



MINISTRY OF DEFENCE

JSP 886 DEFENCE LOGISTICS SUPPORT CHAIN MANUAL

VOLUME 3 SUPPLY CHAIN MANAGEMENT

PART 1 STANDARD PRIORITY SYSTEM

**THE MASTER VERSION OF JSP 886 IS PUBLISHED ON
THE DEFENCE INTRANET.**

**FOR TECHNICAL REASONS, EXTERNAL LINKS ON THIS
INTERNET VERSION HAVE BEEN REMOVED.**

VERSION RECORD		
Version Number	Version Date	Version Description
3.2	07/09/10	Addition of Foreword to show status of the document
3.3	02/12/10	Changes to Chap 2, SPC 09, SCPT tables and RN OOHC procedures
3.4	04/03/11	Amendment to SCPT tables and Amendment to CLI statements .
3.5	17/03/11	Amendment to Theatre Code E Gibraltar SCPT Table .
3.6	11/04/11	Amendment to Theatre Code U Afghanistan SCPT Table .
3.7	04/07/11	Minor Editorial Change to Chapter 2 Paragraph 30c .
3.8	09/08/11	Amendment to Theatre Code D South Europe SCPT Table and Points of Contact
3.9	05/10/11	Changes to Theatre Code B (North West Europe) SCPT .
3.10	24/02/12	Minor Change to Figure 8, Page 26 (Deletion of 'other') .
3.11	12/03/12	Minor Changes to Chapter 2, Page 17, Figure 5 .

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CHAPTER 0: FOREWORD

1. Some elements that were previously published in this document have been moved. The current status of this document and a guide to where the content has been moved is given in the Status of Sections table at Figure 1 below.

Figure 1: Status of Sections

Original Element	Action
Chapter 1: Introduction to the Standard Priority System	JSP886 Volume 3 Part 1 Chapter 1
Chapter 2: Standard Priority System: Policy	JSP886 Volume 3 Part 1 Chapter 2
RN Out of Hours Cover (OOHC) Procedures	JSP886 Volume 3 Part 15
Chapter 3: Monitoring the Joint Supply Chain	JSP886 Volume 3 Part 1 Chapter 3
Chapter 4: Standard Priority System: Procedures	JSP886 Volume 3 Part 1 Chapter 4
Accuracy of Demand Preparation	JSP886 Volume 3 Part 15
Audit Trail of Demand Authorisation	
Selection of Standard Priority Code	
Vetting of Demands	
Annex A: Aviation Reason for Defect Codes	JSP886 Volume 3 Part 1 Chapter 3
Annex B: RN Operational Deficiency (OPDEF)	
Annex C: Army Operationally Vital Item (OVI)	
Annex D: Theatre Codes	JSP886 Volume 3 Part 1 Chapter 5
Annex E: SPS Demand Flowchart	JSP886 Volume 3 Part 1 Chapter 4
Annex F: SPS Standard Priority Labels	
Chapter 5: Standard Priority System: Tri-Service Instructions	
‘Required Delivery Date’ and ‘Required Delivery Date Essential’	
Special Operations Code / Special Exercise Code	
Supply Chain Pipeline Time	
Supply Response	JSP886 Volume 3 Part 15
Demand Progress Enquiry	
Verification of Requirement (Dues Out)	
Arrangements For Receipt	
MOD Contractors and Trading Funds	
SCPT for Contractor Logistic Support	
Single Service Arrangements	JSP886 Volume 3 Part 1 Chapter 5
Annex A: Materiel Demand (MATDEM) Signal	JSP886 Volume 3 Part 15 Chapter 3 Annex A
Annex C: Supply Response (MOD Form 457)	JSP886 Volume 3 Part 1 Chapter 4
Annex D: Demand Progress Enquiry Signal	JSP886 Volume 3 Part 15 Chapter 3 Annex A
Annex E: MOD Form 459a	JSP886 Volume 3 Part 15 Chapter 3
Annex F: Priority Demand Cancellation Signal	JSP886 Volume 3 Part 15 Chapter 3 Annex A
Annex G: Supply Chain Pipeline Time By Theatre	JSP886 Volume 3 Part 1 Chapter 5
Chapter 6: Sea Supplementary Instructions	JSP886 Volume 3 Part 1 Chapter 4
Chapter 7: Land Supplementary Instructions	JSP886 Volume 3 Part 15
Chapter 8: Air Supplementary Instructions	
Chapter 9: Medical Materiel Supplementary Instructions	JSP886 Volume 6 Part 6

