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Need For More Effective Management Of Transportation Data Systems

Department of Defense

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LOGISTICS AND COMMUNICATIONS
DIVISION

B-182852

The Honorable
The Secretary of Defense

Dear Mr. Secretary:

This is our report on the need for more effective management of transportation data systems in the Department of Defense. Our principal observations are summarized in the digest.

We want to invite your attention to the fact that this report contains recommendations to you which are set forth on page 11. As you know, section 236 of the Legislative Reorganization Act of 1970 requires the head of a Federal agency to submit a written statement on actions he has taken on our recommendations to the House and Senate Committees on Government Operations not later than 60 days after the date of the report and the House and Senate Committees on Appropriations with the agency's first request for appropriations made more than 60 days after the date of the report.

We are sending copies of this report to the Director, Office of Management and Budget; the Chairmen, Senate and House Committees on Government Operations, Appropriations, and Armed Services; the Secretaries of the Army, Navy, and Air Force; and the Director, Defense Supply Agency.

Sincerely yours,

F. J. Shafer

F. J. Shafer
Director

C O N T E N T S

ABBREVIATIONS

DAAS	Defense Automatic Addressing System
DOD	Department of Defense
GAO	General Accounting Office
MILSTAMP	Military Standard Transportation and Movement Procedures
MILSTEP	Military Supply and Transportation Evaluation Procedures
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MTMC	Military Traffic Management Command

GENERAL ACCOUNTING OFFICE
REPORT TO THE SECRETARY OF DEFENSE

NEED FOR MORE EFFECTIVE MANAGEMENT OF TRANSPORTATION DATA SYSTEMS
Department of Defense

D I G E S T

WHY THE REVIEW WAS MADE

While working at various military installations, GAO noted that many computer facilities were processing the same standard supply and transportation documents for the same shipments.

Because responsibility for transportation data management appeared fragmented, GAO evaluated the transportation portion of these systems and explored the possibility of reducing costs by consolidating some of the systems.

FINDINGS AND CONCLUSIONS

Department of Defense (DOD) transportation data systems should be more effectively managed. At least 14 automated data systems share responsibility for transportation data management. Each system duplicates, in varying degrees, the functions performed by one or more of the other systems. (See p. 3.)

GAO has not evaluated the need for the transportation data now being collected. Military agencies, however, have taken the position that this data is essential for effective control of military cargo. (See p. 3.)

GAO believes that the functions of the 14 systems could be accomplished by a single, unified transportation data bank. The cost of operating those portions of the 14 systems concerned with transportation is currently $15.6 million a year. A unified system would do the same job for about $6.3 million. (See pp. 3 and 8.)

GAO noted that three existing systems could be modified to meet the criteria for a defense-wide data bank. (See p. 7.)

DOD is aware of the problems in its transportation data systems. Since 1967 several studies have commented on proliferation of fragmented systems which do not provide adequate management data. The studies have pointed out the need for a unified data system to provide management information on all DOD cargo. (See p. 8.)

GAO believes that, before any one solution is accepted, the basic minimum needs for traffic management data should be clearly justified. (See p. 11.)

RECOMMENDATIONS

The Secretary of Defense should take appropriate action to eliminate the duplication and fragmentation cited in this report. The Secretary should stop further expansion of existing systems pending determination of needs and development of a unified transportation data bank. (See p. 11.)

AGENCY ACTIONS AND UNRESOLVED ISSUES

GAO discussed its findings with officials in the Office of the Assistant Secretary of Defense (Installations and Logistics). They agreed there was duplication and that a unified system was needed. They also agreed to take corrective action, but they had not made a decision as to what that action would be. (See p. 10.)

CHAPTER 1

INTRODUCTION

Effective transportation management of military cargo is essential to support DOD activities. The cost of transporting military cargo is high--$3.2 billion during fiscal year 1974--and timeliness of delivery is essential. DOD transportation management procedures are intended to insure the timely delivery of support requirements and to obtain the optimum value for the expenditures made.

