



Annex I

ITER/CFT/12/60000000085

TECHNICAL SPECIFICATIONS

china

eu

india

japan

korea

russia

usa

ITER Project

Global Transport and Logistics Services

Technical Specifications

Version 2.5 dated 26/10/2010

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Abstract

In 2009, the ITER Council endorsed a global approach for the transportation of at least the largest ITER components to be managed by the ITER Organization.

Specific Memoranda of Understanding relative to transport will be signed between the ITER Organization and each Domestic Agency, representing all members involved in the ITER Project.

The ITER Organization intends to select a global Logistics Service Provider to perform all Transport, Logistics and Insurance Services of the components to be supplied by the Domestic Agencies to Cadarache (France).

Therefore a Global Transportation, Logistics and Insurance Framework Contract will be placed to the Logistics Service Provider.

The present document corresponds to the Technical Specifications: it is focused on the technical aspects, specifications and requirements for the services to be rendered by the Logistics Service Provider.

The Technical Specifications shall be read in conjunction with any and all procurement and administrative documents relative to this Framework Contract.

Remarks:

1. Key abbreviations are used in the present document:
 - a. ITER Organization, herein “**IO**”;
 - b. Domestic Agency(ies), herein “**DA(s)**”;
 - c. Logistics Service Provider, herein “**LSP**”;
 - d. Global Transportation, Logistics and Insurance Framework Contract, herein “**Framework Contract**”;
 - e. Suppliers of the components and their packages/frames, herein “**Suppliers**” or “**DA Suppliers**”;
 - f. Country(ies) of the Suppliers selected by the DAs, herein “**DA Country(ies)**”, which might be different from the country(ies) of the DAs.
2. All other acronyms are listed in Appendix 8.4;
3. Dates are noted **dd/mm/yyyy**.

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1. Background and Objectives

1.1. The ITER Project

ITER is an international research and development Project that aims to demonstrate the scientific and technical feasibility of fusion power: it is being constructed in Europe, at Cadarache in the South-East of France.

The ITER members involved in the ITER Project are the People's Republic of China (CN), the European Union (EU), India (IN), Japan (JA), the Republic of Korea (KO), the Russian Federation (RF) and the United States of America (US).

All contributing members have signed an international treaty (Agreement on the Establishment of the ITER International Fusion Energy Organization for the Joint Implementation of the ITER Project, hereinafter the "ITER Agreement") on 21/11/2006 at Paris.

According to the ITER Agreement, the ITER Members committed to participate by providing in kind elements to be implemented on the ITER Project including components for the machine, buildings and infrastructures housing or serving the machine. All ITER Members have established Domestic Agencies (DAs) to manage the supplies they have in their scope.

The ITER Agreement states in the article 4d of its Annex on Site Support that EU as Host Member will provide at its own expense transportation services of loads sent by all DAs from the "Grand Port Maritime de Marseille" (GPMM), or in case of air transport from the Marignane airport (MRS), to the ITER site. Up to those points, expense of transportation services will be paid for by the sending DA.

The Framework Contract will be used by each of the DAs as required for their transport and logistics needs. It may be also used by the ITER Organization (IO) for the packages it has in its scope. In the rest of this document where DAs are mentioned, where appropriate, IO and/or DA(s) could be read as well.

Each request will be contractualized through a Task Order (TO) to be placed by a DA or IO.

1.2. The Domestic Agencies

The Domestic Agencies shall provide IO with the components they have in their scope in accordance with the Procurement Arrangements they have signed or will sign with IO.

The supply of each of the components is in the scope of the corresponding DA:

~~the Domestic Agencies will manage all aspects related to the components, including suitable packing/frame of corresponding loads;~~
~~the Logistics Service Provider (LSP) shall ^[Req 1] then manage Transport and Logistics Services of the loads (i.e. packages) with respect to the signed Task Orders.~~

Some DAs may request the LSP to deal with imposed companies and partners.

As they have to manage the manufacturing of the components, the DAs will (with the support of their Suppliers) provide the LSP with all Technical Information to be taken into account by the LSP and their subcontractors to arrange all Transport and Logistics Services.

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This Technical Information, to be provided to the LSP, shall correspond to technical characteristics of the packed components, including as a minimum:

- physical data and related drawings on dimensions, total and distributed weights, centre of gravity, shipping orientation;
- location of the concerned DA Supplier and location of the concerned delivery site;
- description notes of the components regarding relevant rules such as Export Control, Dangerous Goods, RCC-MR code and environmental aspects including Material Safety Data Sheets;
- conditions or precautions to be respected when moving, loading/offloading, handling/slinging, and storage including, when required, specific provisions and controls to be performed and recorded while under the control of the LSP;
- packing specification including confirmation of compliance with international packing standards and regulations relating to packaging materials used;
- definition of packing/frame, when the components are packed or tarped, including any particular specification for handling, moving, clean-up, maintenance, storage;
- any condition to be respected regarding marshalling and warehousing stages;
- securing and hanging packages/frames including jacking/lifting conditions and points;
- release conditions of the loads to the LSP at shipment Supplier's dock or shop floor, including loading Supplier's means.

In addition to the Technical Information, the DAs will provide the LSP with all information related to the components that may be required by any local Authority such as the declared value, insurance aspects, export licence detail (if applicable), customs status.

1.3. The Deliveries

The LSP shall ^[Req 2.] perform worldwide Transport and Logistics Services from the Supplier's dock or shop floor up to the final delivery, including control of the loads at each handling operation which shall be witnessed by independent Third Party Surveyors (refer to section 2.5.4.4).

The LSP shall ^[Req 3.] deliver and offload the loads at the ITER site in accordance with the just-in-time delivery milestones specified in the latest ITER Integrated Project Schedule (IPS).

The LSP shall ^[Req 4.] inform IO if a DA requests a delivery date in anticipation with respect to the IPS milestones.

Transfers from DAs to DAs may also be requested: the LSP shall ^[Req 5.] then perform all requested Transport and Logistics Services from the Supplier's factory of the sending DA up to the delivery of loads at the Supplier's factory of the receiving DA, under the Task Order process.

The various types of loads to be supplied through the DAs are as follows:

- Highly Exceptional Loads⁽¹⁾ – HEL
The deciding criterion for HEL is that they cannot be transported over French classic roads but have to travel over the ITER heavy haul itinerary (around 100 km) specially designated and modified from La Pointe harbour (at Berre) to the ITER site (at Cadarache) by the French Authorities (refer to the Prefecture Order No 2007-52 dated

16/04/2007 and to their website quoted in section 2.3.1). To be noted that the French heavy haul itinerary cannot be used for movement of any trailer from Cadarache back to Berre (i.e. reverse way) and that the empty trailers should need to be modified or reconfigured in order to be able to travel over classic roads from Cadarache.

- **Conventional Exceptional Loads⁽²⁾ – CEL**
The deciding criterion for CEL is that they cannot be transported in a shipping container and may require a permit to transport over public roads regarding regulations about dimension and weight allowances. Related regulations may change among the various countries.
- **Conventional Truck Load⁽³⁾ – CTL – and Less than Truck Load⁽³⁾ – LTL**
This includes both full container and less than container loads.
The deciding criterion for CTL and LTL is that they can be transported in a shipping container by common commercial carrier/liner service or within standard trailers.
- **Component Items⁽³⁾ – CI**
The deciding criterion for CI is that they have to be individually shipped (for any reason) instead of being packed into a shipping container and transported with other components.
These items, mostly smaller and lighter weight than CTLs and LTLs, will require special attention for a project reason such as fragile contents, urgent delivery requirement, replacement parts, etc.

1.4. The Plan

The transport and logistics programme shall be achieved by the LSP in three main phases:

- the Test-Convoys, consisting in moving “mock-up” loads simulating the dimensions of largest load and the weight of the heaviest load to be routed on the French heavy haul itinerary;
- the Planning Phase, mainly aimed at the production of a preliminary Transportation & Logistics Global Plan (T&LGP) in order to prepare for the Implementation Phase;
- the Implementation Phase of each Transport and Logistics Service.

The programme indicative schedule, based upon the current IPS, is summarised as follows:

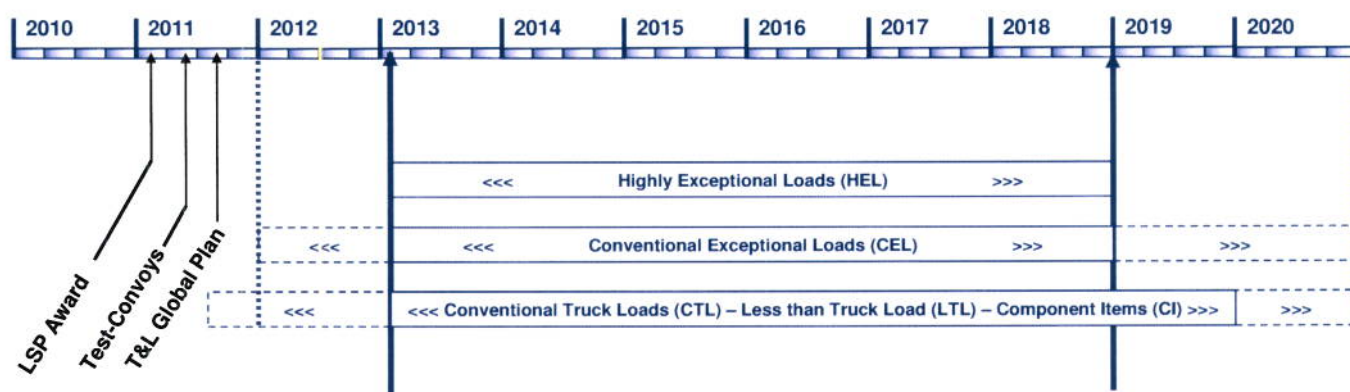


Figure 1: Global Transportation High Level Planning

1.5. The Process

According to their respective fields of responsibility:

- the sending DA will manage with their Suppliers all aspects related to the components to be supplied, including suitable packing/frame;
- the LSP shall ^[Req 7.] manage all Transport and Logistics Services related to the corresponding loads with respect to the Task Order(s) they are requested to deal with.

All operations to be handled by the LSP will never require to come in direct contact with the component, but only to its package.

Each of the sending DAs will assign representatives to deal with inquiries about components (data to be shared with the DA Suppliers) and corresponding loads (data to be shared with the LSP).

As counterparts, the LSP shall ^[Req 8.] have in place organizational structures and technical competencies commensurate with the requirements of the sending DAs and the loads to be shipped.

The LSP shall ^[Req 9.] establish a core team reporting to and coordinating with representatives of IO and the DAs.

In order to clearly manage communication and information, the LSP shall ^[Req 10.] not have direct contact with the DA Suppliers, except with DA Suppliers duly mandated by the sending DAs.

For each of the loads, the Implementation Phase will be as follows:

- the sending DA or its designee will formally provide the LSP with the Technical Information (TI), possibly prepared by the DA Supplier, detailing the characteristics of the concerned load (refer also to section 1.2);
- based on this Technical Information, the LSP shall ^[Req 11.] then formally provide the sending DA and IO with the corresponding Shipping Plan of Load (SPL) detailing notably sequenced services, related means, dates, budget and possible alternatives/optimisations (e.g. part cargo or fully reserved vessel);

- the LSP will finally receive an individual Task Order (TO), contractual instruction mandatory signed by the sending DA, to formally order the LSP for the concerned Transport and Logistics Service.

The LSP shall ^[Req 12.] challenge all key information with the sending DAs (or their Suppliers) before booking services: this shall be regularly done through Warning Points (WP) up to the Shipment Release (SR), on which the load will be transferred to LSP's control, care and custody.

The LSP shall ^[Req 13.] start any move related to the Shipping Plan of Load only after the Shipment Release is completed and duly approved by the sending DA.

The services performed by the LSP will end after Shipment Delivery (SD) on which the load will be transferred to the receiving entity (IO or a DA): one single Title of Transport shall be used from the Shipment Release to the Shipment Delivery.

At Shipment Release, the DA Supplier will perform loading in order to prevent possible damages to their factory goods and workspace, any exception to this shall be arranged between the DA and the LSP (e.g. if LSP's trucks are able to jack the load by themselves).

At Shipment Delivery on the ITER site, the LSP shall ^[Req 14.] provide supports and load spreaders and shall offload the load with their own means.

The LSP shall ^[Req 15.] inform IO before commencing to perform any service.

The LSP shall ^[Req 16.] also provide IO with all the documentation as soon as received from and/or sent to the DAs, in particular:

- all Technical Information, including drawings, calculation notes, Suppliers' specific requirements, etc;
- all corresponding Shipping Plans of Load, including override calculation notes and control reports;
- all corresponding Task Orders;
- all Shipment Release files (including related previous Factory Acceptance Tests) allowing the LSP to start moving operations;
- all Shipment Delivery files (including all related Third Party Surveyors reports) allowing the receiving entity to close the task.

Note: the Shipment Delivery acceptance receipts are only about the safe and same conditions of the load arrival at delivery site, they cannot be considered in any manner as a conformity release of the corresponding component which performances will later be subject of Site Acceptance Tests.

2. Scope of Work

This chapter is dedicated to the general presentation of the Scope of Work of the LSP.

According to the section 8.8.1 of the ITER Project Requirements (ITER_D_27ZRW8), the limitations in size and weight of the loads (i.e. components including packages and frames) to be transported by the LSP with their own means are:

- maximum length 19m (except for the 4 crane beams: 47m on a single line);
- maximum width 9m;
- maximum height 9.1m;
- maximum weight 600 t.

