

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

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

Email: 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

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

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. For DCMA administered contracts, phone 314 331-5573 or email dcma.stlouis-mo.central-rc.mbx.vsm-shipments-transportation@mail.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. If RFID is a requirement, it will be addressed in the terms of the contract.

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 dcma.stlouis-mo.central-rc.mbx.vsm-shipments-transportation@mail.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 For DCMA administered contracts:
dcma.stlouis-mo.central-rc.mbx.vsm-shipments-transportation@mail.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.

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 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 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:**

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| If VSM Entry made by 10 a.m. 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
Labor Day

MLK Birthday
Columbus Day

Presidents Day
Veterans Day

Memorial Day
Thanksgiving Day

4th of July
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).