DOD uses three standard military data systems to control shipments from initiation of requisitions to delivery of cargo and to provide timely information on shipments to customers. Each system prescribes the use of standard documents and procedures throughout DOD. The systems are:

--MILSTRIP (Military Standard Requisitioning and Issue Procedures) which prescribes standard requisitions, supply documents, and specific procedures in requisitioning and issuing material.

--MILSTAMP (Military Standard Transportation and Movement Procedures) which prescribes standard documents and procedures to be used by activities for transportation of military cargo.

--MILSTEP (Military Supply and Transportation Evaluation Procedures) which prescribes standard procedures for evaluating supply and transportation performance using MILSTRIP and MILSTAMP documents.

Automated processing of documents prescribed under the standard procedures is an integral part of DOD cargo management. The automated systems provide information on individual shipments, analyses of transportation system effectiveness, and a variety of reports on cargo flow.

DOD has at least 14 automated transportation data systems currently in operation. These systems vary in complexity with the amount of information received and processed. A basic system may process only enough information to provide reasonable assurance that a shipment was sent to its destination. For example, MILSTAMP documents advise that a shipment (1) was made under a specific transportation control number, (2) reached a port of embarkation, and (3) was sent from the port of embarkation to the proper destination.

Such a system does not process MILSTRIP documents showing Federal stock numbers for cargo en route, nor does it receive confirmation that the shipment was received at an overseas port or by the ultimate consignee. However, the services have independently established procedures to provide additional information as needed.

Appendix I describes the various MILSTRIP and MILSTAMP documents relating to this report.

The Assistant Secretary of Defense (Installations and Logistics) has responsibility for military supply and transportation of material. Overall logistics systems policy planning, however, is a function of the Logistics Systems Policy Committee, chaired by the Assistant Secretary. The committee also includes the Assistant Secretary of Defense (Comptroller), the Assistant Secretaries (Installations and Logistics) of the military departments, and the senior military logistics personnel of each military department and of the Joint Chiefs of Staff.

CHAPTER 2

NEED FOR MORE EFFECTIVE MANAGEMENT OF TRANSPORTATION DATA SYSTEMS

Responsibility for transportation data management is fragmented and shared by at least 14 automated data systems. Each system duplicates in varying degree the functions performed by one or more of the other systems. In other words, the same documents for the same shipments are processed by more than one of the systems.

We have not evaluated the need for the transportation data now being collected. Military agencies have taken the position that this data is essential for effective control of military cargo. (See p. 8.) We believe the data could be collected and processed by a single system which would eliminate most of the duplication and result in significant savings. For example, the current cost of operating those portions of the 14 systems concerned with transportation is about $15.6 million a year. A unified system would accomplish the same functions for about $6.3 million.

DOD is aware of the fragmented and duplicative transportation data systems. Since 1967 several studies have commented on the proliferation of fragmented systems and pointed out the need for a unified system which would provide management information on all DOD cargo.

We discussed our findings with officials in the Office of the Assistant Secretary of Defense (Installations and Logistics). They agreed that there was a need for a unified transportation data bank. These officials also agreed to take corrective action, but they did not indicate what specific action would be taken.

SAVINGS BY ELIMINATING FRAGMENTATION AND DUPLICATION

At least 14 separate systems are responsible for collecting and processing transportation data; more than one system receives and processes the same documents for the same shipment. Appendix I includes a schedule showing the MILSTRIP and MILSTAMP documents processed by each system. A single system could reduce the duplication and fragmentation by consolidating the work now done by 14 independent systems. Although some of the 14 existing systems could be eliminated, the others would not because they are more oriented toward supply than toward transportation. However, their workloads would be substantially reduced.

The cost of operating the transportation portion of the 14 systems is $15.6 million a year. (See app. II.) A single unified system would accomplish the same transportation functions for about $6.3 million.

