

**SUPPORTING STATEMENT
FOR PAPERWORK REDUCTION ACT SUBMISSION
OMB CONTROL NO. 9000-0061
FEDERAL ACQUISITION REGULATION
PART 47: TRANSPORTATION REQUIREMENTS**

FAR sections affected: 52.247-2, 52.247-6, 52.247-48, 52.247-51, 52.247-52, 52.247-53, 52.247-57, 52.247-60, 52.247-63, 52.247-64, 52.247-67, 52.247-68, and the 47.303 clauses for standard delivery terms.

A. Justification.

1. Administrative requirements.

The Department of Defense (DoD), the General Services Administration (GSA), and the National Aeronautics and Space Administration (NASA) are combining OMB Control Nos. for the Federal Acquisition Regulation (FAR) by FAR part. This consolidation is expected to improve industry's ability to easily and efficiently identify burdens associated with a given FAR part. The review of the information collections by FAR part allows improved oversight to ensure there is no redundant or unaccounted for burden placed on industry. Lastly, combining information collections in a given FAR part is also expected to reduce the administrative burden associated with processing multiple information collections.

This justification supports the revision of OMB Control No. 9000-0061, and combines it with the previously approved information collections under OMB Control Nos. 9000-0053, 9000-0054, 9000-0055, 9000-0056, and 9000-0057 with the new title "Federal Acquisition Regulation Part 47: Transportation Requirements." Upon approval of this consolidated information collection, OMB Control Nos. 9000-0053, 9000-0054, 9000-0055, 9000-0056, and 9000-0057 will be discontinued. The burden requirements previously approved under the discontinued numbers will be covered under OMB Control No. 9000-0061.

This clearance covers the information that offerors and contractors must submit to comply with the following FAR part 47 requirements:

- **FAR 52.247-2, Permits, Authorities, or Franchises.** For regulated freight transportation or transportation-related services, the clause requires an offeror to indicate whether it has the proper authorization from the Federal Highway Administration (or other cognizant regulatory body) before it can be allowed to move material under any contract awarded. The offeror may also be requested to furnish a copy of the authorization before moving material under the contract.
- **FAR 52.247-6, Financial Statement.** This provision requires an offeror to furnish the Government with a current certified statement of the offeror's financial condition and such data as the Government may request with respect to the offeror's operations.
- **FAR 52.247-48, F.o.b. Destination—Evidence of Shipment.** This clause requires the contractor to retain and make available to the Government for review, as necessary, evidence of free on board (f.o.b.) destination shipment documentation for a period of three years after final payment of the contract.
- **FAR 52.247-51, Evaluation of Export Offers.** This provision requires an offeror to nominate a port/terminal of loading they recommend for the purposes of evaluation of their offer and indicate whether the prices proposed are based on f.o.b. origin or f.o.b. destination.
- **FAR 52.247-52, Clearance and Documentation Requirements—Shipments to DOD Air or Water Terminal Transshipment Points.** This clause directs the contractor to provide the Government certain information regarding shipments to DoD air or water terminal transshipment points.
- **FAR 52.247-53, Freight Classification Description.** When the Government purchases supplies that are new to the supply

system, nonstandard, or modifications of previously shipped items, and different freight classifications may apply, this provision requests an offeror provide the full Uniform Freight Classification (rail) description, or the National Motor Freight Classification description applicable to the supplies.

- **FAR 52.247-57, Transportation Transit Privilege Credits.** This clause allows the offeror to identify any transportation charges, including any transit charges, that the offeror will agree to pay, subject to reimbursement by the Government.
- **FAR 52.247-60, Guaranteed Shipping Characteristics.** This clause requires the offeror to provide details on the shipping container(s) to be used for each part or component that is packed or packaged separately.
- **FAR 52.247-63, Preference for U.S.-Flag Air Carriers.** In the event that a contractor selects a carrier other than a U.S.-flag air carrier for international air transportation during performance of the contract, this clause requires the contractor to include a statement regarding the unavailability of U.S.-Flag Air Carriers on vouchers involving such transportation.
- **FAR 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels.** This clause requires a contractor to provide the contracting officer and the Maritime Administration's one legible copy of rated on-board ocean bill of lading for each shipment made by the contractor or its subcontractors.
- **FAR 52.247-67, Submission of Transportation Documents for Audit.** This clause requires the contractor to submit for prepayment audit transportation documents on which the United States will assume freight charges that were paid by the contractor under a cost-reimbursement contract or by the contractor's first-tier subcontractor (for a cost-reimbursement subcontract). For freight shipment bills

under \$100 are to be retained on-site by the contractor and made available for on-site audits.