If receiving a request about a load exceeding any of these limitations, the LSP shall ^[Req 17.] open a non-conformance request (refer to chapter 7).

The LSP shall ^[Req 18.] not transport any load exceeding any of these characteristics whatever the DA Country.

The LSP shall ^[Req 19.] neither manage nor perform any radioactive transport.

2.1. General Requirements

Refer also to chapter 5 for Specific Requirements and Conditions.

The LSP shall ^[Req 20.] provide full Transport and Logistics coordination, administration and management for shipments addressed in the Task Order and the Technical Information from the point of loading to the point of final delivery, including storage, if any, and final offloading at the ITER site, with equipment and means provided by the LSP.

The LSP shall ^[Req 21.] have in place organizational structures and technical competencies commensurate with the requirements listed in this document.

In conjunction with IO and the DAs, the LSP shall ^[Req 22.] develop shipping plans which identify the general overall scope of shipments and specific areas of concern related to locations, frequency of service, heavy or abnormal loads. On the ITER site, items should be delivered in time for the assembly (to limit storage as much as possible) unless instructed differently by IO.

The LSP shall ^[Req 23.] regularly review and challenge shipping activities in order to recommend to IO and the DAs the best course of action required with due regard to time, quality, schedule, safety, risk and any budget implications.

The LSP shall ^[Req 24.] ensure all associated personnel involved clearly understand the required delivery performance, respect all related regulations, as well as confidentiality and Health, Safety & Environmental requirements.

Therefore the LSP shall ^[Req 25.] accept single point accountability (i.e. the LSP is singularly responsible regardless of who or how many subcontractors are handling the materials during shipment).

The LSP shall ^[Req 26.] manage transportation by ocean, air, road, rail and river freight including but not limited to direct and consolidated services for general cargo, including small package shipments, large equipment pieces and oversize equipment pieces.

The geographical zones for the provision of these services are:

- in-bound mainly from countries of the DAs (CN, EU including Switzerland, IN, JA, KO, RF and US),
- intra regional (port of entry/offsite marshalling/warehouse/storage location),
- outbound shipments which shall be competitively priced by the LSP as needed.

Note: With regard to the capability of their local markets, some DAs could decide to select Suppliers out of the boundary limits of their countries. In this case, the LSP shall provide services from the originating points specified by the sending DAs.

The LSP shall ^[Req 27.] define backward process plans from destination to origin for all loads.

The LSP shall ^[Req 28.] also conduct a process review inside the countries to develop road, rail, river, ocean, air and also dangerous goods logistics solutions commensurate with the requirements of the DAs and IO.

The cost of any required adaptation of the infrastructures will have to be borne by the relevant DA.

In an effort to provide continuous improvement, the LSP shall ^[Req 29.] suggest solutions based on logistics required into all of the countries involved and update the logistics best course of action as necessary.

The LSP shall ^[Req 30.] provide an outline global strategy, including but not limited to:

- relevant time lines, process flows, shipping lane routings, communications processes and other logistics and staging/marshalling/warehousing services;
- all LSP's procedures and policies (e.g. Safety Manual Procedures and Standard Operating Procedure) covering all phases of the Logistics Supply Chain solutions.

2.2. Routes and Freights

The loads may be shipped from any of the DAs Countries: most of the Suppliers being not yet elected by the DAs, all the definitive ports of exit are not yet known.

The selection will be based upon the size of the ocean shipping ports and potential connections with the necessary infrastructure to handle freight of all types using the necessary transport means such as road, rail and air.

Regarding the various characteristics of the loads and the local possibilities, all freight modes including Ocean, Air, Road, Rail or River/Canal can be envisaged by the LSP for internal routes, within the DA Countries, or international transfers, from DAs to France or DA to DA.

The following Table 1 provides an indicative overview of freight modes to be possibly used.

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Load Types	Domestic Agencies ⁽³⁾	Europe	Asia	North America
		EU (+ Switzerland) Russia	China India Japan Korea	USA
Highly Exceptional Loads (HEL)		In land Multi-Wheel Transportation Ocean shipping to Fos-sur-mer ⁽¹⁾ or Berre ⁽¹⁾ harbours (including the barge transfer from Fos-sur-mer to Berre) Berre to Cadarache Multi-Wheel Transportation		
Conventional Exceptional Loads (CEL) Conventional Truck Loads (CTL) Less than Truck Loads (LTL) Component Items (CI)		Ocean Air Road Railroad River/Canal	Ocean Air Road ⁽²⁾ Railroad ⁽²⁾ River/Canal ⁽²⁾	Ocean Air Road ⁽²⁾ Railroad ⁽²⁾ River/Canal ⁽²⁾

Table 1: Indicative Main Possible Freights

Note 1: Fos-sur-mer and La Pointe are the two harbours within the boundaries of the Grand Port Maritime de Marseille (GPMM) which shall be used, refer to Appendix 8.2.

All Highly Exceptional Loads shall arrive at La Pointe harbour, via Fos-sur-mer harbour (or even directly if possible), to be offloaded and routed through the French heavy haul itinerary starting at the ITER dedicated roll-on roll-off dock at La Pointe.

The location of the various cited ports (Fos-sur-mer harbour, La Pointe harbour and Marseille Marignane airport) is shown in the general map in Appendix 8.3.

Note 2: Other freight modes that could also be possibly used within the countries of the DAs.

Note 3: Exceptionally, shipment may originate from countries other than the countries of the DAs.

2.3. Management of Phases

The LSP shall ^[Req 31.] assign a dedicated Project Manager to be located as close as possible to Cadarache within thirty calendar days after Framework Contract Award.

It is expected that the LSP's Nominated Project Manager shall have a minimum of ten years experience in the project transport and logistics industry and has similar major project experience with proven managerial skills.

The LSP shall ^[Req 32.] perform the Transport and Logistics Services with respect to the main phases specified in the Plan (section 1.4): the Test-Convoys, the Planning Phase and the Implementation Phase.

The core team to be established by the LSP shall ^[Req 33.] coordinate services all over the three phases.

2.3.1. The Test-Convoys

This phase will start when the LSP will receive from EU-DA the first Task Order related to any of the Test-Convoys listed herein after.

Upon receipt of this first related Task Order, the LSP shall ^[Req 34.] perform with no delay a survey all along the French heavy haul itinerary aimed at formal acknowledgement of all related aspects and suggestions of possible improvements.

Then, the Test-Convoys shall be performed all along the French heavy haul itinerary, in order to confirm that all the adaptations have been properly carried out for the HEL convoys to be routed over the Implementation Phase during several years (refer to Figure 1: Global Transportation High Level Planning).

The LSP shall ^[Req 35.] provide a report on this survey regarding notably the following objectives:

- control that the whole itinerary (including staging and parking areas) is entirely suitable for all expected HEL convoys: the LSP shall provide a prioritized list of recommendations for improvements, if any;
- determine the safe speed (maximum, average) of each type of convoys including escorts: the LSP shall record the time of each step of transport per day and the time required to close, check and reopen the routes to Public traffic;
- identify and justify the possible optimizations to the projected plan and procedure(s), if any. In particular, the itinerary has been prepared with stop areas located with the conservative assumption of transportation during five nights. One or two new stop areas could be developed by France if it appears useful to reduce transport duration and minimize public traffic impact.

The Test-Convoys should be used for a full simulation of a real transport.

The LSP shall ^[Req 36.] conduct Test-Convoys in order to confirm that:

- the French heavy haul itinerary is suitable to handle the largest and heaviest loads (starting from the two staging areas located at Fos-sur-mer and La Pointe harbours);
- the organization among all involved entities is appropriate to optimize the timing of HEL transports.

After completion of each Test-Convoy, the LSP shall ^[Req 37.] provide a feedback report including but not limited to:

- details on the implementation and event of each activity performed from origin to destination;
- precise record of the timing of each stage per day and possible enhancement measures;
- identification and description of any issue encountered, as well as all suggested resolutions of the issue(s), clearly identified and addressed to ensure the future movement of the real HEL do not encounter the same concern(s);
- optimization of means, resources and tools (e.g. barge, escorts, parking areas, lighting, safety aspects, procedures, etc.);
- identify and justify the possible sequence optimizations applicable to other convoys.

The LSP shall ^[Req 38.] suggest to the EU-DA and IO Test-Convoys alternatives and plan optimisation.

Upon request through individual Task Order to be placed by the EU-DA, the LSP shall ^[Req 39.] implement each selected Test-Convoy:

- First Test-Convoy: carrying a “mock-up” load of 600 tons, from the staging area of Fos-sur-mer harbour to the ITER site, including barge transfer from Fos-sur-mer harbour to La Pointe harbour (the centre of gravity of the “mock-up” load should be representative of the real heaviest load): this convoy should be programmed as soon as possible in relation with French Authorities;
- Second Test-Convoy: carrying a “mock-up” load of 19m long, 9m wide and 9.1m high, from the staging area of La Pointe harbour to the ITER site: this convoy shall use the same trailers designed for full weight capacity;
- Third Test-Convoy for logistics: essentially to check the timings and the traffic detours: this convoy should usefully use the same “mock-up” load as the second one;
- Fourth Test-Convoy: carrying a “mock-up” load of 47m long, 2m wide and 4.5m high, from the staging area of La Pointe harbour to the ITER site.

The LSP shall ^[Req 40.] design and manufacture “mock-up” loads with respect to the selected Test-Convoys.

The LSP shall ^[Req 41.] coordinate all required meetings and submit all plans and procedures for review, awareness and approvals from all involved parties such as IO, the DAs, road and space owners, all French administrative and/or safety Authorities related to the French heavy haul itinerary to ensure that all expectations are met and all requirements are followed.

The LSP shall notably prepare with the support of the French Authorities and shall ^[Req 42.] sign any convention in order to get the right to use any private and public part of the French heavy haul itinerary (for the Test-Convoys and also for HEL to be transported during the Implementation Phase); including with GPM (managing Fos-sur-mer harbour), Lyondellbasell (managing La Pointe harbour), EDF (managing its canal), Escota and ASF (for the crossing of motorways).

The LSP shall ^[Req 43.] collect from the concerned French Authorities the complete as-built documentation relative to the whole French heavy haul itinerary (including dock at Berre, parking places along the itinerary, tracks, bridges, networks, etc.) in order to check interfaces.

The LSP shall ^[Req 44.] have overall weight, centre of gravity and dimensions of each “mock-up” load and each Test-Convoy duly checked by a specialised independent controller.

In case the LSP suggest trailers’ configurations different from the ones taken into account by France to adapt the heavy haul itinerary (refer to DDE letter dated 23/02/2006), for example by speeding up the heaviest convoys to reduce roads unavailability for traffic of Public vehicles, the LSP shall ^[Req 45.] demonstrate in due time to the French Authorities that their proposals are still acceptable regarding the original conditions and calculations about:

- docks;
- overall sizes;
- manoeuvrability;
- bridges and roads bearing capacities (including along EDF canal);
- overhead and width restrictions;
- braking safety contingency systems;
- loading/unloading capacities;
- staging and parking areas, etc.

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Before starting Test-Convoys, the LSP shall ^[Req 46.] mount and load with their own means the “mock-up” loads at the two staging areas at Fos-sur-mer harbour (starting point for the first Test-Convoy) and at La Pointe harbour (starting point for the other Test-Convoys).

Once arrived at the delivery point on the ITER site, the LSP shall ^[Req 47.] offload and dismount with their own means the “mock-up” loads and the trailers within three calendar days.

Reminder: The trailers/convoys cannot use the French heavy haul itinerary from Cadarache to Berre (reverse way).

The LSP shall ^[Req 48.] provide all additional means and resources that could be required such as safety and technical escorts, specific lighting devices, manipulation of the first traffic signs on each alternative road for the Public (detour signs to be specified by the concerned French Authorities), preliminary and final surveys, etc.

The LSP shall ^[Req 49.] collect and take into account any and all concerned data to prepare for and conduct any of the Test-Convoys including, notably:

- the French heavy haul itinerary specified by the Prefecture Order No 2007-52 dated 16/04/2007 (see http://www.paca.equipement.gouv.fr/rubrique.php3?id_rubrique=419, website in French);
- a specific traffic management plan (PGT – Plan de Gestion du Trafic) which will be established by the French Authorities to manage bypasses of public traffic;
- the constraints and conditions of the port of entry (e.g. “Darse 3” in GPMM harbour at Fos-sur-mer; see also Appendix 8.2: Main Constraints at GPMM Harbours);
- the operating conditions of the ITER dedicated dock at La Pointe harbour (e.g. SEVESO II classification of this petrochemical site);
- the use conditions of the French heavy haul itinerary, as defined in the “*Dossier d'exploitation de l'itinéraire ITER (utilisation)*” and the “*Guide d'utilisation de l'itinéraire ITER*”, for which the LSP shall ask the last version to French Authorities and get their official validation;
- all the requirements listed in the present document.

2.3.2. The Planning Phase

This phase will start when the LSP will receive the Task Order relative to the Planning Phase, ordering the LSP to consult directly the DAs, in the main objective to produce the first issue of the Transportation & Logistics Global Plan based on identified loads collected from the DAs.

