

SHIPPING GUIDANCE

CONSOLIDATED SMALL PARCEL SHIPMENTS

MCX SHIPPER INSTRUCTIONS

Opportunity for Improvement:

With Vendor/Shipper support; for MCX routing and optimization processes in the TMS portal to group small parcel shipments (UPS and FedEx) to support a bundling of merchandise shipped to Marine Corps Commands. Upon review of the current shipment details, it is clear that in many instances, these individual shipments are not being consolidated and are being shipped out separately at an excessive freight cost to MCX.

Visibility:

Once routing instructions have been provided from the MCX TMS an automatic email will be generated and sent to the shipper that will include the MCX BOL. The MCX BOL will indicate carrier, method of shipping, and billing information. The BOL information can also be obtained by logging into your MCX TMS account on the shippers routing history page by selecting the routing request BOL number that is referenced on the order.

Small Parcel Consolidation Options:

There are two options to support consolidation of small parcel cartons into a combined shipment.

Option 1:

Consolidate the individual cartons with the same site number destination into an over-pack box. Under this option there are certain rules that should apply.

- a. The master carton must possess the strength to support the combined weight. The following chart might assist in ensuring the carton strength. You can also contact your corrugate provider for your specific product strength.

Maximum Weight of Contents (lbs.)	Size Limit of Box (inches) L + W + H	Bursting Test (lbs. per sq. in.)	Edge Crush Test (ECT) (lbs. per in. width)
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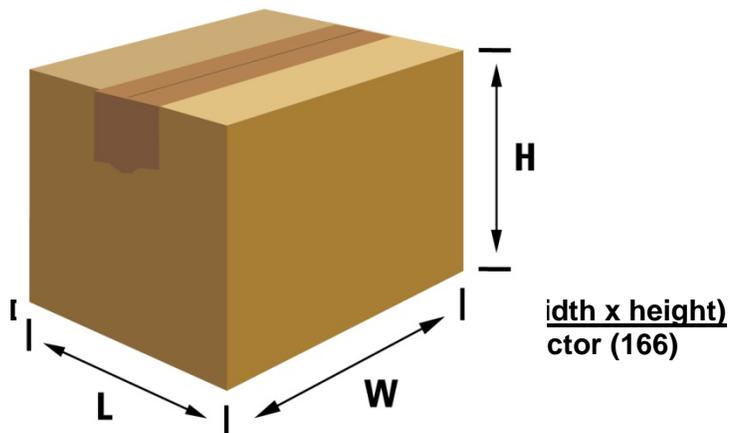
SINGLE WALL CORRUGATED CONTAINERS

30	75	200	32
40	75	200	40
50	85	250	44
65	95	275	55
80	105	350	NA

DOUBLE WALL CORRUGATED CONTAINERS

60	85	200	48
80	95	275	51
100	105	350	61
120	110	400	71
140	115	500	82

- b. The heavier the over-pack carton, the more likely the opportunity for carton and product damage. The suggested maximum combined weight of the carton should not exceed 50 pounds.
- c. The DIM factor of the master carton must not exceed 166 inches. Shipments larger than 166 inches should be broken down into smaller shipments.
 - 1) Effective January 3, 2011 the DIM factor FedEx and UPS use changed, from 194 to 166 for U.S. Domestic air and ground packages (applies to ground packages 3 cubic feet or larger) and from 166 to 139 for many international services. THIS IS A SIGNIFICANT CHANGE.



- d. Each carton in the master / over-pack carton must have an individual carton label.
- e. Vendors that already perform the over-pack function should verify proper execution.

Option 2:

Banding or strapping of smaller cartons is another method of ensuring a freight savings when shipping multiple small parcel cartons to the same destination. Under this option there are certain rules that should apply.

- a. Each carton in the bundle will still need its individual carton label and be destined to the same site number destination.
- b. There will only be one UPS / FedEx tracking label applied to the bundle.
- c. The strapping or banding material should be strong enough to support the combined weight of the cartons in the bundle. The bundle should not exceed 50 pounds.
- d. The DIM factor of the master carton must not exceed 166 inches. Shipments larger than 166 inches should be broken down into smaller shipments.
- e. Any shipments sent directly to Iwakuni Japan cannot be bundled due to International regulations and requirements. These must continue to be shipped as separate cartons. Bundles are authorized if shipped through one of the consolidation points in Chino CA or Wilmington CA.
- f. Vendors that already perform the strapping / banding function should verify proper execution. Other vendors might need to contact a specialist if they desire to execute this option.
- g. Strapping or banding that breaks or comes apart at one of the small parcel carrier terminals will be the responsibility of the vendor.
- h. Strap tension should be adequate enough to support the bundle but not enough to damage the product.
- i. Ensure the strapping / banding material is resistant to moisture.

Many customers are working with their vendors to reduce freight costs on small parcel shipments so this request should not be uncommon. Many vendors may already be using one of the above methods in support of their customer's needs. MCX also welcome's our vendors/shippers suggestions in helping reduce our shipping costs and increase savings to our Marines.

Shipping Compliance:

We appreciate your assistance in overcoming this challenge. The Landair Team will be monitoring for compliance and reporting issues directly to MCX. Please know that MCX works with all of our vendors/shippers and understands that there may be restrictions, but we have to imply fees when our procedures and policies are not followed and it creates an increased work load for our business partners and staff. As a reminder our

freight guidance (located at www.usmc-mccs.org/shipping), states that we may charge for non-compliance issues.

Questions / Comments:

Please contact the Landair Team with any questions, comments, or concerns regarding the above guidance.

Contact information:

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