

APPENDIX E

(OMB No. 2133-0013 applies to this collection of information.)

DEFINITIONS: The following definitions apply to this PR-17 policy.

Breakbulk Cargo: General "mark and count" cargo that is carried on a ship loose or non-containerized.

Critical Item Cargo: A product whose non-availability to support the required installation date would cause the project to shut down or to incur substantial liquidated damages.

Foreign Borrower: A foreign government, corporation, or person who is the recipient of a loan or credit guarantee by an instrumentality of the United States.

Government Instrumentality: An agency or function of the United States Government which provides loans or credit guarantees or other financial incentives to foster, directly or indirectly, the export of any product or service.

Liner Service: A service provided on an advertised schedule giving relatively frequent sailings between specific U.S. ports or ranges and designated foreign ports or ranges.

Long Lead Time Cargo: A product which, if damaged during shipment, would require more than six (6) months to repair or remanufacture and which is not available sooner from the shipper's inventory or from any other manufacturer.

Ocean Carrier: The operator of the ocean vessel which carries the cargo between one or more United States ports and one or more foreign ports.

Overdimensional Cargo: A specific piece of cargo is considered overdimensional or out-of-gauge when one or more of its dimensions exceed the interior dimensions of a standard maritime industry forty-foot container or the cargo weight exceeds 39 metric tons and it cannot otherwise be accommodated for safe carriage on a container vessel by the use of other specialized equipment.

Priority of Service: All U.S.-flag service from origin to destination is Priority One service and has first preference for carriage of the cargo. A combination of U.S.- and foreign-flag vessels is Priority Two. If there are competing Priority Two offers, the one with the longest U.S.-flag vessel leg of the voyage has priority. If MARAD agrees that no Priority One service is available then a Priority Two service may be used. If no U.S.-flag service is available then MARAD may approve the use of foreign-flag vessels.

Revenue Ton: A metric ton or cubic meter of cargo, whichever yields the greatest revenue to the ocean carrier.

Shipper: A person or company who is the beneficial owner of the cargo and who contracts with a shipping line or shipowner for the carriage of cargo.

Transshipment: The offloading of breakbulk cargo from one vessel at an intermediate port and reloading the breakbulk cargo on a different vessel for delivery to final destination. It does not include cargo in containers, trailers, or barges or other similar equipment where the entire conveyance is relayed from one vessel to another vessel under a through bill of lading.