Strategic Partner Delivery:

Marking, Labeling, and Packaging Requirements

In 2011, GSA’s Office of General Supplies and Services (GSS) began implementing a Supply Transformation (ST) initiative designed to modernize the business line’s wholesale and retail programs. ST resulted in a transition from the GSA stock based fulfillment model to a direct vendor-to-customer delivery model, which GSA refers to as Strategic Partner Delivery (SPD).  The transition to the SPD model requires stringent vendor compliance with marking, labeling, and packaging requirements to ensure customers are able to receive and efficiently process incoming shipments. In order for shipments to be delivered to customers in a timely and efficient manner, vendors must mark, label, and package each shipment to the specific requirements, which are outlined below.

Popular Topics

**Requirements for:**

**Orders** [**shipped to Department of Defense (DoD) customers and orders shipped via the Defense Logistics Agency (DLA) Transportation Network**](#h.1fob9te)

All shipments, including parcel delivery, to DoD customers in the Contiguous United States (CONUS) and to customers Outside the Contiguous United States (OCONUS) that are shipped via the DLA transportation network, must adhere to DoD standards on marking, labeling, and packaging shipments, which are published in [**Military Standard 129R (MIL-STD-129R)**: *Military Marking for Shipment and Storage Standards*](https://vsc.gsa.gov/Marking_Labeling_Packaging/MIL-STD-129R.pdf).

This section outlines MIL-STD-129R regulations, specific details for identification marking, Military Shipping Labels (MSLs), and packaging shipments, DLA Consolidation and Containerization Point (CCP) criteria, Financial and Air Clearance Transportation System (FACTS), and what happens when vendors are non-compliant.

**Orders shipped** [**directly to Civilian Agencies**](#h.3znysh7)

All shipments that go directly to non-DoD customers (i.e. Civilian Agencies) are required to be compliant with [**Federal Standard 123H (FED-STD-123H**](https://vsc.gsa.gov/Marking_Labeling_Packaging/FEDSTD123H.pdf)**)**.

This section outlines FED-STD-123H, specific details for marking and labeling, special markings, and marking exceptions.

[**Marking, Labeling, and shipping HAZMAT Materials**](#h.2et92p0)

Additional marking, labeling, and packaging standards apply to shipping HAZMAT materials.

This section outlines the specific regulations for shipping hazardous materials, which include contractual clauses [**D-FSS-440**](http://sws.gsa.gov/sws-search/generateClauseBodyPdf.do?method=generate&clauseId=428&solId=75)**,** [**D-FSS-471**](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0CB4QFjAA&url=http%3A%2F%2Fsws.gsa.gov%2Fsws-search%2FgenerateClauseBodyPdf.do%3Fmethod%3DgenerateClauseBody%26solNo%3DVEZUUC1NQy0wMDA4NzQtQg%3D%3D%26refreshNo%3D19%26clauseNo%3DD-FSS-471%26clauseType%3DO%26sequenceNo%3D0&ei=vN9bVPXqMISQyQS1xoG4AQ&usg=AFQjCNFw3PqBjc02THZDxDpT94G5tdA1Eg&sig2=jCqJ9RzYPqyN_sIEnvCm_w&bvm=bv.78677474,d.aWw)**,** and[**D-FSS-477**](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0CB4QFjAA&url=http%3A%2F%2Fsws.gsa.gov%2Fsws-search%2FgenerateClauseBodyPdf.do%3Fmethod%3DgenerateClauseBody%26solNo%3DVEZUUC1NQy0wMDA4NzQtQg%3D%3D%26refreshNo%3D19%26clauseNo%3DD-FSS-477%26clauseType%3DO%26sequenceNo%3D0&ei=999bVJb_JIe7yQTI6YCABw&usg=AFQjCNH0iR_JREYe8iUOXqSEZQ0YoBm2jg&sig2=lPYNm8dwWfhz0BaA6Vdl_Q&bvm=bv.78677474,d.aWw)**.**

[**Vendor Electronic Data Interchange (EDI) Shipping Instructions**](#h.tyjcwt)

EDI is an electronic communication system that provides standard for exchanging data that GSA utilizes to send and track orders.

This section outlines the EDI implementation and the associated regulations and requirements.

[**Frequently Asked Questions**](#h.1t3h5sf)

Do you have questions about the marking, labeling, and packaging of the shipments? See this section for more.

