Assignment of Transportation Priority and Determination of Delivery Time Standards

1. PURPOSE

1.1. This instruction is authorized under subparagraph E2.1.1.16 of Enclosure 2 to Department of Defense (DOD) Directive 5105.22, Defense Logistics Agency.

1.1.1. This Instruction supersedes the Assignment of Transportation Priority And Determination of Delivery Time Standards Instruction dated July 2, 2003.

1.1.2. This Instruction applies to Headquarters DLA, the Defense Distribution Center, Strategic Distribution Platforms (SDP), and Distribution Centers (DC).

1.1.3. This Instruction implements the transportation segments of the Uniform Materiel Movement and Issue Priority System (UMMIPS) Time Definite Delivery (TDD) standards published in Appendix 8 of the DoD Supply Chain Materiel Management Regulation (DoD 4140.1-R). The UMMIPS TDD standards are also prescribed in the Military Standard Requisitioning and Issue Procedures (MILSTRIP)(DoD 4000.25-1-M), and the Defense Transportation Regulation (DoD 4500.9-R). The UMMIPS TDD standards provide instructions concerning the assignment of transportation priorities and the determination of TDD standards. This Instruction establishes and implements policies, processes, and procedures necessary to the effective, efficient and economical conduct of official Agency business.

2. APPLICABILITY

2.1. The UMMIPS TDD standards establish the maximum amount of time that should elapse during any given segment of the logistics pipeline. The intent of this Instruction is to ensure that DLA transportation processes do not exceed the UMMIPS TDD standards, and that DLA does not purchase unnecessary, costly, premium transportation services.

The outputs of this chapter are:

2.2.1. The assignment of transportation priorities to be used in determining transit time standards for shipments.

2.2.2. The determination of transit time standards for shipments from DLA SDPs and DCs.

2.3. Adherence to the instructions in this Instruction will help DLA realize its vision of Right Item, Right Time, Right Place, Right Price. Specifically, the UMMIPS TDD standards support the goal to “provide responsive, best value supplies and services consistently to our customers.”

3. POLICY
3.1. The policy of DLA is to make transportation routing decisions and procure transportation services in accordance with UMMIPS transportation priorities and TDD standards. DLA will attempt to surpass the UMMIPS TDD standards if doing so does not exceed the cost of the transportation necessary to meet the standard, or if the customer agrees to reimburse DLA for the additional costs incurred. This policy will ensure that DLA accomplish the dual objectives of responsive, reliable service to our customers, and responsible stewardship of transportation dollars. This policy applies whether the requisition is filled by a SDP or a DC.

3.2. While the policy of DLA is to comply with UMMIPS transportation priorities and TDD standards, this policy should not be construed as an obstacle to tailoring logistics services to meet the specific needs of customers. For example, the U.S. Army has asked DLA to ship high-priority requisitions in scheduled trucks with routine requisitions, rather than shipping them by air carrier. The resulting cost avoidance helps to justify the scheduled trucks, thus accelerating the movement of routine materiel. The outcome is an overall reduction of customer wait-time for the Army without an increase in DLA transportation costs.

4. RESPONSIBILITIES

4.1. The customer’s requisition is the source of information concerning the level of service that the customer desires. Requisition data is passed by Inventory Control Points to SDPs and DCs in a Materiel Release Order (MRO).

4.1.1. Information Contained in a Requisition:

4.1.1.1. Department of Defense Activity Address Code (DoDAAC) of the petitioner in record position (rp) 30-35 of the requisition.

4.1.1.2. DoDAAC of Supplementary “Ship To” address in rp 45-50, so designated by Signal Codes J, K, L, or M, in rp 51. MILSTRIP, Chapter 6, contains instructions concerning the use of rp 45-50 in requisitions supporting the Security Assistance Program (Foreign Military Sales and Military Assistance Program Grant Aid).

4.1.1.3. Signal Code in rp 51 of J, K, L or M indicates that the Supplementary Address in rp 45-50 is a “Ship To” address. (See subparagraph 4.1.1.2 above.)

4.1.1.4. Project Code in rp 57-59.

4.1.1.5. Priority Designator, PD, in rp 60-61.

4.1.1.6. Required Delivery Date, (RDD) in rp 62-64.

4.2. Assignment of transportation priority (TP). NOTE: This subprocess assigns a numeric TP to a requisition based on requisitioner, urgency of need, and the date that the materiel being requisitioned is required. The TP is used to determine the time standard for delivering the requisitioned materiel.

4.2.2. Determination of time standard. NOTE: This subprocess assigns a standard measured in days or fractions of days based on a requisition’s TP and the geographic location of the destination.

4.3.1. Distribution Standard System (DSS). DSS is the system that DLA SDPs and DCs use to execute distribution decisions and support distribution operations. The subprocess of assigning TPs is incorporated in DSS logic.

