FDTPI GENERAL OVERVIEW

Q1: What is FDTPI?

FDTPI implemented transportation and packaging concepts approved by DLA leadership to change the DLA business model through which supplies are packaged and transported through its targeted supply chains resulting in reduced acquisition costs.

FDTPI consists of two parallel initiatives:

* First Destination Transportation (FDT) changes vendor provided transportation to DLA managed transportation for new procurement
* First Destination Packaging (FDP) changes DLA’s packaging standard from military packaging to commercial packaging standards on eligible procurements.

FDTPI was implemented in two phases:

* + First Destination Packaging in March 2013
  + First Destination Transportation in October 2013

Q2: Where can I find more information about FDTPI?

Public:

[www.dla.mil/LandandMaritime/Business/Selling/DLALandandMaritimeProcurementInitiatives/FDTPI.aspx](http://www.dla.mil/LandandMaritime/Business/Selling/DLALandandMaritimeProcurementInitiatives/FDTPI.aspx)

Internal (.mil, only): <https://hqc.dla.mil/fdtpi>

Q3: Who do I contact if I have questions about FDTPI?

Email: [fdtpi@dla.mil](mailto:fdtpi@dla.mil)

FIRST DESTINATION PACKAGING (FDP)

Q1: What is FDP?

DLA purchases material, identifying specific packaging requirements dependent on the end user or

customer conditions. DLA previously purchased material with little to no visibility of additional

packaging costs. Many stock items were purchased in packaging that conformed to military

standards instead of more cost-effective commercial packaging. FDP permits eligible items to be

shipped in packaging that conforms to ASTM-D3951 commercial standard. This provides DLA

suppliers more flexibility and limits the need to repackage commercially packaged items prior to

shipping to DLA and therefore lowering overall material costs.

Q2: What indicates that a solicitation for material is commercial packaging acceptable?

Look for contract clauses that specifically call for Commercial Packaging ASTM-D3951.

Q3: Do suppliers still have to mark material in compliance with MIL-STD 129R?

Yes, FDP does not change marking requirements.

Q4: Where can I go to learn more about FDP?

www.dla.mil/LandandMaritime/Offers/Services/TechnicalSupport/Logistics/Packaging/PackWhatsNew.aspx

Q5: Who can I contact if I have questions specifically relating to FDP?

**DLA Land and Maritime** (614) 692-1653 Email: [DSCC.packaging@dla.mil](mailto:DSCC.packaging@dla.mil)

First Destination Transportation (FDT)

Q1: What is FDT?

FDT changes DLA purchases from FOB Destination terms which require suppliers to manage

and pay for transportation, to FOB Origin terms with transportation management and the

associated costs billed to DLA. Inspection and Acceptance can be at Origin or Destination.

DLA leverages its economies of scale to obtain financially favorable transportation contracts.

The expected outcome is material cost savings as suppliers unbundle transportation and the

associated administrative expenses of transportation from the actual material costs.

Q2: How are savings attained?

Savings are achieved by leveraging DLA’s buying power to obtain lower freight rates than can

be obtained by many of our suppliers. Additionally, DLA gains visibility and control of its

inbound freight.

Q3: How will savings be determined?

Early FDT processes focused on establishing a transportation cost baseline. In FY16 and beyond,

automating, managing, and refining the processes will further reduce costs.

Q4: What are the benefits of the program?

The program is designed to reduce DLA’s overall cost for transporting newly procured

material into DLA’s depots or to DLA’s end user customers. Small businesses should find it

easier to do business with DLA.

Q5: Why is DLA willing to pay shipping costs?

DLA understands that it has always paid shipping costs bundled into the price of the material.

By managing the transportation and associated freight cost, DLA can utilize government

negotiated transportation contracts which contain rates that reflect the tremendous volume and

economies of scale that government buying permits.

Q6: Is there any impact on second destination shipping processes?

No. Second destination billing and shipping processes remain the same at present.

Q7: FDT uses Free-On-Board (FOB) Origin terms. Does the inspection point change as a result of

FDT?

Items should not be inspected at source solely because of participation in the FDT program. If there

is a technical or procurement reason for source inspection, the item should continue to be source

inspected. Details of whether or not inspection is performed at origin or destination are specified

in each contract.