[**Additional Resources**](#h.qsh70q)

GSA wants to help you! We’ve compiled a comprehensive listing and description of resources that GSA provides vendors to help in meeting the requirements associated with properly marking, labeling, and packaging shipments.

# Requirements for: Orders shipped to DoD customers and orders shipped via the Defense Logistics Agency (DLA) Transportation Network

All shipments, including parcel delivery, to DoD customers in the Contiguous United States (CONUS) and to customers Outside the Contiguous United States (OCONUS) that are shipped via the DLA transportation network, must adhere to DoD standards on marking, labeling, and packaging shipments, which are published in [**Military Standard 129R (MIL-STD-129R)**: *Military Marking for Shipment and Storage Standards*](https://vsc.gsa.gov/Marking_Labeling_Packaging/MIL-STD-129R.pdf).

Sections of note in this document include:

* [Identification text marking](https://vsc.gsa.gov/Marking_Labeling_Packaging/MIL-STD-129R.pdf#page=36): Paragraph 5.1
* [Address marking](https://vsc.gsa.gov/Marking_Labeling_Packaging/MIL-STD-129R.pdf#page=42): Paragraph 5.2
* [Identification bar code marking](https://vsc.gsa.gov/Marking_Labeling_Packaging/MIL-STD-129R.pdf#page=62): Paragraph 5.4
* [Special marks and labels](https://vsc.gsa.gov/Marking_Labeling_Packaging/MIL-STD-129R.pdf#page=83): Paragraph 5.10

Military Shipping Labels (MSLs)

MSLs and address markings, are required on all shipments (including parcel delivery) destined for DoD customers or transported via the DLA transportation network at every packaging level. The following information is required on every MSL:

* Transportation Control Number (TCN) – Including a linear barcode
* Transportation Account Code (TAC)
* Consignor Address - Including vendor Commercial and Government Entity (CAGE) code
* Type of Service (Priority)/Postage
* Ship to Address/Point of Entry (POE)
* Port of Embarkation
* Project Code
* Ultimate Consignee/Mark for Address - Including customer DoDAAC and linear barcode
* Weight (lbs.)
* Required Delivery Date (RDD)
* Cube (ft.)
* Piece Number
* MSL 2D (PDF417) Bar code

Please note that different variations of the MSL are required if it is applied at unit and intermediate level, or at the exterior transit pack level, and the different variations require different pieces of information.

This MIL-STD-129R Marking guide can help you better understand how to label your package in accordance with MIL-STD-129R and it also includes helpful examples..

Identification Marking Requirements

In addition to the MSLs, identification marking is required at the unit pack, intermediate pack, and exterior container levels to enable receipt process information and storage process information for accurate stock accounting of vendor sourced material. Unless specifically exempted in the contract or solicitation, the identification marking shall be applied to all DoD and contractor-originated, or vendor-originated , shipments.

Here is the guidance for the identification marking requirements on:

* [Unit packs and intermediate containers](https://vsc.gsa.gov/Marking_Labeling_Packaging/MIL-STD-129R.pdf#page=38) (See page 38)\_
* [Exterior containers, palletized unit loads, and unpacked items](https://vsc.gsa.gov/Marking_Labeling_Packaging/MIL-STD-129R.pdf#page=39) (See page 39)\_

OCONUS Bound Freight – DLA Consolidation and Containerization Point (CCP) Criteria

OCONUS bound freight that is destined for a DoD customer or is being processed via the DLA transportation network may pass through a DLA Consolidation and Containerization Point (CCP). Certain products and shipments, however, are not eligible to go to the DLA CCP due to the [CCP’s eligibility criteria](https://vsc.gsa.gov/Marking_Labeling_Packaging/CCPELIGIBILITYCRITERIA.docx).

GSA has developed an agreement with DLA to process GSA shipments outside of the CCP eligible shipments through their facilities.  Therefore, all GSA shipments for export through the DLA transportation network, will be processed through DLA CCPs for preparation to next nodes of transportation (Ocean Terminals, Aerial Ports, and Intermodal Hubs).

Financial and Air Clearance Transportation System (FACTS) Criteria

All DoD cargo that is offered for air movement through the GSA streamlined high priority process, must be submitted through the FACTS for air clearance. The following links provide additional guidance on FACTS compliance requirements:

[FACTS Instructions](https://vsc.gsa.gov/Marking_Labeling_Packaging/FACTSProcessInstructionsJune2014.docx)

[FACTS Order Form](https://vsc.gsa.gov/Marking_Labeling_Packaging/FACTSORDERFORM3186.doc)

[FACTS Sample](https://vsc.gsa.gov/Marking_Labeling_Packaging/FACTSSAMPLETCMDANDMSL.pdf)

For more information regarding DoD Palletization Regulations, click here.

