

**CLASS DEVIATION**  
**FINDINGS AND DETERMINATION**  
**FEDERAL ACQUISITION REGULATION (FAR) PART 47 – TRANSPORTATION**

**Findings**

1. The objective of this class deviation is to implement the Federal Acquisition Regulatory Council's model deviation text to the Federal Acquisition Regulation (FAR) Part 47 – Transportation, and applicable section of FAR Part 52 - Solicitation Provisions and Contract Clauses.
2. On April 15, 2025, President Donald J. Trump issued Executive Order (E.O.) 14275, *Restoring Common Sense to Federal Procurement*. Section 2 of the E.O. established the policy that the FAR “should only contain provisions required by statute or essential to sound procurement, and any FAR provisions that do not advance these objectives should be removed.”
3. On May 2, 2025, the Office of Management and Budget (OMB) issued memorandum M-25-26, *Overhauling the Federal Acquisition Regulation*, initiating a major overhaul of the FAR (Revolutionary FAR Overhaul, or “RFO”). The memorandum tasked the Office of Federal Procurement Policy (OFPP) with leading the RFO, in coordination with the other members of the Federal Acquisition Regulatory Council – i.e., the General Services Administration (GSA), the Department of Defense (DOD), and the National Aeronautics and Space Administration (NASA) and federal buying agencies. The goal is refocusing the FAR on its statutory roots. To that end, the FAR is being updated to:
  - Remove language that is not required by statute
  - Remove duplicative or outdated language
  - Clarify or provide more plain language
  - Revise language for the new FAR framework
  - Retain language necessary for governmentwide acquisition standards

The OMB memorandum M-25-26 established a two phased approach to implementing enterprise deregulation as follows: Phase one, FAR Council deviation guidance, and phase two, formal rulemaking. Phase one involves the FAR Council issuing guidance on a rolling basis with clear, plain language model deviation text organized by FAR part. The goal is streamlining the regulation by aligning it more closely to its statutory base. According to the memorandum, agencies should adopt this model deviation text within 30 days by issuing either individual or class deviations.

4. On May 2, 2025, the FAR Council issued further implementing guidance in a memorandum titled *Deviation Guidance to Support the Overhaul of the Federal Acquisition Regulation*. Pursuant to the FAR Council's memorandum, “agencies that adopt the Council’s RFO class deviation text without change or require different text only to address statutory direction unique to the agency, do not need to coordinate with the Council.”

5. On September 25, 2025, the FAR Council issued model deviation text for FAR Part 47 and corresponding clauses at FAR Part 52. FAR Part 47, Transportation, addresses the policies applied to transportation, including terms of art that when applied to a contract directly impact the roles and responsibilities of the contract. The part has been comprehensively revised to improve clarity, consolidate policies, and eliminate outdated requirements. These changes, including the removal of 33 clauses, will streamline the procurement process. Commercial transportation remains the preferred shipping method. Statutory requirements retained in the RFO FAR part 47 model deviation include, but may not be limited to, the following:

- 10 U.S.C. § 2631, Preference for United States Vessels in Transporting Supplies by Sea
- 22 U.S.C. § 2353, Shipping on United States Vessels
- 46 U.S.C. § 55305, Cargo Procured, Furnished, or Financed by the United States Government
- 49 U.S.C. § 10721 and § 13712, Interstate Commerce Act
- 49 U.S.C. § 40118, Government-Financed Air Transportation

| Change   | Description  |
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| Retained | <ul style="list-style-type: none"> <li>• All subparts are <b>retained, reorganized, and streamlined</b> to improve flow and remove procedural guidance. <ul style="list-style-type: none"> <li>◦ Subpart 47.1 - General</li> <li>◦ Subpart 47.2 - Contracts for Transportation or for Transportation-Related Services</li> <li>◦ Subpart 47.3 - Transportation in Supply Contracts</li> <li>◦ Subpart 47.4 - Air Transportation by U.S.-Flag Carriers</li> <li>◦ Subpart 47.5 - Ocean Transportation by U.S.-Flag Vessels</li> </ul> </li> <li>• Information that guides the part such as the <b>“Scope of Part”, “Definitions”, “Applicability”, and “Policies” are retained and streamlined</b> (see 47.000 through 47.101).</li> <li>• Section 47.104, “Government Rate Tenders Under Sections 10721 and 13712 of the Interstate Commerce Act (49 U.S.C. 10721 and 13712)”, and its subsections, are retained with plain language edits, as they provide guidance on <b>how to implement the statute</b>.</li> <li>• The following <b>provisions and clauses are retained</b> (or remain reserved) with no changes to text: <ul style="list-style-type: none"> <li>◦ 52.247-1 Commercial Bill of Lading Notations</li> <li>◦ 52.247-2 Permits, Authorities, or Franchises</li> <li>◦ 52.247-5 Familiarization With Conditions</li> <li>◦ 52.247-8 Estimated Weights or Quantities Not Guaranteed</li> <li>◦ 52.247-10 Net Weight—General Freight</li> <li>◦ 52.247-11 Net Weight—Household Goods or Office Furniture</li> <li>◦ 52.247-13 Accessorial Services—Moving Contracts</li> <li>◦ 52.247-15 Contractor Responsibility for Loading and</li> </ul> </li> </ul> |