The LSP shall ^[Req 50.] provide a Transportation & Logistics Global Plan including at least:

- the stakeholder engagement plan that clearly defines the stakeholders, their role and responsibilities, and the planned timelines in developing required interfaces;
- the global/local and permanent/temporary organization structures including managing, subcontracting and partnering, controlling and reporting plans to be implemented;
- the transportation flow diagrams of all loads to be routed from each sending DA, including freight routes and possible optimization plan relative to loads grouping;
- the transportation means, modes and management plan (including empty frames return if any), that clearly defines the steps to be performed during the Implementation Phase;

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- the internal communication plan and procedures between global and local organisations to timely, proactively and efficiently manage the Transport and Logistics Services with IO and the DAs;
- an estimated timeframe per identified load including complete Transport and Logistics Services and engineering plans, from preparation tasks to final delivery;
- a risk mitigation plan that clearly identifies all potential transport and logistics risks and presents the corresponding solutions of mitigation including means, budget and control;
- a traffic management plan to be anticipated in any DA Country and submitted in due time to the concerned Authorities to obtain any required transport permit or equivalent;
- a marking process and procedure to comply with international symbol rules (at least ISO Norm 780) for tracking for slinging/lifting points, centre of gravity marks, etc.;
- tagging, tracking (e.g. RFID based) and communication (image and report) systems to comply with the ITER Project requirements and rules;
- an optimization plan based on grouping options, alternatives and flow optimizations from the sending DAs to the delivery sites including rationalization of dates, gathering of loads, optimization of marshalling areas, vessel routes and loading, etc;
- the LSP's operating documents and procedures specifically related to the concerned Transport and Logistics Services;
- an interface document with all main actions to be carried out with all the entities involved in the operation.

Upon reception of the Task Order for the Planning Phase, the LSP shall ^[Req 51.] initiate, attend and participate with their team(s) in interactive planning meetings with IO, the DAs and possible other interested representatives such as country Authorities. The LSP should be required to meet with each DA on an individual basis.

The LSP shall ^[Req 52.] collect all up-to-date documents and required information from (or via) each DA, notably technical input data about any and all loads in order to develop the Transportation & Logistics Global Plan.

The LSP shall ^[Req 53.] perform all pre-implementing tasks allowing to draft individual transportation plans (including the scope of shipments and specific areas of concern related to locations, frequency of service, heavy or abnormal loads) based on input data collected from the concerned DAs about all identified loads.

The LSP shall ^[Req 54.] combine and arrange these individual transportation plans in order to produce the Transportation & Logistics Global Plan.

Based on the IPS, the LSP shall ^[Req 55.] notably identify the possible congesting points with regard to the various flows of loads to be moved from the different DA Countries, and suggest mitigation and optimisation modes.

The LSP shall ^[Req 56.] provide any services to be locally implemented in the DA Countries in order to complete and challenge the local/global transport and logistics plans.

The plan issued at the end of the Planning Phase will correspond to the first version of the Transportation & Logistics Global Plan: the LSP shall ^[Req 57.] monthly challenge it and update it when needed all over the Implementation Phase.

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2.3.3. The Implementation Phase

This phase will start when the LSP will receive from any of the sending DAs the first Technical Information relative to any load.

Upon reception of a Task Order and Technical Information for each of the loads to be transported, the LSP shall ^[Req 58.] in return a full description of the operations, including the possible timing with alternatives to cut time and/or cost.

The LSP shall ^[Req 59.] provide full transport and logistics coordination, means and resources, administration and management for any and all shipments from loading to delivery point, including storage if any, and final offloading with their own means.

2.3.3.1. Global Plan

Upon review and update of the Transportation & Logistics Global Plan, the LSP shall ^[Req 60.] continue to initiate, attend and participate with their team(s) in interactive planning meetings with IO, the DAs and other interested representatives such as country Authorities.

Throughout the course of the ITER program the LSP shall ^[Req 61.] continue to update and modify all individual sections of the Transportation & Logistics Global Plan as the delivery program to Cadarache starts.

The LSP shall ^[Req 62.] continue to engage all stakeholders, Governmental agencies on an ongoing basis with particular reference to roles, responsibilities, and the planned timelines developed during the Planning Phase (refer to section 2.3.2).

The LSP shall ^[Req 63.] continue with the on going estimate of optimization plan (by continuing to analyse loads grouping possibilities) from the sending DAs to the delivery sites.

The LSP shall ^[Req 64.] continue to update and provide forecasts of Estimated Time Arrivals (ETA), notably for HEL and CEL to be delivered at Required At Site (RAS) dates, and delay risk mitigation plans including both the risk descriptions and the suggested mitigation solutions.

The LSP shall ^[Req 65.] link this analysis to the IPS in order to evaluate the congestion risk and to mitigate it if any.

The LSP shall ^[Req 66.] take into account that CTL/LTL and CI have to be delivered from the LSP's marshalling facilities to the ITER site at IO's request within two calendar days.

The LSP shall ^[Req 67.] continue to provide traffic management plans foreseen to be needed in any DA Country to be possibly re-submitted to the concerned Authorities for transport permission or equivalent approval.

The LSP shall ^[Req 68.] continue to develop all individual Shipping Plans of Loads including the scope of shipments and specific areas of concern related to locations, frequency of service.

Based on the latest approved version of the IPS, the LSP shall ^[Req 69.] continuously identify the potential congesting points with regard to the various flows of loads to be moved to Cadarache.

The LSP shall ^[Req 70.] ensure that all works that had been previously implemented in the DA Countries have been completed so that the LSP services are not delayed.

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The LSP shall ^[Req 71.] continually and consistently update the Transportation & Logistics Global Plan including the scope of shipments and specific areas of concern related to locations, frequency of service, heavy or abnormal loads (including empty frames return if any).

2.3.3.2. Roll-up and Feedback

Upon reception of each Technical Information, the LSP shall ^[Req 72.] prepare the corresponding Shipping Plan of Load in providing all steps to be carried out, how and in which time frame, a risk analysis and a list of the decisions to be taken prior to the transport.

Each Shipping Plan of Load shall ^[Req 73.] at least:

- remind of all information provided in the Technical Information (refer to section 1.2);
- remind of declared value, insurance aspects, customs status, export license (if any);
- describe the successive stages of all services to be performed, including budget;
- confirm route, means and modes from Supplier's dock or shop floor to port of exit;
- describe all means to be pre-booked and booked, including LSP's commitment dates;
- describe marshalling operations if and when required, in particular at ports of exit;
- describe all tasks interfacing LSP's services, such as customs clearance, Third Party surveys, needed authorisations (including environmental aspects and dangerous goods);
- list flexibilities resulting from the risk analysis about possible uncertainties on load data (such as Shipment Release date, size, weight or transport, handling, storage conditions);
- suggest possible alternatives/optimisations (e.g. part cargo or fully reserved vessel).

The LSP shall ^[Req 74.] implement an ITER specific Continuous Improvement Program (CIP) that shall include the sharing of lessons learned aimed at but not be limited to:

- the identification of relevant performances and successful achievements;
- the inclusion of the "lessons" into the remaining scope of services to be provided;
- the improvement topics, plans, means and forecasts on global/individual services.

Regarding the identified congesting points, the LSP shall ^[Req 75.] suggest to the DAs and IO the mitigation plans including potential rescheduling of either the shipping or RAS dates.

2.3.3.3. Completion

The DAs may have previously committed with their Suppliers or other partners involved in Transport and Logistics studies, services or tasks such as framing/slinging pre-plans, customs clearance approaches or coordination activities.

In these specific cases, the LSP shall ^[Req 76.] quickly challenge and endorse the anticipated actions in order to lead the management of the global Transport and Logistics Services so that extra costs are not incurred.

In addition, it is expected that the Task Orders to be issued will require the LSP to receive and to take care, custody and control of loads arranged by others in several places, such as the exit and entry ports or any of the LSP offsite warehouses.

The LSP shall ^[Req 77.] ensure that any load is fully inspected, including by Third Party Surveyors (refer to section 2.5.4.4), and that all the safety, transport and storage conditions of the loads are accepted by all parties.

The LSP shall ^[Req 78.] schedule the delivery of the loads with all service providers in order to ensure that congestion towards the receiving sites site is minimized and mitigated.

The LSP shall ^[Req 79.] provide the necessary manpower and equipment required completing each increment of the Transport and Logistics Services in accordance with the specified schedule.

Each increment of Transport and Logistics Services described in the Shipping Plan of Load shall be deemed completed when the load has been offloaded by the LSP means from the trailers at delivery site, all concerned documentation has been provided and a Shipment Delivery has been signed by the receiving entity.

In the event that the LSP falls behind the schedules as set forth in the Task Order as a result of the fault, acts or omissions of the LSP, IO shall have the right, at its sole discretion, to order the LSP to accelerate the Transport and Logistics Services. The LSP shall ^[Req 80.] have the express obligation to immediately comply with such order to accelerate progress at no additional cost.

The LSP shall ^[Req 81.] implement acceleration, which may be achieved through the following:

- increased hours up to the maximum permitted by Laws and Regulations;
- increased manpower dedicated to providing the Transport and Logistics Services;
- increase the equipment dedicated to providing the Transport and Logistics Services;
- any combination thereof.

2.3.3.4. Marshalling/Warehousing Services

Depending on the characteristics and flows of loads to be shipped from the various DA Countries, the LSP shall ^[Req 82.] specify, hire and operate staging/marshalling/storage areas and facilities, at or close to the different ports of exits.

Regarding the convergence of all flows of loads originated by the DAs, the LSP shall ^[Req 83.] manage, operate and be responsible for marshalling areas where needed including, at least, the two staging areas located at Fos-sur-mer and La Pointe harbours (respectively in GPM and Lyondellbasell facilities).

Note: Regarding these two staging areas, the LSP shall ^[Req 84.] advise whether or not they are consistent with the HEL transports during several years and are able to withstand both the related traffic and the local constraints (e.g. packed Vacuum Vessel sector with shipping frame) with an estimated maximum ground pressure up to 20 tons/m² while resting on load spreaders (with respect to the EU-DA annex on transportation requirements ITER_D_35LAW3).

For the small loads (i.e. CTL/LTL and CI), the LSP shall ^[Req 85.] specify, hire and operate staging/marshalling/storage areas and facilities in order to ensure their delivery to the ITER site at IO's request within two calendar days.

The LSP shall ^[Req 86.] perform any service to be provided within the DA Countries, including all related operational means, resources and services: the marshalling/warehousing facilities shall be selected by the LSP in order to respect the requirements specified for each load in the corresponding Technical Information.

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In addition to these individual requirements, the LSP shall ^[Req 87.] specify and observe general and specific conditions related to common storages such as:

- minimum distances between loads to enable performing controls on/around the loads, when staging, and removing them as appropriate;
- specific partition/ceiling to limit accessibility to the loads, operate dedicated climate control areas, prevent cross contamination or spillage, etc...
- appropriate equipment and devices for handling/moving, fire control and fighting, restricted access control, ambiance monitoring, as well as any additional means required with respect to the Technical Information;
- security monitoring against theft and vandalism (specific systems for access and malevolence detection and control).

2.3.3.5. Warehousing and Distribution

The LSP shall ^[Req 88.] present the characteristics of any existing facilities such as a Central Distribution Centre (CDC) with the capabilities to handle incoming shipments whether by air, inland transporter or container.

Notably for CTL/LTL and CI, the LSP shall ^[Req 89.] demonstrate by flow sheets how the facility operates as well as the process of all aspects of the Material Management System (MMS) utilized with specific emphasis on the tracking of cargoes starting with receiving, destuffing of containers, uncrating consolidated crates, binning, locating, repackaging, ordering transportation, loading and last movement to the designated location upon IO's request.

The LSP shall ^[Req 90.] confirm that such facilities are business licensed and regulatory approved as a "bonded warehouse" and licensed and regulatory approved to handle, store and transport goods and materials.

The LSP distribution facilities shall have the capacity for and shall ^[Req 91.] be licensed as Third Party Logistics warehouses (including related and Third Parties insurance), if and as required by local law.

The LSP shall ^[Req 92.] demonstrate that they have a system and process in place that will allow the updating of information on all marshalling/warehousing facilities (refer also to section 2.5.7).

2.4. Responsibilities

The LSP shall ^[Req 93.] collect all up-to-date documents and required information from (or via) the DAs and from all countries Authorities to be able to perform all Transport and Logistics Services.

Unless otherwise stated in a Task Order, the LSP shall ^[Req 94.] obtain from the concerned Authorities all permits and licenses, required by Laws and Regulations, which may be required for the performance of the Transport and Logistics Services.

The LSP shall ^[Req 95.] be responsible for all activities described in the Scope of Work.

The LSP shall ^[Req 96.] alert with no delay by email the concerned DA (copy IO) in case of discrepancy with respect to any specified condition or instruction, notably those detailed in the Technical Information of the concerned load.

The LSP shall ^[Req 97.] ensure that all teams are qualified and competent to perform the duties assigned, are working under the direct supervision of a competent and qualified worker as

required by law/regulation and shall continue to be so qualified or working under such supervision for the duration of the transport and logistics programme.

Where specialized technical or safety training is required for workers, documentation of certification shall ^[Req 98.] be retained by the LSP and be available for inspection at any time by IO and the DAs: further, where certification under any Law and/or Regulation is required for a particular task, only certified workers shall perform the job.

The LSP shall ^[Req 99.] ensure that all the staff including managers, supervisors and foremen have received adequate training to enabling them to know and to respect the latest update of any regulation in any concerned DA Country.