Vendor Non-Compliance

All GSA vendors must adhere to [General Services Administration Acquisition Manual (GSAM) clause 552.211-73](https://acquisition.gov/GSAM/current/html/Part552_Sub2A.html), which stipulates all deliveries to military activities, including shipments and parcel delivery that go via the DLA transportation network, must be compliant with MIL-STD-129R regulations. Vendor non-compliance will result in GSA issuing a Supply Deficiency Report (SDR) against the customer. GSA, will then ask the vendor to correct the deficiency or be subject to monetary considerations for non-compliance. Instances of non-compliance will impact overall contract performance assessments and continued noncompliance may result in contract cancellation.

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# Requirements for: Orders shipped directly to Civilian Agencies

All GSA vendors must follow [General Services Administration Acquisition Manual (GSAM)](https://acquisition.gov/GSAM/current/html/Part552_Sub2A.html) [clause 552.211-73](https://acquisition.gov/GSAM/current/html/Part552_Sub2A.html), which stipulates that all deliveries going directly to Civilian Agencies (and do not use the DLA transportation network) must be marked, labeled, and packaged in accordance with [Federal Standard 123H (FED-STD-123](https://vsc.gsa.gov/Marking_Labeling_Packaging/FEDSTD123H.pdf)H).

FED-STD-123H Compliant Labels

Shipments that go directly to Civilian agencies must have labels that are compliant with FED-STD-123H. The different types of labels include:

**Unit and intermediate package labels**: Must include the data elements listed in FED-STD-123H, [section 4.1.1](https://vsc.gsa.gov/Marking_Labeling_Packaging/FEDSTD123H.pdf#page=3).

**Transport packages labels**: Must include the data elements listed in FED-STD-123H, [section 4.1.2](https://vsc.gsa.gov/Marking_Labeling_Packaging/FEDSTD123H.pdf). However, the requisition number should be used in place of the purchase number.

FED-STD-123H Marking Requirements

Marking shall be clear, legible, permanent, and in English. All required markings must be located on at least one side of the package, preferably the end panel. Required marking shall be oriented in a palletized load so that it is visible to the handler. Transport packages and unit loads shall not be marked on the top or bottom of the carton. Labels and tags must be securely attached to the item or package.

Material regulated by Federal laws or regulations shall be marked in accordance with those requirements.

**All individual transport packages** (including those in unit loads) shall be marked with characters at least 9mm (3/8 inch) high. If space does not permit this, smaller characters may be used. Bar code information must be readable by scanning devices through stretch wrap like material.

**Each palletized or unitized load** must have two labels affixed to adjacent sides of the load.

Transport packages containing one NSN and are consolidated into Unit Loads moving in a full truckload or carload shipments do not require the consignor and consignee information on the transport packages or all unit loads. The shipping label with the consignor and consignee information shall be located on the two unit loads closest to the door of the truck or carload shipment.

FED-STD-123H Marking Exceptions

The Office of Acquisition Operations has the right to waive the marking requirements on any transport package. Any exception has to be coordinated with the responsible Supply Center Acquisition Branch.

FED-STD-123H Special Marking

Special marking may be required by the contract or purchase order. This may the following data: requisition number (REQN), priority code (PRI), project code (PRO J), required delivery date (RDD), and transportation control number (TCN).

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# Requirements for: Marking, Labeling, and Shipping HAZMAT Materials

Preservation, packaging, packing, marking and labeling of domestic *and* overseas HAZMAT surface shipments shall comply with all of the requirements in:

International Maritime Dangerous Goods (IMDG) code

[U.S. DoT Hazardous Material Regulation (HMR) 49 CFR](http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49cfrv2_02.tpl): Parts 171 through 180

[Occupational Safety and Health Administration (OSHA) Regulation 29 CFR Part 1910.1200](https://www.osha.gov/pls/oshaweb/owadisp.show_document?p_table=standards&p_id=10099)

Any preservation, packaging, packing, and marking and labeling requirements contained elsewhere in the solicitation

If your contract contains the clause:

[**D-FSS-440**](http://sws.gsa.gov/sws-search/generateClauseBodyPdf.do?method=generate&clauseId=428&solId=75)- Test reports showing compliance with packing requirements shall be made available to GSA contract administration/management upon request.