- **FAR 52.247-68, Report of Shipment (REPSHIP).** This clause requires contractors to send an advance notice of shipment to the consignee transportation officer to be received at least 24 hours before the arrival of the shipment, unless otherwise directed by a contracting officer.

- **FAR 47.303 Clauses for Standard Delivery Terms.** The following FAR clauses require the contractor to (as appropriate to the delivery terms specified in the contract): prepare or provide special annotation on a Government or commercial bill of lading; provide an ocean bill of lading or airway bill; annotate commercial shipping documents; distribute copies of the bill of lading; provide applicable transportation receipts; assist in obtaining documents for exportation or importation destinations; and/or obtain insurance documents:
 - o FAR 52.247-1, Commercial Bill of Lading Notations
 - o FAR 52.247-29, F.o.b. Origin
 - o FAR 52.247-30, F.o.b. Origin, Contractor's Facility
 - o FAR 52.247-31, F.o.b. Origin, Freight Allowed
 - o FAR 52.247-32, F.o.b. Origin, Freight Prepaid
 - o FAR 52.247-33, F.o.b. Origin, With Differentials
 - o FAR 52.247-34, F.o.b. Destination
 - o FAR 52.247-35, F.o.b. Destination, Within Consignee's Premises
 - o FAR 52.247-36, F.a.s. Vessel, Port of Shipment
 - o FAR 52.247-37, F.o.b. Vessel, Port of Shipment
 - o FAR 52.247-38, F.o.b. Inland Carrier, Point of Exportation
 - o FAR 52.247-41, C. & f. Destination
 - o FAR 52.247-42, C.i.f. Destination
 - o FAR 52.247-43, F.o.b. Designated Air Carrier's Terminal, Point of Exportation
 - o FAR 52.247-44, F.o.b. Designated Air Carrier's Terminal, Point of Importation
 - o FAR 52.247-65, F.o.b. Origin, Prepaid Freight—Small Package Shipments

2. Uses of information.

- **FAR 52.247-2, Permits, Authorities, or Franchises.** The contracting officer and transportation office review the information to ensure that the offeror has complied with all regulatory requirements and has obtained any permits, licenses, or franchises that are needed to transport the supplies.
- **FAR 52.247-6, Financial Statement.** The contracting officer uses this information to determine whether a potential awardee is responsible in accordance with FAR part 9.
- **FAR 52.247-48, F.o.b. Destination–Evidence of Shipment.** The Government may request this information from the contractor while auditing a contract or to resolve disputes.
- **FAR 52.247-51, Evaluation of Export Offers.** The contracting officer uses the information to ensure that offers are evaluated and awards are made on the basis of the lowest laid down cost to the Government at the overseas port of discharge.
- **FAR 52.247-52, Clearance and Documentation Requirements–Shipments to DOD Air or Water Terminal Transshipment Points.** The Government transportation office uses this information to support applications for export release and to prepare the Transportation Control and Movement Document (TCMD).
- **FAR 52.247-53, Freight Classification Description.** The contracting officer uses this information to determine the proper freight for supplies.
- **FAR 52.247-57, Transportation Transit Privilege Credits.** The contracting officer uses this information to ensure consideration of an offeror's transit credits when evaluating an f.o.b. origin price for shipping supplies to the designated Government destinations.

- **FAR 52.247-60, Guaranteed Shipping Characteristics.** The contracting officer uses this information to determine transportation costs for evaluation purposes.
- **FAR 52.247-63, Preference for U.S.-Flag Air Carriers.** The Government uses the information provided on the voucher to ensure compliance with section 5 of the International Air Transportation Fair Competitive Practices Act of 1974 (49 U.S.C. 40118), which requires the Government and its contractors and subcontractors to use U.S.-flag air carriers for U.S. Government-financed international air transportation of personnel (and their personal effects) or property, to the extent that service by those carriers is available.
- **FAR 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels.** The Government uses this information to ensure compliance with the Cargo Preference Act of 1954.
- **FAR 52.247-67, Submission of Transportation Documents for Audit.** The Government uses this information to conduct a prepayment audit of transportation charges on a cost-reimbursement contract when reimbursement of transportation as a direct charge to the contract or subcontract is authorized. The prepayment audit is required to comply with agency prepayment audit programs established pursuant to 31 U.S.C. 3726.
- **FAR 52.247-68, Report of Shipment (REPSHIP).** The Government uses this information to alert the receiving activity of certain shipments. The advance notice facilitates arrangements for transportation control, labor, space, and use of materials handling equipment at destination. The timely receipt of notices by the consignee transportation office precludes the Government from incurring demurrage and vehicle detention charges.
- **FAR 47.303 Clauses for Standard Delivery Terms.** The contracting officer and the Government transportation office use this information in awarding and administering contracts to ensure: (1) acquisitions are made on the basis most

advantageous to the Government; and (2) supplies arrive in good order and condition and on time at the required place.