| Change          | Description   |
|-----------------|---|
|                 | <p>Unloading</p> <ul style="list-style-type: none"> <li>○ 52.247-17 Charges</li> <li>○ 52.247-18 Multiple Shipments</li> <li>○ 52.247-19 Stopping in Transit for Partial Unloading</li> <li>○ 52.247-21 Contractor Liability for Personal Injury and/or Property Damage</li> <li>○ 52.247-22 Contractor Liability for Loss of and/or Damage to Freight Other Than Household Goods</li> <li>○ 52.247-23 Contractor Liability for Loss of and/or Damage to Household Goods</li> <li>○ 52.247-29 F.o.b. Origin</li> <li>○ 52.247-30 F.o.b. Origin, Contractor's Facility</li> <li>○ 52.247-31 F.o.b. Origin, Freight Allowed</li> <li>○ 52.247-32 F.o.b. Origin, Freight Prepaid</li> <li>○ 52.247-33 F.o.b. Origin, With Differentials</li> <li>○ 52.247-34 F.o.b. Destination</li> <li>○ 52.247-35 F.o.b. Destination, Within Consignee's Premises</li> <li>○ 52.247-36 F.a.s. Vessel, Port of Shipment</li> <li>○ 52.247-37 F.o.b. Vessel, Port of Shipment</li> <li>○ 52.247-38 F.o.b. Inland Carrier, Point of Exportation</li> <li>○ 52.247-39 F.o.b. Inland Point, Country of Importation</li> <li>○ 52.247-48 F.o.b. Destination—Evidence of Shipment</li> <li>○ 52.247-53 Freight Classification Description</li> <li>○ 52.247-54 remains reserved</li> <li>○ 52.247-56 Transit Arrangements</li> <li>○ 52.247-58 Loading, Blocking, and Bracing of Freight Car Shipments</li> <li>○ 52.247-63 Preference for U.S.-Flag Air Carriers</li> <li>○ 52.247-67 Submission of Transportation Documents for Audit</li> <li>○ 52.247-68 Report of Shipment (REPSHIP)</li> <li>○ 52.247-69 Reporting Requirement for U.S.-Flag Air Carriers Regarding Training to Prevent Human Trafficking</li> </ul> |
| Moved / Updated | <ul style="list-style-type: none"> <li>● Section 47.102, “<b>Transportation Insurance</b>”, is deleted and marked reserved. Content is expected to be moved to the FAR Companion.</li> <li>● Section 47.103-1, addressing “<b>Transportation Payment and Audit Regulation</b>”, is updated from five paragraphs that detailed where and how to send paid freight bills to the General Services Administration (GSA) for audit, to a single sentence that states the statutory requirement for a prepayment audit program and directs users to 41 CFR part 102-118 for details.</li> <li>● Section 47.105, “<b>Transportation Assistance</b>”, is deleted and marked reserved. Content is expected to be moved to the FAR Companion.</li> <li>● 47.301-2, “<b>Participation of Transportation Officers</b>”, is deleted and marked reserved. Content is expected to be moved to the FAR Companion.</li> </ul>  |