[**D-FSS-471**](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0CB4QFjAA&url=http%3A%2F%2Fsws.gsa.gov%2Fsws-search%2FgenerateClauseBodyPdf.do%3Fmethod%3DgenerateClauseBody%26solNo%3DVEZUUC1NQy0wMDA4NzQtQg%3D%3D%26refreshNo%3D19%26clauseNo%3DD-FSS-471%26clauseType%3DO%26sequenceNo%3D0&ei=vN9bVPXqMISQyQS1xoG4AQ&usg=AFQjCNFw3PqBjc02THZDxDpT94G5tdA1Eg&sig2=jCqJ9RzYPqyN_sIEnvCm_w&bvm=bv.78677474,d.aWw) - All items ordered must be marked with indelible, ink, paint or fluid, and should include the following information:

* + Traffic Management or Transportation Officer at FINAL destination.
  + Ordering Supply Account Number.
  + Account number.
  + Delivery Order or Purchase Order Number.
  + National Stock Number, if applicable; or Contractor's item number.
  + Box \_\_\_\_\_\_\_\_ of \_\_\_\_\_\_\_\_ Boxes.
  + Nomenclature (brief description of items).

[**D-FSS-477**](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0CB4QFjAA&url=http%3A%2F%2Fsws.gsa.gov%2Fsws-search%2FgenerateClauseBodyPdf.do%3Fmethod%3DgenerateClauseBody%26solNo%3DVEZUUC1NQy0wMDA4NzQtQg%3D%3D%26refreshNo%3D19%26clauseNo%3DD-FSS-477%26clauseType%3DO%26sequenceNo%3D0&ei=999bVJb_JIe7yQTI6YCABw&usg=AFQjCNH0iR_JREYe8iUOXqSEZQ0YoBm2jg&sig2=lPYNm8dwWfhz0BaA6Vdl_Q&bvm=bv.78677474,d.aWw) - *Separate Charge for Performance Oriented Packaging (POP)* - Quotes for a separate charge for providing preservation, packaging, packing, marking, and labeling of domestic and overseas hazmat surface shipments in compliance with all requirements are requested. Additionally:

* + 2 copies of the [DD Form 1387](http://www.dtic.mil/whs/directives/infomgt/forms/eforms/dd1387.pdf) must be attached to each shipping container delivered to the port transportation officer for subsequent transshipment by the government as otherwise provided for under the terms of this contract. These forms should be attached to one end and one side (not the top or bottom) of the container.
  + If the cargo consists of chemicals, or is dangerous, one copy of the [DD Form 1387](http://www.dtic.mil/whs/directives/infomgt/forms/eforms/dd1387.pdf) must be attached to the container, and 3 copies must be furnished to the transportation officer with the bill of lading.
  + Dangerous cargo must not be intermingled with non-dangerous cargo in the same container.

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# Vendor Electronic Data Interchange (EDI) Shipping Instructions

GSA is transitioning to Electronic Data Interchange (EDI) as the preferred method of sending orders to vendors as part of the vendor direct delivery program, which supports the Federal Acquisition Service’s performance goals of operating efficiently and effectively. EDI is the electronic interchange of business information using a standardized format. EDI transaction sets are utilized by GSA Global Supply to identify, process, and track all vendor direct orders. Vendor direct orders are orders that customers place through GSA and are processed and shipped directly by the vendor. The types of vendor direct orders that can be processed via EDI are:

* Call center orders
* Internet (GSA Global Supply online store or GSA Advantage!)
* Fax
* E-Mail
* FEDSTRIP (as part number requisition)

Types of EDI Transactions

There are [multiple types of EDI transactions](https://vsc.gsa.gov/EDIUser/eddven.cfm). The most common types of EDI transactions are:

* The *850 Purchase Order Transaction Set* - Created for each order transmitted to the vendor. 850 transaction sets are transmitted every hour, seven days a week, providing the data for the vendor to properly identify and ship the product(s) to the customer.
* The 856 *Ship Notice/ Manifest Transaction Set* – Used to list the contents of a shipment of goods as well as additional information relating to the shipment. This information includes: order information, product description, physical characteristics, type of packaging, marking, carrier information, and configuration of goods within the transportation equipment. The vendor is required to send this transaction within 24 hours after an order has been shipped to a customer.
* The *997 Functional Acknowledgement Transaction Set* - The vendor’s acknowledgement of the receipt of an 850 transaction set. It needs to be sent within 24 hours of receiving the 850 transaction set.