2.4.1. Interfaces

The LSP shall ^[Req 100.] be responsible for preparing documents and managing interfaces with any and all Third Parties, including:

- independent surveyors on handling/loading operations;
- independent surveyors on safety controls on all itineraries;
- French Nuclear Safety representatives for the loads concerned by the French “Quality Order 84” dated 10/08/1984;
- maritime/harbour safety representatives (including GPMM, in observance of the local and international rules such as ISPS);
- operating facility representatives (such as Lyondellbasell, notably regarding SEVESO II classification of this petrochemical site (refer to Appendix 8.2: Main Constraints at GPMM Harbours);
- any entity duly assigned by the sending DAs for delivering any load to the LSP;
- customs and insurance companies related to any LSP activity;
- any Health, Safety and/or Environment Authority (in each DA Country);
- any entity delivering any kind of authorisation needed to perform any LSP activity;
- any entity dealing with any activity surrounding any LSP activity;
- any entity granting access to private and/or public areas, including police;
- relevant French Authorities for any aspect related to the French heavy haul itinerary;
- Public and Commissions Locales d’Information (CLI) of Berre and Cadarache (only after the documents are duly accepted by IO).

The LSP shall ^[Req 101.] start with preparations to arrange transport of each load from the Supplier handover location to the final destination only after the DA has issued each related Task Order.

The LSP shall ^[Req 102.] notably check with IO the mandatory Factory Acceptance Tests certificate (successful performance tests) to be appended to the Shipment Release file of the corresponding load.

The Supplier will generally be responsible for loading the load on the LSP means of transport (for the concerned interfaces, refer also to section 2.5.4.2).

The LSP shall ^[Req 103.] perform a control survey just after loading with the independent Third Party Surveyors (refer to section 2.5.4.4) in order to specify the original conditions of the load before transfer to the LSP’s control care and custody.




2.4.2. LSP Duties

The LSP shall ^[Req 104.] suggest to IO and the DAs a list of their potential subcontractors and partners.

The LSP shall ^[Req 105.] check information, notify the concerned DA and inform IO of any inaccuracy or insufficiency detected so that the DAs and/or IO can give relevant instructions of actions to be taken.

The LSP shall ^[Req 106.] coordinate the Transport and Logistics Services, including at least the following points:

- monitor and forecast budget as well as the Task Order schedule;
- establish required organization and communication to carry out services;
- specify all required materials, equipment and services;
- comply with all applicable Laws and Regulations (refer to section 5.2.1) including local policies, advices, standards, guidelines, etc.

The LSP shall ^[Req 107.] perform the Transport and Logistics Services in such manner as to cause a minimum of interference with operations managed by IO or the DAs or their subcontractors, in particular on the ITER site.

The LSP shall ^[Req 108.] fully cooperate with each other entity, other contractors and all other parties with whom the LSP, each DA or IO may be involved during the performance of the Transport and Logistics Services, in particular regarding the Health, Safety and Environmental aspects, as well as security aspects.

2.4.3. No Disruption of Utilities

Unless otherwise specifically specified in a Task Order, the LSP shall ^[Req 109.] not perform any Transport and Logistics Services that would disrupt or otherwise interfere with the operation of any utility, pipeline, telephone, rail, electric transmission line, ditch or other structure or enter upon lands in their natural state until approved by the concerned owner and Authorities.

Thereafter, and before they begin such Transport and Logistics Services, the LSP shall ^[Req 110.] give due notice to all the concerned owners and Authorities of their intention to start such operation.

The LSP shall ^[Req 111.] not be entitled to any extension of time or any extra compensation on account of any postponement, interference or delay caused by any such line, ditch or structure being on or adjacent to the sending locations, route or delivery site.

2.4.4. Surrounding Areas

The LSP shall ^[Req 112.] preserve and protect all areas surrounding their activities, including cultivated and planted areas and vegetation on or adjacent to the sending locations, route and/or delivery site (refer also to sections 2.5.4.6 and 5.2.4).

The LSP shall ^[Req 113.] not release any leakage and not impact safety of surrounding activities (in particular at La Pointe harbour).

The LSP shall ^[Req 114.] be responsible for damage to any such areas and vegetation and for unauthorized cutting of trees and vegetation including, operation of equipment or stockpiling of materials.

Any and all repairs and/or restorations necessary or required by reason of any such damage or unauthorized cutting shall be borne by the LSP. In this case, the LSP shall ^[Req 115.] not be entitled to any extension of time or any extra compensation.

2.5. Services

The LSP shall ^[Req 116.] perform all tasks and supply all functions required to suitably manage all services they have to achieve including the local/global workforce to be assigned

The LSP shall ^[Req 117.] plan and manage Transport and Logistics Services such that the loads are delivered at the ITER site at delivery milestones only: no unexpected and unapproved accumulation will be accepted.

The LSP shall ^[Req 118.] demonstrate that the in-country marshalling and storage areas within the DAs (out of France) are managed such that flows to France are suitably controlled and smoothed with no unexpected congestion.

2.5.1. Global Transport (Services from Origin to Destination)

The LSP shall ^[Req 119.] implement Transport and Logistics Services from the dock or shop floor of each Supplier until the loads are delivered and offloaded at the ITER site (or at receiving Supplier's location in case of transfer from DA to DA).

The LSP shall ^[Req 120.] anticipate all related services and tasks such as escort, transshipment, storage and control, covering all the DAs Countries, using all means of transport across national boundaries as required.

2.5.2. Engineering Design

The LSP shall ^[Req 121.] provide assistance to the DAs with all required shipping package/frames and load design, engineering and control means, if and when requested by the DAs.

The LSP shall ^[Req 122.] support the DAs as required in specifying ways and means to ensure that each load (i.e. component including shipping package/frame) does not exceed any of the ITER Project Requirements relative to transportation size and weight limitations (as mentioned on top of chapter 2).

The LSP shall ^[Req 123.] review the documents provided by the Suppliers related to design, specifications for handling and supporting the loads, or requirements (including securing, jacking and lifting points) to safely transport the loads, notably HEL or CEL, and provide comments to the DAs.

The LSP shall ^[Req 124.] review all engineering and design calculations and provide the DAs specialist advice, which the shipping package(s)/frame(s) are "fit for purpose" and are per industry standards to withstand all lifting and transportation forces.

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Note: The final engineering design and the fabrication of shipping packages/frames are under the responsibility of the sending DA, including all devices for handling or jacking especially needed to be fixed onto the loads.

The LSP shall ^[Req 125.] provide implementation plans and detailed drawings related to the Transport and Logistics Services to be performed from each Supplier's dock or shop floor to the final offloading at delivery site.

When required, the LSP shall ^[Req 126.] assist the DAs and their Suppliers to specify the packing and marking of the loads (e.g. ISO Norm 780) and implement the instructions to ensure an expeditious flow of documentation and shipments (e.g. in giving advice and the necessary knowledge and good practices of the industry).

2.5.3. Logistics

The LSP shall ^[Req 127.] provide all the necessary logistics systems for the tracking of loads while in the LSP's care, custody and control, in particular all required receiving, identifying, tracking, reissuing and reporting systems (e.g. RFID).

The LSP shall ^[Req 128.] supply and maintain for IO five portable reader equipment compatible with the tagging system they will use.

Except if otherwise specified in a Task Order, the LSP shall ^[Req 129.] provide all equipment for Transport and Logistics Services (including handling and storage).

The LSP shall ^[Req 130.] keep all their equipment and cause all LSP subcontractors to keep all their equipment in compliance with all applicable regulated maintenance requirements, and to keep all equipment in good condition, repair and appearance and properly cleaned, operated and equipped to ensure the safe and timely performance of Transport and Logistics Services.

The LSP shall ^[Req 131.] schedule the delivery of the loads with all service providers in order to ensure that congestion towards the receiving sites (in particular the ITER site) is minimized and mitigated.

When required, the LSP shall ^[Req 132.] implement and manage all required temporary storage areas in any country, complying with the storage conditions specified in the Technical Information: in particular, the LSP shall anticipate and provide all services related to the use of all temporary storages on each itinerary in any DA country.

The LSP shall ^[Req 133.] manage at least the two staging areas located at Fos-sur-mer harbour (around 10 000 m² to be developed in GPMM facility) and La Pointe harbour (around 5 000 m² to be developed in Lyondellbasell facility) in order to be able to mount the "mock-up" load(s) needed to start any Test-Convoy (these two staging areas are not intended to be long-storage areas, but only short-term parking areas to be used as buffer for the organization of all convoys).

The LSP shall ^[Req 134.] develop a Transportation & Logistics Global Plan consistent with the future staging area at Fos-sur-mer harbour and take into account 10 000 m² as a limit.

The LSP shall previously prepare with the support of the French Authorities and shall ^[Req 135.] sign any convention in order to get the right to use any private part of the French heavy haul itinerary; including with GPMM (managing Fos-sur-mer harbour), Lyondellbasell (managing La Pointe harbour), EDF (managing its canal), Escota and ASF (for crossing of motorways),

and possibly with handling companies at Fos-sur-mer harbour (to use handling capacities for classic loads).

To be noted that the same kind of conventions may be required in other countries.

Note: Maintenance works, as well as dredging and pruning, on the French heavy haul itinerary (including docks, roads, bridges, parking and staging areas) are out of the LSP's Scope of Work.

2.5.4. Controls

The LSP shall ^[Req 136.] ensure the protection and safe execution of the people and services required to deliver the loads in the same conditions they were received at the Suppliers' sites.

2.5.4.1. Inspection and Testing

The LSP shall ^[Req 137.] allow representatives of the DAs and IO to control any load at any time, notably:

- access, audit and inspect the LSP's and their subcontractor's equipment, maintenance facilities and systems, staff qualification, activities, procedures, controls and records associated with same;
- observe and audit LSP's and their subcontractor's training and drivers' practices and procedures during the handling, loading, unloading and transportation of the loads for the purpose of ensuring LSP's compliance with the present Technical Specifications;
- observe tests related to Transport and Logistics Services and equipment; and
- examine all inspection records related to Transport and Logistics Services and equipment;

all without interference or restriction by the LSP, their subcontractors and their agents.

The LSP shall ^[Req 138.] provide proper facilities for the said access.

The LSP shall ^[Req 139.] inspect and be solely responsible for the inspection of equipment furnished by the LSP and by LSP's subcontractors in respect of Transport and Logistics Services, to ensure that the same conform to all concerned regulations, are in accordance with good and proper industry practices, are operationally safe and environmentally sound.

In the event the LSP is required to have the services or equipment inspected or tested in accordance with the applicable Laws and Regulations, the LSP shall ^[Req 140.] provide the DAs and IO with copies of any certificates and reports issued in respect of such inspections or tests within fifteen calendar days of the certificates and reports being made available to the LSP.

2.5.4.2. Packing/Handling

The LSP shall ^[Req 141.] specify, submit to the DAs, plan and perform handling operations in such way that there is no direct contact with any component but only with specified handling and jacking points, and at maximum with the outside package.

Should any DA require a packing inspection and/or handling advice prior to shipment, the sending DA will contact the LSP to arrange a mutually agreeable time and date for the inspection.

During the course of inspection, the LSP shall ^[Req 142.] verify that the packing/frame is in a good shape and in accordance with the EU packing specifications including fumigation requirements when wood is utilized as well as any and all relevant international regulations.

The LSP shall ^[Req 143.] verify that the packing and handling/slinging procedures provided to them are suitable for the type of goods, mode(s) of transport, are designed and capable of withstanding multiple handlings as the LSP shall also review and accept DA Supplier specially engineered and certified lifting tools (e.g. spreader bars), as well as other tools or devices that are required for transfer and lifting (fork positioner, etc...)

Note: in order to ease the handling and to limit any possible risk of damage, no change of frame or position in the frame will be allowed during the whole transportation, and handling must be feasible by means both of slings and jacks (ITER_D_277V7L).

The LSP shall ^[Req 144.] also ensure that when the load is to be jacked, rather than lifted onto and off of the transporter(s) that any and all "jack pockets" supplied by the LSP or Supplier have been engineered and inspected and are deemed suitable for the intended use.

The LSP shall ^[Req 145.] define in advance to the DA Supplier the ground overload and space required around the load to allow its loading on the LSP means (below the load in case of self loading means).

The LSP shall ^[Req 146.] send the concerned information/drawings to the DA and IO.

2.5.4.3. Tagging

The LSP shall ^[Req 147.] ensure that all packages are marked correctly (international markings for Centre of Gravity, slinging or lifting points, delivery address, etc.) with respect to the relevant Regulations all over the world (including for RFID possible interferences) and in accordance with marking instructions.

The LSP shall ^[Req 148.] check related documentation to confirm its accuracy.

2.5.4.4. Loading

The LSP shall ^[Req 149.] contract with independent Third Party Surveyors in order to perform controls of the loads at each handling point, from the first loading at the Supplier's dock or shop floor to the final offloading: all control reports shall be compiled to be appended to the Shipment Delivery files for acceptance.

2.5.4.5. Moving

The LSP shall ^[Req 150.] contract with independent Third Party Surveyors in order to perform safety controls over the heavy haul itineraries, before and during any of the transport, for example to check the traffic signs and/or barriers are put back in place correctly after the convoys crossed, to enable the related Authority representatives to re-open the concerned road sections to public traffic.

2.5.4.6. Cleaning and Waste

The equipment of the LSP (and of their subcontractors) shall ^[Req 151.] be clean and in good repair when it arrives to perform the transport.

In case of a hydraulic line leak the equipment shall ^[Req 152.] be cleaned in dedicated contained areas in order not to pollute the environment.