3. Consideration of information technology. Federal agencies use improved information technology to the maximum extent practicable. Where both the Government agency and contractors are capable of electronic interchange, the contractors may submit this information collection requirement electronically.

4. Efforts to identify duplication. These requirements are issued under the FAR, which has been developed to standardize Federal procurement practices and eliminate unnecessary duplication.

5. If the collection of information impacts small businesses, describe methods used to minimize burden. The burden applied to small businesses is the minimum consistent with applicable laws, Executive orders, regulations, and prudent business practices.

6. Describe consequences to Federal program or policy activities if the collection is not conducted or is conducted less frequently. Collection of information on a basis other than contract-by-contract is not practical.

7. Special circumstances for collection. Collection is consistent with guidelines in 5 CFR 1320.5(d)(2).

8. Efforts to consult with persons outside the agency.

a. A 60-day notice was published in the *Federal Register* at 86 FR 33293, on June 24, 2021.

b. A 30-day notice was published in the *Federal Register* at 86 FR 49534, on September 3, 2021.

9. Explanation of any decision to provide any payment or gift to respondents, other than remuneration of contractors or grantees. Not applicable.

10. Describe assurance of confidentiality provided to respondents. This information is disclosed only to the extent

consistent with prudent business practices, current regulations, and statutory requirements.

11. Additional justification for questions of a sensitive nature. No sensitive questions are involved.

12 & 13. Estimated total annual public hour and cost burden.

In general, the Government does not maintain a central repository with information on the use of Government transportation terms and conditions. The majority of the public burden estimates provided in this section are based on consultation with and estimates from Government transportation management experts at DoD, GSA, the Department of Transportation (DOT), and the United States Transportation Command (USTRANSCOM). Where available and appropriate for a specific burden estimate, the Government used fiscal year 2018 through 2020 award data in the Federal Procurement Data System (FPDS) or USTRANSCOM's Defense Transportation Tracking System (DTTS).

The hourly rates of pay used to determine the cost estimates are from the Office of Personnel Management (OPM) 2021 General Schedule (GS) Salary Table for the Rest of the United States, effective January 2021, plus a 36.25 percent fringe and overhead burden factor mandated by Office of Management and Budget (OMB) memorandum M-08-13 for use in public-private competition, rounded to the nearest whole dollar. The OPM 2021 rates are available here: <https://www.opm.gov/>. OMB memorandum M-08-013 is available here: <https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/memoranda/2008/m08-13.pdf>.

TOTAL PUBLIC BURDEN

The following is a summary of the total estimated annual public burden associated with these FAR part 47 provisions and clauses:

REPORTING	Responses	Hours	Cost
FAR 52.247-2	1,179	589.50	\$23,580.00
FAR 52.247-6	32	16.00	\$912.00
FAR 52.247-48	9,250	767.75	\$30,710.00

FAR 52.247-51	400	100.00	\$5,700.00
FAR 52.247-52	200	50.00	\$2,850.00
FAR 52.247-53	9,000	1,503.00	\$85,671.00
FAR 52.247-57	69,350	5,756.05	\$328,094.85
FAR 52.247-60	30,056	5,019.35	\$286,103.06
FAR 52.247-63	300	75	\$3,600.00
FAR 52.247-64	8,040	402.00	\$22,914.00
FAR 52.247-67	180	450.00	\$21,600.00
FAR 52.247-68	8,023	1,339.84	\$53,593.64
FAR 47.303 Clauses	120,198	6,009.90	\$240,396.00
TOTAL	256,208	22,078.89	\$1,105,724.55

RECORDKEEPING	Recordkeepers	Hours	Cost
FAR 52.247-48	925	767.75	\$30,710.00
FAR 52.247-67	15	250.50	\$12,024.00
TOTAL	940	1,018.25	\$42,734.00

PUBLIC BURDEN	Responses	Hours	Cost
TOTAL	256,208	23,096.64	\$1,148,458.55

REPORTING REQUIREMENTS

- **FAR 52.247-2, Permits, Authorities, or Franchises.** This clause is prescribed at FAR 47.207-1(a) for use in solicitations for freight transportation or transportation-related services where regulated transportation is involved. This clause does not apply to acquisitions valued at or below the simplified acquisition threshold (SAT) or to the acquisition of commercial items. According to FPDS, on average per year, the Government awards 522 contracts and orders valued at greater than \$250,000 to 131 unique vendors under the PSC category beginning with V1 for Transportation/Travel/ Relocation-Transportation. On average, according to FPDS, 1,168 offers are received in response to solicitations for these contracts and orders. Assuming the number of unique awardees makes up the majority of the competitive base, it is estimated that there are approximately 9 responses per respondent (1,168 offers/131 unique vendors rounded to the nearest whole number). Government experts estimate that it takes an offeror 10

minutes to obtain and provide the regulatory authority and authorization number.

