



DEFENSE LOGISTICS AGENCY

AMERICA'S COMBAT LOGISTICS SUPPORT AGENCY

Defense Logistics Agency First Destination Transportation & Packaging Initiative (FDTPI)

This Frequently Asked Questions (FAQs) document is intended to provide you helpful information regarding the FDTPI. Periodically, new ones will be added and others updated.

Last Updated: December 20, 2013.

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[GENERAL](#)

Q1: What is FDTPI?

- The FDTPI project entails the implementation of the transportation and packaging concepts approved by DLA leadership that will change the DLA business model in the manner in which supplies are transported through its targeted supply chains resulting in reduced acquisition costs.
- FDTPI consists of two parallel initiatives:
 - [First Destination Transportation \(FDT\)](#) is a shift in how DLA manages new procurement freight from vendor provided transportation to DLA-provided transportation.

- [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 mid-March 2013
 - First Destination Transportation in early-October 2013

Q2: Where can I find more information on FDTPI?

- Public: <http://www.dla.mil/fdtpi>
- Internal (.mil only): <https://hqc.dla.mil/fdtpi>

Q3: Who do I contact if I have questions relating to FDTPI?

- Email: fdtpi@dlamail.mil

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[FDP \(FIRST DESTINATION PACKAGING\)](#)

Q1: What is FDP?

- FDP is a change to the way DLA does business. Currently, DLA purchases material and packaging together, often with little visibility of each cost. Many stock items are purchased in packaging that conforms to military standards instead of commercial packaging. FDP permits eligible items to be shipped in packaging that conforms to the ASTM-D3951 commercial standard. This will provide vendors more flexibility and limit the need to repackage commercially packaged items, and therefore lower packaging costs.

Q2: Which DLA jobs are directly impacted by FDP?

- Acquisition Specialists (pre and post award), Packaging Specialists, Distribution (Receiving, Packaging, Warehouse) and Finance personnel are likely to be those most impacted.

Q3: Will FDP affect existing solicitations and change the packaging requirement that prints on the award to commercial when MIL-STD was on the solicitation?

- FDP affects new procurements issued after March 15, 2013. Buyers and administrators are not required to amend or modify existing solicitations or awards. FDP implementation will not change the packaging requirement on existing solicitations.

Q4: Are we going to mandate that vendors remove military packaging costs from their prices?

- Yes, a fundamental premise of the program is that vendors will be asked to quote material minus the cost of military packaging.

Q5: Do vendors still have to mark material in compliance with MIL-STD 129P?

- Yes, FDP does not change marking requirements.

Q6: Who do I contact if I have questions specifically relating to FDP?

- Email: fdp@dla.mil

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FDT (FIRST DESTINATION TRANSPORTATION)

Q1: What is FDT?

- FDT is a change to the way DLA does business with transportation. Currently, DLA purchases material with the cost of transportation bundled into the purchase price, allowing little to no visibility of each cost. For FOB Destination (or FOB Origin with freight purchased by DLA suppliers) contracts, DLA relies on its supplier base to contract for transportation. This results in inefficiencies in DLA's supply chain, including financial ones since many of DLA's suppliers have limited transportation buying power. FDT changes DLA's transportation terms to FOB Origin government provided transportation allowing DLA to leverage its inherent economies of scale in reducing transportation 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 most of our suppliers. Additionally, once DLA has visibility over its inbound freight, it can consolidate loads and bring fewer, fuller trucks into its customer and depot locations.

Q3: How will savings be determined?

- FDT is one of DLA's Big Idea Levers for savings, and will be included in the savings calculations with the other Big Ideas. Historical inbound transportation cost data is not currently readily available for detailed analysis. During the first year, the program focus will be on establishing a First Destination transportation cost baseline which will form the basis of future cost savings calculations.

Q4: What are the benefits of the program?

- The program is designed to reduce DLA's cost for transporting newly procured material into DLA's depots or to DLA's customers. Additional benefits include gaining visibility of

transportation costs, adoption of commercial practices and making it easier for many small businesses to conduct business with the government.

Q5: Why is DLA going to pay shipping costs now when it did not before?

- DLA has always paid shipping costs. Previously, shipping costs were rolled into DLA's material costs and were not easily visible as a component cost of DLA's business. FDT separates out the cost of material from shipping, and permits DLA to ship material using government freight rates, which are superior to the rates that can be obtained by many of DLA's suppliers.

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

- No, second destination billing and shipping processes are not impacted.

Q7: FDT uses Free-On-Board (FOB) Origin terms. Will inspection points change?

