Q#	REFERENCE SECTION	REFERENCE PARAGRAPH	QUESTION	GOVERNMENT RESPONSE
1	General	General	We would like to know if this is a brand new contract OR if there is (was) an incumbent performing these services. If not brand new, could you please provide the current / previous contract number?	The ATAC IV contract number is HTC71121DR039.
2	Attachment 1 - PWS	General	May we have any additional information for this job to bid on for the transportation services needed	The offeror is required to provide all services as identified in RFP Attachment 1 - Performance Work Statement (PWS). Reference the solicitation and all attachments for information regarding the transportation services needed under this acquisition.
3	Attachment 1 - PWS	General	What types of commercial vehicles do you need?	The Offeror is required to provide commercial vehicles adequate to provide all services as identified in RFP Attachment 1 - PWS.
4	Attachment 1 - PWS	1.2.4.h	1.2.4.h lists over dimensional shipments as excluded, but 1.2.1 states that the contract includes “items larger than a complete aircraft.” Please clarify this discrepancy.	The PWS was updated to remove "items larger than a complete aircraft." Reference RFP Attachment 1 - PWS Amendment 01 Section 1.2.1 for an update.
5	Attachment 1 - PWS	1.4.2.1 / 1.7.4	1.4.2.1 states that TACs (Transportation Account Codes) shall be included in periodic reporting. 1.7.4 states that the TPPS shall be used for payment of transportation services. In our experience with DLA, TACs are regularly omitted from DD1348’s and are never part of EDI219s; the customer is regularly unaware of them. TACs are not necessary for processing payments within the TPPS. Given this experience, is the expectation that any DD1348-1’s received without a TAC should be refused by the Contractor?	No, DD1348s without a TAC should not be refused. TACs are not provided on DD1348s but will be available to the contractor when using eRMS to schedule shipments. The contractor will also be provided a TAC list for use that denotes TACs to be used based on certain shipment information (i.e. Who the shipper is, the Cognizant (COG) code of the material, type of material, etc.) for shipments not scheduled through eRMS.
6	Attachment 1 - PWS	1.2.3	1.2.3. States that “Cost-reimbursable Contractors” may also use “the transportation services and rates provided under this contract.” Not all Cost-Reimbursable Contractors have TACs assigned. Will only those Cost-Reimbursable Contractors with assigned TACs be allowed to use the ATAC V contract?	"Cost-Reimbursable Contractors" are paid by the TAC associated with the shipment. If a cost-reimbursable contractor is approved to use the ATAC V contract, there will be no change to the invoice and payment process for the ATAC V contractor.
7	Attachment 1 - PWS	1.4.2.1	1.4.2.1 defines weight categories as “151-499, 500 - 1999 and 2000 +” pounds. Since volumes and the pricing matrix reflect shipments less than 151 pounds, will the Government add a weight category for 0-150 pounds or a minimum charge to the ATAC V contract?	Per RFP Attachment 1 - PWS Section 1.5.7.5., shipments between 1-150 lbs. shall be shipped under the NGDS small package contract. When NAVSUP identifies a shipment of 1-150 lbs. as not eligible for the NGDS contract, NAVSUP may authorize the contractor to move small packages (<151 lbs.) at the rate of 151 lbs.
8	Attachment 1 - PWS	Appendix D	The Exception Codes listed Appendix D (D.3 and D.4) include “PF - No POD available and penalty fee paid (NAVTRASNS use only).” Does this mean that the contractor is expected to pay a penalty if a POD is not available?	This code is internal to NAVTRANS. The ATAC V contractor will not be required to pay the penalty. The contractor will be required to maintain hard copy proof of delivery (HCPOD) of shipments they move.
9	Attachment 1 - PWS	1.4.2.3	1.4.2.3 states “If the shipment was not on time (On-time = “N”), the Contractor shall provide the reason and the actions taken under ‘Comments’.” Are the “reasons” limited to exception codes list in Appendix D? What sort of “action taken” would be expected?	No, the reasons are not pulled from Appendix D. 'Action Taken' would be what the contractor deems applicable on the report.
10	Attachment 1 - PWS	1.4.2.5	1.4.2.5 "Inspections" in this usage is not defined in the PWS. Please define the inspections the ATAC V Contractor is required to perform.	Due to redundancy reporting required per RFP Attachment 1 - PWS Section 1.4.2.4, RFP Attachment 1 - PWS Section 1.4.2.5. has been removed. Reference RFP Attachment 1 - PWS Amendment 1.