Estimated respondents/year.....	131
Responses annually.....	x <u>9</u>
Total annual responses.....	1,179
Estimated hours/response.....	x <u>0.5</u>
Estimated total burden/hours.....	589.5
Hourly rate*.....	x <u>\$40</u>
Estimated cost to public.....	\$23,580

* Based on a GS-9/step 5 salary for the rest of the United States (\$29.02 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-6, Financial Statement.** This provision is prescribed at FAR 47.207-1(e) for use in solicitations for transportation or transportation-related services. This clause does not apply to acquisitions at or below the SAT or acquisitions of commercial items. According to FPDS, on average per year, the Government awards 25 contracts valued at greater than \$250,000 to 16 unique vendors under the PSC category beginning with V1 for Transportation/Travel/Relocation-Transportation. Therefore, it is estimated that there are approximately 2 responses per respondent (25 awards/16 unique vendors rounded up to the nearest whole number). Government experts estimate that it takes an offeror 30 minutes to obtain and provide the required documentation.

Estimated respondents/year.....	16
Responses annually.....	x <u>2</u>
Total annual responses.....	32
Estimated hours/response.....	x <u>0.5</u>
Estimated total burden/hours.....	16
Hourly rate*.....	x <u>\$57</u>
Estimated cost to public.....	\$912

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

● **FAR 52.247-48, F.o.b. Destination—Evidence of Shipment.**

This clause is prescribed at FAR 47.305-4(c) for use in fixed-price contracts for supplies when supplies will or may be purchased f.o.b. destination, but inspection and acceptance will be at origin. This clause is not applicable to acquisitions of commercial items or contracts valued below the micro-purchase threshold. Government experts estimate that 92,825 awards (75 percent of 123,766 (the total estimated awards with a standard delivery term – see FAR [47.303](#) reporting estimate)) are on an f.o.b. destination basis. The Government further estimates that 10 percent of those awards (9,282 awards) require inspection and acceptance at origin and are made to 925 vendors (10 percent of the 9,246 unique vendors receiving awards with a standard delivery term – see FAR [47.303](#) reporting estimate). Therefore, it is estimated that there are approximately 10 responses per respondent (9,282 f.o.b. destination awards with inspection and acceptance at origin / 925 unique vendors rounded to the nearest whole number). The Government estimates that it takes the contractor 5 minutes to provide the evidence of shipment documentation upon request.

Estimated respondents/year.....	925
Responses annually.....	x <u>10</u>
Total annual responses.....	9,250
Estimated hours/response.....	x <u>0.083</u>
Estimated total burden/hours.....	767.75
Hourly rate*.....	x <u>\$40</u>
Estimated cost to public.....	\$30,710

* Based on a GS-9/step 5 salary for the rest of the United States (\$29.02 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

● **FAR 52.247-51, Evaluation of Export Offers.** This provision is prescribed at FAR 47.305-6(e) for use in solicitations when supplies are to be exported through CONUS ports and offers are solicited on an f.o.b. origin or f.o.b. destination basis. Government experts estimate that on average 100 offerors may provide the requested information

four times per year and that it takes each offeror 15 minutes to provide the port and price basis information.

Estimated respondents/year.....	100
Responses annually.....	<u>x 4</u>
Total annual responses.....	400
Estimated hours/response.....	<u>x .25</u>
Estimated total burden/hours.....	100
Hourly rate*.....	<u>x \$57</u>
Estimated cost to public.....	\$5,700

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

● **FAR 52.247-52, Clearance and Documentation Requirements—Shipments to DOD Air or Water Terminal Transshipment Points.**

This clause is prescribed at FAR 47.305-6(f)(2) for use in solicitations and contracts when shipments will be consigned to DoD air or water terminal transshipment points.

Government experts estimate that on average 50 contractors may provide the requested information four times per year and that it takes each offeror 15 minutes to provide the port and price basis information.