CHAPTER 1: INTRODUCTION TO THE STANDARD PRIORITY SYSTEM

PURPOSE

1. The purpose of the Standard Priority System (SPS) is to give simple, clear direction to the Defence community, including our Industrial Partners, on demands and issues of materiel. This direction includes both the Forward and Reverse Supply Chains.
2. The SPS provides policy and procedures for the processing of Demands and the handling and movement of Materiel to meet the needs of all organisations that use the Joint Support Chain (JSC). The primary aim of the provision of Supply Chain Pipeline Times (SCPTs) within the SPS is to enable logistic support staff to plan the depth required for the deployed inventory. The design of the SPS has been based upon relative levels of urgency of need and split into Operational and Non-Operational categories and three movement levels:
 - a. IMMEDIATE Delivery in the UK and NWE within 24 hours.
 - b. PRIORITY Delivery in the UK and NWE between 48 hours and 6 days.
 - c. ROUTINE Delivery in the UK and NWE within 7 days.

POLICY

3. It is Defence policy that the precedence for the demand, selection and movement of Defence materiel will be governed by the Standard Priority System and that all units will use this system.

OWNERSHIP

4. The Policy and Procedures described in the JSP 886: Defence Logistic Support Chain Manual is owned by Director Joint Support Chain (DES JSC-D). Head Support Chain Management (DES JSC SCM-Hd) is responsible for the management of Joint Support Chain policy on behalf of DES JSC-D.

POINTS OF CONTACT

5. Enquires about the technical content should be addressed to:

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6. Enquiries concerning the accessibility of this document should be addressed to:

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7. Operational enquiries should be addressed to:

DSCOM Air Freight Desk

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Tel: Mil: 9679 81113, Civ: 030679 81113
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DSCOM Customs & Imports Cell
Tel: Mil: 9679 81144 / 81143 Civ: 030679 81144 / 81143
DESDSCOM-FRTCustImportsCellClerk@mod.uk

GLOSSARY

8. A glossary of JSC terms is available at JSP 886 Volume 1 Part 1A: Glossary.

LINKED PUBLICATIONS

9. The following publications are linked to this instruction:
 - a. [JDP 4-00: Logistics for Joint Operations.](#)
 - b. [BR 2002 Volume 1: Naval Manual of Logistics for Operations.](#)
 - c. [JSP 515 - The MOD Hazardous Stores Information System.](#)
 - d. [JSP 800: Defence Movements & Transportation Regulations.](#)
 - e. [JSP 886 Volume 1 Part 1: Introduction to the Joint Supply Chain.](#)
 - f. [JSP 886 Volume 3 Part 2: Contractor Logistic Support.](#)
 - g. [JSP 886 Volume 3 Part 7: Consignment Tracking.](#)
 - h. [JSP 886 Volume 3 Part 8: Reverse Supply Chain.](#)
 - i. [JSP 886 Volume 3 Part 12: Deployable Stocks.](#)
 - j. [JSP 886 Volume 3 Part 15: Supply Chain Transactions.](#)
 - k. [SSE: The Support Solutions Envelope.](#)

SUPERSEDED PUBLICATIONS

10. This publication supersedes JSP 886 Volume 3 Part 1: The Standard Priority System Version 3.9 dated 05 Oct 11.

CHAPTER 2: STANDARD PRIORITY SYSTEM - POLICY

GENERAL

1. The Standard Priority System (SPS) is a Defence process for defining, allocating and implementing Joint Support Chain (JSC) priorities in peace and on operations. The SPS governs the priority for materiel flow in any direction within the JSC. The described procedures and standards are to be used by all users of the JSC.

