FA502525QB013 Questions and Answer

1. My interpretation is that we will also need to include inland freight and trucking costs from where the materials/supplies are stored to the Port of Saipan or Tinian. Is that correct? Should inland freight charges also be included in the price? Inland freight not required, only needs to clear customs. We can pick up.
2. Will we also need to include delivery costs to the final destination as well once it has landed at the port of Saipan/Tinian? Or do we leave the cargo/container as is at the port? Cargo will be picked up at port
3. Are there any needs for temporary storage of materials on Saipan/Tinian to meet barge schedules or in the event of inclement weather where the items can't be delivered? Consolidation/ storage of any materials prior to shipping is on the contractor. This is an as need/as available type of solicitation. If the vendor is using a 3rd party to ship, then I suppose they’re at the mercy of that vendor’s schedule.
4. Do we include stevedoring charges, terminal handling fees, etc? All fees should be included in the pricing structure.
5. regarding the insurance requirement in the PWS "Provide evidence of insurance and bonding sufficient to cover transported cargo", I am trying to secure insurance carriers to come out to our region and provide marine insurance. Would you be able to tell me the minimum and maximum value of the cargo the USG will be transporting? The carriers are asking for this to determine pricing and interest in extending coverage. Min: $500, Max $250,000 (could potentially be shipping higher value materials from time to time but would typically put this at $25K max.)
6. How might we bill for this cost outside of the BPA, as there is no CLIN to account for this, and typically it is a % of the overall cargo value. Ideally they could lump it in with the “fees” part of the billing structure.