Estimated respondents/year.....	50
Responses annually.....	<u>x 4</u>
Total annual responses.....	200
Estimated hours/response.....	<u>x .25</u>
Estimated total burden/hours.....	50
Hourly rate*.....	<u>x \$57</u>
Estimated cost to public.....	\$2,850

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

● **FAR 52.247-53, Freight Classification Description.** This provision is prescribed at FAR 47.305-9(b)(1) for use in solicitations when the supplies being acquired are new to the supply system, are nonstandard, or are modifications of

previously shipped items, and different freight classifications may apply. Government experts estimate that on average 3,000 offerors may submit the information three times each year and it takes approximately 10 minutes for an offeror to prepare and submit each response.

Estimated respondents/year.....	3,000
Responses annually.....	x <u>3</u>
Total annual responses.....	9,000
Estimated hours/response.....	x <u>0.167</u>
Estimated total burden/hours.....	1,503
Hourly rate*.....	x <u>\$57</u>
Estimated cost to public.....	\$85,671

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

● **FAR 52.247-57, Transportation Transit Privilege Credits.**

This clause is prescribed at FAR 47.305-13(b)(4) for use in solicitations and contracts when supplies are of such a nature, or when it is the custom of the trade, that offerors may have potential transit credits available to reduce Government transportation costs. Government experts estimate that 1,387 offerors (15 percent of the 9,246 vendors receiving awards with standard delivery terms – see FAR [47.303](#) reporting estimate) include privilege credits in 69,474 offers (10 percent of the 694,735 offers, according to FPDS, received on the awards with standard delivery terms). Therefore, it is estimated that there are approximately 50 responses per offeror (69,474 offers / 1,387 offerors rounded to the nearest whole number). The Government estimates that it takes the contractor five minutes to provide the evidence of shipment documentation upon request.

Estimated respondents/year.....	1,387
Responses annually.....	x <u>50</u>
Total annual responses.....	69,350
Estimated hours/response.....	x <u>0.083</u>
Estimated total burden/hours.....	5,756.05

Hourly rate*.....	x	<u>\$57</u>
Estimated cost to public.....		\$328,094.85

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-60, Guaranteed Shipping Characteristics.** This clause is prescribed at FAR 47.305-16(b)(1) for use in solicitations and contracts, excluding those at or below the simplified acquisition threshold, when shipping and other characteristics are required to evaluate offer transportation costs. Government experts estimate that 2,312 offerors (25 percent of the 9,246 vendors receiving awards with standard delivery terms – see FAR [47.303](#) reporting estimate) include guaranteed shipping characteristics in 28,958 offers (75 percent of the 38,611 offers received on the awards with standard delivery terms valued at greater than \$250,000 – see FAR [47.303](#) reporting estimate). Therefore, it is estimated that there are approximately 13 responses per offeror (28,958 offers / 2,312 offerors rounded to the nearest whole number). The Government estimates that it takes the contractor 10 minutes to provide the evidence of shipment documentation upon request.

Estimated respondents/year.....		2,312
Responses annually.....	x	<u>13</u>
Total annual responses.....		30,056
Estimated hours/response.....	x	<u>0.167</u>
Estimated total burden/hours.....		5,019.35
Hourly rate*.....	x	<u>\$57</u>
Estimated cost to public.....		\$286,103.06

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-63, Preference for U.S.-Flag Air Carriers.** This clause is prescribed at FAR 47.405 for use in solicitations and contracts whenever it is possible that U.S Government-

financed international air transportation of personnel (and their personal effects) or property will occur in the performance of a contract. Government experts estimate that approximately 150 contractors may report that a U.S.-Flag Air Carrier is not available two times per year and that it takes the contractor 15 minutes to prepare the voucher statements.

Estimated respondents/year.....	150
Responses annually.....	x 2
Total annual responses.....	300
Estimated hours/response.....	x .25
Estimated total burden/hours.....	75
Hourly rate*.....	x \$48
Estimated cost to public.....	\$3,600

* Based on a GS-11/step 5 salary for the rest of the United States (\$35.11 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels.** This clause is prescribed at FAR 47.507(a) that may involve ocean transportation of supplies subject to the Cargo Preference Act of 1954 pursuant to FAR 47.502(a)(3), 47.503(a), and 47.504. According to the DOT Maritime Administration's (MARAD) Office of Cargo & Commercial Sealift, on average 120 contractors submit 67 rated master bills of lading to MARAD per year. It is estimated that it takes a contractor three minutes to submit the bill of lading via email to *cargo.marad@dot.gov*.