- No. FDT will not impact inspection points. There is a Federal Acquisition Regulation (FAR) deviation in place which will permit FOB Origin with inspection and acceptance at destination for items participating in the program, if there is no other reason for origin (source) inspection. See FAR Deviation 2013-06 (also refer to DLA PROCLTR 2013-60). If there is a technical or procurement reason for source inspection, the item should continue to be source inspected. Items should not be inspected at source solely because of participation in this program.

Q8: Are we going to mandate that suppliers remove transportation from their cost?

- Yes, a fundamental premise of the program is that suppliers will be asked to quote material minus the transportation costs.

Q9: Which DLA jobs are directly impacted by FDT?

- Acquisition Specialists (pre and post award), Transportation Specialists, and Finance personnel are likely to be those most impacted.

Q10: Will DLA employees have access to VSM for research purposes?

- The only DLA employees with VSM access will be DLA Distribution.

Q11: Who do I contact if I have questions specifically relating to FDT?

- Email: fdt@dla.mil

Q12: How does the contractor/supplier sign up or get access to VSM?

- The supplier gains access to VSM through registration. Register at <https://vsm.distribution.dla.mil> by Cage Code. Each Cage Code must be registered separately. This website is published in the contractor/supplier training, FAQs and DIBBS.

Q13: What is the phone number of the VSM Help Desk?

- 1-800-456-5507. Available from 0600-1730 Eastern Time, Monday – Friday.

Q14: What is the email address for the VSM Help Desk?

- The email address is Delivery@dla.mil.

Q15: What VSM training is being provided?

- Although registration into VSM is straight forward, a Help Desk is available Mon-Fri from 0600 to 1730 to answer questions or assist in the VSM registration process.

Q16: Who would you contact for Proof of Shipment or Proof of Delivery if the material is lost?

- DLA Distribution will handle any disputes with the carrier over lost or damaged material.

Q17: How does this impact the Radio Frequency (RF) Identification initiative? Does it impact RFID?

- There are no RFID impacts under FDT. All requirements remain unchanged.

Q18: Does DLA currently send anything from Distribution Standard System (DSS) (856 or 858 transaction) upon materiel receipt to the Inventory Control Points (ICP's)?

- When materiel is receipted (and accepted) in DSS, DSS will send a DLMS 861 transaction. This is what is used to show that the materiel was receipted (and will eventually lead to the supplier being paid). Each 861 is tied to an incoming DLMS 856 (advanced shipment notice) from WAWF to DSS.

Q19: Will this initiative apply only to new contracts or will existing contracts be modified to include this requirement?

- FDT applies only to new contracts after the "Go-Live" date of Oct 28th. In isolated cases, Long Term Contracts will be examined for savings potential and when warranted, modifications may be requested. That is down the road. No time frame.

Q20: For those items that qualify, FTDPPI terms and conditions would be mandatory for inclusion in solicitations. As a result, are we saying that in order to be considered for potential award, suppliers must participate/register in VSM (i.e., NOT optional).

- VSM registration is not, currently, 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 a FDT contract, they will be required to register in VSM to ship their material in conformance with the terms of their award. If they fail or refuse to do this, the matter would be handled by post-award administrators as a failure to conform to the terms of the award.

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SUPPLIER

Q1: Will there be a simplified claims process so that lost shipments are reimbursed by the carrier to the supply chain so we don't have to worry about those costs off-setting savings?

- Yes, the claims process already exists. Carrier claims are executed and managed by DLA Distribution.

Q2: Is DLA going to mandate that suppliers remove transportation from their cost?

- Yes, a fundamental premise of the program is that suppliers will be asked to quote material minus the transportation costs.

Q3: Is DLA going to mandate that suppliers remove military packaging costs from their prices?

- Yes, a fundamental premise of the program is that suppliers will be asked to quote material minus the cost of military packaging.

Q4: How does the contractor/supplier gain access to the Vendor Shipment Module (VSM)?

- The supplier gains access to VSM through registration on its website, <https://vsm.distribution.dla.mil/net>. Registration is by CAGE Code. A Help Desk is available Mon-Fri, 0600 to 1730, Eastern, at 1-800-456-5507.

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

- Suppliers will have access to carrier POD through the tracking number provided on the bill of lading signed by the driver at the time of pick-up.

Q6: What constitutes a contractor's date of meeting their Contracted Delivery Date (CDD)...when they request their label or when it actually is received?

- 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). Suppliers

must plan for a reasonable time period to submit a pick-up request in accordance with DLAD Clause 52.247-9058 and for delivery to be made by the CDD.