EDI References

[Learn more about EDI](https://vsc.gsa.gov/Marking_Labeling_Packaging/VendorEDISOPshipping2014.docx), electronic communications through GSA’s EDI gateway, vendor on-boarding to EDI, government to business transactions using EDI, Business to government transactions via EDI, and EDI testing.

If you are just getting started on EDI, this [EDI start-up kit](https://vsc.gsa.gov/sipuser/startup_kit.cfm) will help you.

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# Frequently Asked Questions

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### What happens when shipments are not marked, labeled, or packaged in accordance with the required regulations?

If shipments are not marked, labeled, or packaged properly, there is the possibility that it will be impeded or stopped in transit, creating frustrated freight, or it will not meet the customer’s requirements, reducing customer satisfaction and the chance of repeat business. Frustrated freight is particularly important as it directly costs GSA money to resolve, can result in duplicative orders, and impedes agencies’ missions if they are not able to receive the necessary supplies.

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### What is frustrated freight and how can I prevent it?

Frustrated freight is a term that is used to describe a shipment that has been stopped or impeded in transit. To prevent shipments becoming frustrated, ensure that you are utilizing the correct shipping standard and are fully compliant with all of the requirements. See the sections on [MIL-STD-129R](#h.1fob9te) and [FED-STD-123H](#h.3znysh7) requirements above for specific details.

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### What two pieces of information, when missing, routinely cause frustrated freight?

The two most important data elements to include on a label are the Transportation Control Number (TCN) and the ultimate consignee address. The TCN allows the handlers to look up information specific to the shipment that keeps it moving, even if the end user changes locations. The ultimate consignee address information allows for shipments to be consolidated when they are being shipped to OCONUS locations, ensuring that the shipment is routed correctly.

\*Please note that these are not the only reasons that frustrated freight is caused.

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### Are there consequences if my shipments become frustrated?

Yes, there are penalties for vendors whose packages routinely become frustrated. For supply contracts, [Clause 522.211-76](https://acquisition.gov/GSAM/current/html/Part552_Sub2A.html) dictates that GSA can charge a vendor for re-marking changes when the rate is included in the contract. The current GSA established rate is $150 for the first hour of labor required to re-mark the shipment, and $70 for each additional labor hour. A minimum charge of 2 hours is applied for each occurrence of frustrated freight. These charges are a result of frustrated freight causing duplicative orders and impacting the missions of the organizations ordering the shipments.

For vendors who repeatedly have frustrated freight, the occurrences can be noted in the contacts’ past performance.

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### Where can I find easy to follow instructions and examples of compliant shipping labels?

Easy to follow instructions can be found in Instructions for Military Standard 129 Compliance.

Examples of labels compliant with FEDSTD123H can be found here.

Examples of labels compliant with MILSTD129R can be found here and a generic label overview can be found here.

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### Where can I find more information about how to select the correct packaging?

