

DoD Freight Transportation Services (DFTS)

Hot Topics

Agenda

- Offer/Response Process (Routine Shipments)
- Oversized TDSL Shipments
- Service Level Request
- Missed EXP MDDs
- Appointments
- Carrier Management
- Cut Off Times
- Accessorials
- Avoiding VFN
- Extra Driver (EXD)
- Incident Tool
- Permit Process
- Reweighs
- How You Can Help

Offer/Response Process (Routine Shipments)

- Transportation Officer
 - Offers all eligible DTC cargo to 3PL via EDI 219
 - GFM/DSS programmed to route eligible freight direct to 3PL
 - Can't use P.O. Box as delivery address
 - Transit time determined by IT system/customer/DTR time standards
 - DSS programmed to calculate MDD -- GFM users manually determine MDD Faster transit times will be honored (more \$)
 - After Cut-off Friday, all day Saturday and Sunday and holidays are not counted as transit days (LTL) (MDD definition)
 - TO's must educate customers/personnel on DFTS changes
 - Cut-off times (MDD Definition)
 - New Carriers – Routing guide lists TL, LTL, & Air Carriers

Oversized TDSL Shipments

Appendix B, Air Oversized Freight (520)

- Shipper must make advance arrangements with the contractor to transport the following oversized shipments:
 - a. Piece(s) which exceed 125 inches in length and/or prevent other freight from being loaded on the same pallet(s) because of special tie-down requirements
 - b. Piece(s) which exceed 88 inches in width but are less than 125 inches in width and/or prevent other freight from being loaded on the same pallet(s) because of special tie-down requirements
 - c. Piece(s) which exceed 59 inches in height
 - d. Shipments which exceed 300 inches in length and girth combined shall be defined as an oversized shipment
- IAW MFTURP-1, Section F, Item 421, #4 – “Oversized freight shipments will allow for an additional (1) day of transit time unless otherwise agreed to by the shipper and the carrier.”
 - Request EXP on 219 to ensure the requirement is passed to Crowley

Service level Request

- TDSL Shipments
 - Shipper determines MDD (less than 4 days may = TDSL)
 - Shipper can request a surface equipment type (e.g. AV1, AV3) and appropriate accessorial (e.g. EXP, 520, etc)
 - Based on MDD, 3PL selects mode (QQ for TDSL; AV1 for LTL) and prices shipment
- Surface Shipments
 - Shipper determines MDD
 - Shipper identifies special equipment required (e.g. AF3) and appropriate accessorial (e.g. EXP, 520, etc)
 - Based on MDD, equipment requested, 3PL selects and prices shipment

Missed EXP MDDs

- What happens if 3PL misses the MDD for EXP service
 - TO/GSA conducts audits on program
 - Discrepancies uncovered and associated funds returned
- 3PL provides rebates based on actual level of service used
 - IDs premium shipments failing to meet MDD
 - Reduces price to actual service received (2 day to 3 day)
 - Credits Syncada account if payment already made

Short MDDs will drive Crowley to put shipment into the TDSL mode at maybe a higher rate

Appointments

- Appointments (Truck Load shipments only)
 - 5-Minute pickup window
 - GFM/DSS – set 5-minute pickup (e.g. 1155-1200)
 - Carrier has +/- 30 Minutes from the appointment time
 - LTL/TDSL not affected as they normally have scheduled times

Carrier Management

- Carrier Management
 - 3PL's responsibility is to ensure carriers perform
 - Leverages freight volume to fewer carriers to lower cost
 - Performance/OS&D/Claims settlement/Freight Pay/EDI transactions
 - Factors used by 3PL to grade carriers
 - Higher weight given to performance
 - Not only factor used to remove carrier from service
 - Carrier scorecards used to monitor/improve performance
 - DTR Chapter 207 does not apply to DFTS

Cut Off Times

- TDSL/LTL Cut Times
 - Time when offers must be RCVD for same day departure
 - Times based on the following:
 - EDI transmission time (approx 45 min)
 - Drive time to terminal for processing/sort (carrier specific)
 - Offers after cut time will move with next days shipments
 - Considered on-time if offer received after cut time
 - Delivery normally extended 1 day to account for delay
 - Hot shipments after cut time / before carrier depart may be supported
 - Site must coordinate with LP to pass requirements
 - May require draft BOL from shipper
 - May require Mode shift and/or EXP if hard MDD
 - May involve chartering service/other extra-ordinary methods

Accessorials

- Request all required accessorials via applicable shipper system
 - After the fact accessorials (not initially ordered)
 - If Added by TO/consignor at shipping site – notify 3PL
 - If Added by TO/consignee at receiving site – also notify 3PL but understand cost may be the responsibility of receiving site
 - Consignee authorizes payment via linked Ebill process

Avoiding VFN

- Cancel Shipments to avoid VFN
 - VFN charges will not apply when
 - Vehicle is rejected by the shipper upon inspection that such equipment is considered unfit for the required transportation
 - Trucks cancelled by the government **four** hours or more prior to scheduled pickup shall not be charged an accessorial fee

Extra Driver (EXD)

- Level of service requested to meet the MDD
 - Not to be confused with dual driver which is used when moving classified/sensitive
- Used only when transit time does not allow single driver to meet the MDD within legal driver parameters
 - Carrier provides second driver to provide continuous line haul service
- Contract does not specify that the second driver is required at pickup, en route, etc.

Incident Tool

3PL provides a tool to be used by all parties to report, manage, and track concerns, complaints, or comments (positive and negative) related to performance of the PWS requirements (e.g., shipment not picked up or delivered, no-show, carrier arrived with wrong equipment, etc).

Permit Process

- IAW DTR II Chapter 202.O.3: 3PL/Carriers are required to obtain all necessary permits.
 - Shipping activities must not release DOD oversize/overweight cargo shipments until the carrier has notified or presented the shipping activity with a written statement that they have, or will be able to obtain, required state road-use permits.
- At a minimum, the carrier must present to the shipping activity the permit for the origin state prior to shipment release

Reweighs

- LTL – Any re-weigh where the discrepancy is 10% or more the contractor has 6 government business days of delivery to provide a re-weigh ticket to the shipper for a BOL correction. If not provided any re-weigh will be denied. Re-weigh ticket must be posted to the Third Party Payments System (TPPS).

- TDSL – Any re-weigh where the discrepancy is 1% or more the contractor has 2 government business days of delivery to provide a re-weigh ticket to the shipper for a BOL correction. If not provided any re-weigh will be denied. Re-weigh ticket must be posted to the TPPS.

- See PWS Paragraph 1.3.3.3.2 and sub paragraphs for more info

How You Can Help

- Understand and support the program
- Don't hesitate to ask questions
- DOD Enterprise goals vs local TO goals not in sync
- Communicate
 - Process changes to your customers – Cut times, OD/OW, EXP
 - With your load planner – requirements/special needs