STRATEGIC INTENT

2. The SPS supports the DE&S Mission: 'To equip and support our armed forces for operations now and in the future'. Modern Support Solutions contain a mixture of traditional or innovative approaches in order to reach the optimum balance of effectiveness, efficiency and affordability. As the range and complexity of Support Solutions increases the JSC must react and remain flexible to meet emerging aspirations. The SPS provides the mechanisms to support all of these Support Solutions whilst giving the front line user a seamless system of demand processing and item receipt.

3. Support to the Front Line Commands (FLC) and operational theatres with high cost, low population, replacement parts means that the flow of Repairable items along the Reverse Supply Chain (RSC) is as critical to Defence as is the operation of the Forward Supply Chain (FSC). The SPS is designed to meet the needs of both.

4. The SPS recognises the elements of the operational JSC (Coupling Bridge and in-theatre) are controlled by the Permanent Joint Headquarters (PJHQ) / Joint Task Force Commander. The SPS reflects the difference between Operational and Non-Operational Standard Priority Codes (SPCs) and it provides information to PJHQ (or its nominated HQ or organisation) in order to prioritise the operational flow of materiel. Supply Chain Pipeline Time (SCPT) matrices for operational theatres published in this document are taken from, or based on, the appropriate operational logistic directive or Sustainability Statement (SUSTAT) which remains the definitive authority. The SCPTs for emerging operations will be included in the PJHQ Logistic Directive for each separate operation and amendments to the matrices in this document will be updated by the sponsor branch and promulgated on an as required basis.

PRINCIPLES

5. The SPS must enable the JSC to meet the required balance between effectiveness, efficiency and affordability and must be capable of a smooth transition to support escalating situations. Whilst the strategic intent must be achieved, the SPS is not intended to increase risk or otherwise detract from safety measures designed to safeguard personnel, equipment, property and the environment from the adverse effects associated with hazards in the JSC. In order to meet the current and future operational needs of the Services, the SPS reinforces the JSC Blueprint's provisions by being:

- a. Common across the Defence community, and optimised to the benefit of Defence as a whole with the minimum of variation to meet individual Service requirements.
- b. Coherent with existing Logistic Information Systems (LogIS) and Chief of Defence Materiel (CDM) developing strategy for convergence.

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- c. Consistent with maximising the number of transactions processed automatically, minimising the need for manual intervention which can degrade efficiency.
- d. Customer focused with the demanding unit retaining prime responsibility for selecting the Standard Priority Code (SPC) and / or Required Delivery Dates (RDD) appropriate to urgency of need, subject to external constraints. Units may be required to justify their RDD selection in terms of urgency versus economy for both Operational and Non-Operational demands.
- e. Characterised by urgency of need. The SPS must give priority to the support of operations. SPS principles apply to demands submitted by organisations in peace, during preparation for operations and on operations.
- f. Constructed flexibly (reflecting a constantly evolving JSC) around SCPT associated with each SPC and theatre, representing the target time for demand satisfaction. Overall SCPTs are stated in Hours or Calendar Days. Sub-process target times are specified later in this instruction and may be developed in greater detail between discrete areas of the JSC.
- g. Able to identify Choke Points. Blockages or Choke Points may occur within the JSC. Failure to control these will result in degradation of JSC performance. The logistic chain of command must be able to identify and instigate a solution to these Choke Points.