No waste materials shall be allowed to accumulate in or around any and all routes and the LSP shall ^[Req 153.] remove (and shall require their subcontractors to remove) debris or waste materials.

Before completion of the Transport and Logistics Services, the LSP shall ^[Req 154.] remove all temporary structures, superfluous and waste materials of whatever kind resulting from the Transport and Logistics Services.

This requirement shall ^[Req 155.] also apply to the dismantling of the “mock-up” loads to be specially implemented to perform the Test-Convoys (refer to sections 2.3.1, 3.1 and 4.1).

In harbours, each ship used by the LSP shall ^[Req 156.] get any required certificate relative to waste and cargo residues.

2.5.4.7. Safety Important Components

The LSP shall ^[Req 157.] observe the recommendations of the French Nuclear Safety representative, including any Agreed Notified Body (ANB) about Quality Assurance, transport and cleanliness aspects related to the Safety Important Components (SIC) and, possibly, to the Safety Related Components (SRC). Only a part of the complete load may be SIC.

The LSP shall ^[Req 158.] respect the RCC-MR 2007 code concerning transportation and cleanliness (e.g. articles RF6640 to 6643 and articles RF6630 to 6636) relative to concerned ITER components (e.g. Vacuum Vessel sectors and Vacuum Vessel ports).

2.5.5. Customs Formalities

For additional details related to customs and to the special Privileges and Immunities granted to the ITER Project in France, refer to the Contract.

The LSP shall ^[Req 159.] provide all services required to comply with the customs requirements to export the loads from the sending DA Countries and import them to their destination, including appropriate clearances, except if specified out of the LSP scope in the concerned Task Order.

The LSP shall ^[Req 160.] list all requested documents in each Shipping Plan of Load in order to share and control them with the concerned DA.

The LSP shall ^[Req 161.] notably question each sending DA about requirements to be possibly followed by the LSP and their subcontractors, as transporter only, according to the rules related to Export Control in the DA Country.

The LSP shall ^[Req 162.] anticipate customs procedures and requests in the concerned DA Countries to ensure that all needed documents are completed and all required permits are obtained in a timely manner prior to the first movement of the loads: the LSP shall notably control and confirm the compliance to French (except for transfer from DA to DA) customs rules and formalities before any movement of the loads.

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The LSP shall ^[Req 163.] provide all customs clearance services which include, but are not limited to:

- provision of customs formalities for inbound and outbound cargo shipments;
- provision of tariff classification of goods in accordance with either the global harmonized tariff system or any nuclear or country specified tariff regulation;
- management of country specific customs requirements as they relate to importation master lists, duty or trade free duty management, importation concession management, “temporary export” management, pre-inspections.

The LSP shall ^[Req 164.] be responsible for any importation of goods and materials that are under the LSP’s control, care and custody as well as those that are controlled by others and therefore shall work closely with all DA’s and their nominated service provider to obtain all required documents and schedule in order to obtain customs clearances in a timely fashion.

The LSP shall ^[Req 165.] assign agents (State agreement probably requested, e.g. Authorised Economic Operator) to locally deal with the French and DA Country customs representatives.

According to the rules governing the ITER Project, any transport operation (from DA to IO and from DA to DA as well) should be free of customs duties and taxes (including VAT).

The LSP shall ^[Req 166.] be responsible for the retention of all “stamped” customs documentation all over the duration of the Contract: any of the documents and files shared over the Planning and the Implementation Phases, including each agreement, license and release receipt delivered by Customs representatives, is required to be provided at request.

The complete customs documentation shall ^[Req 167.] be formally handed over to IO when the transport and logistics programme is completed (including transfers from DAs to DAs).

Note: The authorisation request for exporting dual use technologies should be managed by the DA and the required documentation for the transport should be then handed to the LSP.

2.5.6. Global Safety

The LSP shall ^[Req 168.] be responsible for safety conditions during the Transport and Logistics Services they shall render, including those related to handling, storage and offloading at delivery site.

The LSP shall ^[Req 169.] plan, perform and control any operation and/or service such that the safety conditions for the Public, the working people and the loads are considered the top priority.

The LSP shall ^[Req 170.] implement safety inspections including Health, Safety & Environmental (HS&E) aspects, in particular at each offloading and transshipment of the loads, at each of the specified points.

In case of dangerous goods, according to all the related rules such as the International Maritime Dangerous Goods (IMDG), the LSP shall ^[Req 171.] compile specific files including in particular Material Safety Data Sheets, in order to be transmitted upon request to any Authority of all concerned countries.

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The LSP shall ^[Req 172.] assign agents to locally deal with Health, Safety & Environmental countries' representatives.

2.5.7. Services Monitoring & Reporting

The LSP shall ^[Req 173.] demonstrate that they have a system in place and process that allows updating of information on all shipments from origin to destination.

The LSP shall ^[Req 174.] maintain a daily activity report and make all reports available at all times to IO and the DAs in a form satisfactory to IO and the DAs, setting forth the status, current location of any shipment, factors affecting performance or delivery, and any other information that may be requested.

The LSP shall ^[Req 175.] perform communication in a timely, proactive and efficient manner with the DAs and IO.

The LSP shall ^[Req 176.] develop a direct line of communication with each of the DAs, to ensure all parties that latest data is used in order to cover possible changes in the specifications, drawings and exhibits.

The LSP shall ^[Req 177.] provide a quarterly report to IO and the DAs including all relevant data showing the status of the objectives of the plan are matched compared to actual achievements and accomplishments.

In addition to the global/individual information on management of services the LSP shall ^[Req 178.] provide IO and the DAs with monthly reports on the Key Performance Indicators (KPI) that focus on safety, quality, compliance, risk, schedule and budget optimization.

The LSP shall ^[Req 179.] provide reporting systems to report the progress and conditions of Transport and Logistics Services of the loads from the first loading at the Supplier's dock or shop floor, to the final offloading at the delivery site: although usually used by the LSP, the systems shall be proposed and later made available to IO and the DAs.

The LSP's services shall ^[Req 180.] include a "best in class" logistics information system that provides full tracking and traceability of all shipments with real time data provision to either the interim (e.g. storage) or final destination.

The LSP shall ^[Req 181.] update such information report at least once daily (GMT hour marked) and provide secure access to IO and the DAs as required.

If an electronic report is unavailable, the LSP shall ^[Req 182.] provide any other form suitable to IO and the DAs until such time that access is re-established.

The LSP shall ^[Req 183.] manage the content, confidentiality and location of such a report, and agree that the DAs or IO can request changes to the report at their requirements.

The LSP shall ^[Req 184.] include any support and tasks required to prepare for communication either internal or to be diffused to a predetermined group of people (to be named at a later stage).

The LSP shall ^[Req 185.] send pre-alert notices for each shipment with at least the following indicative details and operational parameters and requirements:

Ocean Freight	Airfreight	Road Freight	Railroad Freight	River Freight
Shipper	Shipper	Shipper	Shipper	Shipper
Consignee	Consignee	Consignee	Consignee	Consignee
Steam Ship Line/Agent	Carrier	Carrier	Carrier	Barge number and line
Origin Port	Origin	Origin	Origin	Origin Port
Destination Port	Destination	Destination	Destination	Destination Port
Reference Numbers	Reference Numbers	Reference Numbers	Reference Numbers	Reference Numbers
Pieces	Pieces	Pieces	Pieces	Pieces
Dimensions	Dimensions	Dimensions	Dimensions	Dimensions
Weights	Weights	Weights	Weights	Weights
Booking Number	Master Air Way Bill	Booking Number	Booking Number	Booking Number
Bill of Lading Number	House Air Way Bill	Bill of Lading Number	Bill of Lading Number	Bill of Lading Number
Vessel Name	Flight Information	Truck Number	Railcar Number	Vessel Name
Sail Date	(Each leg of journey)	(Each leg of journey)	(Each leg of journey)	Sail Date
Expected Time Arrival (ETA): Date & Time	ETA	ETA	ETA	ETA

Table 2: Minimum Operational Parameters

The LSP shall ^[Req 186.] update each pre-alert for each shipment for each leg of the journey to ensure that shipment progress is being made.

The shipment can only be considered complete when confirmation of delivery and offloading is received and acknowledged (acceptance receipt signed for by the duly designated receiver at delivery site) as being received and controlled at the designated location (see also section 4).

The acceptance Shipment Delivery deals only with the compliance of the load and is independent from the acceptance of the DA supplied component.

The LSP shall ^[Req 187.] electronically provide regular updates of details and summary shipping reports which show at least the following for each shipment:

- Origin of shipment;
- Date shipment (pick up date from the Supplier's location);
- Date of departure;
- Expected Time Arrival (GMT) at each handling point;
- Actual date of arrival at each handling point;
- Destination of shipment;
- Mode of shipment (Ocean, Air, Road, Rail, River);
- Number of pieces in shipment;
- Actual weight of shipment (declared);
- Revenue weight of shipment (freight tonne i.e. weight or measure) in country of origin currency;
- Declared value of shipment.

The LSP shall ^[Req 188.] also maintain daily activity report and make reports available at all times to IO and the DAs in a form satisfactory to IO and the DAs, setting forth the status of the storage, factors affecting the storage conditions, and any other information that may be requested once loads are in staging status.

The LSP shall ^[Req 189.] provide detail and summary storage reports (electronically), regularly and at each load in/out event, showing at least the following for each marshalling/warehousing area:

- a) Origin (DA and DA Supplier), Number and Reference (tag) of Loads;
- b) Dates of Arrival (GMT Time for consistency with transport reports);
- c) Off Loading Control Report (at arrival);
- d) Estimated Dates of Departure (GMT Time for consistency with transport reports);
- e) Technical Characteristics (weights, dimensions, specific storage requirements);
- f) Revenue weight of shipment (freight tonne i.e. weight or measure) in country of origin currency;
- g) Declared value of shipment.

If the existing LSP software program cannot be configured to those formats, then the LSP shall ^[Req 190.] provide the reports in an ASCII file or Excel spreadsheet (or other format to be agreed).

2.5.8. Liability and Insurance

All covering and liability provisions are defined in the dedicated insurance section of the Terms and Conditions of the Framework Contract.

2.6. Specific Requirements

The LSP shall ^[Req 191.] manage all required means related to the Transport and Logistics Services to be rendered.

Upon IO request, the LSP shall ^[Req 192.] participate in communication activities.

In particular, the LSP shall anticipate all organizational resources and shall ^[Req 193.] provide means related to each of the convoys (including the Test-Convoys) such as, but not limited to:

- Special lighting: specific lighting devices in order to allow operations at any time and to comply with related rules and safe practice;
- Road salting: in snowy and icy events, the treatment of roads such as road salting may not be focused on sections to be used by the convoys, the LSP shall foresee and use specific own means when required (e.g. on heavy haul itinerary sections) to secure the transports and perform them on time;
- Tow trucking: regarding the clearance requirements on itineraries, the LSP shall include, as part of the tasks to be performed by their convoy escort(s), specific means to suitably and safely clear the way in front of the convoy;
- Escorts: safety/security local rules requires specific escort means such as police units to guide/command the convoys, close/open the road crossings, remove/replace traffic signs;

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- Transversal means: all transport equipment and tools shall be anticipated including related services for storage, park, maintenance, clean-up (e.g. booking, routing and anchoring of any barge to possibly used between Fos-sur-mer and La Pointe harbours);
- Specific offloading means: HEL shall be offloaded at La Pointe harbour with roll-on roll-off means consistent with dock possibilities;
- Information: regarding the strong impact of the convoy transfer such as neutralization of road sections or temporary closing of motorways, a suitable information shall be anticipated in order to make all concerned people aware well in advance;
- Road Signs: dismount and remount the dedicated equipment and road signs to allow each HEL convoy passage (on the French heavy haul itinerary they have already been modified by the French Authorities in order to become moveable);
- Detour Signs: put in place dedicated detour signs on the alternative roads for other vehicles (Public traffic), if specified by the concerned Authorities.

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3. Main Deliverables

The main deliverables are specified in this chapter regarding the three main phases (for date overview, refer to Figure 1: Global Transportation High Level Planning):

- the Test-Convoys;
- the Planning Phase;
- the Implementation Phase.

The LSP shall ^[Req 194.] include all services related to the global/local organisations, resources and means required to suitably perform the tasks, in accordance with the Scope of Work specified in these Technical Specifications.

3.1. The Test-Convoys

The first phase deliverables shall ^[Req 195.] consist in the implementation of all selected Test-Convoys including supply of “mock-up” loads and all concerned documents listed in these Technical Specifications.

The LSP shall ^[Req 196.] provide their initial survey report related to the French heavy haul itinerary within fifteen calendar days after the first Task Order related to any of the Test-Convoys, including recommendations for improvements, if any.

At least three months before performing each of the Test-Convoys, the LSP shall ^[Req 197.] provide the EU-DA, the concerned French Authorities and IO with all required documentation that shall at least include:

- the safety and/or emergency plan;
- the key personnel with related experience;
- the transport and logistics engineering plan;
- the confirmation of overall weight, centre of gravity and dimensions for each “mock-up” load and each Test-Convoy, by a specialised controller independent from the LSP;
- the engineered drawings for the “mock-up” load;
- the compatibility of the mounting operations of the largest “mock-up” loads on the two staging areas located at Fos-sur-mer and La Pointe harbours;
- the proposed trailer configuration drawings showing axle loads, ground loading, shadow ground pressures, etc. which shall be submitted to the appropriate French Authorities for approval and acceptance prior to movement of any load;
- the subcontracting and partnering plan;
- the risk mitigation plan;
- the scheduling plan for docks/harbours access and occupancy;
- the authorizations to access on “private” motorways and some tracks;
- the escort plan;
- the stakeholder engagement plan including all involved parties;
- the documents needed to get all parking authorizations from departure to destination;
- the documents justifying placement of orders to subcontractors for removal and reinstallation of items for road clearance (e.g. overhead cables, road signs, barriers, etc);
- the prevention plan and work permit requests related to La Pointe harbour;

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- the description notice on means and space management including staging areas, parking and moves for convoys, as well as for the barge from Fos-sur-mer harbour to La Pointe harbour (only for the first Test-Convoy);
- the safety/security protocol for offloading operations.