Q8: Who do I contact if I have questions specifically relating to FDT?

Email: [fdt@dla.mil](mailto:fdt@dla.mil)

Q9: How do I notify DLA that a FDT shipment is ready to be transported?

Vendor Shipment Module (VSM) is a web based system that is accessed in order to submit FDT

shipment information. You must register in advance. Registration is CAGE Code specific.

Q10: How does a supplier register for access to VSM?

Register at <https://vsm.distribution.dla.mil>. Register by Cage. Each ship from address must

be registered. The VSM website address is published in the contractor/supplier training, FAQ’s

and DIBBS.

Q11: What VSM training is being provided?

The VSM website, <https://vsm.distribution.dla.mil>, contains a User Guide. You can also phone or

Email the VSM Help Desk. The Help Desk is available Mon-Fri from 0600-1700 Eastern

Standard Time.

Q12: How can I contact the VSM Help Desk?

The phone number for the Help Desk is (800) 456-5507. The email address is [delivery@dla.mil](mailto:delivery@dla.mil).

For DCMA administered contracts, phone 314 331-5573 or email [vsm.shipments@dcma.mil](mailto:vsm.shipments@dcma.mil).

Q13: For those items that qualify, FDT terms and conditions are mandatory for inclusion in

solicitations. Must suppliers be registered in VSM in order to be considered for a potential

award?

VSM registration is not a requirement in order to be eligible to submit a quote for a DLA

solicitation. VSM is the only means of notifying DLA that an FDT shipment is ready for

transport, therefore, registration in VSM is mandatory for FDT contract completion. In those

instances, failure to utilize VSM for FDT awards could be defined as a failure to conform to

the terms of the award.

Q14: Who should be contacted for Proof of Delivery if the material is lost?

DLA Distribution handles any disputes with the carrier over lost, short or damaged material.

Suppliers should alert the Post Award Contract Administrator if a lost shipment is suspected.

Q15: How does FDT impact Radio Frequency (RF) Identification?

There are no RFID impacts as a result of FDT. Requirements for RFID remain unchanged.

Q 16: Does DLA send notification from Delivery Standard System (DSS) upon receipt to the Inventory

Control Points (ICPs)?

When material is receipted and accepted in DSS, DSS will send a DLMS 861 transaction. This is

the method used to show that the material was receipted (and eventually leads to the supplier

being paid). Each DLMS 861 is tied to an incoming DLMS 856 (Advance Shipment Notification

or ASN) from Wide Area Workflow (iRAPT) to DSS.

Supplier

Q1: What NIINs are included in the FDT program?

The DLA Supply Chains that are participating in FDT are Aviation, Land, Maritime, Industrial

Hardware, and Construction and Equipment. Generally, the NIINs are Class IV (construction and

barrier materials), some Class VII (major end items), and Class IX (repair parts). There are

limited exceptions for material that may have specific transportation requirements (such as

AA&E, classified, or oversize/overweight escort required, etc.).

Q2: Is there a simplified claims process so that lost shipments are reimbursed by the carrier to the

Supply chain so suppliers don’t have to worry about those costs off setting savings?

Yes. Carrier claims are executed and managed by DLA Distribution.

Q3: How does the supplier gain access to the Vendor Shipment Module?

Suppliers gain access to VSM through registration on the VSM website,

<https://vsm.distribution.dla.mil>. Registration is by CAGE Code. A Help Desk is available Mon-Fri

0600-1700 Eastern. The telephone number is (800) 456-5507. For DCMA administered contracts,

suppliers should contact the DCMAVSM Help Desk by calling 314 331-5573 Mon-Fri 0700-15:30

Central time.

Q4: How can I obtain Proof of Delivery (POD) if my shipment is lost?

VSM provides a Bill of Lading (BOL) or Small Parcel Shipping Label at the time of order entry.

Either document contains the tracking number necessary to obtain a carrier’s POD.

Q5: Who would one contact for Proof of Shipment or Proof of Delivery if the material is lost?

