

CTRIC III Single Shipper Program and Export Controls – Bidders Overview

J3CTI Program Integration Division
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Single Shipper Program

- DTRA is exporter of record for equipment shipments
 - Exporter of record is synonymous with U.S. Principal Party in Interest
 - DTRA obtains export authorizations (license/exemption) when required
 - DTRA is ultimately responsible for all property until the items transfer custody to another entity
- CTR Logistics Services (CLS) Contract (Single Shipper)
 - Performs warehousing, packaging, procurement, and transit
 - Facilitates door-to-door shipments and duty-free entry
 - Provides travel support services for Government and other CTR sponsored personnel



Use of Single Shipper

- Single Shipper Program
 - Mandatory for CONUS > OCONUS shipments
 - DTRA maintains oversight of compliance and schedule
 - OCONUS > OCONUS services available, not required
 - OCONUS warehouse storage options available
- “Other than” Single Shipper
 - Allowed in exceptional cases for CONUS-origin shipments
 - DTRA still required to conduct compliance reviews
 - Submit Single Shipper exemption waiver requests via Project Officers to J3CTI Export Office for review/possible support
 - Waiver requests sent to J3CT Deputy Chief for determination



Logistics Lifecycle

- 1) Contractor prepares new shipping requirement
 - Vendor(s) ship equipment to SAIC consolidation warehouses
 - Direct shipping to/from vendor(s)
 - Other specified shipment origin (pick-up location)

- 2) Transportation Request (TR) created using Single Shipper Program
 - DTRA Project Officers
 - Integrating Contractors
 - CTR Project Stakeholders
 - Foreign Partner Institutions



Logistics Lifecycle *(cont'd)*

3) TR undergoes Single Shipper/USG approval process

1) SHIPPING REQUEST INTEGRATOR/CONTRACTOR

- Contractor submits request with all required shipment details

2) QUALITY CONTROL (QC) REVIEW

- Initial USG review verifying all required details are provided

3) PROGRAM REVIEW | 4) COMPLIANCE REVIEW

- Validates requirements conform to CTR mission scope
- Verifies regulatory compliance and identifies required licensing/authorizations

5) FINAL QC-COST ESTIMATE

- Final QC review and cost estimate generation

6) GOVERNMENT APPROVAL

- Reviews recommendations and makes approval determination



Logistics Lifecycle (*cont'd*)

4) Shipment consolidation and preparation

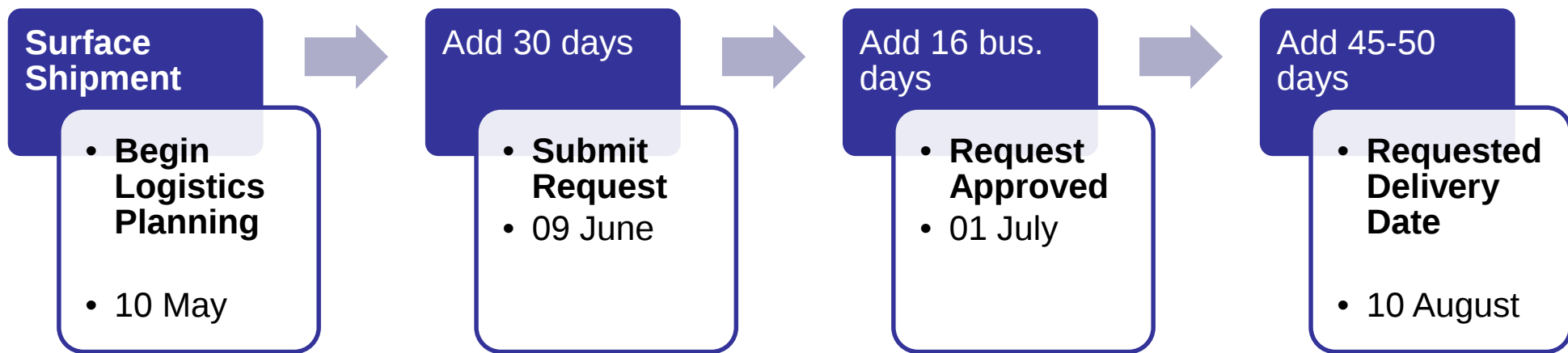
- Material line items are received by the Single Shipper consolidation warehouse(s)
- Shipping arrangements and preparations finalized at specified origin (pick-up) location