| Change         | Description  |
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|                | <ul style="list-style-type: none"> <li>• In subsections 47.303-1 through 47.303-11, paragraph (b) of each subsection, titled “<b>Contractor Responsibilities</b>”, is moved to the corresponding contract clause.</li> <li>• The following <b>clauses are updated</b>. Updates are primarily for clarity and cross-referencing corrections. <ul style="list-style-type: none"> <li>◦ 52.247-52 Clearance and Documentation Requirements—Shipments to DOD Air or Water Terminal Transshipment Points</li> <li>◦ 52.247-64 Preference for Privately Owned U.S.-Flag Commercial Vessels</li> </ul> </li> </ul>  |
| <b>Removed</b> | <ul style="list-style-type: none"> <li>• The following sections were deleted because the content was duplicative of general service contracting principles already established in other parts of the FAR or other regulations: <ul style="list-style-type: none"> <li>◦ 47.202, “<b>Presolicitation Planning</b>”</li> <li>◦ 47.205, “<b>Availability of Term Contracts and Basic Ordering Agreements for Transportation or for Transportation-related Services</b>”</li> <li>◦ 47.206, “<b>Preparation of Solicitations and Contracts</b>”</li> <li>◦ 47.207-2, “<b>Duration of Contract and Time of Performance</b>”</li> <li>◦ 47.207-10, “<b>Discrepancies Incident to Shipments</b>”</li> </ul> </li> <li>• Subsections 47.303-12 through 47.303-17 are deleted as they are unnecessary. The subsections defined the following terms: <ul style="list-style-type: none"> <li>◦ Ex dock, pier, or warehouse, port of importation</li> <li>◦ C.&amp; f. destination</li> <li>◦ C.i.f. destination</li> <li>◦ F.o.b. designated air carrier's terminal, point of exportation</li> <li>◦ F.o.b. designated air carrier's terminal, point of importation</li> <li>◦ Contractor-prepaid commercial bills of lading, small package shipments</li> </ul> </li> <li>• The following <b>provisions and clauses are removed</b> as they are not required by statute or essential to sound procurement: <ul style="list-style-type: none"> <li>◦ 52.247-3 Capability To Perform a Contract for the Relocation of a Federal Office</li> <li>◦ 52.247-4 Inspection of Shipping and Receiving Facilities</li> <li>◦ 52.247-6 Financial Statement</li> <li>◦ 52.247-7 Freight Excluded</li> <li>◦ 52.247-9 Agreed Weight—General Freight</li> <li>◦ 52.247-12 Supervision, Labor, or Materials</li> <li>◦ 52.247-14 Contractor Responsibility for Receipt of Shipment</li> <li>◦ 52.247-16 Contractor Responsibility for Returning Undelivered Freight</li> <li>◦ 52.247-20 Estimated Quantities or Weights for Evaluation of Offers</li> <li>◦ 52.247-24 Advance Notification by the Government</li> </ul> </li> </ul> |

| Change | Description   |
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|        | <ul style="list-style-type: none"> <li>○ 52.247-25 Government-Furnished Equipment With or Without Operators</li> <li>○ 52.247-26 Government Direction and Marking</li> <li>○ 52.247-27 Contract Not Affected by Oral Agreement</li> <li>○ 52.247-28 Contractor's Invoices</li> <li>○ 52.247-40 Ex Dock, Pier, or Warehouse, Port of Importation</li> <li>○ 52.247-41 C.&amp; f. Destination</li> <li>○ 52.247-42 C.i.f. Destination</li> <li>○ 52.247-43 F.o.b. Designated Air Carrier's Terminal, Point of Exportation</li> <li>○ 52.247-44 F.o.b. Designated Air Carrier's Terminal, Point of Importation</li> <li>○ 52.247-45 F.o.b. Origin and/or F.o.b. D estimation Evaluation</li> <li>○ 52.247-46 Shipping Point(s) Used in Evaluation o f F.o.b. Origin Offers</li> <li>○ 2.247-47 Evaluation—F.o.b. Origin</li> <li>○ 52.247-49 Destination Unknown</li> <li>○ 52.247-50 No Evaluation of Transportation C osts</li> <li>○ 52.247-51 Evaluation of Export Offers</li> <li>○ 52.247-55 F.o.b. Point for Delivery of Government-Furnished Property</li> <li>○ 52.247-57 Transportation Transit Privilege Credits</li> <li>○ 52.247-59 F.o.b. Origin—Carload and Truckload Shipments</li> <li>○ 2.247-60 Guaranteed Shipping Characteristics</li> <li>○ 52.247-61 F.o.b. Origin—Minimum Size of Shipments</li> <li>○ 52.247-62 Specific Quantities Unknown</li> <li>○ 52.247-65 F.o.b. Origin, Prepaid Freight—Small Package Shipments</li> <li>○ <u>52.247-66 Returnable Cylinders</u></li> </ul> |

This table is not an exhaustive list.

## Determination

In accordance with RFO 1.304 *Class deviations* and Department of Energy Acquisition Regulation (DEAR) 901.404 *Class deviations*, to fully comply with the requirement of E.O. 14275 and the revised FAR Parts 47 and 52, it is hereby determined that a class deviation is appropriate pursuant to OMB memorandum M-25-26 (Attachment 1) and the FAR Council memorandum (Attachment 2) issued on May 2, 2025, using the RFO model deviation text for Part 47 and applicable sections of Part 52 (Attachment 3). Specifically, DOE/NNSA will use the RFO model deviation text for Part 47 in lieu of 48 Code of Federal Regulations (CFR) Part 47, and the RFO model deviation text for the applicable sections of Part 52 in lieu of the applicable sections of 48 CFR 52. Once approved, the Department will share the deviation widely among its workforce to ensure full awareness of and compliance with the revisions to the affected

regulations. This class deviation is effective on the date of issuance and will remain effective until cancelled or incorporated into the FAR.

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Attachments:

OMB Memorandum M-25-26, *Overhauling the Federal Acquisition Regulation*  
FAR Council Memorandum, *Deviation Guidance to Support the Overhaul of the Federal  
Acquisition Regulation*  
RFO Parts 47 and 52 Model Deviation Text