Marking Responsibilities

• It is the Prime Contractor’s responsibility to ensure that they understand all product, packing, packaging and marking requirements and implement compliance.

• The Prime Contractor shall review the applicable Marking standards and ensure that they and/or their subcontractors have a process for providing all necessary PO information on their containers and labels for marking compliance.
Marking Clauses

• MAS Contracts and BPAs typically include GSAM clause 552.211-73.

• Per this clause, all shipments to civilian agencies must be marked to Fed Standard 123 and all military shipments must be marked to Mil Standard 129.
Marking Specification Version

• How do I know which revision is applicable?
• The revision that was in effect on the issue date of the solicitation or incorporated during a subsequent contract modification.
• FED-STD-123 (H) – Civilian destination
• MIL-STD-129 (R) – Military destination
  – Any Military destination, New Cumberland PA, etc.
FED-STD-123H – Civilian Agency (8-8-2007)

FED-STD-123H is 7 pages long

FEDERAL STANDARD
Marking for Shipment (Civil Agencies)

The General Services Administration has authorized the use of this federal specification by all federal agencies.

1. **SCOPE**: This document establishes requirements for marking unit, intermediate and transport packages, and unit loads. Packaging and marking terms related to requirements herein are clarified in section 3.

2. **REFERENCE DOCUMENTS**: The following documents form a part of this description to the extent specified herein. Unless a specific issue is identified, the issue in effect on the date of invitation for bids or request for proposal shall apply.

Vocabulary

- **Unit container or package**: the first tie, wrap, or container applied to a single item, a quantity of the same item, a set, or an item with all its component parts.
- **Intermediate container or package**: a wrap, box, or bundle (that is, a container) that contains two or more unit packages of identical items.
- **Transport/Exterior container/package**: “Shipping container” or package used to protect goods during the process of distribution.
FED-STD-123H

- Important Paragraphs!
  - Section 4. General Requirements
    - Marking for Unit and Intermediate Packages
    - Marking for Transport Packages
    - Packing slip
• Marking shall be clear, legible, permanent, and in English.

• Font must be 3/8 inch high on Transport Package Shipping Labels (4.1.2)

• Marking shall be orientated in a palletized load so that it is visible to the handler.

• Marking shall not be marked on the top or bottom of the carton

• The marking order sequence in section 4 is preferred
Information necessary for proper marking is included on the Purchase order.
UNIT & INTERMEDIATE PACKAGING MARKINGS
EXAMPLE LABEL

8040008510211
PROTECTOR, CORRESPONDENCE
IAW IPD
8 1/2” X 11” CLEAR
1 BX
U.S. ABC Co.
S. HAMPTON, PA. 18966
Date of Mfg and Expiration if required
Lot or Batch if required
Special Marking if required
FED-STD-123H Transport Markings

Figure 1 - Transport Package With Marking in the Preferred Orientation

Identification marking (bar coded data first)

FROM: A-1 DISTRIBUTING CO.
22 NUTLY ST.
BUCKEYE, OH 76543

TO: GSA
8400 TATUM RD.
PALMETTO, GA 30268

Special marking last

Consignor/Consignee separated from other marking
Minimum requirements for standard marking are located on pages 20 – 28.
MIL-STD-129 Shipping Container

#1 - Identification Markings
- National Stock Number
- Cage Code
- Part Number
- Quantity and Unit of Issue
- Contract Number & Lot Number
- Military Method &
- Date of Unit Preservation
- Weight (lbs)
- Serial Number(s)

#2 - Linear Bar Codes
- National Stock Number
- Contract Number
- Cage Code
- Contract Line Item Number (CLIN)
- Contractor Shipment Number
- Serial Number (List inside)

#3 - Address Markings
- Military Shipment Label (MSL)

6625-01-248-9073
CAGE 19207
PN 622-7345-002
20 EA
F09603-07-M-0860
M10 - 11/07
WT 55
Serial Number
List Inside

001AA
MTE00012
Frustrated Freight?

- **Definition** – “A shipment that is impeded or stopped along the supply chain”
- **Why is it bad?**
  - Forwarding shipments overseas cannot be processed
  - Military does not receive mission essential items.
  - Creates waste and additional time and expense in the supply chain
Common Causes of Frustrated Freight

• Incorrect or No Transportation Control Number (TCN) on shipping label
  – TCN? “The 17 character TCN is essentially a four-part number composed of a DODAAC, Julian date, serial number, and suffix.”
  – How does the vendor know the TCN? It’s on the PO!
• Incorrect or No ultimate consignee on shipping label
  – The ultimate ship-to address
  – How does the vendor know the ultimate consignee? It’s on the PO!
Military Shipping Address Label (MSL)

- Important Markings
- TCN
- Priority
- Project
- Contractor Info
- Ship to Address
- Ultimate Consignee
- Required Delivery Date
Military Shipping Address Label

Example of MSL Required Data
**Sample GSA Purchase Order**

- **TCN** is found in Block 10
- **Ultimate Consignee** is found in Block 12
QUESTIONS?

• Questions?