A brief discussion of the four major transportation data systems follows. The other 10 systems, which are discussed beginning on page 6, process standard supply and transportation documents to a lesser degree for selected items or monitor selected transactions.

1. Defense Automatic Addressing System (DAAS), operated by the Defense Supply Agency, receives MILSTRIP documents and certain other logistics documents originated by DOD activities and automatically forwards them to proper destinations. DAAS plans to expand its functions to include receipt of MILSTAMP documents. When this occurs, it will be receiving almost all the documents now being processed by the various transportation data systems in DOD. DAAS operates in Dayton, Ohio, and Tracy, California. Its computer facilities are connected to eight military communications switching centers to allow automated transmission of documents to military activities in the United States and overseas. We were advised that DAAS has about 7 million Federal stock numbers in random access storage and can match the stock number on a MILSTRIP document with the proper supply sources, item manager, or inventory control point. The documents are then automatically sent to the proper destination.

   In July 1971 the Defense Supply Agency approved the expansion of DAAS activities to include:

   --Routing logistics documents which cite part numbers as well as those citing Federal stock numbers.

   --Routing MILSTAMP documents and compiling MILSTAMP data for management information purposes.

   --Routing military billing documents and compiling billing data for management information purposes.

   --Establishing a data bank for in-transit item visibility on cargo from point of requisition to receipt by the user. This data bank would include the MILSTRIP documents already being routed by DAAS and the documents cited above.

   Procuring the automatic data processing equipment necessary for DAAS to assume these functions (except for in-transit item visibility) has been approved by DOD and is underway. The contract--a lease with option to purchase--will cost about $9.5 million through 1979. Although the equipment was expected to be operational in 1974, Defense Supply Agency officials told us that transfer of the new functions to DAAS has not yet been approved by DOD or the services. The DAAS System Administrator told us that development of an in-transit data bank would be deferred pending the report of DOD Task Group 5-73

now studying means of implementing an in-transit asset visibility system. He also stated that further equipment would be required if DAAS operates an in-transit item visibility bank.

2. Logistic Intelligence File, operated by the Army Logistics Control Office, processes MILSTRIP and MILSTAMP documents only for Army cargo. It maintains visibility over Army cargo from requisition to shipment from the port of embarkation and cross references supply and transportation information. An inquiry citing a requisition number can thus be matched with the transportation control number. The system maintains complete in-transit visibility over selected items by requiring the ports of debarkation to submit receipt and lift cards and the consignees to submit receipt cards. The Army Logistics Control Office is improving the system to provide greater service to Army activities. The Logistic Intelligence File, although limited to Army cargo, is the most complete transportation data system identified in our review because it receives almost all the necessary MILSTRIP and MILSTAMP data.

3. Automated System for Transportation Data, operated by the Military Traffic Management Command (MTMC), processes MILSTAMP data for DOD activities. It manages and controls DOD air and surface export shipments. Transportation records begin with receipt of advance transportation control and movement documents which are updated by receipt and lift cards as shipments move through ports of embarkation. The system also (1) maintains visibility over air and surface export cargo from receipt of advance transportation control and movement documents to shipment from the ports of embarkation and (2) traces shipments, provided the queries cite transportation control numbers. Shipments cannot be traced by requisition number or Federal stock number because the system does not receive MILSTRIP documents. Automated Telecommunications Centers are now being designed and installed to serve the Western and Eastern area commands of MTMC to improve communication facilities for this system.

4. Cargo Coordination Support System, operated by the Air Force Logistics Command, processes MILSTAMP documents for the logistics management of Air Force export cargo. The documents processed mainly consist of transportation control and movement documents and receipt and lift cards.