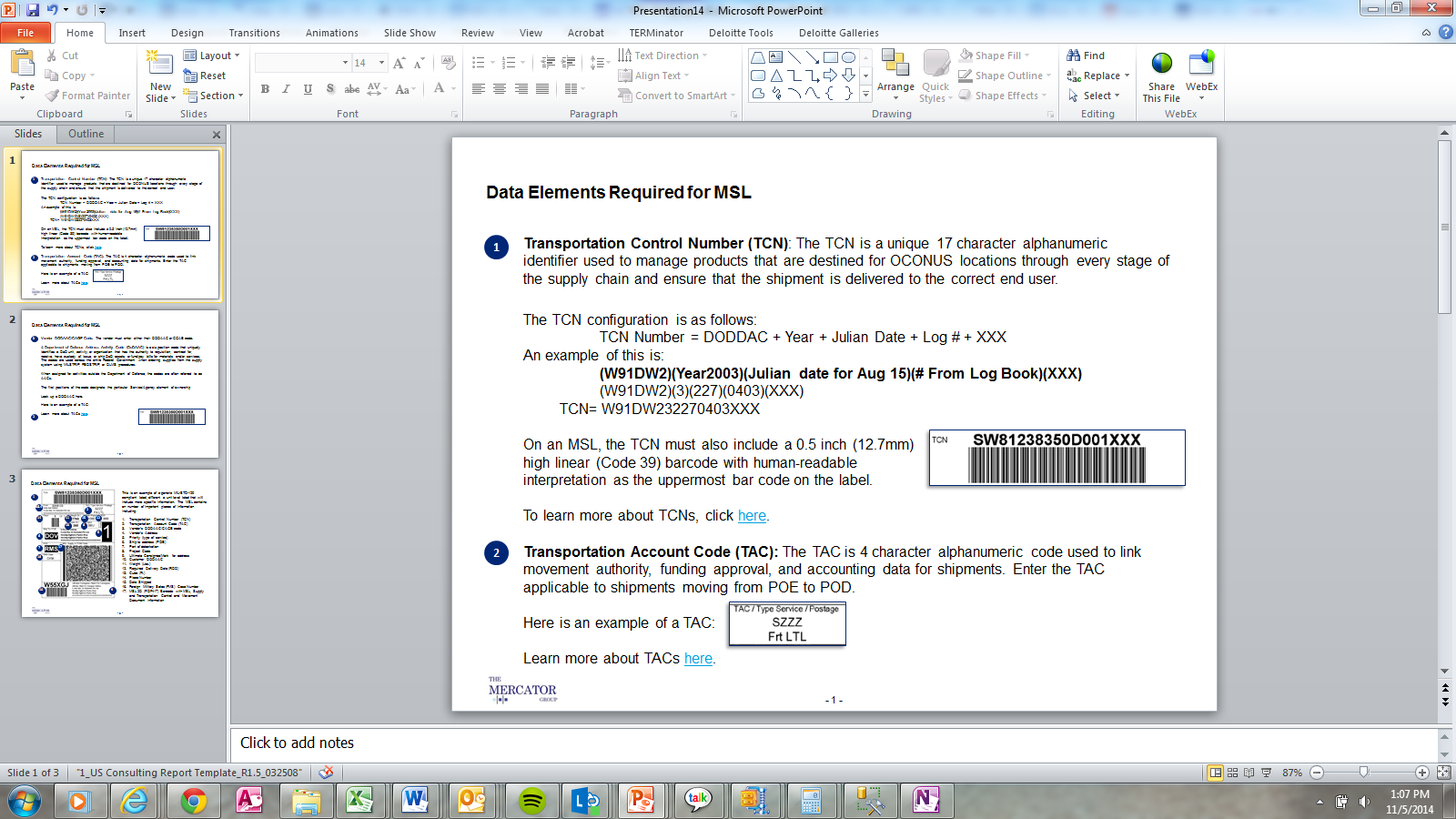
Easy to follow instructions can be found in Packaging, Packing, and Marking…Oh My! A presentation on marking, labeling, and packaging shipments and the Marking Guide.

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### What is a TCN and where do I find it?

The Transportation Control Number (TCN) is a unique 17 character alphanumeric identifier. It is used to manage products that are destined for OCONUS locations through every stage of the supply chain to ensure the shipment is moving in the right direction and delivered to the correct end user.

The TCN configuration is as follows:



The TCN for shipments is provided to vendors on the purchase order in box 10 (slide 31).

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### What do I put for the NSN if my commercial off-the-shelf (COTS) product does not have an NSN assigned and my shipment is subject to FED-STD-123H?

Instead of NSN, vendor must put the manufacturer’s part number of COTS product when it does not have an NSN assigned.

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### What is a DoDAAC?

The Department of Defense Address Activity Code (DoDAAC) is a six position alphanumeric code that uniquely identifies a unit, activity, or organization that has the authority to requisition and/or receive materials. The DoDAAC is how shipment handlers identify where the shipments need to go.

Civilian Agencies have a version of the DoDAAC that is referred to as the Address Activity Code (AAC) and functions in the same capacity.

Find [more information about DoDAACs and AACs](http://www2.dla.mil/j-6/dlmso/about/faq.asp).

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### How can I obtain a customer’s DoDAAC?

You should be able to rely on the DoDAAC provided in the contract or order. You can also verify the DoDAAC with the customer or by accessing this [website](https://www.transactionservices.dla.mil/daasinq/dodaac.asp?cu=d).

Note: this link will bring you to a main screen and then to a selection screen, which will have the DoDAAC on the left side. Click on the DoDAAC selection then you can then look up the DoDAAC.