Suppliers have access to carrier POD through the tracking number for small parcel shipments,

the Pro number attached to the Bill of Lading for LTL shipments, or the trailer number and

carrier name for TL shipments.

Q6: What constitutes a contractor’s date of meeting the Contracted Delivery Date (CDD)….when the

Label is requested or when actually delivered?

A supplier’s contract delivery performance is based on material receipt in usable condition at the

customer’s address (DVD/CD) or the depot (stock/DVD) by the Contract Due/Delivery Date

(CDD). Suppliers are given credit for on time delivery if their VSM entry was prior to the CDD,

provided the material is received and in usable condition.

Q7: Both WAWF, also known as iRAPT, and VSM will produce a DD250 form which is required as

part of the paperwork that moves with the shipment and is reviewed by the receiving depot. This is

confusing since it is the WAWF DD250 that must be present in order for the supplier to be paid?

What should be done to eliminate the confusion?

WAWF or iRAPT is a Finance program. VSM is a Distribution program. The DD250 is critical to

the Finance application and should be completed in WAWF. If the DD250 is required to travel

with the shipment, either form may be used and attached to the bill of lading and packing list that

will accompany the shipment.

Q8: What if my contract is DCMA administered?

DCMA administered contracts have access to VSM through DCMA. There is a separate Help

Desk which is accessed at [vsm.shipments@dcma.mil](mailto:vsm.shipments@dcma.mil) or by calling (314) 331-5573. Availability is

Mon-Fri 0700-15:30 Central.

Q9: For those items that qualify, FDT terms and conditions would be mandatory for inclusion in

solicitations. Must suppliers be registered in VSM in order to be considered for potential award?

VSM is not a requirement for eligibility for submitting quotes on DLA solicitations, however,

awards are automatically transmitted to VSM by CAGE Code at the time of award. If a supplier’s

CAGE is not registered in VSM prior to Award; the award information must be manually

retrieved thus causing delays for the supplier when attempting to process for DLA transportation.

Q10: If FDT is in the solicitation, is any offeror who is not registered in VSM ineligible for award (vs

allowing the Contracting Officer (KO) to evaluate a VSM offer against a non-VSM offer)?

VSM registration is not a requirement in order to be eligible to submit a quote on a DLA solicitation

and will not be evaluated during the pre-award phase. If a supplier who is not registered in VSM

wins an FDT contract, the supplier will be required to register in VSM to ship their material in

conformance with the terms of the award. If the supplier fails or refuses to register in VSM, the

matter would be handled by a post-award administrator as a failure to conform to the terms of the

award.

Q11: What is the phone number of the VSM Help Desk?

1-800-456-5507 For DCMA administered contracts: (314) 331-5573

Q12: What is the email address for the VSM Help Desk?

[delivery@dla.mil](mailto:delivery@dla.mil) For DCMA administered contracts: [vsm.shipments@dcma.mil](mailto:vsm.shipments@dcma.mil)

Q13: How does a contractor sign up to use VSM?

Suppliers register by CAGE Code. Go to <https://vsm.distribution.dla.mil> Training is available

online and VSM staff can answer questions at 1-800- 456-5507 or by email at [delivery@dla.mil](mailto:delivery@dla.mil).

Q14: Will OCONUS suppliers be able to provide material to DLA under the FDT program?

OCONUS suppliers are required to quote delivery to a CONUS location for pickup if the

acquisition is part of the FDT program. If an OCONUS supplier receives an award for an

OCONUS requirement, the supplier should contact the transportation officer for shipping

instructions. The Transportation Office can be reached by email at: [delivery@dla.mil](mailto:delivery@dla.mil) or

by phone at 800 456-5507.

Q15: Are International suppliers able to access and sign up for VSM?

No. In order for an International supplier to quote and deliver on an FDT eligible solicitation, a

CONUS Cage is required. OCONUS offerors must quote an FOB origin point within the

continental United States for all FDT solicitations. OCONUS offerors must quote all costs

necessary to permit a carrier to pick up the freight within CONUS, to include customs and

import/export paperwork and payment of any tariffs or duties.

Q16: Is there an expectation that a packaging company will consolidate shipments from multiple

suppliers?

