



DEPARTMENT OF THE NAVY

OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON, DC 20350-1000

13 Dec 04

MEMORANDUM FOR CHAIR, SUPPLY AND STORAGE JOINT CROSS SERVICE GROUP

Subj: PROVISION OF CERTIFIED DEPARTMENT OF THE NAVY DATA TO THE BRAC
2005 SUPPLY AND STORAGE JOINT CROSS SERVICE GROUP

Encl: (1) Scenarios/Activities with Certified Data
(2) Additional Information for Scenarios S&S-0003 and S&S-0004

In compliance with both the Office of the Secretary of Defense (OSD) Internal Control Plan (ICP) for the Base Realignment and Closure Process, Appendix B to Under Secretary of Defense (Acquisition, Technology and Logistics) Memorandum "Transformation Through Base Realignment and Closure (BRAC 2005) Policy Memorandum One - Policy, Responsibilities, and Procedures," dated 16 April 2003, and the Department of the Navy Procedures for Certification of BRAC 2005 Information, enclosure (1) to Secretary of the Navy Memorandum "Internal Control Plan for Management of the Department of the Navy 2005 Base Closure and Realignment (BRAC) Process Policy Advisory Two," dated 27 June 2003, this memorandum is a certification of Department of the Navy (DON) data provided to the Supply and Storage (S&S) Joint Cross Service Group (JCSG) for its use in analyzing common business support functions. The data consists of certified responses to Scenario Data Calls as listed in enclosure (1), and is provided to the S&S JCSG via posting to the portal. The scenario templates have been populated with all responses requested by the JCSG as well as some amplifying information collected that may be useful to you in your analysis.

Enclosure (2) provides additional information included in the data call responses that may warrant further consideration or be helpful to you in evaluation of your scenarios. In particular, that enclosure contains input from identified losing activities regarding potential impacts of removing the distribution depots and should be considered during S&S JCSG deliberations.

During the course of our initial quality assurance review of the data, we discovered no areas where we believe the data is incorrect, incomplete, or in need of further clarification. However, we anticipate that other areas of concern may be identified as we continue our quality assurance process. The S&S JCSG may also find during the course of its analysis of the data, additional areas requiring clarification or supplementation, and request additional data be collected. Updated certified data will be collected by the IAT and provided to the S&S JCSG as it becomes available.

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2005 SUPPLY AND STORAGE JOINT CROSS SERVICE GROUP

Subject to the foregoing, I certify that the information is accurate and complete to the best of my knowledge and belief.



Anne Rathmell Davis
Special Assistant to the Secretary of the Navy
for Base Realignment and Closure

cc:
O-6/GS-15 Lead, S&S JCSG
Navy & Marine Corps S&S JCSG Principals

Scenarios/Activities with Certified Data

S&S-0003

<u>Activity Plad</u>	<u>Activity Name</u>	<u>Activity UIC</u>
NAVSTA_SAN_DIEGO_CA	NAVAL BASE SAN DIEGO, CA	00245
CNI_WASHINGTON_DC	COMMANDER, NAVY INSTALLATIONS, DC	00052
CG_MCAS_CHERRY_PT	CG MCAS CHERRY POINT NC	00146
CO_MCLB_ALBANY_GA	CO MCLB ALBANY GA	67004
CO_MCLB_BARSTOW_CA	CO MCLB BARSTOW CA	62204
NAS_CORPUS_CHRISTI_TX	NAVAL AIR STATION CORPUS CHRISTI, TX	00216
NAS_JACKSONVILLE_FL	NAVAL AIR STATION JACKSONVILLE, FL	00207
NAVSTA_BREMERTON_WA	NAVAL STATION BREMERTON, WA	32416
NAVSTA_NORFOLK_VA	NAVAL STATION NORFOLK, VA	62688

S&S-0004

<u>Activity Plad</u>	<u>Activity Name</u>	<u>Activity UIC</u>
NAVSTA_NORFOLK_VA	NAVAL STATION NORFOLK, VA	62688
CNI_WASHINGTON_DC	COMMANDER, NAVY INSTALLATIONS, DC	00052
NAVSTA_SAN_DIEGO_CA	NAVAL BASE SAN DIEGO, CA	00245
CG_MCAS_CHERRY_PT	CG MCAS CHERRY POINT NC	00146
CO_MCLB_ALBANY_GA	CO MCLB ALBANY GA	67004
CO_MCLB_BARSTOW_CA	CO MCLB BARSTOW CA	62204
NAS_CORPUS_CHRISTI_TX	NAVAL AIR STATION CORPUS CHRISTI, TX	00216
NAS_JACKSONVILLE_FL	NAVAL AIR STATION JACKSONVILLE, FL	00207
NAVSTA_BREMERTON_WA	NAVAL STATION BREMERTON, WA	32416