11	Attachment 1 - PWS	1.4.5	1.4.5 The dimensional weight divisor shows 300. The industry standards for dimensional weight divisors are 139 and 166: this is true for FedEx, UPS, USPS and for the DoD’s own MFTURP and DTR. Dimensional weights are used to protect carriers against the disproportionate amount of space smaller packages take up during transport, when compared to their actual weight. Will the Government modify the dimensional weight divisor to either 139 or 166?	The DTR Part II, Chapter 202, Routing, specifies the divisor of 139 and 166 for air shipments. The ATAC V contract is designed for ground movement of freight over 151 lbs. Shipments under 151 lbs. are tendered under the NGDS contract. The DTR also specifies weight calculation can be determined via contract agreement.
12	Attachment 1 - PWS	Task Area 2	Task Area 2 refers to adhering to requirements of US and Canadian customs. DTR II 202.E.2 states that EEI submission is the responsibility of the shipper. Also, DTR V, 514.D is clear that only those items on the US Munitions List are subject to EEI filing -- those items described both in the scope and the exclusions of the ATAC V PWS make it clear that USML items are not part of this contract. What is the scope of responsibility for the Contractor with regard to filing customs on behalf of the Government?	The Transportation Officer (TO) is responsible for EEI filings and shipments on this contract are ITAR Exempt. The contractor's responsibility is to work with the customs brokers but all pertinent documents will be provided by the United States Government.
13	Attachment 1 - PWS	1.5.2	1.5.2 How does the Government intend to communicate extraordinary circumstances via a 1348?	Any information requiring extra services will be communicated through email.

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14	Attachment 1 - PWS	1.5.4.2	1.5.4.2 includes shipments to Hawaii. DTR II, 202.M requires that shipments bound for Hawaii must use AMC Channel Flights, if available. If no Channel Flights are available, then shipments are routed through either NGDS or GHS, as appropriate. Including Hawaii in the ATAC V contract appears conflict with this directive. Will ATAC V shipments to Hawaii move surface-over-ocean or use the NGDS or GHS contract to meet requirements?	DTR Part II, Chapter 202, M. is specific to Expedited Services. Routine shipments are routed via the most economical means that still satisfy delivery requirements set forth by item managers.
15	Attachment 1 - PWS	1.5.4.5	1.5.4.5 includes the requirement to “post proof of shipment.” While a physical Proof of Delivery (POD) is commonplace in the industry, a “POS” is not. Is an EDI 204 (current practice on other DoD transportation contracts) acceptable to fulfill this requirement? Otherwise, would the Government provide an example “POS” so the Contractor can know what it is expected to consist of, and where/how should such a document should be “posted”?	Posting Proof of Shipment (POS) for this contract consists of updating the pick up time and date in eRMS. Posting Proof of Delivery (POD) is also required in the same manner and a hard copy of the POD shall be retained by the contractor for record keeping purposes.
16	Attachment 1 - PWS	1.5.4.13	1.5.4.13 states "All material that is picked up within a seventy (70) mile radius of the specified points, and are consolidated, transported, and delivered within a seventy-mile radius of another region, will be charged on a per-pound basis." However, the pricing matrix only shows a "per day" pricing structure for these shipments. Will the Government please clarify?	The 'per day' reference in RFP Attachment 2 - Pricing Rate Table is regarding materiel picked up and dropped off in the same 70 mile radius. Material picked up in one region and delivered to a different region will be charged on a per pound basis. Reference RFP Attachment 1 - PWS Amendment 1 Section 1.5.4.13 for an update.
17	Attachment 1 - PWS	1.5.4.12	1.5.4.12 states “Any material rejected by DLADS originally arranged by the origin pick up site shall be returned to them.” Is rejection by DLADs to be considered an automatic reconsignment approval? (Meaning that the shipper would have the original charge and the full cost of reconsignment back to the origin)	DLADS deliveries are pre-arranged and on appointment so there should not be any refusal at the delivery site. Movement of DLADS freight will only be generated from the two ATAC HUBS (San Diego and Norfolk).
18	Attachment 1 - PWS	1.5.4.12.1 et al	1.5.4.12.1 Does the Government require the Contractor to maintain a physical presence at Puget Sound, Jacksonville, and Pearl Harbor?	No, the contractor is not required to maintain a physical presence in Puget Sound, Jacksonville, and Pearl Harbor.