Estimated respondents/year.....	120
Responses annually.....	x 67
Total annual responses.....	8,040
Estimated hours/response.....	x 0.05
Estimated total burden/hours.....	402
Hourly rate*.....	x \$57
Estimated cost to public.....	\$22,914

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-67, Submission of Transportation Documents for Audit.** This clause is prescribed at FAR 47.103-2 for use in solicitations and contracts when a cost-reimbursement contract is contemplated and the contract or a first-tier cost-reimbursement subcontract thereunder will authorize reimbursement of transportation as a direct charge to the contract or subcontract. Contractors submit transportation documents to agencies for prepayment audit and agencies submit transportation documents to GSA's Transportation Audit Division for post-payment audit. GSA's Transportation Audit Division estimates that 15 contractors submit transportation documents 12 times per year and that it takes on average 2.5 hours to prepare and submit the required documentation for audit.

Estimated respondents/year.....	15
Responses annually.....	x <u>12</u>
Total annual responses.....	180
Estimated hours/response.....	x <u>2.5</u>
Estimated total burden/hours.....	450
Hourly rate*.....	x <u>\$48</u>
Estimated cost to public.....	\$21,600

* Based on a GS-11/step 5 salary for the rest of the United States (\$35.11 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-68, Report of Shipment (REPSHIP).** This clause is prescribed at FAR 47.208-2 for use in solicitations and contracts when advance notice of shipment is required for safety or security reasons, or where carload or truckload shipments will be made to DoD installations or, as required, to civilian agency facilities. According to data available in USTRANSCOM's DTTS, approximately 113 contractors report 71 shipments per year in accordance with the clause. Government experts estimate that it takes the contractor 10 minutes to prepare and submit the report.

Estimated respondents/year.....	113
Responses annually.....	x <u>71</u>
Total annual responses.....	8,023
Estimated hours/response.....	x <u>0.167</u>
Estimated total burden/hours.....	1,339.84
Hourly rate*.....	x <u>\$40</u>
Estimated cost to public.....	\$53,593.64

* Based on a GS-9/step 5 salary for the rest of the United States (\$29.02 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 47.303 Clauses for Standard Delivery Terms.** These clauses are prescribed in FAR subpart 47.303 for use in fixed-price supply contracts depending on the f.o.b. term the contracting officer determines appropriate for the acquisition generally on the basis of overall costs, giving due consideration to the criteria given in FAR 47.304. These terms and conditions do not apply to commercial item acquisitions. According to FPDS, on average per year, the Government awards 123,766 fixed-price contracts and orders for supplies (product service codes that are numbers) using other than commercial item procedures valued at greater than the micro-purchase threshold. On average these awards are made to 9,246 unique vendors. Therefore, it is estimated that there are 13 responses per contractor (123,766 awards/9,246 unique vendors rounded to the nearest whole number). Government experts estimate it takes a contractor an average of three minutes to obtain, prepare, and submit the information required by the clauses.

Estimated respondents/year.....	9,246
Responses annually.....	x <u>13</u>
Total annual responses.....	120,198
Estimated hours/response.....	x <u>0.05</u>
Estimated total burden/hours.....	6,009.90
Hourly rate*.....	x <u>\$40</u>
Estimated cost to public.....	\$240,396

* Based on a GS-9/step 5 salary for the rest of the United States (\$29.02 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

RECORDKEEPING REQUIREMENTS

- **FAR 52.247-48, F.o.b. Destination—Evidence of Shipment.** Per the public reporting burden estimate for FAR [52.247-48](#), there are approximately 925 contractors that provide evidence of shipment on 9,250 contracts each year, or an average of 10 records by contractor. Government experts estimate that each of the 925 contractors has one recordkeeper that spends five minutes per year per record maintaining the 10 records for future Government audit.

Estimated recordkeepers.....	925
Estimated records per recordkeeper.....	x <u>10</u>
Total annual records.....	9,250
Estimated hours/record.....	x <u>0.083</u>
Total recordkeeping burden hours.....	767.75
Hourly rate*.....	x <u>\$40</u>
Estimated cost to public.....	\$30,710

* Based on a GS-9/step 5 salary for the rest of the United States (\$29.02 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-67, Submission of Transportation Documents for Audit.** Per the public reporting burden estimate for FAR [52.247-67](#), there are approximately 15 contractors that submit documentation for audit each year. There is no data on the quantity of freight shipment bills under \$100 that these contractors may be maintaining on-site for future audit by the Government. The Government estimates that each contractor has one recordkeeper and that each recordkeeper maintains 100 freight shipment bills under \$100 on-site for future audit by the Government. It is estimated that the time required to review and maintain each record is 10 minutes.