Additional Information for Scenarios

S&S-0003

CG_MCAS_CHERRY_PT

Question 42: Additional Environmental Impact

NONE UNLESS STORAGE LOTS/BUILDINGS THAT HOUSE HAZARDOUS WASTE REQUIRED CLEAN-UP OR DEMO AND SOILS REMEDIATION AS APPLICABLE.

Question 43: Additional Community

NONE

Question 47: Other Identified Issues

IT IS THE ASSUMPTION OF THE HOST COMMAND AND OTHER TENANTS RECEIVING SHIPPING, ETC, SERVICES FROM LOCAL DDDCN FUNCTION THAT THEY SUCH SERVICES WILL CONTINUE "LIKE-IN-KIND" WITH NO EROSION OF SERVICES. ANY EXPERIENCE OF EROSION OF SERVICES TO OPERATING UNITS AT THIS ACTIVITY ARE CONSIDERED ADVERSE TO IN MEETING STRATEGIES AND GOALS.

CNI_WASHINGTON_DC

Question 45: Alternate

No

Question 47: Other Identified Issues

Despite having to answer few questions as part of this scenario data call, respondents had a difficult time due to late or missing data on the part of DLA. Also, NAVSUP was not brought in as a stakeholder until very late in the process. It is recommended that once certified data regarding personnel transfers, materials and/or product lines affected, and infrastructure impacts is provided by DLA to the JCSG, that a Discrepancy Data Call or additional Scenario Data Call be issued that includes NAVSUP as a stakeholder. This will allow NAVSUP and the affected installations to accurately reflect the impacts of the proposed realignments.

CO_MCLB_ALBANY_GA

Question 42: Additional Environmental Impact

None

Question 43: Additional Community

Maximum potential for loss of 50 personnel considered to have negligible impact on the community. Data for dollar value impact resident within DLA, not with MCLB Albany, Ga.

Question 47: Other Identified Issues

Given MCLB'S lack of access to DDAG data we are unable to address most questions within this scenario. We do however have concerns about functions, which DLA performs aboard this installation that must be addressed due to the potential impact of the Defense Depot partially or completely leaving.: DDAG performs all freight traffic management functions for MCLB, PP&P functions for weapons, comsec and other special handling items, they provide loading and unloading support equipment for heavy or oversized material and provide storage for HazMat and RadMat materials.

Additional Information for Scenarios

CO_MCLB_BARSTOW_CA

Question 42: Additional Environmental Impact

N/A

Question 43: Additional Community

Insignificant impact for community infrastructure and environmental - Loss of local employment

Question 47: Other Identified Issues

DDBC performs shipment planning, traffic management, operation of freight terminals and dispatching shipments through all modes and carriers. Loading and unloading of equipment for National Training Center, Fort Irwin Army training rotations, MCLB Depot Maintenance Activity and Fleet Support Storage Activity. DDBC performs PP&P functions for weapons, comsec, and other special handling items. Functions performed will need to revert to MCLB.

NAS_CORPUS_CHRISTI_TX

Question 42: Additional Environmental Impact

N/A

Question 43: Additional Community

Per BRAC Data Call 2 (Criterion 7), the loss of such a small number of personnel would have no impact on

Question 47: Other Identified Issues

DDCT land and facilities currently occupy space bounded by the CCAD industrial complex and the NASCC aviation operations complex. DDCT's departure would help alleviate significant land constraints on current modernization/expansion requirements for both of these activities. DDCT primarily supports CCAD and resides in what were previously CCAD facilities. Assumptions include CCAD likely returning to these facilities and developing their own receiving/stowage operation. CCAD would, also, need to develop capability to certify HAZMAT (Ammo) shipments. CCAD could establish their own shipping organization or piggyback on an existing FISC JAX Det CC contract with BAE to provide these services.

