov/branding/> TOWARD FULL COMPLIANCE.

OFFERS ARE TO PROVIDE PAST PERFORMANCE INFORMATION. IF THE OFFEROR HAS TRANSPORTED ANY USAID-FINANCED CARGO(ES) THAT HAS MISSED THE CONTRACTUAL LDA OR DDA DEADLINES OF ANY SHIPMENT WITHIN THE PAST YEAR, THE OFFER SHOULD INCLUDE RELEVANT INFORMATION, INCLUDING THE IDENTITY OF THE CHARTERER, THE CONTRACT NUMBER, THE CONTRACTUAL LDA AND/OR DDA DATES AND THE ACTUAL DATE OF ARRIVAL/LOADING/DELIVERY, AS APPLICABLE, AND CONTACT INFORMATION FOR THE CHARTERER. OFFERS MAY ALSO INCLUDE EXPLANATIONS OF SUCH DELAYS.

EVALUATION: THE GOVERNMENT WILL AWARD CONTRACT(S) TO THE RESPONSIBLE OFFEROR(S) THAT WILL PROVIDE THE BEST VALUE TO THE GOVERNMENT. BEST VALUE SHALL BE DEFINED IN THIS PROCUREMENT AS TOTAL PRICE OF COMMODITY DELIVERED TO DESTINATION WITHIN THE BEST DELIVERY SCHEDULE THAT MEETS THE GOVERNMENT'S REQUIREMENTS. PAST PERFORMANCE INFORMATION TO BE INCORPORATED IN THE RESPONSIBILITY DETERMINATION AND BEST VALUE DECISION. NON-COST/PRICE FACTORS ARE WEIGHTED APPROXIMATELY EQUAL TO COST/PRICE FACTOR. NAMED VESSEL IN AN OFFER IS VIEWED AS A REPRESENTATION OF THE TYPE AND KIND OF VESSEL THAT WILL BE PROVIDED. FAILURE TO OFFER EXACTLY AS PER THE TERMS OF THIS FREIGHT TENDER WILL

RENDER AN OFFER NON-COMPLIANT AND AS SUCH THE OFFER WILL NOT BE CONSIDERED.

WORLD VISION, IN ACCORDANCE WITH USAID DIRECTION AND REGULATIONS, INTENDS TO MAKE AWARD WITHOUT DISCUSSIONS, BUT RESERVES THE RIGHT TO CONDUCT DISCUSSIONS AND SEEK FINAL PROPOSAL REVISIONS IF DEEMED NECESSARY.

-ISM /ISPS:

CARRIER/OWNER GUARANTEES THAT THIS VESSEL, IF REQUIRED BY THE ISM (NON SELF-PROPELLED BARGES ARE EXEMPT), AND ISPS CODE ISSUED IN ACCORDANCE WITH INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (1974) AS AMENDED (SOLAS) COMPLIES FULLY WITH THE INTERNATIONAL SAFETY MANAGEMENT (ISM) CODE AND THE INTERNATIONAL SHIP AND PORT FACILITIES SECURITY (ISPS) CODE AND WILL REMAIN SO FOR THE ENTIRETY OF HER EMPLOYMENT UNDER THIS BOOKING NOTE. UPON REQUEST, CARRIERS TO PROVIDE SHIPPERS WITH A COPY OF THE RELEVANT DOCUMENT OF COMPLIANCE (DOC) AND SAFETY MANAGEMENT CERTIFICATE (SMC) IN REGARD TO THE ISM CODE AND THE INTERNATIONAL SHIP SECURITY CERTIFICATE (ISSC) IN REGARD TO THE ISPS CODE. CARRIERS ARE TO REMAIN FULLY RESPONSIBLE FOR ANY AND ALL CONSEQUENCES FROM MATTERS ARISING AS A RESULT OF THE CARRIER OR THE VESSEL BEING OUT OF COMPLIANCE WITH THE ISM AND ISPS CODE.

-SUBMISSION OF FREIGHT OFFERS:

TO DETERMINE LOWEST LANDED COST, ALL CARRIERS ARE REQUIRED TO SUBMIT OFFERS ELECTRONICALLY FOR THE CARGOES ADVERTISED BY THIS TENDER VIA THE USDA WEB BASED SUPPLY CHAIN MANAGEMENT (WBSCM) SYSTEM FOR THE SOLICITATION NUMBER(S) REFERENCED ABOVE. ALL OFFERS ARE SUBJECT TO ALL REQUIREMENTS OF WBSCM AND OF THE AFORE-MENTIONED SOLICITATION(S), INCLUDING THE DEADLINE(S) FOR SUBMISSION OF BIDS THEREIN. **FREIGHT OFFERS ARE DUE NO LATER THAN 10:00 A.M. U.S. CENTRAL TIME (11:00 A.M. U.S. EASTERN TIME) ON SEPT 23, 2019. ONLY FIRM OFFERS WILL BE ACCEPTED.**

THE WEB BASED SUPPLY CHAIN MANAGEMENT SYSTEM CAN BE ACCESSED THROUGH THE FOLLOWING WEBSITE:

<http://www.usda.gov/wps/portal/usda/usdahome?navid=WBSCM>

CARRIERS MUST BE ASSIGNED AN USDA EAUTHENTICATION LOGON ID AND PASSWORD TO ACCESS THE WBSCM SYSTEM. CONTACT THE WBSCM HELP DESK FOR INFORMATION REGARDING LOGON IDS, PASSWORDS, AND WBSCM SYSTEM QUESTIONS OR CONCERNS:

TELEPHONE: (877) 927-2648

E-MAIL: WBSCM.SERVICEDESK@CACI.COM

ALL OFFERS MUST REMAIN VALID THROUGH CLOSE OF BUSINESS U.S. EASTERN TIME SEPT 26, 2019. NO PHONE OFFERS OR OFFERS VIA E-MAIL WILL BE ACCEPTED

- OTHERWISE: TERMS AND CONDITIONS OF CURRENT WORLD VISION, INC. CHARTER PARTY PROFORMA, COPIES OF WHICH ARE AVAILABLE FROM FETTIG & DONALTY, INC.

- OFFERS MUST INCLUDE:

- VESSEL NAME/TYPE/FLAG/YEAR
- ETA LOADPORT AND DISCHARGE PORT
- OCEAN FREIGHT RATE TO BE IN U.S. DOLLARS PER METRIC TON AND
MUST BE ALL INCLUSIVE.FREIGHT RATE QUOTATIONS MUST PROVIDE PER METRIC
TON BREAKDOWN OF RATES FOR A. OCEAN TRANSPORTATION INCLUDING BULK
DISCHARGE, B. COST OF LIGHENING IF APPLICABL TO OFFER
- FULL STYLE OF CARRIER OFFERING
- COMMISSION:1.67% ON GROSS FREIGHT / DEAD-FREIGHT IS PAYABLE TO
CHARTERER'S AGENT / FREIGHT FORWARDER, FETTIG & DONALTY, INC.

FOR FURTHER INFORMATION, CALL FETTIG AND DONALTY, INC. WASHINGTON,
D.C., 202-628-5700. FAX 202-639-8276
ISSUED SEPT 18, 2019