Q7: Both WAWF 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? If so, what should be done to eliminate the confusion?

- WAWF 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: For those items that qualify, FTDPI terms and conditions would be mandatory for inclusion in solicitations. As a result, are we saying that in order to be considered for potential award, suppliers must participate/register in VSM (i.e., NOT optional).

- VSM registration is not, currently, 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 a FDT contract, they will be required to register in VSM to ship their material in conformance with the terms of their award. If they fail or refuse to do this, the matter would be handled by post-award administrators as a failure to conform to the terms of the award.

Q9: If FTDPI 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, currently, 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 a FDT contract, they will be required to register in VSM to ship their material in conformance with the terms of their award. If they fail or refuse to do this, the matter would be handled by post-award administrators as a failure to conform to the terms of the award.

Q10: What is the phone number of the VSM Help Desk?

- 1-800-456-5507.

Q11: What is the email address for the VSM Help Desk?

- Delivery@dla.mil

Q12: How does a contractor sign up to use VSM?

- Suppliers will need to register to use VSM. Go to <https://vsm.distribution.dla.mil>. Training is available online and VSM staff can answer questions as well (email delivery@dlamail or call 1-800-456-5507).

Q13: Will OCONUS suppliers be able to provide material to DLA under the FDT Initiative?

- Generally, OCONUS suppliers will need to quote delivery to a CONUS location for pick-up if the acquisition is part of the FDT program. If an OCONUS supplier receives an award for an OCONUS requirement, they should contact the transportation officer for shipping instructions.

Q14: We have been informed that as an international supplier we will not yet have access to VSM. We have heard that the DLA would like to make all contracts FOB Origin, and therefore are encouraging suppliers to log onto VSM. This is giving us some concerns. We would be very interested in your feedback.

- Yes. OCONUS offerors must quote an FOB Origin point within the continental United States for all First Destination Transportation acquisitions. OCONUS offerors must quote all costs necessary to permit a carrier to pick up their freight within CONUS, to include customs and import paperwork and payment of any tariffs or duties. Currently, OCONUS CAGE codes are unable to register in VSM without assistance from VSM personnel at DLA Distribution. Please email delivery@dlamail if you are an OCONUS supplier needing assistance registering in VSM. If an OCONUS supplier receives an award for an OCONUS requirement that has inspection and acceptance at origin, they should contact the DCMA transportation officer for shipping instructions. If an OCONUS supplier receives an award for an OCONUS requirement that has inspection and acceptance at destination, they should contact the DLA transportation officer for shipping instructions.

Q15: Regarding consolidation of shipments, we service many vendor shipments at one time and will consolidate them accordingly as required. When the new FOB Origin contracts start coming through and a packaging company needs to go through VSM to obtain shipping instructions/carriers, will there be an expectation that a packager will consolidate material destined for the same depot onto one request?

- Where possible, yes. Supplier should contact VSM staff for guidance on how to best accomplish this. Visibility of contracts in VSM is limited to the CAGEs that the contracts are assigned to. Existing VSM processes currently ensure the minimum number of trucks will be sent to a pick-up location on a daily basis. If the packaging house were to submit shipping requests for different orders for pickup at the same time, the same carrier could pick-up all those shipments.

Q16: We pack for numerous contractors and several may have material destined for New Cumberland here at the same time. I would think that DLA would like consolidation, but I'm not sure if that is anywhere in writing.

- Existing VSM processes currently ensure the minimum number of trucks will be sent to a pick-up location on a daily basis. If the packaging house were to submit shipping requests for different orders for pickup at the same time, the same carrier could pick-up all those shipments. However, the packaging house may not package or palletize multiple shipments together; each must still be entered into VSM and processed separately.

Q17 When should I expect a truck pickup for shipments weighing 150 lbs or more?

- After you have entered your shipment in VSM, use the following schedule:

If VSM entry made by noon ET on:						
	Tuesday	Wednesday	Thursday	Friday	Monday	Tuesday
Monday	Documents available in VSM by 3:00 pm ET	Shipment pickup by contractor COB				
Tuesday		Documents available in VSM by 3:00 pm ET	Shipment pickup by contractor COB			
Wednesday			Documents available in VSM by 3:00 pm ET	Shipment pickup by contractor COB		
Thursday				Documents available in VSM by 3:00 pm ET	Shipment pickup by contractor COB	
Friday					Documents available in VSM by 3:00 pm ET	Shipment pickup by contractor 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 Christmas Eve Christmas Day
 New Year's Eve

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PRE-AWARD ACQUISITION

Q1: When will the new FDT procedures apply to procurement actions (PRs, solicitations, etc.)?