NAS_JACKSONVILLE_FL

Question 42: Additional Environmental Impact

None

Question 43: Additional Community

No impact

Question 47: Other Identified Issues

Based on subject scenarios for the regionalization of distribution, it is assumed that Naval Air Station Jacksonville (NASJAX) would inherit some portion of the transportation and shipping workload presently performed by the Defense Distribution Center Jacksonville (DDJF) for NASJAX's tenant commands. In an effort determine cost associated with this effort, request the following information be provided: Based on subject scenarios for the regionalization of distribution it is assumed that Naval Air Station Jacksonville (NASJAX) would inherit some portion of the transportation and shipping workload presently performed by the Defense Distribution Center Jacksonville (DDJF) for NASJAX's tenant commands. See attached files titled: **Adverse Effect of Realigning DDD Jacksonville to DDD Warner Robins GA;** and **Transportation/Shipping and Crating Concerns.**

Additional Information for Scenarios

NAVSTA_BREMERTON_WA

Question 42: Additional Environmental Impact

N/A

Question 43: Additional Community

None

Question 47: Other Identified Issues

The NAVICP's Wholesale inventory management models incorporate the computed time it takes to move material from the Defense Distribution Center into NADEP repair and then back to the DD after completion of repair in computing the level of wholesale pipeline material needed to satisfy customer demand. To the extent that inductions/repairs are delayed due to the geographic relocation of the storage sites, the result is an insufficient spares pipeline and potential impact to warfighter readiness unless the pipeline is reconstituted with additional Navy funded spares. Additional considerations are the increased Navy funded transportation costs associated with shipping an average 93,000 components annually from geographically separated DD's to the NADEP repair site and then back to the DD for issue to Fleet customers. The realignment and consolidation of Defense Distribution Depots will impact ability of COMFISCS to meet the needs of Navy customers. The following list is not intended to be a complete list of impacted areas; merely a starting point for consideration: FISCs have collocated operations in DDD warehouses; DDDs operate Material Processing Centers; DDDs perform local delivery of material, reimbursable packing, shipping and transshipment services for Navy customers, packing and preservation of repaired NADEP items; DDDs provide storage for Navy-owned material and local storage of "F" and "G" condition repairables for induction at NADEPs; DDDs receive, store and issue Navy engines; DDDs perform MTIS and DRMO processing; DDPW manages Navy's X-SMIC; Realignment/consolidation of DDD's will result in a change from current reimbursable funding arrangement to NWCF, assuming FISCs absorb the residual and/or additional workload; DLA provides facilities maintenance and utilities funding for warehouse operations to respective regions; DDPW buildings 970, 494, and 467 (6th floor) at NS Bremerton will be required to support Navy operations at Bremerton..

NAVSTA_NORFOLK_VA

Question 42: Additional Environmental Impact

Several of the buildings being considered for rehad/demo for this project are class 2 historical properties. Coordination will be required with the state SHPPO office to determine what, if any restrictions we face with respect to these facilities.

Question 43: Additional Community

N/A

Question 47: Other Identified Issues

The realignment and consolidation of Defense Distribution Depots will impact ability of COMFISCS to meet the needs of Navy customers. The following list is not intended to be a complete list of impacted areas; merely a starting point for consideration: FISCs have collocated operations in DDD warehouses; DDDs operate Material Processing Centers, (central receiving operations for material destined for Navy ships, squadrons, and activities; DDDs perform local delivery of material; DDDs perform reimbursable packing, shipping and transshipment services for Navy customers; DDDs provide storage for Navy-owned material (both repairables and consumables); DDDs receive, store and issue Navy engines (Aircraft and Shipboard); DDDs perform MTIS and DRMO processing; Realignment/consolidation of DDD's will result in a change from current reimbursable funding arrangement to Navy Working Capital; Funding, assuming FISCs absorb the residual and/or additional workload.

Additional Information for Scenarios

NAVSTA_SAN_DIEGO_CA

Question 42: Additional Environmental Impact

N/A

Question 43: Additional Community

Traffic - It is expected that there will be a net traffic loss. However, any traffic reduction resulting from the consolidations proposed in this scenario won't be significant as their will be the increase in traffic resulting from the regional warehouse consolidation that will occur at the vacated space.