The DoDAAC is also provided in the first six positions of the TCN.

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### What should I do if I have any questions about compliance with MIL-STD-129R pricing?

If vendors have any questions about compliance with MIL-STD-129R pricing, and/or the terms and conditions of the contract, they should contact their GSA contracting officer.

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### Are there software packages that can create compliant labels?

Yes. In addition to the DLA VSM which is free of charge, various commercial firms offer software that can make MIL-STD-129R and FED-STD-123H compliant labels. The fees vary and vendors who choose to use these vendors must ensure the functionality will generate all required data fields, as well as comply with all contractual stipulations.

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### What other routine contract clauses should vendors be aware of?

[SCP-FSS-001](http://sws.gsa.gov/sws-search/generateClauseBodyPdf.do?method=generate&clauseId=1150&solId=210): The vendor must maintain an order tracking system that permits ordering agencies to track the location of an order at any time, from the moment the order is shipped, to the point of delivery and acceptance. The vendor must also demonstrate an understanding of orders bound for an international end-point delivery by providing a sample electronic version of a label appropriately marked in accordance with the most recent FED-STD-123 and MIL-STD-129 standard.

A vendor will not be accepted for OCONUS delivery if the vendor does not demonstrate a proper tracking system and provide a sample packaging label for international delivery.

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### Is there a guide for converting box dimensions?

A guide for converting box dimensions can be found [here](https://vsc.gsa.gov/Marking_Labeling_Packaging/Weight%20and%20Cube%20Conversion%20sheet.xls).

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### Is there a guide for converting cubic measurements?

A guide for converting cubic measurements can be found [here](http://www.easysurf.cc/cnver6.htm#fm3).

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### How do I know if my package will be transported through DLA’s transportation network?

Generally, a customer’s DoDAAC must be eligible and loaded within the CCP DSS tables in order for shipments to be sent to the two DLA consolidation points.  However, GSA has developed an agreement with DLA to process GSA shipments outside of the CCP eligible shipments through their facilities.  Therefore, all GSA cargo for export will be transported via the DLA distribution facilities in route to their next nodes of transportation (Ocean Terminals, Aerial Ports, Intermodal Hubs).

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### What is a Military Shipping Label (MSL) 2D bar code?

A [MSL 2D (PDF417) bar code](https://www.wbdg.org/ccb/FEDMIL/std129r.pdf#page=48) is a way of encoding the MSL in-the-clear text data, selected elements of the Transportation Control and Movement Document (TCMD) data, including the respective TCMD trailer data for the labeled shipment unit, and selected supply line item information. The Unique Item Identifier (UII) shall be included in the 2D bar code for unit moves only when an item has been assigned a UII.

All shipment unit data and line item data in the MSL 2D (PDF417) bar code replicates data from the three sources noted below:

Source 1: Header TCMD data. The unit move transportation tracking number (TTN) is included with this source category.

Source 2: Supply documentation (DD Form 1348-1A) bar code data or contract data that includes item unique identification code (IUID) information, as applicable, for each supply line item packaged within the shipment unit.

Source 3: Shipment information entered in-the-clear on the MSL.

Note that the MSL 2D bar code is limited to only 1000 characters of information.

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### Where are the DLA Consolidation and Containerization (CCPs) located and who are the POCs:

Tracy CCP:

Address: Consolidation and Containerization

DDJC Tracy Warehouse 30, CCP

25600 South Chrisman Road

Tracy, California 95304

Tracy CCP POCs:

|  |  |  |  |
| --- | --- | --- | --- |
| Ted Hackney: | (209) 839-4281  [Theodore.Hackney@DLA.MIL](mailto:Theodore.Hackney@DLA.MIL) | Louise Davis: | (209) 839-4283.  [Louise.Davis@DLA.MIL](mailto:Louise.Davis@DLA.MIL) |

New Cumberland CCP:

Address: Consolidation and Containerization Point

Defense Depot Susquehanna

Building 2001

New Cumberland, PA 17070-5001

New Cumberland Contact Information:

Phone: (717) 770-4754 and then select option 1.

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

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### What are the 5 most common marking and labeling errors for OCONUS shipments?

**No Military Shipping Label**:  A Military Shipping Label (MSL) is required for all shipments to DoD customers or shipments transported via the DLA transportation network. The shipping label should be prepared in accordance with paragraph [5.2.2.6 Military Shipping Label (MSL) Pages 34-3](http://label)6.