- PRs and Solicitations started having FDT incorporated language on Oct 28, 2013.

Q2: For those items that qualify, FDT terms and conditions would be mandatory for inclusion in solicitations. In order to be considered for potential award, must suppliers participate/register in VSM?

- VSM registration is not, currently, 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 a FDT contract, they will be required to register in VSM to ship their material in conformance with the terms of their award. If they fail or refuse to do this, the matter would be handled by post-award administrators as a failure to conform to the terms of the award.

Q3: What NIINs and procurements are in and what is out of this program? How do I tell?

- One time buys are in. All DLA-managed NIINs for any procurements except for those that are for FMS or APO/FPO locations. Existing Long Term Contracts (LTC) will be converted on a case by case basis. New LTC CLINs can be issued using FDT terms whenever the material is DLA-managed and not FMS or APO/FPO locations. The DLA supply chains that are participating in FDT are Aviation, Industrial Hardware, Construction and Equipment, Land and Maritime. Generally, these are Class IV (construction and barrier materials), some Class VII (Major End Items) and Class IX (repair parts), and most material in the targeted supply chains is eligible. There are limited exceptions for material that may have specific transportation requirements (such as AA&E, classified, or escort required etc.).

Q4: Under FDT, am I evaluating transportation costs at all? Is there any evaluation factor that I can apply if I have a supplier right next door to the destination location and another supplier several states away?

- No, DLA's acquisition specialists are not evaluating or comparing the transportation costs between offerors. Transportation costs have already been evaluated during the award of government transportation contracts. Acquisition specialists will ensure that suppliers are not including transportation costs in their offered prices. This is an opportunity for future program improvement as more DLA transportation cost data becomes available.

Q5: How will OCONUS suppliers provide material to DLA under FDT Initiative?

- Generally, OCONUS suppliers will need to quote delivery to a CONUS location for pick-up if the acquisition is part of the FDT program. If an OCONUS supplier receives an award for an OCONUS requirement, they should contact the transportation officer for shipping instructions.

Q6: Will FMS shipments be handled any differently under FDT Initiative than they are now?

- No.

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POST AWARD CONTRACT ADMINISTRATION

Q1: Who would you contact for Proof of Shipment (POS) or Proof of Delivery (POD) if the material is lost?

- Vendors will have access to carrier POD through the tracking number provided on the bill of lading signed by the driver at the time of pick-up. Post Award will have access to the POD through MRO tracker.

Q2: What is the FDT's transporters' liability in the case of loss or damage?

- Insurance for loss and damage varies by carrier type and by commodity shipped.

Q3: Once a vendor ships the material how do we inform them we have receipt in DSS?

- The vendor will have tracking numbers available on the origin signed bill of lading and can track shipments through the pick-up carrier's website.

Q4: Will there be changes to existing Long Term Contracts (LTC) to incorporate FDT?

- Not at this time, but in the future LTC's will be evaluated for incorporation into the FDT program.

Q5: Can a shipment be made multiple times on an original CLIN?

- VSM will accept shipping requests for partial shipments up to and including the total quantity ordered for each CLIN. Once that quantity is completed, the system will offer an alert that this shipment has already been processed.

Q6: Who is responsible for working Transportation Discrepancy Requests (TDR)?

- DLA Distribution/depot is responsible.

Q7: What are the POD requirements for Direct Vendor Delivery contracts under FDT?

- MRO Tracker will provide the tracking number and carrier name. A Tracking Job Aid gives instruction for accessing carrier websites to obtain POD or signature information.

Q8: When is a supplier late?

- A supplier is late when they fail to meet the Contract Delivery Date (CDD). For FOB Origin orders with inspection and acceptance at Origin, the CDD is the date the material is loaded on the truck after the material is accepted. In all cases the supplier must allow

time for VSM to schedule the shipment and normal ground carrier transit time to ensure the material arrives at its destination by the CDD (no change from existing meaning of CDD). You may also obtain the date the supplier submitted their shipment request to VSM from delivery@dla.mil at DLA Distribution or from the supplier if you are attempting to determine whether the supplier submitted their request for shipment in time to meet CDD.

Q9: How will I know the shipment was delivered? How do I get POD?