Question 47: Other Identified Issues

CNRSW Comments: Navy Region Southwest warehouse space is mostly inadequate and past it's service life. The vacated warehouse space resulting from the consolidations proposed in this scenario is in significantly better condition and will provide the Region the opportunity to centralize warehousing functions, reducing inadequate warehouse facility footprint. Additionally, potential storage requirements for the Littoral Combat Warfare Ship will be easier to meet with space gained reducing the military construction requirement in homeporting the ship in San Diego. NAVICP COMMENTS: DD San Diego CA is co-located supporting the Naval Aviation Depots (NADEPs) San Diego. The DDs perform many services including receipt and stowing of Non-Ready For Issue (NRFI) material turned in by fleet customers, receipt and stowing of Ready For Issue (RFI) material when repaired by the NADEPs, as well as material support of the component repairs. Having the DD co-located with NADEP enables timely inductions of Non-RFI material to meet NAVICP's requirements. COMFISCS IMPACTS: The realignment and consolidation of Defense Distribution Depots will impact ability of COMFISCS to meet the needs of Navy customers. FISCs have collocated operations in DDD warehouses & HAZMAT Center. FULL DOCUMENT OF COMMENTS FROM NAVSUP CAN BE FOUND IN SCENARIO NOTEBOOK UNDER GENERAL INFO TITLED SUPPLY AND STORAGE SDCs #0003 and 0004 NAVSUP CLAIMANCY ISSUES AND CONCERNS.

S&S-0004

CG_MCAS_CHERRY_PT

Question 42: Additional Environmental Impact

N/A

Question 43: Additional Community

NONE

Question 47: Other Identified Issues

NONE UNLESS THERE IS AN EROSION OF SERVICES ALREADY RENDERED BY CURRENT ORGANIZATIONAL SUPPORT/FUNCTION. IN THE ABSENCE OF PERTINENT DATA ANY AND ALL ADVERSE IMPACTS ARE TENTATIVELY APPLICABLE TO DECISION MAKING !

CNL_WASHINGTON_DC

Question 45: Alternate

No

Question 47: Other Identified Issues

Despite having to answer few questions as part of this scenario data call, respondents had a difficult time due to late or missing data on the part of DLA. Also, NAVSUP was not brought in as a stakeholder until very late in the process. It is recommended that once certified data regarding personnel transfers, materials and/or product lines affected, and infrastructure impacts is provided by DLA to the JCSG, that a Discrepancy Data Call or additional Scenario Data Call be issued that includes NAVSUP as a stakeholder. This will allow NAVSUP and the affected bases to accurately reflect the impacts of the proposed realignments.

Additional Information for Scenarios

CO_MCLB_ALBANY_GA

Question 42: Additional Environmental Impact

None

Question 43: Additional Community

Maximum potential for loss of 50 personnel considered to have negligible impact on the community. Data for dollar value impact resident within DLA, not with MCLB Albany, Ga.

Question 47: Other Identified Issues

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CO_MCLB_BARSTOW_CA

Question 42: Additional Environmental Impact

None, insignificant decreases in environmental impacts

Question 43: Additional Community

Insignificant impact for community infrastructure and environmental - Loss of local employment

Question 47: Other Identified Issues

DDBC performs shipment planning, traffic management, operation of freight terminals and dispatching shipments through all modes and carriers. Loading and unloading of equipment for National Training Center, Fort Irwin Army training rotations, MCLB Depot Maintenance Activity and Fleet Support Storage Activity. DDBC performs PP&P functions for weapons, comsec, and other special handling items. Functions performed will need to revert to MCLB.

NAS_CORPUS_CHRISTI_TX

Question 42: Additional Environmental Impact

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Question 43: Additional Community

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Question 47: Other Identified Issues

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Additional Information for Scenarios

NAS_JACKSONVILLE_FL

Question 42: Additional Environmental Impact

None

Question 43: Additional Community

None

Question 47: Other Identified Issues

The following concerns regarding this data call: Based on subject scenarios for the regionalization of distribution it is assumed that Naval Air Station Jacksonville (NASJAX) would inherit some portion of the transportation and shipping workload presently performed by the Defense Distribution Center Jacksonville (DDJF) for NASJAX's tenant commands. In an effort to determine cost associated with this effort, request the following information be provided: See attached files titled **Adverse Effect of Realigning DDD Jacksonville to DDD Warner Robins GA; and Transportation/Shipping and Crating Concerns.**