Upon completion and acceptance of all plans and procedures, the LSP shall ^[Req 198.] ensure that all fit for purpose transporters, manpower, all items and materials to emulate the components required to simulate the “mock-up” loads movements are available and suitable for the first Test-Convoy during spring 2011.

The LSP shall ^[Req 199.] perform the offloading and dismounting of the “mock-up” loads at the ITER site, including dismantling of the HEL trailers within three calendar days.

The LSP shall ^[Req 200.] provide each feedback report to IO, EU-DA and all the relevant French Authorities within fifteen calendar days after completion of each Test-Convoy.

Each feedback report shall ^[Req 201.] identify and describe any issue encountered as well as all suggested resolutions of the issue(s), clearly identified and addressed to ensure the future movement of the real HEL does not encounter the same concern(s).

The LSP shall ^[Req 202.] present and justify to the French Authorities their prioritized list of possible recommendations for improvements on the heavy haul itinerary.

The LSP shall ^[Req 203.] describe and include all related services required for this Test-Convoys phase.

3.2. The Planning Phase

The second phase deliverables shall ^[Req 204.] consist in the analysis required for the Planning Phase (refer to section 2.3.2), including the supply of the Transportation & Logistics Global Plan and of all concerned documents listed in these Technical Specifications.

Based on the latest approved version of the IPS, the LSP shall ^[Req 205.] continuously identify the potential congesting points with regard to the various flows of loads to be moved to Cadarache.

During this four months preliminary consultation period, the LSP shall ^[Req 206.] collect and challenge all information needed for the production of individual Shipping Plans of Loads.

The LSP shall ^[Req 207.] also submit to IO the list of all foreseen documents and maintain it to be able to finally provide the complete list of all documents related to the Transport and Logistics Services.

The LSP shall ^[Req 208.] specify in parallel all workforces, template documents, procedures or systems of management, follow-up and tracking, communication and report, forecast and balance necessary for the project, in particular but not only, the standard documents allowing to specify any individual transport, for any load, and to build the Transportation & Logistics Global Plan.

The LSP shall ^[Req 209.] anticipate the production and the submission of this Transportation & Logistics Global Plan in order to have it timely and duly submitted to IO, the DAs or any other partner, contractor or Authority required for approval.

The LSP shall ^[Req 210.] also submit both Shipment Release and Shipment Delivery procedures and templates.

Each of the required services and documentation to be developed shall ^[Req 211.] include, but not be limited to:

- detailed specifications on scope, requirements and schedule;
- transport reverse plan based on the Required At Site (RAS) dates consistent with the IPS and Ready To Ship (RTS) dates;
- timing for submission of shipping frame details for review of all transportation forces (e.g. regarding ocean pitch and roll);
- time frame required to book suitable vessel, arrange transportation to the port of exit.

The LSP shall ^[Req 212.] specify all plans, means, resources and materials needed to conduct the Planning Phase with respect to:

- management, coordination and meetings;
- any and all required transportation and naval engineering;
- documentation preparation and issuing;
- issuance of the initial version of the Transportation & Logistics Global Plan.

The LSP shall ^[Req 213.] describe and include all related services, as well as any additional service that may be required to prepare for and successfully achieve each of the tasks of the Transportation & Logistics Global Plan.

The LSP shall ^[Req 214.] submit the first version of the T&LGP to IO and all the DAs six months after the issuance of the Planning Phase Task Order.

3.3. The Implementation Phase

The third phase deliverables shall ^[Req 215.] consist in performing the transport and logistics programme of the Implementation Phase (refer to section 2.3.3), i.e. delivering each load from origin to destination and supplying all concerned documents listed in these Technical Specifications.

Upon reception of each Technical Information, the LSP shall ^[Req 216.] prepare the corresponding Shipping Plan of Load (refer to section 2.3.3.2).

The LSP shall ^[Req 217.] monthly challenge the Transportation & Logistics Global Plan and update it when needed all over the Implementation Phase.

At least three months before performing each of the convoys, the LSP shall ^[Req 218.] provide all the DAs, the concerned Authorities and IO with all required documentation, such as:

- the safety and/or emergency plan;
- the key personnel with related experience;
- the transport and logistics engineering plan;
- the confirmation of overall weight, centre of gravity and dimensions for each load and each convoy, by a specialised controller independent from the LSP;
- the engineered drawings for the load;
- the proposed trailer configuration drawings showing axle loads, ground loading, shadow ground pressures, etc. which shall be submitted to the appropriate Authorities for approval and acceptance prior to movement of any load;
- the subcontracting and partnering plan;
- the risk mitigation plan;

- the scheduling plan for docks/harbours access and occupancy;
- the authorizations to access on “private” motorways and some tracks;
- the escort plan;
- the stakeholder engagement plan including all involved parties;
- the documents needed to get all parking authorizations from departure to destination;
- the documents justifying placement of orders to subcontractors for removal and reinstallation of items for road clearance (e.g. overhead cables, road signs, barriers, etc);
- the prevention plan and work permit requests (e.g. at La Pointe harbour for HEL);
- the description notice on means and space management including staging areas, parking and moves for convoys, as well as for the barge from Fos-sur-mer harbour to La Pointe harbour (only for the HEL);
- the safety/security protocol for offloading operations.

The LSP shall ^[Req 219.] implement a specific Continuous Improvement Program (CIP), based upon key conclusions and observations resulting from the complete achievement of the previous Tasks Orders, including notably:

- the evaluation of all services performed by any and all of the involved entities;
- the description of major events, related conditions and promotion/mitigation measures;
- the demonstration of both cost/time earnings and quality/safety improvements;
- the suggestions of changes enabling to enhance conditions of success, safety and profit.

The LSP shall ^[Req 220.] request IO’s written agreement before delivering any load on the ITER site in advance to the delivery milestones defined in the IPS.

Note: Most of the Suppliers being not yet selected by the sending DAs, all the definitive ports of exit as well as the related routes are not all known before the reception of each Technical Information.

At delivery, the LSP shall ^[Req 221.] gather and provide all documentation related to the Transport and Logistics Services including but not limited to:

- Final signed version of the Shipment Delivery;
- Copy of the Technical Information;
- Copy of the Task Order;
- Copy of any Third Party Surveyors’ report(s);
- Bill of lading;
- Related packing list(s);
- All related fabrication documents supplied to accompany the shipment (FAT, MTR, SR and MSDS if applicable);
- All applicable storage records;
- Any DA supplied procedure (e.g. preservation procedures, handling procedures);
- DA supplied declared value form;
- DA supplied Certificate of Origin;
- All related Customs documentation.

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4. Service Completion Criteria

To be able to pretend to the acceptance of their services, the LSP shall ^[Req 222.] demonstrate they have performed all services defined in chapter 2 and have supplied all deliverables defined in chapter 3.

All reports and deliverables shall ^[Req 223.] ensure that concerns/issues are resolved to the satisfaction of IO, the DAs and the concerned Authorities.

Above all, the LSP shall ^[Req 224.] have completed any and all requirements specified in the present document, notably the following ones:

4.1. For the Test-Convoys

The LSP shall have performed all services listed in section 2.3.1, shall have supplied all documents listed in section 3.1, and shall have demonstrated that all stakeholders to be involved have approved the tests, including timing of HEL type of transports.

The LSP shall have supplied a written report related to the recommended improvements (if any) on the French heavy haul itinerary and to the recommended optimization of existing procedures (if any) for the future real transports.

The LSP shall have supplied a visual report (including pictures and video) related to all Test-Convoys performed operations.

The LSP and their independent Third Party Surveyors shall have ensured the record of the opening/closing of all 'entrances and exits' of the secured sections of the French heavy haul itinerary, the closing and reopening of any and all road crossings, the removal and reinstallation of traffic signage and barriers.

The LSP and their independent Third Party Surveyors shall also have obtained the acceptance from the French Authorities that all of the alterations performed to allow the test convoy(s) to travel the French heavy haul itinerary have been reinstated and the Public can resume safe movement on any and all roads.

The LSP shall have removed on time the "mock-up" loads and the trailers from the ITER site.

The LSP shall have cleaned any pollution and/or waste at any location of any service.

4.2. For the Planning Phase

The LSP shall have performed all services listed in section 2.3.2, shall have supplied all documents listed in section 3.2, and shall have demonstrated that all stakeholders to be involved provided input data, notably the DAs.

The LSP shall have analyzed all aspects of providing seamless delivery of loads and shall have completed the Transportation & Logistics Global Plan.

The LSP shall have put in place their global/local and permanent/temporary organization structures (to be also used during the Implementation Phase).

The LSP shall have prepared the systems relative to the tagging of loads and to the work monitoring.

The LSP shall have confirmed relevant time lines by load from each sending DA meets the requirements of the IPS.

The LSP shall have provided the first version of the Transportation & Logistics Global Plan, including notably the transportation management plan, the communication plan, the risk mitigation plan and the traffic management plan.

The Transportation & Logistics Global Plan shall have demonstrated by means of process flow diagrams the work processes involved from initial contact with the sending DA to transport to final delivery site.

The Transportation & Logistics Global Plan shall have justified the probable shipping lane routings and the possible optimization plan relative to loads grouping.

4.3. For the Implementation Phase

The LSP shall have performed all services listed in section 2.3.3, shall have supplied all documents listed in section 3.3, and shall have demonstrated that all stakeholders have been continuously involved, notably the DAs.

The LSP shall have regularly updated the Transportation & Logistics Global Plan.

The LSP shall have included the benchmark justification relative to the optimization plan implemented by the LSP about loads grouping possibilities from the sending DA to the delivery site.

The LSP shall have provided the benchmark delivery schedule derived from the IPS update that includes delivery dates of all identified loads. The LSP shall have identified all Transport and Logistics Services risks at the date of development of the plan and shall have suggested solutions/mitigations.

The LSP shall have provided the Continuous Improvement Program.

The LSP shall have managed traffic plans as needed in any DA Country and in France (including transport permit or equivalent approval).

The LSP and their independent Third Party Surveyors shall have obtained the acceptance from the concerned Authorities that all of the alterations performed to allow the convoy(s) to travel any itinerary have been reinstated and the Public can resume safe movement on any and all roads.

The LSP shall have cleaned any pollution and/or waste at any location of any service.

Based on the latest version of the IPS, the LSP shall have regularly identified the potential congesting points with regard to the various flows of loads to be moved to the ITER site and shall have proposed solutions/mitigations to deliver loads on time.

The LSP shall have ensured that any and all services that were required have been completed so that the LSP services were not delayed.

The LSP shall have delivered loads at expected dates, in the same condition they were received at the DA Suppliers' sites.

At delivery, the LSP shall have supplied the following documentation:

- Final signed version of the Shipment Delivery;
- Copy of the Technical Information;
- Copy of the Task Order;

- Copy of any Third Party Surveyors' report(s);
- Bill of lading;
- Related packing list(s);
- All related fabrication documents supplied to accompany the shipment (FAT, MTR, SR and MSDS if applicable);
- All applicable storage records;
- Any DA supplied procedure (e.g. preservation procedures, handling procedures);
- DA supplied declared value form;
- DA supplied Certificate of Origin;
- All related Customs documentation.

The receiver will initial the applicable Bill of Lading and the Task Order of the DA as received in "good condition", copy the signed documents and return all initialled documents to the LSP for retention and inclusion with the LSP invoice for Transport and Logistics Services.

At the end of the task, in order to formally close it, the LSP has to provide a detailed report of the transportation, including data and records on incidents, etc. Only once the report has been approved by the DA/IO and after having complied with the details provided above, the task can be closed.



5. Specific Requirements and Conditions

While performing the Transport and Logistics Services, the LSP shall respect all the specific aspects listed in this chapter.

5.1. General

The LSP shall ^[Req 225.] continuously maintain the physical custody and control of all loads and freights, including risk and responsibility related to, from Shipment Release to Shipment Delivery.

If the LSP fail to deliver the required means on the specified dates, the LSP shall ^[Req 226.] at their own expense:

- Mobilize means from other areas where the LSP operates and make the means available for ITER on the required and agreed upon dates;
- Rent, lease or acquire additional means, to make the means available to ITER on the dates required.

The LSP, their employees and agents, the subcontractors and their employees and agents shall ^[Req 227.]:

- be fully knowledgeable of the regulations applicable to the Transport and Logistics Services;
- comply with the Laws and Regulations in all concerned countries.

5.2. Specific Constraints

Most of the constraints summarized below were identified with regard to the European and French regulations and to the local rules at Marseille harbours (refer to Appendix 8.2: Main Constraints at GPMM Harbours).

Therefore, the following list of constraints is by definition not exhaustive, but may be used by the LSP in order to identify and exhaustively list the constraints that shall ^[Req 228.] be considered by the LSP in all of the DA Countries concerned by the Transport and Logistics Services the LSP shall perform.