The Air Force Cargo Management Division, a component of the Air Force Logistics Command, uses the products of this system to monitor and analyze Air Force cargo space, assignments and cargo generation, and movement trends. It recommends changes to space assignments as necessary and performs tracer action on Air Force cargo. The Division also prepares daily, weekly,

and monthly management reports required by higher headquarters and other authorized units. The Cargo Coordination Support System is now operated by the Data Automation Branch at McClellan Air Force Base, California. Air Force officials told us the Air Force is planning to redesign the system, separating air and surface cargo portions into two systems. Air cargo data will be processed on a more sophisticated computer providing immediate access to users. Surface cargo data will be processed to produce reports and listings as needed, but without immediate access to transaction data. At the time of our review, the new systems were in the design phase and cost data was not available.

Duplication exists in each of these major systems. For example, an Army requisition is initially received by DAAS, which routes it to the proper supply source and sends the information to the Logistic Intelligence File. Other MILSTRIP documents concerning this requisition are similarly routed by DAAS. When shipment of the requisitioned item is made, both the Logistic Intelligence File and the MTMC Automated System for Transportation Data receive and process MILSTAMP transportation control and movement documents and receipt and lift data.

Similar duplication exists between the Air Force and MTMC on shipments of Air Force cargo. Although neither the Air Force Cargo Coordination Support System nor MTMC's Automated System for Transportation Data receives MILSTRIP data, both receive and process MILSTAMP documents on the same cargo. Each receives and processes transportation control and movement documents and each receives and processes receipt and lift data from the ports of embarkation.

Brief descriptions of the other 10 systems follow.

--International Logistics Management System processes MILSTRIP and MILSTAMP documents for Army material provided to foreign countries under the Military Assistance Program.

--Central Data Collection Point receives in-transit data cards and receipt and lift data for the majority of shipments by all the military services and the Defense Supply Agency. It provides the services with data used in MILSTEP evaluations of supply-transportation pipeline performance.

--Central Processing Points, maintained by the military services, receive data from the Central Data Collection Point and prepare reports explaining deficiencies and planned actions to improve performance in meeting established time frames. These reports are forwarded to the Office of the Assistant Secretary of Defense (Comptroller) for information and analysis.

--Polaris Poseidon Material Management System is used to monitor and expedite all requisitions relative to support of Polaris Poseidon submarines and tenders. The requisition, supply and shipment status, receipt and lift cards from the aerial or surface port of embarkation, and receipt information from the consignee are used as input to the system.

--Navy Closed Loop Monitoring System provides a monitoring and status reporting mechanism for requisitions resulting from casualty reports on Navy ships equipment.

--Ammunition Asset Reporting System, managed by the Air Force Logistics Command, provides data for the control and management of selected Air Force ammunition items.

--Ammunition Procurement and Supply Agency System, operated by the Army Ammunition Procurement and Supply Agency, provides data for the control and management of Army ammunition.

--Ammunition Transportation Reporting System, managed by the Air Force Logistics Command, provides reports on ammunition items from the time transportation is requested to the time shipment is made to an overseas activity.

--Navy Material Transportation Office System provides management data on Navy cargo.

--Direct Commissary Support System, operated by the Defense Supply Agency, provides management information on commissary items for selected Army and Air Force commissaries.

A single transportation data bank could completely assume the current data processing functions of the Logistic Intelligence File, the Cargo Coordination Support System, the Automated System for Transportation Data, the Central Data Collection Point, the Central Processing Points, and the Navy Material Transportation Office System.

The transportation portion of the workloads of the remaining systems could also be consolidated. For example, the Polaris Poseidon Material Management System currently receives images of requisitions, supply and shipment status documents, receipt and lift cards from ports of embarkation, and receipt cards from tenders. All this information could be received and stored in the unified transportation data bank and would be available to Navy managers in a variety of forms on a near-real-time basis. Direct interrogation would produce information on specific items or printouts covering any range of items. Special programs could produce reports on these items in any format and at any interval desired.

We observed that a number of existing systems could be modified to meet the criteria for a defense-wide data bank. The MTMC Automated System for Transportation Data, the Army's Logistic Intelligence File, and

the Defense Supply Agency's DAAS system seem particularly suited to this purpose.