Estimated recordkeepers.....	15
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Estimated records per recordkeeper.....	x	<u>100</u>
Total annual records.....		1,500
Estimated hours/record.....	x	<u>0.167</u>
Total recordkeeping burden hours.....		250.50
Hourly rate*.....	x	<u>\$48</u>
Estimated cost to public.....		\$12,024

* Based on an hourly rate equivalent to a GS-11/step 5 salary (\$35.11/hour) plus the 36.25 percent burden factor, rounded to the nearest whole dollar.

14. Estimated cost to the Government.

The Government cost estimates provided in this section are based on consultation with and estimates from Government transportation management experts at DoD, GSA, DOT, and USTRANSCOM. The hourly rates of pay used to determine the cost estimates are from the OPM 2021 GS Salary Table for the Rest of the United States, effective January 2021, plus a 36.25 percent fringe and overhead burden factor mandated by OMB memorandum M-08-13 for use in public-private competition, rounded to the nearest whole dollar.

TOTAL GOVERNMENT BURDEN

The following is a summary of the total estimated annual Government burden associated with these FAR part 47 provisions and clauses:

Requirement	Responses	Hours	Cost
FAR 52.247-2	1,179	589.50	\$23,580.00
FAR 52.247-6	32	32.00	\$1,824.00
FAR 52.247-48	9,250	1,544.75	\$61,790.00
FAR 52.247-51	400	200.00	\$11,400.00
FAR 52.247-52	200	50.00	\$2,850.00
FAR 52.247-53	9,000	4,500.00	\$256,500.00
FAR 52.247-57	69,350	5,756.05	\$328,094.85
FAR 52.247-60	30,056	5,019.35	\$286,103.06
FAR 52.247-63	300	24.90	\$1,195.20
FAR 52.247-64	8,040	667.32	\$38,037.24
FAR 52.247-67	180	180.00	\$8,640.00

FAR 52.247-68	8,023	1,339.84	\$48,234.28
FAR 47.303 Clauses	120,198	14,063.17	\$562,526.64
TOTAL	256,208	33,966.88	\$1,630,775.27

REVIEW REQUIREMENTS

- **FAR 52.247-2, Permits, Authorities, or Franchises.** It is estimated that the Government spends 30 minutes reviewing the information provided by offerors.

Total annual responses.....	1,179
Estimated hours/response.....	x 0.5
Estimated total burden/hours.....	589.5
Hourly rate.....	x \$40
Estimated cost to Government.....	\$23,580

* Based on a GS-9/step 5 salary for the rest of the United States (\$29.02 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-6, Financial Statement.** It is estimated that it takes the Government an average of 1 hour to review the financial information provided by the apparently successful offeror.

Total annual responses.....	32
Estimated hours/response.....	x 1
Estimated total burden/hours.....	32
Hourly rate.....	x \$57
Estimated cost to Government.....	\$1,824

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-48, F.o.b. Destination–Evidence of Shipment.** It is estimated that it takes the Government an average of 10 minutes to review the evidence of shipment provided by the contractor.

Total annual responses.....	9,250
Estimated hours/response.....	x 0.167
Estimated total burden/hours.....	1,544.75
Hourly rate*.....	x \$40
Estimated cost to Government.....	\$61,790

* Based on a GS-9/step 5 salary for the rest of the United States (\$29.02 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-51, Evaluation of Export Offers.** It is estimated that it takes the Government 30 minutes to review and evaluate the information on export provided by the offeror.

Total annual responses.....	400
Estimated hours/response.....	x 0.5
Estimated total burden/hours.....	200
Hourly rate*.....	x \$57
Estimated cost to Government.....	\$11,400

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-52, Clearance and Documentation Requirements—Shipments to DOD Air or Water Terminal Transshipment Points.** It is estimated that it takes the Government 15 minutes to review clearance documentation provided by the contractor.

Total annual responses.....	200
Estimated hours/response.....	x 0.25
Estimated total burden/hours.....	50
Hourly rate*.....	x \$57
Estimated cost to Government.....	\$2,850

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-53, Freight Classification Description.** It is estimated that it takes the Government on average 30 minutes to review a response.

Total annual responses.....	9,000
Estimated hours/response.....	x <u>0.5</u>
Estimated total burden/hours.....	4,500
Hourly rate*.....	x <u>\$57</u>
Estimated cost to Government.....	\$256,500

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-57, Transportation Transit Privilege Credits.** It is estimated that it takes the Government on average five minutes to consider the privilege credits proposed by the offeror.