19	Attachment 1 - PWS	1.5.4.8	1.5.4.8 There is an ongoing cost to the Contractor at a substantial risk of having zero shipments for “dedicated truck” / “round-robin” / “milk run” style of pickups. Are there are any intended reimbursements or service minimums for these kinds of shipments?	No, there are no intended reimbursements or service minimums for these shipments.
20	Attachment 1 - PWS	1.5.4.13	1.5.4.13 lists required equipment types as “Tractors w/ 53’ Dry Vans, tractors with low boy, 24' straight truck and in some cases a flatbed is required. In rare cases a lowboy trailer may be required.” The pricing matrix includes the same limited set of equipment. Are these equipment types the only ones the Contractor can use?	When required by the Government, the contractor shall follow the One Time Only (OTO) process if a shipment requires an equipment type where pricing is not established in the contract in accordance with RFP Attachment 1 - PWS Section 1.4.5.1.
21	Attachment 1 - PWS	1.5.4.14	Given the volatility of fuel, especially in California, will the Government add a fuel surcharge table to the pricing matrix?	Per RFP Attachment 1 - PWS Appendix J Section J.1.4.2, the Fuel surcharge will be calculated in accordance with Headquarters ARTRANS (Formerly SDDC) (HQ ARTRANS) Policy TR-12, Fuel Related Rate Adjustment (FRA) Policy, Annex A. Application of a Fuel Related Rate Adjustment Surcharge will be determined every Monday of each week.
22	Attachment 1 - PWS	1.5.4.15	1.5.4.15 Is the Contractor required to provide staff at the various node locations?	No, staff is only required at the contractor hubs. The contractor driver may be required to load/unload at certain delivery/pickup locations. Reference RFP Attachment 1 - PWS Amendment 1 Section 1.5.4.15 and Appendix J for an update and RFP Attachment 2 - Pricing Rate Table Amendment 1.
23	Attachment 1 - PWS	1.5.4.16	1.5.4.16 How are containers intended to be accounted for with regard to on-time pickup and delivery?	Containers will be shipped similar to any other material under this contract. Containers will need to be delivered in a timely manner and will not be marked as 'late'.
24	Attachment 1 - PWS	1.5.5.1, 1.5.6.1	1.5.5.1 Is the Contractor responsible for packaging?	No, the contractor is not responsible for packaging. It is the responsibility of the shipper.
25	Attachment 1 - PWS	1.5.16	1.5.16 has a requirement that the “Contractor shall process material via handheld scanner at each Hub location and provide the Government a copy of the scanner data daily.” Are the scanners GFE?	No, the handheld scanners are not GFE. The Contractor shall provide the handheld scanner. Reference RFP Attachment 1 - PWS Amendment 1 Sect 1.5.16.
26	Attachment 1 - PWS	1.5.7.1	1.5.7.1 How will a requirement for priority-based consolidation be communicated to the Contractor?	See Consolidated transit times in the RFP Attachment 1 - PWS Section 1.5.7.6 Priority will be communicated via email.
27	Attachment 1 - PWS	1.5.7.2 and 1.5.7.3	1.5.7.2/.3 presents a situation that appears to violate the Government’s rules of auditability. If the metrics are premised on data available in the TPPS, then that TPPS data must reflect accurate information. Treating two separate locations as the same location is not accurate. Please clarify.	The billing in TPPS will still reflect the correct origin and destination and will be billed accordingly. Naval Base Norfolk and Cheatham Annex are withing the 70 mile radius and should not be billed separately.

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28	Attachment 1 - PWS	1.5.7.6	1.5.7.6 (Transit Times) differ from those laid out in the DTR. Is the ATAC V contract not bound by the DTR?	The Offeror is required to provide transit times as identified in RFP Attachment 1 - PWS. Per DTR Chapter 201, Section N, Paragraph 3.a., "[a] warranted contracting officer can procure transportation and related services using a FAR instrument tailored to the customer's needs."
29	Attachment 1 - PWS	1.5.13	1.5.13 Does the statement, "Additionally, the Contractor is authorized to ship on eRMS manifests or PUD orders generated within the eRMS system" preclude the requirement that all shipments have a DD1348-1 (in PWS 1.5.4.5)?	No, it does not preclude the requirement that all shipments must have a DD1348-1A attached.
30	Attachment 1 - PWS	1.5.14	1.5.14 conflicts with 1.5.4.13. Would the Government clarify what types of vehicles/equipment will be provided? Is the Contractor required to maintain forklifts at all locations (pickup, hub and delivery)?	Forklifts are considered Government-Owned Equipment, as annotated in RFP Attachment 1 - PWS Appendix H. The Contractor is authorized to use Government-Owned Equipment to load their trailers at the HUB location.