- For parcel shipments (less than 150 lbs), check in MRO Tracker to get a tracking number. Alternatively, you can check in Records Management to see if the Military Shipping Label was loaded into the system and get the tracking number from there. If you require a signed POD, you should submit a request to delivery@DLA.mil. For freight shipments, you will need to obtain the TCN from MRO Tracker. From there you can contact delivery@DLA.mil to obtain the shipping status. Alternatively, your supervisor or other designated POC may access shipper information to check status of the shipment. If you require a signed POD, you should submit a request to delivery@DLA.mil.

Q10: If a vendor ships a portion of a contract CLIN, will VSM retain the contract and allow the vendor to access the contract at a future date in order to ship the remaining items of the contract?

- Yes, VSM can support partial shipments up to and including the quantity designated on the order for each CLIN.

Q11: How does a vendor or Post Award Contract Administrator communicate to VSM that a shipment requires expedited shipping/delivery?

- The post award administrator can still request a supplier to expedite their performance under a contract when necessary (no change from existing processes). If the shipment itself requires expediting, the post-award administrator should contact VSM or email delivery@dla.mil. VSM staff will not process requests for expedite that come from the supplier – these must come from the post award administrator.

Q12: Is there a place in VSM that asks the vendor to enter the RFID tag number?

- No.

Q13: Does the Proof of Delivery also show the weight and pieces that were shipped?

- Yes.

Q14: Does the Proof of Delivery show the origin and destination points?

- Yes.

Q15: Looking at VSM New Vendor Application screen and seeing Container Label, I am assuming this is Military Shipping Label (MSL) and not exterior MIL-STD-129 labels. These labels are completely different than MSL's and needs to be clear or contractor will assume that is all they need.

- The labels that VSM will provide are military shipping labels, address labels and small parcel carrier labels, container labels, MIL STD-129 labels. Container label is provided if you are doing a container shipment.

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DCMA (DEFENSE CONTRACT MANAGEMENT AGENCY)

Q1: Will DLA contracts with DCMA involvement still use SIR (Shipping Instruction Request) for shipping instructions or will all DLA contracts use the VSM system for shipping?

- DCMA administered contracts will still use SIR. Watch solicitations carefully to determine DCMA's future administration participation.

Q2: Is DCMA delegated authority to administer any FDT contracts?

- FDT has no impact on the decision to delegate authority to DCMA. The current process will continue. What will change is the party that will be responsible for the transportation for those contracts that are delegated to DCMA. Currently, if a contract is delegated to DCMA they arrange transportation services. Under FDT, when a contract is delegated to DCMA they will perform their quality functions (and any other delegated functions) just as they do today, but DLA will then arrange the transportation.

Q3: If a FMS or HAZMAT contract contains the following does DCMA process it? "SUPPLIERS SHOULD ACCESS DPMS AT HTTPS://VSM.DISTRIBUTION.DLA.MIL, OR CALL 1-800-456-5507 FOR TRANSPORTATION AND SHIPPING ASSISTANCE. FREIGHT SHIPPING ADDRESS."

- HAZMAT, FMS, and contracts for an APO/FPO address are currently excluded from FDT. DLA intends to include HAZMAT materials in FDT in the near future. DCMA will continue to manage transportation for contracts with FOB Origin I/A Origin at an OCONUS location. All other requests will be processed by DLA's Vendor Shipment Module (VSM).

Q4: If an OCONUS shipping request contains the following does FDT or DCMA process it? "SUPPLIERS SHOULD ACCESS DPMS AT HTTPS://VSM.DISTRIBUTION.DLA.MIL, OR CALL 1-800-456-5507 FOR TRANSPORTATION AND SHIPPING ASSISTANCE. FREIGHT SHIPPING ADDRESS."

- The above language is standard DLA contract language, and is unrelated to the FDT program. HAZMAT, FMS, and contracts for an APO/FPO address are currently excluded from FDT. DLA intends to include HAZMAT materials in FDT in the near future. DCMA will continue to manage transportation for contracts with FOB Origin I/A Origin at an OCONUS location. All other requests will be processed by DLA's Vendor Shipment Module (VSM).

Q5: How will DLA and DCMA handle DLA FDT Initiative contracts that should say administered by DLA Transportation, but for whatever reason says administered by DCMA Transportation?

- Where the supplier goes to DCMA, but the award indicates DLA should move material, DCMA should redirect the supplier to DLA and specifically to VSM.

Q6: How will OCONUS suppliers provide material to DLA under FDT Initiative?

- Generally, OCONUS suppliers will need to quote delivery to a CONUS location for pick-up if the acquisition is part of the FDT program. If an OCONUS supplier receives an award for an OCONUS requirement, they should contact the transportation officer for shipping instructions.

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