NAVSTA_BREMERTON_WA

Question 42: Additional Environmental Impact

N/A

Question 43: Additional Community

None

Question 47: Other Identified Issues

The NAVICP's Wholesale inventory management models incorporate the computed time it takes to move material from the Defense Distribution Center into NADEP repair and then back to the DD after completion of repair in computing the level of wholesale pipeline material needed to satisfy customer demand. To the extent that inductions/repairs are delayed due to the geographic relocation of the storage sites, the result is an insufficient spares pipeline and potential impact to warfighter readiness unless the pipeline is reconstituted with additional Navy funded spares. Additional considerations are the increased Navy funded transportation costs associated with shipping an average 93,000 components annually from geographically separated DD's to the NADEP repair site and then back to the DD for issue to Fleet customers. The realignment and consolidation of Defense Distribution Depots will impact ability of COMFISCS to meet the needs of Navy customers. The following list is not intended to be a complete list of impacted areas; merely a starting point for consideration: FISCs have collocated operations in DDD warehouses; DDDs operate Material Processing Centers; DDDs perform local delivery of material, reimbursable packing, shipping and transshipment services for Navy customers, packing and preservation of repaired NADEP items; DDDs provide storage for Navy-owned material and local storage of "F" and "G" condition repairables for induction at NADEPs; DDDs receive, store and issue Navy engines; DDDs perform MTIS and DRMO processing; DDPW manages Navy's X-SMIC; Realignment/consolidation of DDD's will result in a change from current reimbursable funding arrangement to NWCF, assuming FISCs absorb the residual and/or additional workload; DLA provides facilities maintenance and utilities funding for warehouse operations to respective regions; DDPW buildings 970, 494, and 467 (6th floor) at NS Bremerton will be required to support Navy operations at Bremerton.

Additional Information for Scenarios

NAS_JACKSONVILLE_FL

Question 42: Additional Environmental Impact

None

Question 43: Additional Community

None

Question 47: Other Identified Issues

The following concerns regarding this data call: Based on subject scenarios for the regionalization of distribution it is assumed that Naval Air Station Jacksonville (NASJAX) would inherit some portion of the transportation and shipping workload presently performed by the Defense Distribution Center Jacksonville (DDJF) for NASJAX's tenant commands. In an effort to determine cost associated with this effort, request the following information be provided: See attached file titled **Transportation/Shipping and Crating Concerns**.

NAVSTA_BREMERTON_WA

Question 42: Additional Environmental Impact

N/A

Question 43: Additional Community

None

Question 47: Other Identified Issues

The NAVICP's Wholesale inventory management models incorporate the computed time it takes to move material from the Defense Distribution Center into NADEP repair and then back to the DD after completion of repair in computing the level of wholesale pipeline material needed to satisfy customer demand. To the extent that inductions/repairs are delayed due to the geographic relocation of the storage sites, the result is an insufficient spares pipeline and potential impact to warfighter readiness unless the pipeline is reconstituted with additional Navy funded spares. Additional considerations are the increased Navy funded transportation costs associated with shipping an average 93,000 components annually from geographically separated DD's to the NADEP repair site and then back to the DD for issue to Fleet customers. The realignment and consolidation of Defense Distribution Depots will impact ability of COMFISCS to meet the needs of Navy customers. The following list is not intended to be a complete list of impacted areas; merely a starting point for consideration: FISCs have collocated operations in DDD warehouses; DDDs operate Material Processing Centers; DDDs perform local delivery of material, reimbursable packing, shipping and transshipment services for Navy customers, packing and preservation of repaired NADEP items; DDDs provide storage for Navy-owned material and local storage of "F" and "G" condition repairables for induction at NADEPs; DDDs receive, store and issue Navy engines; DDDs perform MTIS and DRMO processing; DDPW manages Navy's X-SMIC; Realignment/consolidation of DDD's will result in a change from current reimbursable funding arrangement to NWCF, assuming FISCs absorb the residual and/or additional workload; DLA provides facilities maintenance and utilities funding for warehouse operations to respective regions; DDPW buildings 970, 494, and 467 (6th floor) at NS Bremerton will be required to support Navy operations at Bremerton.

