



PMA-201G1 Cartridge Actuated Devices/ Propellant Actuated Devices (CAD/PAD) International Logistics Meeting (ILM) Delivery Status Reports and Transportation 26-27 June 2018





Delivery Status Reports

- ◆ **Delivery Status Reports (DSRs) are distributed at regularly-scheduled intervals to each country**
 - DSRs are prepared by the country's Logistics Management Specialist (LMS) at Naval Surface Warfare Center Indian Head Explosive Ordnance Disposal Technology Division (NSWC IHEODTD)
 - PMA-201G1 reviews and distributes
 - ◆ The email from PMA-201G1 containing the DSR will also include a list of shipped items since the last reporting period



DSR Example

Navy FMS Customer Report – 201G – Navy FMS PMA 201G – All Countries Bandaria – BN-P-PAB Created on March 28, 2017

DoDIC	Part Number	Nomenclature
M182	1660AS300	FIRE EXTINGUISHER CARTRIDGE

Requisition Number	Reqmt Qty	Fiscal Year	Customer RDD	Country Code	FMS Case Number	PR Number	PR Sub CLIN	PR Sub CLIN Qty	Date Sent To NAVSUP	Estimated Award Date
PBNC85-1234-5678	1	2017		BN	BN-P-PAB	M182C1234	0001AC	1	03/28/17	05/30/17

Contract Number	NSN	Award Date	FAT Due Date	FAT Revised	FAT Received	FAT Accepted	Contract Sub CLIN	Contract Sub CLIN Qty	Lot Number	Lot Qty	LAT Due Date	LAT Revised Due Date	LAT Receive Date	LAT Accept Date	Contractual RDD	Estimated Delivery	Shipped Date
M182C1234	012571358																

FMS Remarks

Future DSRs will only contain unshipped requisitions; shipped requisitions will no longer be reported. In addition, report will only reflect previous and current year buy.



Transportation Overview

◆ Delivery Intent

- Identify what is the intent of delivery and receipt of shipment
 - ◆ During Pricing and Availability (P&A), the Delivery Term Code (DTC) on how the Foreign Military Sales (FMS) partners prefer to ship the item must be established
 - Different DTCs have different costs associated
 - Each DTC will be verified to ensure they are feasible and actionable for the items being procured
- Ensure cases have current and accurate Mark For, Freight Forwarder (FF), and Procuring Agency Codes
 - ◆ These codes are required to complete the transportation plan and transportation assessments for case development



FMS Partner Transportation Responsibilities



- ◆ Send a letter to the Department of State's Defense Trade Controls Directorate (PM/DDTC) identifying its FF
- ◆ Responsible for export requirements if taking possession of purchases in the Continental United States (CONUS), or contract with a registered FF to perform these functions
- ◆ Provide FF with signed copies of Letter of Offer and Acceptance (LOA) and other LOA-related documentation needed to export
 - Without these, shipments can be delayed by Customs
- ◆ Secure appropriate authorizations:
 - Explosive Exemption Numbers (EX#s) from the United States Department of Transportation (DOT) prior to moving Hazard Class 1 explosives in CONUS by commercial conveyance
 - ◆ FMS partner and asset-unique EX# is required for every CAD/PAD shipment being moved by a FF
 - ◆ EX# packages should be in place six months prior to shipping
 - It takes on average 180 days for EX# package to be approved by the DOT
 - ◆ PMA-201G1 can assist FMS partners to develop/track EX# package approval
 - ◆ EX#s are not required for shipments moving via DTCs 8 or 9



FMS Partner Transportation Responsibilities (Cont.)



- ◆ Maintain accurate Military Assistance Program Address Directory (MAPAD) addresses
- ◆ Obtain insurance on shipments (if desired)
- ◆ Handle all import customs actions and pay all customs charges for entry of materiel into purchaser's country
- ◆ Participate in the preparation of a Transportation Plan (TP):
 - Affect coordination with security and customs authorities within territory, and identify points of contact
 - Required for FMS cases containing classified and sensitive materiel and are approved by NAVAIR
- ◆ Handle all customs actions of materiel returning to the United States



Delivery Term Codes



Delivery Term Codes – Initial Procurement		
2	Department of Defense (DOD) is responsible from origin to destination in CONUS inland point	Staging in CONUS as part of a kit or to an assembly/consolidation point
4	Purchaser has full responsibility of all transportation costs at the point of origin. Often forwarded collect to country freight forwarder.	Collect Commercial Bill of Lading. Transportation is not part of the procurement cost
5	DOD is responsible from the point of origin to the country's freight forwarder or CONUS Port of Embarkation/Entry (POE) on the inland carrier's equipment	Government Bill of Lading. Transportation is part of the procurement cost
7	DOD is responsible from origin to overseas inland destination on board the inland carrier's equipment	DOD (Door to Door)
8	DOD is responsible from origin to the CONUS POE on board the vessel or aircraft. The customer is responsible for all onward movement from CONUS POE	Pilot pickup (PPU)
9	DOD is responsible to the overseas Port of Debarkation (POD) alongside the vessel or aircraft. Customer is responsible for all transportation from POD and any other onward movements	Defense Transportation System (DTS) (Channel Flight)

Information is retrieved from Defense Transportation Regulation (DTR) – Part II, Appendix E, Section L
(http://www.ustranscom.mil/dtr/part-ii/dtr_part_ii_app_e.pdf)



Questions?