

Material Processing Centers— DDC is leaning forward to improve service to Navy customers with innovative distribution processes.

By Polly Charbonneau, DDC Command Affairs

The Defense Distribution Center (DDC) recently partnered with the Navy to provide another innovation in customer service, Material Processing Centers. MPCs provide specialized material handling services for local delivery to Navy ships. In current form, the MPC is specially designed to meet Navy customer requirements for specialized material delivery.

MPC will be implemented at DDC distribution centers in Norfolk, VA (DDNV); San Diego, CA (DDDC); Puget Sound, WA (DDPW); Pearl Harbor, HI (DDPH); Yokosuka, Japan (DDYJ); and Jacksonville, FL (DDJF)—all of the distribution centers that have numerous Navy customers.

In 2001, MPCs were implemented at DDNV, DDDC, DDPW, and DDPH with great success and highly positive customer response. Eighteen ships have been added to the system at DDNV, eight at DDDC, and four at DDPW and the system is improving every day. DDYJ and DDJF implemented their MPC early in 2002.

“Customers are enthusiastic about MPC,” said CAPT James Hagarty, SC, USN, Commander, DDNV. “Our working relationship with the Navy Norfolk’s Fleet Industrial Supply



DDDC MPC space for USS JARRETT, one of the San Diego-based ships participating in the program.



MPC computer and containers.

Center (FISC) has been extremely positive and is yielding great results. DDNV is continuing to refine our processes and always looking for opportunities to improve customer support.”

“The Navy is in the process of moving work from ships to shore to facilitate downsizing of ship’s crews. That initiative, for Supply, is part of the Navy Supply Command’s future vision for the Afloat Supply Department of the Future or ASDOF,” Hagarty said. “Eventually more than 50 surface ships will benefit from MPC.” Aircraft carriers and submarines already have special handling of their supplies in Norfolk, similar to the MPC, but not handled by DDNV, Hagarty said.

DDNV’s customers “are enthusiastic about the MPC concept and the potential to improve logistic support to the afloat customer base, while facilitating crew reductions and associated freeing up of resources that can

be re-directed to operations and readiness accounts," Hagarty said.

In the traditional Navy supply system, material was delivered to the ship, then taken aboard to be de-bulked, broken down, and sorted for storage or issue to work centers on the ship. The MPC will perform much of this effort



CAPT Dussault, DDDC Commander (left) and Mrs. Phyllis C. Campbell, DDC Deputy Commander, (right) discussing MPC implementation at DDDC.

before material is moved to the ship, saving ships' crews additional time and effort by not having to perform these functions on the ships.

The Department of Defense (DoD) has been downsizing military personnel and the Navy has been affected like all the services. The Navy has the ability to operate the more modernized ships with fewer Sailors, but traditional supply delivery was labor intensive. Having a distribution center do this type of work before it gets to the ship, means the ship can use its Sailors for other jobs or reduce the number of Sailors required aboard ships.

"The response to MPC has been tremendous. Supply Officers are lauding the efforts of our MPC personnel," said CAPT Kathleen Dussault, SC, USN, Commander, DDDC. "Having material sorted according to the desires of the respective ships has had a significant impact on crew workload."

According to the Supply Officer, USS LAKE CHAMPLAIN, LT Mark Escoe, USN, receiving material already sorted according to predetermined sort criteria has enabled him to channel the work of his team in other directions. LT Escoe said that MPC "has saved us

countless work-hours by sorting our material before it arrives at the pier and have provided excellent customer service when we have interfaced directly with the MPC team."

"Ship Supply Officers are very enthusiastic about providing input to establishing and improving MPC," CAPT Dussault said. "They appreciate the opportunity to determine how their material is sorted and delivered."

"One of the most appealing aspects of MPC is the fact that we routinely solicit ship input and allow the ship to determine sort and delivery requirements," said CAPT Dussault. "This allows the Supply Officer more autonomy and flexibility to determine workload requirements and to allocate resources accordingly."

"We have received very positive feedback from our customers," said CDR Nicholas Mato, SC, USN, Commander, DDPW. "They feel it saves them many hours of work." An example is a comment from a Puget Sound-area Chief Petty Officer who said, "Before MPC a relatively large onload would have the crew working into the evening, however, the most recent event allowed the ship's company to complete its onload by 1600."

Fleet and Industrial Supply Center, Pearl Harbor (FISCPH) and DDPH officially sealed their partnership and opened the Pearl Harbor MPC with a ribbon cutting ceremony on November 29, 2001.

DDPH is working with the FISCPH Logistics Support Representatives (LSRs) to refine MPC operations as needed to ensure both

homeported and transient ships receive the optimum levels of support.



Warehouse with MPC containers ready for use.

The MPC deliveries will be tailored to meet the customer's requirements. DDC will be improving materiel receipt for the customer. MPC will substantially improve Navy logistics response time and improve pipeline asset visibility by giving the ship the ability to determine the status of shipments.

DDC's Distribution Standard System (DSS) and the Navy's Logistics' Customer Asset Visibility (LCAV) system will be used to process materiel. DDC continues to improve DSS operational technologies and systems automation already in

place to facilitate innovative initiatives like the MPC.

For incoming and outgoing material, there will be improved cross-docking functions to consolidate incoming shipments, enhanced sorting, manifest delivery and material delivery to customers. Material received will be readily traceable throughout the process from receipt to ultimate delivery aboard ship.

DDC is committed to providing the Navy and all our customers with customized support for material delivery to enhance our level of service and improve warfighting readiness.

DDYJ Assumes Custody of Container Freight Station Functions in Yokohama, Japan

By LTJG Michael Rodman, DDYJ

In October 2001 a monumental transformation in the short history of Defense Distribution Depot Yokosuka, Japan (DDYJ) took place in Yokohama, Japan. In an effort to increase government productivity and minimize redundancy, DDYJ officially assumed control of Freight Container Operations from the 836th Transportation Battalion, US Army at Yokohama North Dock, Japan.

DDYJ assumed the responsibility of two primary functions. DDYJ now controls the unstuffing of import containers with multiple consignees and outsized cargo from Yokohama North Dock for shipment to military customers within Japan, as well as the receiving and stuffing of cargo for export.

To help support the increased workload, DDYJ is in the process of transferring custody of two large warehouses for temporary storage and distribution of material, and two facilities for hazardous materials. Over 120,000 square feet of storage and office space changed custody. Sixteen Government of Japan employees relocated from Yokohama to Yokosuka in order

to support the change in mission. Additional DDYJ duties include the unstuffing and stuffing of containers for privately owned vehicles (POVs) for military and government employees.

This transition is a testament to DLA's commitment to provide the most efficient, least costly service to its customers. Yokohama North Dock is responsible for receiving over 8,500 cargo vessel containers a year of goods delivered throughout Japan, Singapore, Korea, Okinawa, Diego Garcia and the Persian Gulf.

Cargo vessel being unloaded at North Dock Yokohama.

