

**Cheat Sheet - Tips to Avoid Frustrated Freight (FF) at Consolidation
and Containerization Points (CCPs)**

Frustrated freight (FF) at the CCP is a shipment that is stopped from moving forward along the supply chain or a "breakdown in the supply chain" due to improper packaging & packing and marking & labeling. As a result the shipment may never reach the ultimate consignee. Additional man hours will be required to identify, mark, label and/or re-route the shipment. Vendors may face financial and contractual penalties for recurring issues related to frustrated freight.

To avoid FF, ensure your shipping containers or loads carry labels that display data to identify and track the content of the shipment and to identify the ultimate consignee overseas.

This cheat sheet contains a number of quick tips, that if followed will tremendously help your freight from frustrating. These tips are derived from MIL-STD-129R and the DTR 4500.9-R.Quick Tips:

(1) Ensure your shipping container/load displays the product identification information such as the NSN and in linear barcode, CAGE, P/N, nomenclature, quantity & unit of issue, contract or purchase order (PO) numbers and in linear barcode, shelf life marking (if applicable), orientation symbols, and hazmat information (i.e., PSN, UN#, etc.) and labels (see MIL-STD-129R, Paragraphs 5.1.2 and 5.1.2.1)

(2) Ensure your shipping container/load displays the required information in the Military Shipping Label (MSL) such as the TCN and in linear barcode, Vendor CAGE and Name & Address, Ship to Port Of Embarkation (POE) & Port Of Debarkation (POD) (if applicable), Ultimate/Mark For Consignee Name and DODAAC and in linear barcode, Transportation Priority Code, Project Code, (if applicable), Required Delivery Date (RDD), Ship Date, Weight, Cube, and Piece Number "x" of "x" Pieces and in linear barcode (see MIL-STD-129R, Paragraph 5.2.2 and Figure 2A)

(3) Ensure your shipping container/load includes the proper shipping documentation and your commercial packing slip showing the Mark For (M/F) and TCN and in linear barcodes are clearly visible on the outside of the container (Military Shipping Label) as well as on the paperwork inside the container.

(4) Ensure that your Ultimate/Mark For customer is CCP eligible to utilize the CCP facilities for the consolidation of their OCONUS orders. High priority hazmat and Foreign Military Sales (FMS) shipments are not CCP eligible. If you not sure, refer to the document on CCP eligibility criteria on the GSA VSC page <https://vsc.gsa.gov/Marking Labeling Packaging/> for additional information, or call your Contracting Officer or GSA Order Management Office at 800-927-7622

(5) Materiel designated as HAZMAT must be marked IAW the applicable regulations and mode of transportation in DOT 49 CFR, ICAO, IATA, AFMAN 24-204 INTERSERVICE manual, or the IMO IMDG, including the Proper shipping names (PSNs), United Nations (UN) HAZMAT identification numbers, and UN Performance-Oriented Packaging (POP) certification marking placed on the exterior container (see MIL-STD-129, Paragraph 5.13.1 and Figure 41). Also insert a Safety Data Sheet either in or outside the package in a weather sealed envelope

(6) Ensure your consignee in the Mark For DODAAC is CCP eligible. One way to determine if the customer is CCP eligible, you can run a query on the DODAAD website. In order to gain query access you'll need to register at:

<https://www.transactionservices.dla.mil/daashome/daasing.asp>.

Once registered, you can go to the following site to determine CCP eligible DODAAC/AAC.

<https://www.transactionservices.dla.mil/DAASINQ/warning.asp>.

The following conditions will most likely result in FF:

- No shipping label or insufficient information on the label or shipping documentations to process a receipt
- No or incorrect TCN, TP, or Mark For (M/F) information
- No barcodes for the NSN, TCN, PO#, or the Mark For DODAAC
- No total number of pieces or incorrect unit of issue
- No or incorrect weight and cube information, or actual weight discrepant with weight on MSL and shipping documentations
- No PO# or contract # or used PO or contract numbers in lieu of a TCN

Pay special attention to the following:

- Do not pack (consolidate) several boxes, going to different overseas customers into one large box or pallet addressed to the CCP. Having to breakdown pallets by the CCP will frustrate the freight.
- Only consolidate when the ultimate consignee DODAAC, the Transportation Priority (TP), and the project codes are identical. Always attach a packing list to the outside of the package identifying each requisition number, TP, NSN, nomenclature, quantity, unit of issue, etc contained within the package.
- The Mark For and TCN must be clearly visible on the MSL or outside of the container **and** on the paperwork inside the container.
- Do not send or over-pack ORM-D or hazmat shipments into unmarked cartons.
- Do not ship to the CCP shipments intended for CONUS locations
- Inadequate shipping containers or pallets not heat treated and marked IAW IIPC guidelines and DLA Regulation DLAD 47.305.1 may cause FF.