Total annual responses.....	69,350
Estimated hours/response.....	x <u>0.083</u>
Estimated total burden/hours.....	5,756.05
Hourly rate*.....	x <u>\$57</u>
Estimated cost to Government.....	\$328,094.85

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-60, Guaranteed Shipping Characteristics.** It is estimated that it takes the Government on average 10 minutes to evaluate the guaranteed shipping characteristics included in the offer.

Total annual responses.....	30,056
Estimated hours/response.....	x <u>0.167</u>
Estimated total burden/hours.....	5,019.35
Hourly rate*.....	x <u>\$57</u>
Estimated cost to Government.....	\$286,103.06

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-63, Preference for U.S.-Flag Air Carriers.** It is estimated that it takes the Government on average five minutes to review the voucher information provided by the contractor.

Total annual responses.....	300
Estimated hours/response.....	x <u>0.083</u>
Estimated total burden/hours.....	24.90
Hourly rate*.....	x <u>\$48</u>
Estimated cost to Government.....	\$1,195.20

* Based on a GS-11/step 5 salary for the rest of the United States (\$35.11 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-64, Preference for Privately Owned U.S.-Flag Commercial Vessels.** It is estimated that it takes the Government on average five minutes to review the voucher information provided by the contractor.

Total annual responses.....	8,040
Estimated hours/response.....	x <u>0.083</u>
Estimated total burden/hours.....	667.32
Hourly rate*.....	x <u>\$57</u>
Estimated cost to Government.....	\$38,037.24

* Based on a GS-12/step 5 salary for the rest of the United States (\$42.08 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-67, Submission of Transportation Documents for Audit.** It is estimated that it takes the Government on average one hour to review and audit transportation documents submitted by the contractor with each response.

Total annual responses.....	180
Estimated hours/response.....	x <u>1</u>

Estimated total burden/hours.....	180
Hourly rate*.....	x \$48
Estimated cost to Government.....	\$8,640

* Based on a GS-11/step 5 salary for the rest of the United States (\$35.11 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 52.247-68, Report of Shipment (REPSHIP).** It is estimated that it takes the Government on average 10 minutes to review the report of shipment.

Total annual responses.....	8,023
Estimated hours/response.....	x 0.167
Estimated total burden/hours.....	1,339.84
Hourly rate*.....	x \$36
Estimated cost to Government.....	\$48,234.28

* Based on a GS-8/step 5 salary for the rest of the United States (\$26.27 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

- **FAR 47.303 Clauses for Standard Delivery Terms.** It is estimated that it takes the Government on average 7 minutes to review the documentation provided by the contractor.

Total annual responses.....	120,198
Estimated hours/response.....	x 0.117
Estimated total burden/hours.....	14,063.17
Hourly rate*.....	x \$40
Estimated cost to Government.....	\$562,526.64

* Based on a GS-9/step 5 salary for the rest of the United States (\$29.02 per hour) plus a 36.25 percent fringe and overhead factor, rounded to the nearest whole dollar.

15. Explain reasons for program changes or adjustments reported in Item 13 or 14. There are no program changes or adjustments reported; however, the following adjustments have been made to the public and Government burden estimates based on the following:

- This supporting statement now covers 28 solicitation provisions and contract clauses in FAR part 47, based on the consolidation of OMB control Nos. 9000-0053, 9000-0054, 9000-0055, 9000-0056, and 9000-0057 under OMB control number 9000-0061 and the inclusion of estimates for the clauses at FAR 52.247-60 and 52.247-67.
- An estimate of the recordkeeping burden associated with FAR clause 52.247-48 and 52.247-67 are provided separate from the reporting requirements, since both clauses require the contractor to maintain records of certain transportation documents for potential Government audit/review.
- The reporting burden estimates for the clauses at FAR 52.247-6, 52.247-48, 52.247-52, 52.247-57, and 52.247-64 have been estimated separately from the burden associated with the standard delivery terms for fixed-price supply contracts prescribed in FAR 47.303.
- FAR clauses 52.247-39 and 52.247-40 are removed from the list of standard delivery terms under FAR 47.303. Neither of these clauses impose an information collection requirement on contractors.
- The estimated cost per hour is based on use of the current (calendar year 2021) OPM GS wage rates for the rest of the United States.
- Where FPDS award data was available, the estimate was based on an average of the data over the three most recent and complete fiscal years (FY18 through FY20).

16. Outline plans for published results of information collections. Results will not be tabulated or published.

17. Approval not to display expiration date. Not applicable.

18. Explanation of exception to certification statement. Not applicable.

B. Collections of Information Employing Statistical Methods.
Statistical methods are not used in this information collection.