**Missing TCN and Mark For (M/F) information**:   These [markings](http://www.landandmaritime.dla.mil/Offices/Packaging/DD_Form1387.asp) are necessary as they identify the ultimate consignee to the transshipment points (CCPs, APOEs, etc) and are used for overseas routing.

**No Bar Code Markings**:   [Bar code markings](http://www.landandmaritime.dla.mil/Offices/Packaging/barcode.asp) are required on all containers and loose or unpacked items. The National Stock Number (NSN) shall be bar coded on all unit packs and intermediate containers. The exterior container must be bar coded with the NSN and the contract or purchase order number. When shipments are destined for OCONUS locations address markings must be placed on a bar coded [DD Form 1387](http://www.dtic.mil/whs/directives/infomgt/forms/eforms/dd1387.pdf).

**Wrong Method of Preservation**:   When material is being shipped OCONUS the [Method of Preservation](http://www.landandmaritime.dla.mil/Offices/Packaging/preservation.asp) is very important. If using the wrong or inadequate Method of Preservation for the item, the material may be damaged by corrosion, contamination, or deterioration of the item, among other causes.

**Inadequate Shipping Container**:   If the level of shipping container is inadequate for OCONUS shipments the items and containers may be damaged by environmental elements, multiple handling of the containers, outside storage, etc.

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### What does an acronym in this document mean?

Find a complete listing of all of the acronyms used in this document and what they mean here.

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# Additional Resources

Preventing frustrated freight: A presentation on how to avoid breakdowns in the supply chain.

Marking Compliance Overview: A presentation that provides easy-to-understand explanations of the terms, regulations, and key components that must be addressed when preparing compliant labels and packages for shipments.

Packaging, Packing, and Marking—Oh My!: A presentation that explains what is expected at each phase of the supply chain, definitions of commonly used terms, and how to prevent frustrated freight by creating compliant labels and adhering to the correct packaging and packing guidelines.

Shipping Products: A presentation that explains the importance of marking, the impact frustrated freight can have on various stakeholders, and the level of effort required by all parties to resolve frustrated shipments and keep products moving.

Instructions Military Standard 129 Compliance: A guide that shows how to mark and label packages in accordance with MIL-STD-129R.

[MIL-STD-129R](https://vsc.gsa.gov/Marking_Labeling_Packaging/MIL-STD-129R.pdf) : All of the MIL-STD-129R regulations.

[FED-STD-123H](https://vsc.gsa.gov/Marking_Labeling_Packaging/FEDSTD123H.pdf): All of the FED-STD-123H regulations.

Compliance with FED-STD-123: Examples of labels with the minimum required marking per FED-STD-123H

[Consolidation and Containerization Point (CCP) Eligibility Criteria](https://vsc.gsa.gov/Marking_Labeling_Packaging/CCPELIGIBILITYCRITERIA.docx): Guidance to all CONUS DoD vendors and shippers regarding material that is eligible be forwarded to a Defense Logistics Agency (DLA) CCP.

Financial and Air Clearance Transportation System (FACTS) Process: The Defense Transportation Regulation (DTR) directs that all Department of Defense (DoD) cargo, CONUS and OCONUS, offered for air movement, is submitted through the Financial and Air Clearance Transportation System (FACTS) for air clearance.

[FACTS Instructions](https://vsc.gsa.gov/Marking_Labeling_Packaging/FACTSProcessInstructionsJune2014.docx)

[FACTS Order Form](https://vsc.gsa.gov/Marking_Labeling_Packaging/FACTSORDERFORM3186.doc)

[FACTS Sample](https://vsc.gsa.gov/Marking_Labeling_Packaging/FACTSSAMPLETCMDANDMSL.pdf)

[EDI Shipping Instructions for Direct Vendor Delivery (DVD](https://vsc.gsa.gov/Marking_Labeling_Packaging/VendorEDISOPshipping2014.docx)): Contains instructions and requirements for the transition to a Direct Vendor Delivery (DVD) service delivery model including, the business rules and Standard Operating Procedures (SOP) associated with receiving orders via EDI.

[Converting Box Dimensions](https://vsc.gsa.gov/Marking_Labeling_Packaging/Weight%20and%20Cube%20Conversion%20sheet.xls): A chart for converting the weight and cube of shipments.

Converting Metrics Measurements: A tool to convert measurements to and from metric units.

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