Defense Supply Agency officials advised us that operation of a defense-wide data bank would increase DAAS annual operating costs from the present $4.2 million to about $6.3 million. The increase would be primarily due to the leasing costs of additional automatic data processing equipment. Cost and design data pertaining to operation of a defense-wide data bank by the MTMC Automated System for Transportation Data or the Army's Logistic Intelligence File were not available.

ACTIONS TAKEN BY DOD WILL NOT RESOLVE BASIC PROBLEMS

Although DOD is aware of the problems in its transportation data systems, actions taken will not resolve the unnecessary duplication and fragmentation.

Since 1967 at least three studies have commented on the need for improved transportation data systems.

--In May 1967 an Ad Hoc Study Group of the Office of the Assistant Secretary of Defense, Installations and Logistics, issued a report on transportation information systems. The Study Group reported that the decentralization and multiplication of cargo control functions within DOD had resulted in the proliferation of cargo monitoring systems and that each service had implemented its own data system without regard to data available in other systems.

--In 1970 a report by a "Blue Ribbon Defense Panel" appointed by the President and Secretary of Defense made similar comments. The Panel stated that there was a proliferation of automated logistics data processing systems which were needlessly duplicative and lacked required overview capability.

--In November 1971 a "Worldwide Cargo Transportation Management" report was completed by the Institute for Defense Analyses. It noted that basic data needed to identify and control priority shipments was fragmented among various activities and was not easily available for any of the services or the Defense Supply Agency.

Shortcomings in defense transportation information systems led directly to the establishment of the Army's Logistic Intelligence File. (See p. 5.) The File was begun during the Vietnam War because adequate information on Army cargo was not available in existing systems. Ships in great numbers were lying off Southeast Asia ports waiting to offload urgently needed cargo but without adequate means of identifying the items stowed in the holds and establishing berthing priorities. Late in 1968

DAAS agreed to provide the File with images and the status of all requisitions issued in support of the Army in Vietnam. This gave the File both the MILSTRIP and MILSTAMP documents necessary to provide visibility and control over Army cargo.

Need for a similar system for all DOD cargo was recognized in May 1972 by a "Logistic Systems Plan" issued by the Logistic Systems Policy Committee. The Plan established an objective that in-transit item data banks would be used to gather, update, and disseminate transaction status information on all requisitions submitted to continental United States supply sources and all shipments resulting therefrom. Two implementing actions were recommended: (1) establishment of a joint-service study group to determine the concept of operation for a defense in-transit data bank to serve all military components and (2) continued development by the services of their own in-transit visibility systems.

This latter action conflicts with the policy set forth by the Blue Ribbon Defense Panel in its 1970 report. The Panel stated--and GAO agrees--that the first step toward eliminating the fragmentation and duplication was to stop all current development of existing systems not essential to support of near-term operations. The Logistic Systems Plan does not adopt this policy, and DOD has not followed it in implementing the Logistic Plan objective. Instead DOD has simultaneously:

--Established Task Group 5-73 to study and recommend methods of establishing and operating a defense-wide data bank for in-transit asset visibility.

--Allowed the Army, Air Force, and MTMC to proceed with plans to improve their transportation data systems.

--Approved procurement of additional data processing equipment which will give DAAS the capability to receive, process, and route MILSTAMP documents. Since DAAS already processes MILSTRIP documents, it will then have much of the data necessary for operation of a defense-wide transportation data bank.

These divergent steps will not resolve the existing problems. They do not address such basic matters as:

--Will the transportation data banks now operated by the various military activities be replaced by a defense-wide in-transit data bank?

--Why has DOD allowed the procurement of automated data processing equipment to enable DAAS to receive and process MILSTRIP and MILSTAMP documents before a decision has been made as to what organization will operate the defense-wide in-transit data bank?