4.3.2. Distribution Planning and Management System (DPMS). DPMS is the system that supports enterprise-wide distribution planning and management. It uses commercial off-the-shelf (COTS) software for the planning phase and DSS for the execution phase. DSS incorporates the subprocess of assigning
TPs for SDPs and DCs. To support DPMS, DSS has been modified to incorporate distribution from vendor locations. The COTS planning software also incorporates the assignment of TP subprocesses to ensure that planning decisions remain consistent with DLA policy.


4.5 Process Flow:

4.6 Subprocess Description and Responsibilities:

4.6.1. Assignment of TP will be in accordance with the following instructions:

4.6.1.1. For all requisitions described in subparagraphs 4.6.1.1.1 through 4.6.1.1.4, requisitions with PD 01 through 03 will be assigned TP 1, requisitions with PD 04 through 08 will be assigned TP 2, and requisitions with PD 09 through 15 will be assigned TP 3.

4.6.1.1.1. Requisitions for customers who participate in the U.S. Army Air Lines of Communication (ALOC) program.

4.6.1.1.2. Requisitions for civil agencies (identified by codes 0 through 9 in the first position of the DoDAAC).

4.6.1.1.3. Requisitions for the Security Assistance Program (as indicated in MILSTRIP, Chapter 6, and Appendices for entries to be found in rp 30-35), with or without a Required Availability Date (indicated by the code A in rp 62).

4.6.1.2. For requisitions other than those described in subparagraphs 4.6.1.1.1 through 4.6.1.1.4, the following instructions will be used to determine TP.

4.6.1.2.1. TP 1 will be assigned to all requisitions and MROs bearing a PD of 01 through 03, except requisitions and MROs bearing an extended RDD as indicated by the character S or X in rp 62 of the RDD field (rp 62-64).

4.6.1.2.2. TP 2 will be assigned to requisitions bearing a PD of 04 through 08 in combination with any of the following:

4.6.1.2.2.1. A coded RDD of 999, 777, 555, 444, N_ _, or E_ _.

4.6.1.2.2.2. A Julian RDD of 8 days or less from the date that the requisition for a Continental U.S. (CONUS) customer is being processed.

4.6.1.2.2.3. A Julian RDD of 21 days or less from the date that the requisition for an outside the CONUS (OCONUS) customer is being processed.

4.6.1.2.3. Transportation priority 3 (TP 3) will be assigned to PD 01 through PD 03 requisitions not otherwise described in paragraph 4.6.1.2.1, PD 04 through PD08 requisitions not otherwise described in paragraph 4.6.1.2.2, and all PD 09 through 15 requisitions.

4.6.2. Determination of Time Standards:

4.6.2.1. In order to determine time standards for shipments, the “Lift Area” in which the customer is located must first be determined. The Lift Areas are CONUS, and in OCONUS, airlift areas A through D, and sealift areas A through D. Airlift areas A through D are described in DoD 4140.1-R in Appendix 8 at paragraph AP8.2.1, while sealift areas A through D are described in DoD 4140.1-R, in Appendix 8 at paragraph AP8.2.2.

4.6.2.2. The time standards for TP 1 shipments to the various Lift Areas is shown in Figure 1 below. The standards are stated in days and are calculated by subtracting the Julian date on which a segment begins from the Julian date on which the segment ends.

Figure 1.

<table>
<thead>
<tr>
<th>PIPELINE SEGMENT</th>
<th>Airlift Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CONUS</td>
</tr>
<tr>
<td>Transportation to CCP</td>
<td>N/A</td>
</tr>
<tr>
<td>CCP Processing</td>
<td>N/A</td>
</tr>
<tr>
<td>CONUS Transportation</td>
<td>1</td>
</tr>
<tr>
<td>POE Processing</td>
<td>N/A</td>
</tr>
<tr>
<td>Transportation to Theater</td>
<td>N/A</td>
</tr>
<tr>
<td>POD Processing</td>
<td>N/A</td>
</tr>
<tr>
<td>Transportation Within Theater</td>
<td>N/A</td>
</tr>
</tbody>
</table>
4.6.2.2.1. The time standards in bold italic indicate that DLA does not own that process. The time standards shown are, therefore, largely informational. However, DLA personnel should attempt, to the extent practical, to select routings in which processes out of DLA’s control meet the time standard shown.

4.6.2.2.2. The “Storage Site to CCP Transportation Time” segment applies to shipments for ALOC activities and other OCONUS customers who have expressed a desire to have their TP 1 shipments routed through a CCP for onward movement. The segment applies to transportation from the storage location to the CCP.