5) Single Shipper program identifies and executes using the most economic and efficient transit mode and lanes to meet program requested delivery date



Modes of Transit

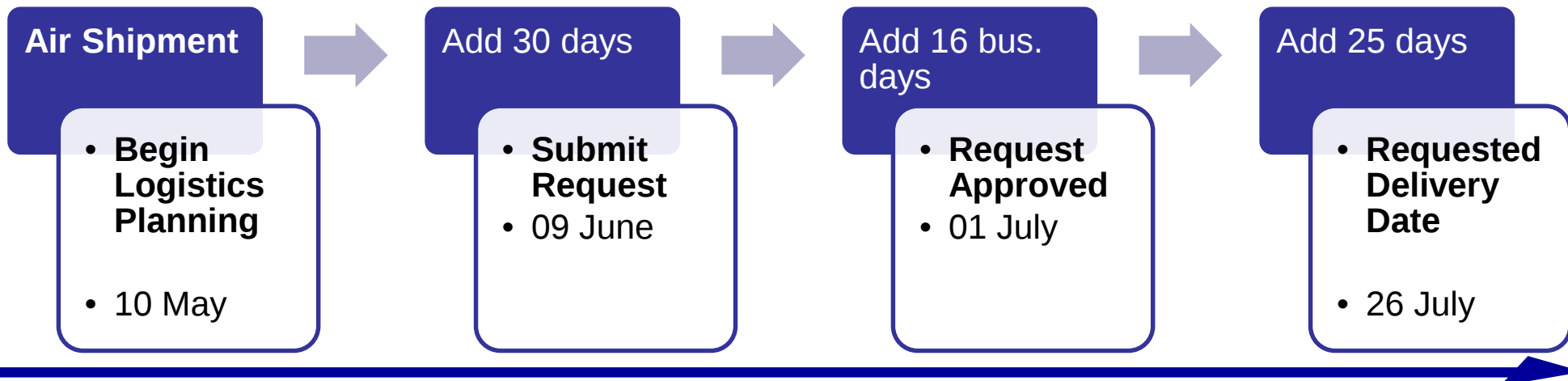
- Surface transit
 - Delivery averages **45-50 days** after Government Approval
 - Ground (truck or rail)
 - May be required for certain hazmat materials
 - Ocean Liner
 - Preferred for large cargo requests (*greater than 5,000 lbs*)





Modes of Transit (*cont'd*)

- Air transit
 - Requires **valid** justification with J3CTI approval
 - Delivery averages **25 days** after Government Approval
 - Passenger or Cargo
 - Preferred for small cargo (*less than 5,000 lbs*)
 - Temperature-controlled and/or perishable items
 - Chartered Cargo
 - Only used for DoD mission critical or grossly oversized freight





Potential for Delay

- Shipment times vary by commodity, HAZMAT regulations, cold-chain storage/transit requirements, export/import authorization requirements, and any other external factors
- Export Reviews
 - Proper and complete information
 - Licensing determinations
 - Large number of line items





General Awareness

- **Primary Export Control Laws and Regulations**
 - Export Administration Act of 1979, as amended
 - Department of Commerce
 - Regulates export or re-export of dual-use goods
 - **Implemented through the EAR**
 - Arms Export Control Act of 1976, as amended
 - Department of State
 - U.S. munitions export control law
 - **Implemented by the ITAR**



DFARS and Responsibility

- DFARS 252.225-7048 should be anticipated
 - Contractors are required to comply with all export/import regulations
 - Consider possible need for license when performing defense services and time needed to obtain
 - Contractor must self-determine use of applicable license exemptions/exceptions
- DTRA cannot flow-down use of any exemption
 - Conflicts exist between DoD and State Department policy positions.
- ITAR exemption for export of technical data (125.4(b)(3))
 - May be available at contractor discretion: ensure contract has required language addressing export of technical data



Hand-Carries

- Hand-carried project items require same export/import authorizations as if shipped
- Consult CTR Hand-Carry SOP
 - Timeline chart for many countries
 - Hand-carry request form
- Support provided to CTR-funded travelers
 - Contractor personnel
 - Collaborators
- Recommend using Single Shipper Program
 - Hand-carries should not be common practice (keep focus on project schedules)
 - Import procedures may take same amount of time as shipping