--What will be the role of DAAS if some other agency is designated to operate the defense-wide in-transit data bank?

AGENCY COMMENTS

We discussed our findings, conclusions, and recommendations with officials in the Office of the Assistant Secretary of Defense (Installations and Logistics). They agreed the current systems are fragmented and duplicative and that there is a need for a unified data bank. They also agreed to take corrective action, but they had not made a decision as to what that action would be.

CHAPTER 3

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

DOD has not effectively managed the planning and development of military transportation data systems. As a result, 14 systems identified in our review, operating at an annual cost of about $15.6 million, are unnecessarily fragmented and duplicative.

We have not evaluated the need for the transportation data now being collected and processed by the 14 systems. Military agencies, however, have taken the position that this data is essential for effective control of military cargo.

We believe DOD could save money and improve its traffic management responsibility by consolidating the various traffic management systems. However, before any one solution is accepted, the basic minimum needs for traffic management data should be clearly justified. We believe that the various studies cited in this report demonstrate the feasibility. However, these should be updated.

RECOMMENDATIONS

We recommend that the Secretary of Defense take appropriate action to eliminate the duplication and fragmentation cited in this report. The Secretary should stop the further expansion of existing systems pending determination of needs and development of a unified transportation data bank.

CHAPTER 4

SCOPE OF REVIEW

We visited operating sites and other activities to ascertain DOD's role in the management of transportation data systems. The activities visited are set forth below.

We identified those portions of the 14 logistics systems which process data necessary for transportation purposes and (1) identified the types of transportation data they receive, process, and store, (2) determined the extent to which they are limited in scope and duplicate each other, and (3) obtained annual cost estimates for operation of the transportation portion of these systems and information on planned improvements.

--Directorate for Transportation and Warehousing Policy
Office of the Assistant Secretary of Defense
(Installations and Logistics)

--Directorate for Supply Management Policy
Office of the Assistant Secretary of Defense
(Installations and Logistics)

--Defense Supply Agency
Cameron Station, Virginia

--Headquarters, Military Traffic Management Command
Washington, D. C.

--Air Force Logistics Command
Wright-Patterson Air Force Base, Ohio

--Western Area, Military Traffic Management Command
Oakland, California

--Defense Automatic Addressing System Office
Dayton, Ohio
Tracy, California

--Data Automation Branch, Office of the Comptroller
Sacramento Air Materiel Area
McClellan Air Force Base, California

--Army Logistic Control Office
Fort Mason, California

SCHEDULE OF TYPES OF DOCUMENTS PROCESSED BY THE TRANSPORTATION DATA SYSTEMS IDENTIFIED

Transportation data system	MILSTRIP documents (note a)						MILSTAMP documents (note b)						
	Requisition	Supply status	Material release order	Shipment status	Material release confirmation	Material release denial	Transportation control and movement documents: Air	Transportation control and movement documents: Surface	Report of shipment	Receipt card (note c)	Lift card (note d)	Consolidation card	In-transit data card
Defense Automatic Addressing System (note e)	Yes	Yes	Yes	Yes	Yes	Yes	Planned	Planned	Planned	Planned	Planned	Planned	Planned
Logistic Intelligence File (note f)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
Automated System for Transportation Data (note e)	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
International Logistics Management System	Yes	Yes	No	Yes	No	No	No	No	No	Yes	Yes	Yes	No
Central Processing Points (note e)	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No	Yes
Polaris Poseidon Material Management System (note g)	Yes	Yes	No	Yes	No	No	No	No	No	Yes	Yes	No	No
Cargo Coordination Support System (note h)	No	No	No	No	No	No	Yes	No	No	Yes	Yes	Yes	No
Central Data Collection Point (note e)	No	No	No	No	No	No	No	No	No	Yes	Yes	No	Yes
Navy Closed Loop Monitoring System (note g)	Yes	Yes	No	Yes	No	No	No	No	No	Yes	No	No	No
Ammunition Asset Reporting System (note h)	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No
Ammunition Procurement and Supply Agency System (note h)	Yes	Yes	No	Yes	No	No	No	No	Yes	Yes	Yes	No	No
Ammunition Transportation Reporting System (note h)	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No
Navy Material Transportation Office System (note g)	No	No	No	No	No	No	Yes	No	No	Yes	Yes	No	No
Direct Commissary Support System (note i)	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No

Note: The footnotes on the following page are an integral part of this schedule.