31	Attachment 1 - PWS	1.5.15	1.5.15 When/if the Government implements its passive RFID program, will the Government modify the contract to include an additional CLIN?	Yes, a contract modification will be completed. If implemented, pricing will be obtained via the modification process.
32	Attachment 1 - PWS	1.6.8	1.6.8 requires that all drivers be U.S. citizens. Would the Government be open to including drivers approved in DBIDS?	All commercial drivers performing under this contract shall be U.S. citizens as required in the PWS. As stated in RFP Attachment 1 - PWS Section 1.6.8.2, "All TTC's commercial subcontractors and service providers are required to obtain a DBIDS card through the Defense Biometric Identification System in order to gain access to the ATAC Hubs, Nodes and all other DOW installations/facilities."
33	Attachment 1 - PWS	1.7.2	1.7.2 The requirement that track/trace events be "available on the web within two hours." Please clarify "within two hours" of what.	Track and Trace must be available within two hours after manifesting the shipment to its final destination. Reference RFP Attachment 1 - PWS Amendment 1 Section 1.7.2. for an update.
34	Attachment 1 - PWS	1.7.4.2	1.7.4.2 Would the Government confirm that the basis of pricing of shipments will not change after they have been submitted in TPPS?	Prior to approving an invoice submitted via TPPS, the Government will validate pricing per the contract. If the price is incorrect, the Government will deny the invoice for payment. Contractor will have to correct the invoice and resubmit via TTPS.
35	Attachment 1 - PWS	4.5.1	4.5.1 Does the Government mean that Contractor personnel will require "local" access to eRMS? If not, please clarify what is meant by logical access.	The Government will implement logical access control systems to manage permissions, verify identities, and prevent data breaches. These are the pillars of Logical access, Identification, Authentication, Authorization and Accountability.
36	Attachment 1 - PWS	Appendix B	Appendix B. Many of the definitions in Appendix B conflict directly with definitions laid forth in the DTR and others are misstatements. Would the Government please modify Appendix B to reflect the standard DTEB, DTR, MFTURP codes/definitions used in other DoD contracts?	The definitions provided in RFP Attachment 1 - PWS take precedence for the ATAC V contract.
37	Attachment 1 - PWS	Appendix C	Appendix C does not match the definition of DOCID codes as set forth in the DLM 4000.25; 2.7.1. Would the Government modify Appendix C to conform to the standard?	The DOCID outlined in RFP Attachment 1 - PWS are specific to the ATAC program and will not be modified.
38	Attachment 1 - PWS	Appendix D	Appendix D lays out a description of using the electronic 1348-1 as a proof of delivery, and then sets forth an abbreviated implementation convention using the 1348-1 in ways that it is not designed to be used. The industry (and Government) standard for electronic status messaging is the EDI204. Would the Government allow Contractors to use EDI transactions that have approved DTEB-approved Implementation Conventions?	EDI 204 transaction set is only for full-truckload shipments; thus, it is not to be used for providing motor carriers with less-than-truckload bill of lading information.
39	Attachment 1 - PWS	Appendix H	Is the change from Government "furnished" equipment to "Government equipment" an indication that these resources will be checked out as needed from a shared pool of equipment, instead of being available to the Contractor without limitation?	As stated in Appendix H, Equipment will not be loaned or transferred to Contractor. The Government will maintain possession, and the equipment will not be "furnished."
40	Attachment 1 - PWS	Appendix J	The pricing matrix includes an accessorial charge of "VAN" for "53' Dry Van." Please explain this accessorial charge. "VAN", "HOL" and "SAT" are not described in Appendix J. Given the wide variety of material being shipped in this contract, is this list of accessorial charges sufficient to cover the needed services? Is this contract not subject to the TWCF recovery (615), Signature Tally (675), Chains and Binders (CHN), Extra Driver (EXD), Border Crossing Fee (FSB), HazMat (HAZ), Liftgate Service (LFT), Additional Insurance (LIE), Flagmen (MEN), Escort (MES), Permitted Shipments (PER), Protective Tarping (PTS), Urgent Pickup (PUC), Pickup or Del outside operating hours (PUD), Storage (SRG) or Motor Surveillance (Z01/Z04/Z08)?	Descriptions for accessorials 53' Enclosed Dry Van (VAN), Pickup or Delivery on Holidays (HOL), and Pickup and Delivery on Weekends and After Hours (SAT) have been added to RFP Attachment 1 - PWS Amendment 1 Appendix J. The Accesorials expected to be required have been included.

