

# **47.305-3-90 First Destination Transportation (FDT), Government-arranged transportation.**

FDT is a program designed to reduce the cost of first destination transportation through the use of Government-arranged transportation utilizing Government contracts and rates. DEVIATION 20-05 authorizes use of f.o.b. origin and inspection/acceptance at destination under the FDT program. This deviation expires on May 15, 2023. FDT applies to solicitations and contracts issued by DLA Aviation, DLA Land and Maritime, and DLA Troop Support, unless one of the exclusions in [47.305-3-9047.305-3-90 First Destination Transportation \(FDT\), Government-arranged transportation](#).(a)-(c) applies:

(a) Agency-wide:

- (1) Inspection and acceptance at origin;
- (2) Contracts with Classified, Controlled, or Sensitive Items;
- (3) Hazardous material (HAZMAT) contracts;
- (4) Foreign Military Sales (FMS) contracts; or
- (5) Contracts being shipped to APO/FPO addresses.

(b) Procuring organization level:

(1) DLA Aviation, DLA Land and Maritime, and DLA Troop Support may exclude items on a case-by-case basis from the FDT program. Items may be eligible for exclusion in the following categories, if FDT is inappropriate:

- (i) NIIN - specific item (e.g. due to the delicate nature of the material);
- (ii) FSC - not consistent with commercial practices for a group of items (e.g. wood);
- (iii) CIIC - security level of the item (e.g., explosives, guns, and ammunition, etc.);
- (iv) Profit Center - commodity level (e.g., clothing, medical, and subsistence); or
- (v) Method of Preservation HM - inappropriate due to packaging and markings required (e.g., batteries).

(2) The procuring organization can add items to the exclusions table by following the below process:

(i) The procuring organization shall develop and forward a request package to the HCA, or designee no lower than the CCO, for approval of the exclusion. The request package must include:

- (A) Justification for removing the item from the FDT program;
- (B) Details/data validating rationale for removal from the FDT program;
- (C) Concurrence from Technical/Quality or Transportation for removal from the FDT program;

(D) Concurrence from DLA Transportation Policy; and

(E) Rationale to the procuring organization if DLA Transportation Policy non-concurs.

(ii) The procuring organization shall forward the rationale to the HCA, or designee no lower than the CCO, for final decision. If there is non-concurrence from DLA Transportation Policy, the HCA must be the final approving official.

(iii) The approved package is sent to the procuring organization policy office.

(iv) The procuring organization policy office will forward the exclusion to the position designated by the BPA TQ office designee who will add the exclusion to the FDT exclusion table in EBS.

(v) The BPA TQ office designee will forward a complete list of exclusions to all procuring organization policy offices included in the FDT program and to DLA Transportation Policy.

(c) A contracting officer may remove FDT from an award when a contractor's own transportation processes, controls, and costs, when evaluated, are in the best interest of the Government. The contracting officer shall include documentation in the contract file to justify removal from FDT.

(d) The contracting officer shall include procurement note C15 in solicitations and contracts issued by DLA Aviation, DLA Land and Maritime, and DLA Troop Support with f.o.b. origin and inspection/acceptance at destination for automated solicitations, except as specified in [47.305-3-9047.305-3-90 First Destination Transportation \(FDT\), Government-arranged transportation.\(a\)-\(c\)](#).

\*\*\*\*\*

C15 First Destination Transportation (FDT) Program, Government-Arranged Transportation for Automated Awards (AUG 2017)

(1) Definitions.

*“Government-arranged transportation”* means the Government is responsible for transportation costs, providing the carrier, and scheduling the shipment pickup contingent upon proper contractor notification in VSM (see procurement note C20).

(2) The contractor shall:

(a) Use the VSM to notify the Government that the materiel is ready to ship. The Government can take up to two (2) full business days to schedule the shipment. Pick-up should occur within five (5) business days of the contractor’s notification. The contractor shall plan for sufficient time for scheduling the shipment and standard ground transportation for its material to arrive at the destination by the Contract Delivery Date (CDD).

(b) Address the following special accommodations:

(i) If an order specifies carrier equipment when requested by the Government; or

(ii) If an order does not specify carrier equipment, the order appropriate carrier equipment should not be in excess of capacity to accommodate shipment;

(c) Deliver the shipment in good order and condition to the carrier, and load, stow, trim, block, and/or brace carload or truckload shipment (when loaded by the contractor) on or in the carrier’s

conveyance as required by carrier rules and regulations.

(3) The contractor is responsible for any loss and/or damage to the goods occurring before delivery to the carrier as a result of improper loading, stowing, trimming, blocking, and/or bracing of the shipment if loaded by the contractor on or in the carrier's conveyance.

\*\*\*\*\*

(e) The contracting officer shall include procurement note C16 in solicitations and contracts issued by DLA Aviation, DLA Land and Maritime, and DLA Troop Support with f.o.b. origin and inspection/acceptance at destination for manual solicitations, except as specified in 47.305-3-90 (a)-(c).

\*\*\*\*\*

C16 First Destination Transportation (FDT) Program, Government-Arranged Transportation for Manual Awards (AUG 2017)

(1) Definitions.

*"Government-arranged transportation"* means the Government is responsible for transportation costs, providing the carrier, and scheduling the shipment pickup contingent upon proper contractor notification in VSM (see procurement note C20).

(2) The contractor determines its transportation processes, controls, or costs. The contractor may submit an offer based on f.o.b. destination if it offers a better value to the Government.

(3) The contractor shall:

(a) Use the VSM to notify the Government that the materiel is ready to ship. The Government can take up to two (2) full business days to schedule the shipment. Pick-up should occur within five (5) business days of the contractor's notification. The contractor shall plan for sufficient time for scheduling the shipment and standard ground transportation for its material to arrive at the destination by the Contract Delivery Date (CDD).

(b) Address the following special accommodations:

(i) If an order specifies carrier equipment when requested by the Government; or

(ii) If an order does not specify carrier equipment, the order appropriate carrier equipment should not be in excess of capacity to accommodate shipment;

(c) Deliver the shipment in good order and condition to the carrier, and load, stow, trim, block, and/or brace carload or truckload shipment (when loaded by the contractor) on or in the carrier's conveyance as required by carrier rules and regulations.

(4) The contractor is responsible for any loss and/or damage to the goods occurring before delivery to the carrier as a result of improper loading, stowing, trimming, blocking, and/or bracing of the shipment if loaded by the contractor on or in the carrier's conveyance.

\*\*\*\*\*

**Parent topic:** SUBPART 47.3 - TRANSPORTATION IN SUPPLY CONTRACTS