Additional Information for Scenarios

NAVSTA_NORFOLK_VA

Question 42: Additional Environmental Impact

N/A

Question 43: Additional Community

N/A

Question 47: Other Identified Issues

The realignment and consolidation of Defense Distribution Depots will impact ability of COMFISCS to meet the needs of Navy customers. The following list is not intended to be a complete list of impacted areas; merely a starting point for consideration: FISCs have collocated operations in DDD warehouses; DDDs operate Material Processing Centers, (central receiving operations for material destined for Navy ships, squadrons, and activities; DDDs perform local delivery of material; DDDs perform reimbursable packing, shipping and transshipment services for Navy customers; DDDs provide storage for Navy-owned material (both repairables and consumables); DDDs receive, store and issue Navy engines (Aircraft and Shipboard); DDDs perform MTIS and DRMO processing; Realignment/consolidation of DDD's will result in a change from current reimbursable funding arrangement to Navy Working Capital; Funding, assuming FISCs absorb the residual and/or additional workload.

NAVSTA_SAN_DIEGO_CA

Question 42: Additional Environmental Impact

N/A

Question 43: Additional Community

Traffic - It is expected that there will be a net traffic loss. However, any traffic reduction resulting from the consolidations proposed in this scenario won't be significant as their will be the increase in traffic resulting from the regional warehouse consolidation that will occur at the vacated space.

Question 47: Other Identified Issues

CNRSW Comments: Navy Region Southwest warehouse space is mostly inadequate and past it's service life. The vacated warehouse space resulting from the consolidations proposed in this scenario is in significantly better condition and will provide the Region the opportunity to centralize warehousing functions, reducing inadequate warehouse facility footprint. Additionally, potential storage requirements for the Littoral Combat Warfare Ship will be easier to meet with space gained reducing the military construction requirement in homeporting the ship in San Diego. NAVICP COMMENTS: DD San Diego CA is co-located supporting the Naval Aviation Depots (NADEPs) San Diego. The DDs perform many services including receipt and stowing of Non-Ready For Issue (NRFI) material turned in by fleet customers, receipt and stowing of Ready For Issue (RFI) material when repaired by the NADEPs, as well as material support of the component repairs. Having the DD co-located with NADEP enables timely inductions of Non-RFI material to meet NAVICP's requirements. COMFISCS IMPACTS: The realignment and consolidation of Defense Distribution Depots will impact ability of COMFISCS to meet the needs of Navy customers. FISCs have collocated operations in DDD warehouses & HAZMAT Center. FULL DOCUMENT OF COMMENTS FROM NAVSUP CAN BE FOUND IN SCENARIO NOTEBOOK UNDER GENERAL INFO TITLED **SUPPLY AND STORAGE SDCs #0003 and 0004 NAVSUP CLAIMANCY ISSUES AND CONCERNS.**

Adverse Effect of Realigning DDD Jacksonville to DDD Warner Robins GA:

Operations

There would likely be an increased delay (due to extended transportation routes/distances) in getting material to the NADEP artisans, thus negatively impacting A/C, Engine and Component Turn-Around-Times. (This scenario runs counter to the "LEAN" principles we are applying at the NADEP in order to optimize the availability/proximity of the facility/equipment/material resources, to the artisan doing the work.)

Budget/Cost

a. There will be additional transportation costs to move IMP (repairable) and DLA (consumables) managed repair parts to and from the NADEP (from the DDD); as well as additional transportation costs to move non-RFI and RFI components to and from the NADEP (from the DDD). This will add additional overhead costs to the NADEPs' rates and/or add to the Cost Recovery Rate (CRR) and/or Material Recovery Rate (MRR) surcharges we pay to DLA and ICP for the repair material we buy - which will ultimately be passed on to the Fleet.

b. In addition to the basic warehousing function that the DDDs are responsible for, they also perform a function known as "de-trash" which includes opening the shipping containers, verifying the parts in the shipping containers are what is advertised on the shipping labels, removing the packing material ("trash"), and transporting the item to the shop/artisan. If the DDD function is relocated to a remote location, there will be additional costs associated with repackaging the parts, and/or additional damage incurred in the additional transportation leg. There may also be additional costs associated with transporting reusable containers between the NADEPs and the remotely located DDDs. This too will add costs to the CRR and/or MRR.

TRANSPORTATION/SHIPPING AND CRATING CONCERNS
SDCs S&S-0003 AND -0004

Based on subject scenarios for the regionalization of distribution it is assumed that Naval Air Station Jacksonville (NASJAX) would inherit some portion of the transportation and shipping workload presently performed by the Defense Distribution Center Jacksonville (DDJF) for NASJAX's tenant commands. In an effort determine cost associated with this effort, request the following information be provided:

TRANSPORTATION/SHIPPING:

Average # of line items shipped for NASJAX tenant commands in the last three fiscal years.