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41	Attachment 2 - Pricing Rate Table	Pricing Matrix	Pricing to/From Alaska: The only lane representing Alaska shipments is from Alaska to region 8 (CA, WA, OR, ID). There are no lanes bound into Alaska set for pricing. Please clarify that the only intended transportation relating to Alaska is inbound to region 8.	Added additional lane for Region 8 to Region 10. Reference RFP Attachment 2 - Pricing Rate Table Amendment 1. If any other Alaska shipments are identified, the One Time Only process will be followed.
42	General	General	Is the usage of the 24' straight truck conveyance to communicate these are LTL shipments or does the Government expect the Contractor to use a 24' straight truck for all LTL shipments?	No, the Government does not expect the Contractor to use 24' trucks for all LTL shipments.
43	Attachment 7 - Historical Data	Historical Data	The high-level historical data is not sufficient to build pricing. Please provide transaction-level data (including origin, destination, weight, dimensions, priority, executing equipment, and consolidation details) from the last 6 months to enable Contractors to provide fair and reasonable pricing.	Reference RFP Attachment 7 - Historical Data Amendment 1 for an additional historical data provided.
44	General	General	Due to the number of questions regarding pricing requirements, would the Government provide an additional 30 days for proposal submission to account for analysis of responses to questions in developing compliant proposals?	The Government is unable to provide an additional 30 days. The Government is able to extend one week until 6 July 2026 at 8:00 AM. See Solicitation Amendment 1.
45	Attachment 1 - PWS	General	Please provide any specific type of shipment mandated by the shipping facility or can the carrier choose best fit?	The carrier can use best fit as long as it adheres to the transit times outlined in the RFP Attachment 1 - PWS Section 1.5.11.1 and 1.5.11.1.1.
46	Attachment 7 - Historical Data	Historical Data	Do you have historical records of the type of shipping provided including LTL, direct shipment, dedicated truck, etc.	RFP Attachment 7 - Historical Data has been provided to assist Offerors in assessing historical demand. Reference RFP Attachment 7 - Historical Data Amendment 1 for an additional historical data provided.
47	Attachment 1 - PWS	General	Does the shipping facility require relegated individual trucks (no stops) upon a pickup?	The Government is unable to answer this question as it is not understood what relegated means.
48	Attachment 1 - PWS	General	What is the current policy on stops when required for long haul moves?	The contract does not regulate how stops on long haul routes shall be conducted.
49	Attachment 1 - PWS	General	Does the government want GPS tracking capability for all shipments?	No, GPS tracking is not required.
50	Attachment 1 - PWS	General	Is there any specific security clearance needed by the carrier?	Reference RFP Attachment 1 - PWS Section 4.2.7 for detailed Background Investigation information.
51	Attachment 1 - PWS	General	Can you please provide an estimated breakdown of how the facility would like to request a move. The last contract period had an average of 65 moves per day. Can you provide insight into how you are accustomed to requesting these?	Requisition moves typically involves communication via email with the contractor to supplement the automated requisition process.
52	Attachment 1 - PWS	General	Can you please provide if a scope of work increase is allowed should gas prices raise significantly?	Fuel adjustments will be accounted for utilizing the Fuel Surcharge Accessorial. Per RFP Attachment 1 - PWS Appendix J Section J.1.4.2, the Fuel surcharge will be utilized in accordance with Headquarters Surface Deployment and Distribution Command (HQ SDDC) Policy TR-12, Fuel Related Rate Adjustment (FRA) Policy, Annex A. Application of a Fuel Related Rate Adjustment Surcharge will be determined every Monday of each week.
53	Attachment 1 - PWS	General	Please provide if some moves will require drop trailers for preloading without delaying the driver?	Drop trailers may be required in some cases. If drop trailers are required, the Government will communicate with the contractor via email or phone call.
54	Attachment 1 - PWS	General	Please provide clarity if any of the moves will include live munitions or other hazardous products.	Note excluded commodities included in RFP Attachment 1 - PWS section 1.2.4.
55	Attachment 1 - PWS	General	Please provide clarity into the type of insurance the facility has on the products and what is mandated by the carrier?	Reference RFP Attachment 1 - PWS Section 1.6.6.1 for information regarding Contractor Liability. Additionally, FAR 52.228-5, Insurance-Work on a Government Installation, has been included in the solicitation.