The LSP shall ^[Req 229.] append to each individual Shipping Plan of Load the list of related identified constraints, including those particular linked to the operations of marshalling, warehousing, staging and storage areas (for example congestion risks).

5.2.1. Laws and Regulations

The LSP shall ^[Req 230.] check any and all applicable Regulations at the time of each transport in every concerned part of the world, including security, health and safety, customs and environment (e.g. Seveso, Natura 2000 in Europe, segregation of non compatible dangerous materials...).

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Before performing any service and at least every quarter, the LSP shall ^[Req 231.] regularly screen the applicable Regulations, including for example those related to piracy and maritime security (e.g. MSC.1 Circular 1334 dated 23/06/2009 and MSC.1 Circular 1305 dated 09/06/2009) and those related to all supply, transfer, storage and delivery sites.

The LSP shall ^[Req 232.] strictly apply all Regulations (including laws, codes, rules and procedures, etc...) and any related amendment.

The LSP shall ^[Req 233.] inform IO when a new Regulation is applicable.

5.2.2. Freight Regulations

At harbours, airports and related perimeters, the LSP shall ^[Req 234.] observe safety and security restrictions and any specific provision such as IMO, ISPS, ISSC, SOLAS and/or IATA, ICAO Regulations.

In particular, the LSP shall ^[Req 235.] not use any ship blacklisted (e.g. on <http://www.equasis.org>), but only duly stamped and authorized vessels.

The LSP shall ^[Req 236.] obtain all required authorizations to operate, including maritime ones (as an example, dockings at Fos-sur-mer harbour and transfers to La Pointe harbour shall be duly authorized by the GPMM Captaincy, as French Authority).

The LSP shall ^[Req 237.] consider all maritime constraints, including but not limited to:

- dimensional limitations such as width, draught and air draught (e.g. the LSP shall also ask for bathymetric surveys and even perform one if needed);
- safety and access allowance (e.g. the LSP and their subcontractors shall perform access and docking at harbours in compliance with local traffic and priority rules);
- possible other interfering traffics such as Public (pedestrian on and beside bridges), yachting, etc...

Regarding safety, the LSP shall ^[Req 238.] consider all allowance, stability and safety constraints to go through and cross motorways, river, bridges, roads, tracks and areas regarding:

- volumes (clearances);
- weights (bearing capacity);
- dimensions (overhang, notably for safety distances to electrical wires).

In France, the LSP shall ^[Req 239.] respect and make applied all transport regulations, including in particular the French Order dated 04/05/2006 (and its annexes), modified by the Order dated 04/09/2007.

Regarding electrical distances, the LSP shall ^[Req 240.] also respect both the French Order dated 17/05/2001 (refer notably to its Article 12) and RTE recommendations.

In case of change in conditions of transfer or convoys, the LSP shall ^[Req 241.] demonstrate that the new conditions can be accepted regarding the capabilities and characteristics of the specified roads and bridges: any change duly controlled and agreed by the concerned Authority will then remain permanent.

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The LSP shall ^[Req 242.] consult IO to define the limitations to be applied for the participation to the Test-Convoys and real convoys of third parties such as representatives of IO, the DAs, media, political, etc.

The LSP shall ^[Req 243.] get from all relevant State services any authorization needed to use itineraries as appropriate, including specific heavy haul itineraries for HEL convoys, or dedicated ones for CEL convoys: the LSP shall get and observe the last update of relevant information, including the map of authorized routes (for example, in France, the road map called "*itinéraires des transports exceptionnels*" in the region).

The LSP shall ^[Req 244.] obtain before start mandatory agreements from the concerned countries security Authorities (such as the Police and the Gendarmerie in France, including the maritime ones), for escorts and while convoying.

The LSP shall ^[Req 245.] be responsible for removal, putting back and related controls (with their independent Third Party Surveyors) of equipment on roads such as barriers, traffic and safety signs.

In case of dangerous goods, the LSP shall ^[Req 246.] comply with and observe relevant rules, such as IMDG (ocean), ADN (river), ADR (roads), RID (rail), ICAO (air), REACH rules 134/2009 dated 16/02/2009 and Material Safety Data Sheets requirements, and any additional State regulation to be locally applied in the DA Countries.

The LSP shall ^[Req 247.] neither manage nor perform any radioactive transport.

5.2.3. Marshalling/Storage/Delivery Areas

The LSP shall ^[Req 248.] manage, operate and be responsible for the two staging areas located at Fos-sur-mer and La Pointe harbours (refer to Appendix 8.2: Main Constraints at GPM Harbours), and possibly in other DA Countries.

In particular, the LSP shall ^[Req 249.] consider and respect specific rules such SEVESO II, GIES, MASE and customs at La Pointe harbour, as petrochemical controlled facility.

With respect to the surveys to be performed by the LSP on top of the global transport and logistics programme and before and after each of the movements, the LSP shall ^[Req 250.] consider all parking and/or staging areas and challenge them in order to recommend modifications/enhancements to safely perform each transport.

Regarding the precautions to be implemented in transporting and storing specific loads, the LSP shall ^[Req 251.] apply particular recommendations and requirements such as the RCC-MR 2007 code for VV sectors and ports, and the French "Quality Order 84" dated 10/08/1984, which applies at least to any SIC component.

The LSP shall ^[Req 252.] respect all access and safety rules on any concerned site.

5.2.4. Environment

The LSP shall ^[Req 253.] respect all environmental Laws and Regulations in any of the DA Countries, including the maximum noise level for convoys notably for nightly transfers (as an example, the convoys are not allowed to move during the night through the Natura 2000 environmental protected area, called "Salins de Berre").

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The LSP shall ^[Req 254.] consider all data about convoy environment, including the weather conditions and the road section availability, in order to identify any possible impact on convoys and state on GO/NO-GO decision.

The control surveys to be performed before start of each convoy shall ^[Req 255.] allow the LSP implementing mitigation means such as road treatments (weather conditions) or space clean-up.

The LSP shall ^[Req 256.] take back with proper means any piece, equipment and tool required to perform the services, including the “mock-up” loads used for the Test-Convoys and the trailers after dismantling and reconfiguration on site.

The LSP shall ^[Req 257.] apply all HS&E rules (including on the ITER site, for example the Health Protection and Safety General Coordination Plan for ITER Site Work ITER_D_2NUEYG, the ITER Environment Protection Requirements ITER_D_2F3F98 and the “safety/security protocol for offloading operations”: Articles R4515-1 to R4515-11 of the French labour code).

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6. Working Monitoring / Meeting Schedule

IO and the DAs will assign LSP's counterparts as single points of contacts.

The LSP shall ^[Req 258.] include in their services any technical meeting as required to be able to perform any of these services and at least a monthly progress meeting with IO / DAs.

At this occasion the LSP shall ^[Req 259.] monthly present Key Performance Indicators, schedule input for IPS update (including actual status vs. planned status), delivery issues, safety issues, interfaces issues, customs issues, invoicing issues.

The LSP shall ^[Req 260.] submit electronic reports to IO and the DAs (refer to section 2.5.7).

The LSP shall ^[Req 261.] update information at least once daily, indicate the GMT hour of each update, and provide secure access to the DAs and IO as required.

In case an electronic report is unavailable, the LSP shall ^[Req 262.] provide the information in another form suitable to IO and the DAs.

LSP shall ^[Req 263.] manage the content, high level confidentiality and location of such a report, and agree that IO or the DAs can request changes to the report at their requirements.

The LSP shall ^[Req 264.] include any support and tasks required to prepare for communication either internal or to be largely diffused.

The LSP shall ^[Req 265.] demonstrate that they have an Information System and process in place that allows updating all information on any shipment from origin to destination (including storage).

The LSP shall ^[Req 266.] provide the DAs and IO with activity reports on a daily basis and at all times they may need, in forms satisfactory including, but not limited to:

- status and current location of any shipment being performed;
- factors affecting performance or delivery;
- other information requested.

The LSP shall ^[Req 267.] take into account the possibility to include all monitoring data into ITER integrated system.

7. Quality Assurance (QA) Requirements

The organisation conducting these activities shall ^[Req 268.] have an ITER approved QA Program or an ISO 9001 accredited quality system.

Prior to commencement of the task, a Quality Plan (ITER_D_22MFMW) shall ^[Req 269.] be submitted for IO approval giving evidence of the above and describing the organisation for this task; the skill of workers involved in the work; any anticipated subcontractors; and giving details of who will be the independent checker of the activities.

Deviations and Non-conformities shall ^[Req 270.] follow the procedure detailed in IO document MQP Deviations and Non Conformities (ITER_D_22F53X).

Documentation developed as the result of this work shall ^[Req 271.] be retained by the LSP for a minimum of 10 years and may then be discarded at the direction of IO.

The LSP shall ^[Req 272.] respect the French "Quality Order 84" dated 10 August 1984 for all relevant loads, concerning Safety Important Components (SIC) and, possibly, Safety Related Components (SRC).



8. Appendices

8.1. Change Management

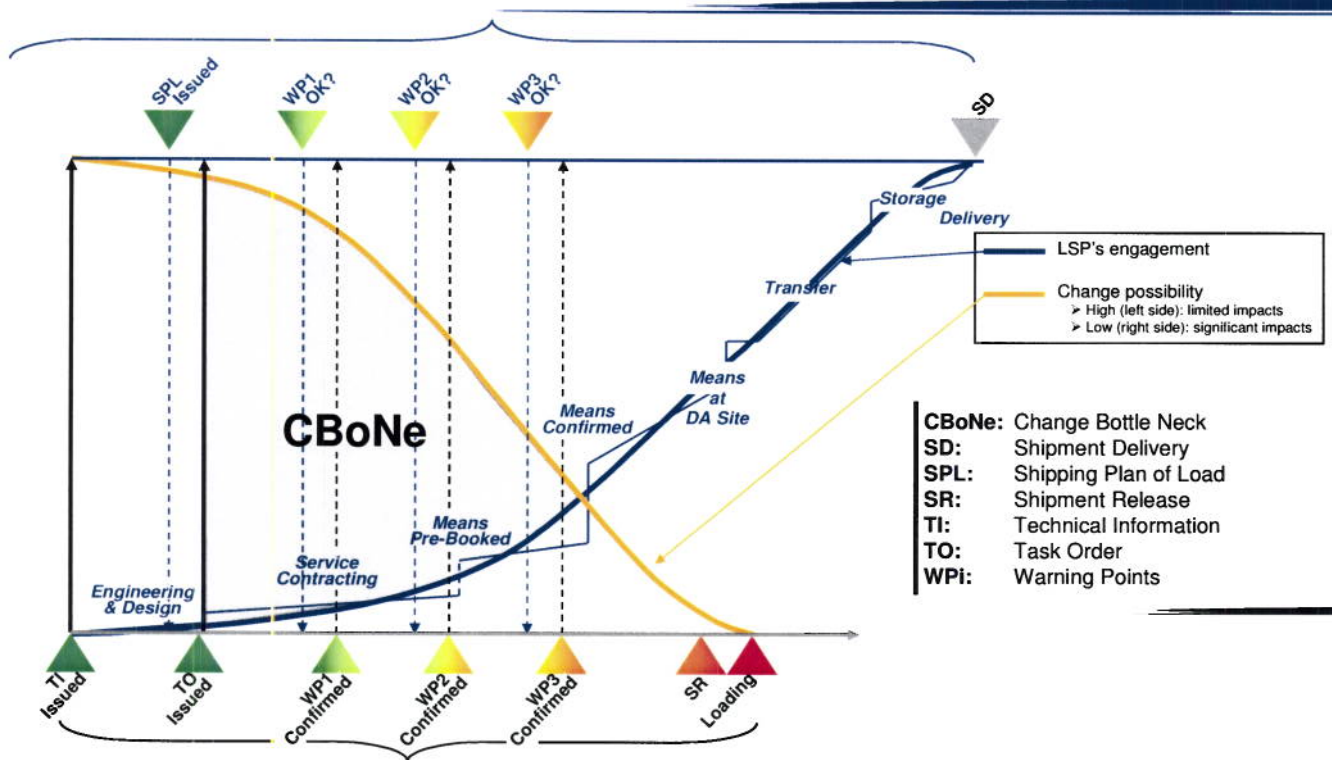
Commitment Process

With respect to both Task Order and Technical Information, the LSP shall ^[Req 273.] anticipate means and resources needed to be provided to perform the Transport and Logistics Services and to match the Required At Site (RAS) dates, to be confirmed by the LSP in the related Shipping Plan of Loads.

Prior to commit with any subcontractor, the LSP shall ^[Req 274.] ask the sending DA to get confirmation on all data and information related to the concerned load.

According to the services to be performed, at least three milestones will be specified for each Shipping Plan of Load (refer to section 2.3.3.2) as Warning Points, notably with regard to the possible uncertainty range of the data given in the Technical Information.

The LSP shall ^[Req 275.] not consider any change as far as the technical data confirmed by the DA at each of the three Warning Points (WP1, WP2 and finally WP3) are still included in the uncertainty range specified at the three previous stages (respectively TI, WP1 and WP2).



**Figure 2: Change Bottle Neck
(during Implementation Phase)**

The LSP shall ^[Req 276.] thoroughly check the information shared with the DAs all among the Change Bottle Neck, up to the Shipment Release.

Note: The Shipping Plan of Load could be required to be managed during extended periods, as an example some HEL may require the LSP to consider several weeks or months between the Task Order and the Shipment Release.