Average # of small parcel shipments performed by DDJF for NASJAX tenant commands in the last three fiscal years.

Average # of less than load shipments performed by DDJF for NASJAX tenant commands in the last three fiscal years.

Average # of full load shipments performed by DDJF for NASJAX tenant commands in the last three fiscal years.

Average # of special permit (wide load, height, weight) shipments performed by DDJF for NASJAX tenant commands in the last three fiscal years.

Average # of transportation personnel needed to support all shipping requirements for NASJAX tenant commands in the last three fiscal years.

An assumption could also be made that NASJAX would be required to perform packaging and crating services presently performed by DDJF on a reimbursable basis. In an effort to determine cost associated with this effort request the following information be provided:

CRATING:

Average # of crates constructed/provided for NASJAX tenant commands in the last three fiscal years.

Average dollar amount of materials utilized to construct crates for NASJAX tenant commands in the last three fiscal years.

Average facilities maintenance cost for crating operation in the last three fiscal years.

Average # and types of personnel (wood worker, certified packers) utilized to support crating for NASJAX tenant commands in the last three fiscal years.

SUPPLY AND STORAGE SDCs #0003 and 0004
NAVSUP CLAIMANCY ISSUES AND CONCERNS

NAVICP COMMENTS: DD Cherry Point NC, DD Jacksonville FL and DD San Diego CA are co-located DDs supporting the Naval Aviation Depots (NADEPs) Cherry Point, Jacksonville, and San Diego respectively. The DDs perform many services including receipt and stowing of Non-Ready For Issue (NRFI) material turned in by fleet customers, receipt and stowing of Ready For Issue (RFI) material when repaired by the NADEPs, as well as material support of the component repairs. In FY04 the three aviation depots provided repair services for over 93,000 NAVICP components. Timely non-RFI inductions are critical to workload planning of the NADEPs and induction time is a component of the repair turnaround time (RTAT). Having the DDs co-located with the three NADEPs enables timely inductions of Non-RFI material to meet NAVICP's requirements.

The NAVICP's Wholesale inventory management models incorporate the computed time it takes to move material from the Defense Distribution Center into NADEP repair and then back to the DD after completion of repair in computing the level of wholesale pipeline material needed to satisfy customer demand. To the extent that inductions/repairs are delayed due to the geographic relocation of the storage sites, the result is an insufficient spares pipeline and potential impact to warfighter readiness unless the pipeline is reconstituted with additional Navy funded spares.

Additional considerations are the increased Navy funded transportation costs associated with shipping an average 93,000 components annually from geographically separated DD's to the NADEP repair site and then back to the DD for issue to Fleet customers.

**COMFISCS COMMENTS: SDC S&S-0003 and SDC S&S-0004 POTENTIAL
COMFISCS IMPACTS**

The realignment and consolidation of Defense Distribution Depots will impact ability of COMFISCS to meet the needs of Navy customers. The following list is not intended to be a complete list of impacted areas; merely a starting point for consideration:

- FISCs have collocated operations in DDD warehouses (e.g., ATAC, "G" Condition, Container Reutilization and Refurbishment Center, warehousing, packing and shipping, etc.).
- DDDC's HAZMAT building (3322) at NAVSTA San Diego is required to support the Navy's HAZMAT program.
- DDDs operate Material Processing Centers, (central receiving operations for material destined for Navy ships, squadrons, and activities).
- DDDs perform local delivery of material.
- DDDs perform reimbursable packing, shipping and transshipment services for Navy customers.

- DDDs perform packing and preservation of repaired NADEP items.
- DDDs provide storage for Navy-owned material (both repairables and consumables).
- DDDs provide local storage of "F" and "G" condition repairables for induction at NADEPs. Material moved to another DDD would increase induction time.
- DDDs receive, store and issue Navy engines (Aircraft and Shipboard).
- DDDs perform MTIS and DRMO processing.
- DDPW manages Navy's X-SMIC.
- Realignment/consolidation of DDD's will result in a change from current reimbursable funding arrangement to Navy Working Capital Funding, assuming FISCs absorb the residual and/or additional workload.
- DLA provides facilities maintenance and utilities funding for warehouse operations to respective regions.
- DDPW buildings 970, 494, and 467 (6th floor) at NS Bremerton will be required to support Navy operations at FISCPS.