4.6.2.2.3. The “CONUS In-transit Time” segment applies to CONUS shipments, and to shipments from a storage location or a CCP to an APOE for onward movement to an OCONUS customer.

4.6.2.2.4. If a commercial carrier is used to provide door-to-door service directly to an OCONUS customer, the times for the individual pipeline segments from CONUS In-transit Time through In-transit, Within-Theater Time, are to be added together to determine the TDD standard. For example, a commercial carrier providing door-to-door service to a customer in Area A would have a TDD standard of 7 days to deliver the shipment.

4.6.2.2.5. Non-applicable (N/A) means that the pipeline segment does not apply to the Airlift Area.

4.6.2.3. The time standards for TP 2 shipments to the various Lift Areas are shown in Figure 2 below. The standards are stated in days and are calculated by subtracting the ship date from the delivery date.

Figure 2.

<table>
<thead>
<tr>
<th>PIPELINE SEGMENT</th>
<th>Airlift Area</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CONUS</td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td>EXP</td>
</tr>
<tr>
<td>Transportation to CCP</td>
<td>N/A</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>N/A</td>
</tr>
<tr>
<td>CCP Processing</td>
<td>N/A</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>N/A</td>
</tr>
<tr>
<td>CONUS Transportation</td>
<td>2.5</td>
<td>2.5</td>
<td>2.5</td>
<td>2.5</td>
<td>2.5</td>
<td>N/A</td>
</tr>
<tr>
<td>POE Processing</td>
<td>N/A</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>N/A</td>
</tr>
<tr>
<td>Transportation to Theater</td>
<td>N/A</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1.5</td>
<td>8</td>
</tr>
<tr>
<td>POD Processing</td>
<td>N/A</td>
<td>.5</td>
<td>.5</td>
<td>.5</td>
<td>1</td>
<td>N/A</td>
</tr>
<tr>
<td>Transportation Within Theater</td>
<td>N/A</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

4.6.2.3.1. The time standards in bold italic indicate that DLA does not own that process. The time standards shown, therefore, are largely informational. However, DLA personnel should attempt, to the extent practical, to select routings in which processes out of DLA’s control meet the time standard shown.

4.6.2.3.2. The “Transportation to CCP” segment applies to shipments for ALOC activities and other OCONUS customers who have expressed a desire to have their TP 1 shipments routed through a CCP for onward movement. The segment applies to transportation from the storage location to the CCP.

4.6.2.3.3. The “CONUS Transportation” segment applies to CONUS shipments, and to shipments from a storage location or a CCP to an APOE for onward movement to an OCONUS customer.

4.6.2.3.4. The “Transportation to Theater” segment and “Transportation Within Theater” segment apply to OCONUS shipments to any Airlift Area being shipped direct from a storage location to the Theater by
commercial carriers. In other words, these shipments bypass the APOE. The segment times can be combined to provide 9 days transit time for shipments direct to customers in theater.

4.6.2.3.5. N/A means that the pipeline segment does not apply to the Airlift Area.

4.6.2.4. The time standards for TP 3 shipments to the various Lift areas are shown in Figure 3 below. The standards are stated in days and are calculated by subtracting the ship date from the delivery date.

Figure 3.

<table>
<thead>
<tr>
<th>PIPELINE SEGMENT</th>
<th>Sealift Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CONUS</td>
</tr>
<tr>
<td>Transportation to CCP</td>
<td>N/A</td>
</tr>
<tr>
<td>CCP Processing</td>
<td>N/A</td>
</tr>
<tr>
<td>CONUS Transportation</td>
<td>9</td>
</tr>
<tr>
<td>POE Processing</td>
<td>N/A</td>
</tr>
<tr>
<td>Transportation to Theater</td>
<td>N/A</td>
</tr>
<tr>
<td>POD Processing</td>
<td>N/A</td>
</tr>
<tr>
<td>Transportation Within Theater</td>
<td>N/A</td>
</tr>
</tbody>
</table>

4.6.2.4.1. The time standards in bold italic indicate that DLA does not own that process. The time standards shown, therefore, are largely informational. However, DLA personnel should attempt, to the extent practical, to select routings in which processes out of DLA’s control meet the time standard shown.

4.6.2.4.2. The “Transportation to CCP” segment applies to shipments to a CCP for consolidation and onward movement via a POE for onward movement to an OCONUS customer.

4.6.2.4.3. The “CONUS Transportation” segment applies to CONUS shipments, and to shipments from a storage location or a CCP to a Port of Embarkation (POE) for onward movement to an OCONUS customer.

4.6.2.4.4. N/A means that the pipeline segment does not apply to the Sealift Area.

References: Refer to Enclosure 1.

5. PROCEDURES  None

6. EFFECTIVE DATE:  May 13, 2005

ENCLOSURE(S)  None