When possible, yes. The shipments all have to be routing to the same destination and also have

the same priority codes. The packaging company or supplier should contact VSM staff for

guidance. Visibility of contracts in VSM is limited to the CAGEs that the contracts are assigned

to. Existing VSM processes ensure the minimum number of trucks will be sent to a pickup

location on a daily basis. If the packaging company were to submit shipping requests for different

orders for pickup at the same time, it is possible that the same carrier would pick up all of the

shipments. The packaging company may not package or palletize multiple shipments together.

Each order must be entered into VSM and processed separately from others which are available to

ship at the same time.

Q17: Under Time Definite Delivery (TDD) standards (customer direct), if the supplier submits

“ready for pickup” within the contract requirement of one (1) day, but the VSM assigned carrier

doesn’t pick up for two (2) days, will supplier be considered compliant given the pickup is

not in their control?

A supplier’s contract delivery performance is based on material arriving to the customer

(DVD/CD) or the depot (stock/DD) by the Contract Due/Delivery Date (CDD). If a supplier

fails to meet this date, a post award administrator can consider whether the failure is due to

delay on the part of DLA. In this case, the post award administrator can email

[delivery@dla.mil](mailto:delivery@dla.mil) to determine when the supplier submitted the pickup request, then make a

determination as to whether the request was submitted within a reasonable time period to permit

the pickup to occur and delivery to be accomplished by the CDD.

Q18: When should I expect a truck pickup for shipments weighing 150 lbs. or more?

* **After you have entered your shipment information into VSM, use the following schedule:**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| If VSM Entry made by Noon Eastern on: |  |  |  |  |  |  |
|  | Tuesday | Wednesday | Thursday | Friday | Monday | Tuesday |
| Monday | Documents available in VSM by 3:00 p.m. ET | Shipment pickup by carrier prior to COB |  |  |  |  |
| Tuesday |  | Documents available in VSM by 3:00 p.m. ET | Shipment pickup by carrier prior to COB |  |  |  |
| Wednesday |  |  | Documents available in VSM by 3:00 p.m. ET | Shipment pickup by carrier prior to COB |  |  |
| Thursday |  |  |  | Documents available in VSM by 3:00 p.m. ET | Shipment pickup by carrier prior to COB |  |
| Friday |  |  |  |  | Documents available in VSM by 3:00 p.m. ET | Shipment pickup by carrier prior to COB |

Holidays: Advance one (1) business day.

New Year’s Day MLK Birthday Presidents Day Memorial Day 4th of July

Labor Day Columbus Day Veterans Day Thanksgiving Day Christmas Eve

Christmas Day New Year’s Eve

Q 19: What materials are not included in the FDT program?

Hazardous Materials are not part of the FDT program. Also not included are OCONUS

origin addresses, FMS, and shipments to APO/FPO addresses.

Q 20: How does VSM coordinate with the WAWF (iRAPT) system we are currently using to notify

DLA that contracts have been shipped?

Wide Area Workflow (now called iRAPT), is a Finance Department system. That system is tied

to Distribution in so much as the appropriate warehouse receives shipment information and feeds

back to WAWF (iRAPT) receipt information that enables our suppliers to receive payment.

Vendor Shipment Module (VSM) is a Distribution/Transportation system. Contract awards

appear in VSM by CAGE Code. Contracts may have FOB Origin or FOB Destination terms.

Suppliers can access their own contract awards in VSM in order to print the Mil Std129 label,

bills of Lading, Packing lists, DD250 forms, container and packaging labels and small parcel

labels, as appropriate for the type of shipment. If a contract has FOB Origin terms and First

destination Transportation (FDT) terms are called out in the contract, VSM will offer a small

parcel label for shipments less than 150 lbs. or will schedule pick up by LTL or TL carrier if

more than 150 lbs.

WAWF and VSM are both necessary in order to do business with DLA.

Q 21: How do I know if my solicitation or award is eligible for FDT?

Look for reference to First Destination Transportation (FDT) and also reference to clauses,

52.247-9059 F.O.B. Origin, Government Arranged Transportation and 52.247-9058, Shipments

Originating outside the contiguous United States (OCONUS).