Possible Changes

The LSP shall ^[Req 277.] not make any changes to the performance of the Transport and Logistics Services, including undertaking additional transportation services, except in compliance with the present section 8.1.

The DAs and IO may, at any time, make changes in the Transport and Logistics Services by issuing a Change Request, then a Change Order when and if agreed.

No Change Proposal submitted by the LSP will be accepted if the concerned Change is included in the Change Bottle Neck (refer to Figure 2) and no modification of the cost on any service or action will be accepted after it has been completed by the LSP.

When the LSP is aware of an event or circumstance which could delay the performance of the services or the dated, the LSP's Representative shall ^[Req 278.] inform the sending DA and IO with a notice on i) the particulars of the cause of any delay or expected delay, ii) the expected length of the delay, iii) the action plan that the LSP proposes to mitigate the delay.

Change Process

Any DA may issue a Change Request seeking the LSP's estimate of the possible impacts of this foreseen change: within fifteen calendar days of receiving a Change Request, the LSP shall ^[Req 279.] submit to the DA and IO a written proposal for accomplishing the change including any and all impacts.

The DAs may then issue a Change Order, upon the Change Order being signed by the ordering DA, IO and the LSP, the LSP shall ^[Req 280.] promptly proceed with the change as directed in the Change Order.

The LSP may issue a Change Proposal to the DA at any time that the LSP believes that a change should be implemented. If the proposed change is time sensitive, the LSP shall ^[Req 281.] indicate the period of time within which a decision should be made in the Change Proposal:

- if the DA agrees with the LSP that a Change has resulted, the DA will issue a Change Order with respect to the change;
- if not, the DA will provide the LSP with a rejection notice.

A Change Order can only be issued by the same DA that issued the impacted Task Order. The LSP shall ^[Req 282.] acknowledge reception of each duly approved Change Order.

The LSP shall ^[Req 283.] not deviate from the specifications or requirements stated in the documents issued by the DAs (Task Order and Technical Information), except if modified by a duly approved Change Order.

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Should the LSP perform work not part of the approved Transport and Logistics Services, then such work shall ^[Req 284.] be at the LSP's own risk and expense.

8.2. Main Constraints at GPMM Harbours

The LSP shall ^[Req 285.] respect the rules and orders from GPMM (Fos-sur-mer harbour) and Lyondellbasell (La Pointe harbour at Berre) representatives when doing any activity on their respective sites.

Before performing any activity, the LSP shall ^[Req 286.] get written confirmation from both entities that the following constraints are still up to date.

The LSP shall ^[Req 287.] then request for all the authorisations needed.

Fos-sur-mer harbour (managed directly by GPMM)

According to the GPMM “notices to users” No 04/09 dated 09/02/2009, No 49/09 dated 18/08/2009 and No 55/09 dated 16/09/2009, the main constraints are the following:

- Caronte channel: 24m width and 7.3m draught;
- Motorway viaduct and/or RTE High Voltage line: around 40m overhead;
- Martigues road viaduct: less than 6m overhead
Drawbridge at fixed hours, if the wind is less than 100km/h and if the request is done to GPMM Captainty 24h in advance. Six possibilities per day:
 - 06h00 to 06h45,
 - 07h15 to 07h45,
 - 08h30 to 11h00,
 - 12h40 to 13h10,
 - 14h00 to 17h00,
 - 19h00 to 05h45;
- Railway viaduct: 21m overhead
Swingbridge at fixed hours, if the wind is less than 85km/h and if the request is done to GPMM Captainty 24h in advance. Three possibilities per day:
 - 03h30 to 04h45,
 - 15h18 to 16h18,
 - 21h45 to 23h00;

Of course it will be easier in Caronte channel to use vessels with less than 21m overhead

In Caronte channel, manoeuvring shall ^[Req 288.] be defined in advance with the harbour pilots, in particular for a barge with tug.

GPMM recommends that the LSP uses a local consignment agent who will ask via the Captainty for assistance relative to steering, mooring and possibly towing.

This agent will be in charge, in GPMM dedicated software, to announce each vessel (i.e. boat and/or barge) 48h in advance and to confirm its arrival 24h in advance.

The following documents shall ^[Req 289.] be supplied 24h in advance: ISPS type “pre-arrival” notification, health declaration for the crew, list of the ten last stops and when applicable Material Safety Data Sheets (to be noted: in case of raise of Vigipirate security level, all those durations could increase and an additional security file could be requested).

Before leaving Fos-sur-mer harbour, each ship shall ^[Req 290.] deliver a statement relative to waste and cargo residues.

In case of heavy loads and/or handling operation, GPMM would like a prior meeting to be organized between people responsible for steering, mooring, towing (if applicable), handling, as well as for the barge (if applicable) and the ship (if possible).

Fos-sur-mer harbour handling means could be made available if the LSP sign a dedicated convention with private company(ies) in charge of them.

Authorisations to dock and navigate shall ^[Req 291.] be requested to GPMM Captaincy: crossing of vessels is virtually not possible in the "Etang de Berre" (e.g. when a gas or oil ship leaves La Pointe harbour, a vessel carrying an ITER component can only enter Caronte channel after their crossing in Port-de-Bouc harbour, at around 15 km away from La Pointe harbour).

The LSP shall ^[Req 292.] check with GPMM how to get the maritime certification needed for a barge going from Fos-sur-mer harbour to La Pointe harbour and where it could be possible to park it. Otherwise, the Prefectoral Order No 25 dated 02/03/2009 deals with the access of river barges into GPMM area.

Prior to any transfer from Fos-sur-mer to La Pointe harbour, the LSP shall ^[Req 293.] ask the latest bathymetric report from the harbour Authorities in order to check the draught is workable all along the route.

The LSP shall ^[Req 294.] perform a bathymetric survey if the existing report is too old to be used (i.e. more than six months in La Pointe harbour).

La Pointe harbour (managed by Lyondellbasell)

The draught in front of the roll-on roll-off dock is 6.5m; moreover, both dock "B" and dock "Salins" have to be free of boat to allow the use of this ITER dedicated dock at La Pointe harbour, where any unloading operation by lifting/craneage means will be strictly impossible.

For information, around 240 boats per year access the harbour (365 days/year, 24hours/day) to supply mainly gas, oil, heavy oil and other petrochemical products. Around 170 boats per year use the dock "B" during 15 hours maximum and around 70 boats per year use the dock "Salins" during 30 hours maximum. Consequently, this roll-on roll-off dock should be available roughly 50% of time (weather conditions NOT taken into account in this rate).

The LSP shall ^[Req 295.] respect the following references and shall ask Lyondellbasell for the last applicable revisions:

- procedure HSEQ/SUR/PRO/205 relative to access to Berre site (La Pointe harbour);
- procedure BER/GEN/CS/200 relative to clothing and individual protections;
- procedure BER/GEN/CS/209 relative to work permit;
- procedure BER/GEN/CS/217 relative to prevention plan;
- procedure BER/GEN/CS/401 relative to lighters and matches;
- procedure BER/GEN/CS/600 relative to access conditions to Berre site;
- procedure BER/GEN/CS/603 relative to traffic and parking on Berre site;
- procedure BER/GEN/CS/608 relative to use of video and camera.

The LSP shall ^[Req 296.] also comply with the following rules:

- GIES agreement for vehicles and people (level 1 for workers and 2 for the coordinator);

- at least MASE certification for the company (SQAS should be better);
- prevention plan and ITER specific emergency procedures;
- Material Safety Data Sheet mandatory for chemical elements;
- strong recommendation to impose no LSP temporary workers.

Due to petrochemical activities on site, safety and security (SEVESO II) additional rules shall [Req 297.] be respected by the LSP, such as access to the docks and operations restricted when petrochemical boats are on.

The LSP shall [Req 298.] collect from La Pointe harbour Safety Agent the harbour Safety Operation Manual which specifies, notably:

- minimum distances between boats;
- exclusion perimeters when offloading;
- specific lighting tools in explosives ambiances;
- prevention plan, visible ID badge/mark;
- cartography of gas detectors.

The LSP and LSP subcontractor representatives can only be accepted on La Pointe harbour facility after attending information and training sessions on safety (e.g. GIES).

The LSP shall [Req 299.] not unload waste at La Pointe harbour.

For information, the next dredging should be planned in 2011 and then every two years in order to ensure access to all the docks.

The maritime Gendarmerie will be involved in the escorts and can also intervene inside La Pointe harbour (because specifically trained for that SEVESO II site).

The Prefectoral Order No 198-2009 CLIC dated 26/06/2009 deals with the information local committee dedicated to Berre activities.

Any vessel movement shall [Req 300.] be duly authorised by the GPMM Captaincy, in particular with respect to the access and docking allowance at La Pointe harbour.

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8.3. Marseille Harbours and Airport



8.4. Acronyms

In addition to the ITER abbreviations (ITER_D_2MU6W5), the following acronyms and abbreviations are used in the present Technical Specifications.

1. AAPA	American Association of Port Authorities (world port rankings) http://aapa.files.cms-plus.com/Statistics/world%20port%20rankings%2020081.pdf	31. IO	ITER Organization
2. ADN	<i>Accord relatif au transport international des marchandises Dangereuses par voie de Navigation intérieure</i>	32. IPS	Integrated Project Schedule
3. ADR	Agreement concerning the international carriage of dangerous goods by inland waterways (from UNECE)	33. ISPS	International Ship and Port facility Security code
4. AEO	Authorized Economic Operator (customs certification: OEA in French)	34. ISSC	International Ship Safety Certificate
5. ANB	Agreed Notified Body (French Nuclear Safety Third Party representative)	35. ITT	Instructions To Tenderers
6. ASCII	American Standard Code for Information Interchange	36. KPI	Key Performance Indicator
7. ASF	<i>Autoroutes du Sud de la France</i>	37. LSP	Logistics Service Provider
8. BOL	South of France motorways Company	38. LTL	Less than Truck Load
9. CBoNe	Bill Of Lading	39. MIASE	<i>Manuel d'Amélioration Sécurité des Entreprises</i> Manual for security improvement of companies http://www.maseberre.com (in French)
10. CDC	Change Bottle Neck	40. MMS	Material Management System
11. CEL	Central Distribution Centre	41. MRS	Marseille province airport (at Maignane)
12. CI	Conventional Exceptional Loads	42. MSC	Marine Safety Committee (from IMO)
13. CIP	Component Item	43. MSDS	Material Safety Data Sheet (in French: FDS)
14. CLI	Continuous Improvement Program	44. MTR	Material Test Report
15. CTL	<i>Commission Locale d'Information</i>	45. PGT	Plan de Gestion du Trafic
16. DA(s)	Information local committee (one at Berre and one at Cadarache)		Traffic management plan
	Conventional Truck Load	46. RAS	Required At Site (date & time GMT)
	Domestic Agency(ies):	47. RCC-MR	<i>Règles de Conception et de Construction des Matériels Mécaniques (Îlots Nucléaires)</i> Design & construction rules of mechanical materials (Nuclear Field)
	CN-DA Domestic Agency of People's Republic of China	48. REACH	Registration, Evaluation and Authorization of Chemicals
	EU-DA of the European Union (also called F4E)	49. RFID	Radio Frequency Identification
	IN-DA of India	50. RID	Regulations concerning the International carriage of Dangerous goods by rail (from UNECE)
	JA-DA of Japan	51. RTE	<i>Réseau de Transport d'Electricité</i> (managing the High Voltage lines on the itinerary from Berre to Cadarache)
	KO-DA of the Republic of Korea		Network of Electricity Transport (managing the High Voltage lines on the itinerary from Berre to Cadarache)
	RF-DA of the Russian Federation	52. RTS	Ready To Ship (date & time GMT)
	US-DA of the United States of America	53. SAT	Site Acceptance Tests
17. EDF	<i>Electricité De France</i> (managing the canal along a part of the itinerary from Berre to Cadarache)	54. SD	Shipment Delivery
18. ETA	French electricity company (managing the canal along a part of the itinerary from Berre to Cadarache)	55. SIC	Safety Important Component
19. FAT	Estimated Time Arrival (date & time GMT)	56. SMP	Safety Manual Procedure
20. GIES	Factory Acceptance Tests	57. SOLAS	Safety Of Life At Sea
	<i>Groupeement Inter-Entreprise pour la Sécurité</i>	58. SOP	Standard Operating Procedure
	Safety Inter-Companies Group (at Berre)	59. SPL	Shipping Plan of Load
	http://www.giesberre.com (in French)	60. SQAS	Safety and Quality Assessment System
21. GMT	Greenwich Meridian Time	61. SR	Shipment Release
22. GPM	<i>Grand Port Maritime de Marseille</i> (ex Port Autonome de Marseille)	62. SRC	Safety Related Component
23. HEL	Marseille maritime great harbour	63. TI	Technical Information
24. HS&E	Highly Exceptional Load	64. T&LGP	Transportation & Logistics Global Plan
25. IATA	Health, Safety and Environment	65. TMD	<i>Arrêté relatif aux Transports de Marchandises Dangereuses par voies terrestres</i> Order relative to transport of dangerous goods by roads
26. ICAO	International Air Transport Association	66. TO	Task Order
	International Civil Aviation Organization	67. UNECE	United Nations Economic Commission for Europe
	(editing the Technical Instructions for the safe transport of dangerous goods by air)	68. VAT	Value-Added Taxes
27. ICS	Import Control System (customs certification)	69. WP	Warning Points
28. IDM	ITER Documentation Management System		
29. IMDG	International Maritime Dangerous Goods		
30. IMO	International Maritime Organisation		