[a]The following are MILSTRIP documents:

--Requisition: Consignee's request for material.
--Supply status: Inventory manager's advice of action taken on requisition.
--Material release order: Inventory manager's order to a supply source to release material.
--Shipment status: Positive advice of shipment.
--Material release confirmation: Notice from shipper of action taken on a material release order.
--Material release denial: Shipper's notification of a warehouse denial.

[b]The following are MILSTAMP documents:

--Transportation control and movement document: Consignor's notification of intention to make a shipment: this document contains a transportation control number and serves as a basic cargo control document.
--Report of shipment: Notification by the shipper to air or surface terminals and other activities that shipment has been made. Required for ammunition or explosive material only.
--Shipment receipt/lift: Aerial or surface port of embarkation or debarkation notification that shipments have been received at the ports and lifted to a further destination.
--Consolidation card: Used by the consignor or consolidation point to advise concerned activities that a shipment had been put into a container with other shipments.
--In-transit data card: Notice from shipping, trans-shipping, and receiving activities to a DOD data collection point that shipments have been made or received. These cards are used in evaluating supply and transportation performance. They are not currently used in transportation control systems but could be a useful addition.

[c]Receipt cards are received from ports of embarkation, ports of debarkation, and consignees--not all systems receive all cards.

[d]Lift cards are received from ports of embarkation and debarkation--not all systems receive them from both.

[e]DOD MILSTRIP/MILSTAMP cargo.

[f]Army cargo only.

[g]Navy cargo only.

[h]Air Force cargo only.

[i]Selected Air Force and Army cargo.

ESTIMATED ANNUAL OPERATING COSTS OF THE TRANSPORTATION PORTIONS OF THE DATA SYSTEMS IDENTIFIED (note a)

Transportation data system	Operating agency	Annual operating costs	Cost of planned improvements		Remarks
			Initial	Annual	
Defense Automatic Addressing System	Defense Supply Agency	$ 4,243,000	$ (b)	$ (b)	Functions to be added still undetermined.
Logistic Intelligence File	Army Logistics Control Office	4,133,000		372,000	System being expanded.
Automated System for Transportation Data	Military Traffic Management Command	3,494,000	2,800,000	526,000	Cost of automated telecommunication centers.
International Logistics Management System	Army Materiel Command	1,820,000			
Central Processing Points	Army, Navy, and Air Force	767,000			
Polaris Poseidon Material Management System	Navy Polaris Material Office	358,000			
Cargo Coordination Support System	Air Force Logistics Command	272,000	(b)	(b)	System being revised.
Central Data Collection Point	Department of Defense MILSTEP and Air Force	262,000			
Navy Closed Loop Monitoring System	Naval Supply Systems Command	75,000			
Ammunition Asset Reporting System	Air Force Logistics Command	65,000			
Ammunition Procurement and Supply Agency System	Army Ammunition Procurement and Supply Agency	39,000			
Ammunition Transportation Reporting System	Air Force Logistics Command	29,000			
Navy Material Transportation Office System	Navy Material Transportation Office	26,000			
Direct Commissary Support System	Defense Supply Agency	10,000			
Total		$15,593,000	$2,800,000	$898,000	

[a]Estimated cost data was obtained primarily from DOD Task Group 5-73 and represents total or partial system costs for collecting and correlating supply and transportation data for in-transit item visibility. MTMC and DAAS costs were obtained directly from these agencies.

[b]Unknown.