SPS FRAMEWORK

- 6. The SPS assumes demands are:
 - a. Correctly authorised.
 - b. The demander is entitled to the materiel.
 - c. The NATO Stock Number (NSN) (or other stock reference number) is valid.
 - d. The materiel is available for issue (including supply under Contractor Logistic Support (CLS) arrangements).
 - e. The materiel does not require referral or authority for release and there is no impediment to the movement of the consignment such as the requirement for specialist movement resources, licences or diplomatic clearances.
- 7. A demand that meets these requirements is known as a 'Clean Demand'.
- 8. The SPS Framework for the FSC and RSC are at Figure 2 and Figure 3 respectively. These set the context within which the SPS is designed to work. All users of the JSC, be they demanding units, stores holding units, distribution organisations, base organisations, Industrial Partners or Agencies, must work within the bounds of the FSC and RSC frameworks.

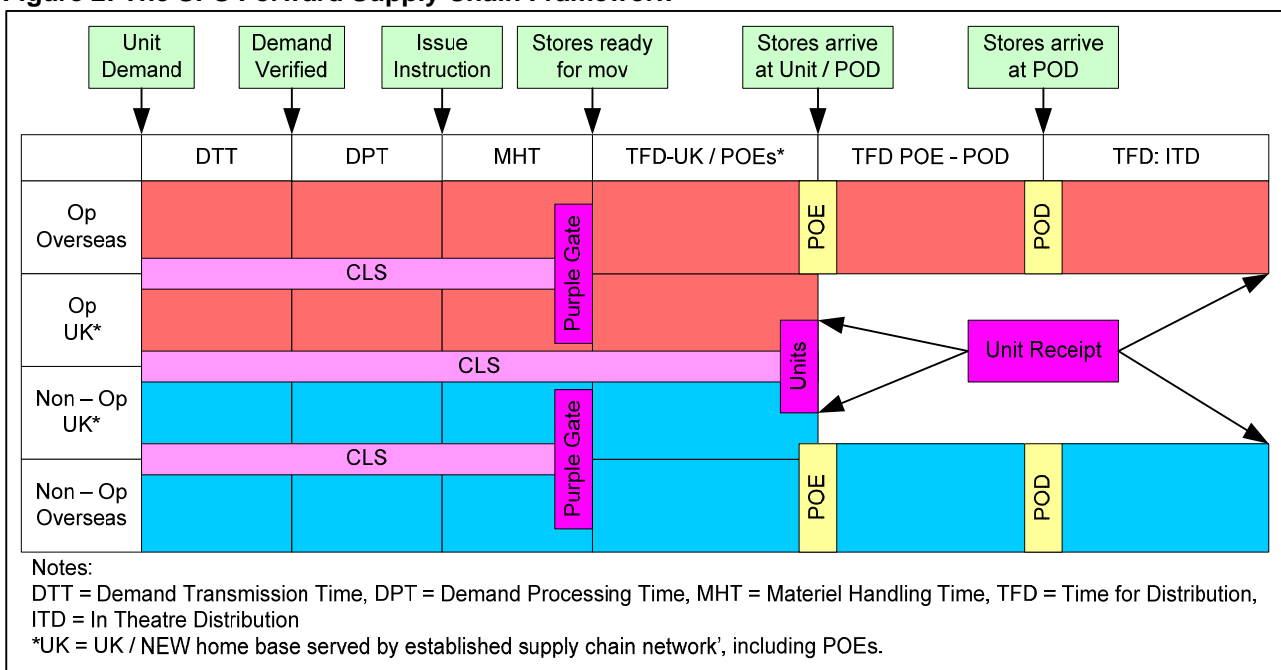
APPLICABILITY

- 9. SPS applies to demands for materiel available from the Defence Inventory including:

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- a. Equipment spares including repairable items.
- b. Complete equipments including vehicles, except those subject to allotment or other issue control.
- c. General stores.
- d. CLS arrangements that use any part of the Joint Supply Chain.
- e. Medical / Dental materiel.
- f. Clothing and textiles.
- g. Fuel (including packed fuel), oil, lubricants and industrial gases.
- h. Operational Ration Packs (ORP).
- i. Engineer Materiel (NATO Class 4).
- j. Conventional munitions.

Figure 2: The SPS Forward Supply Chain Framework



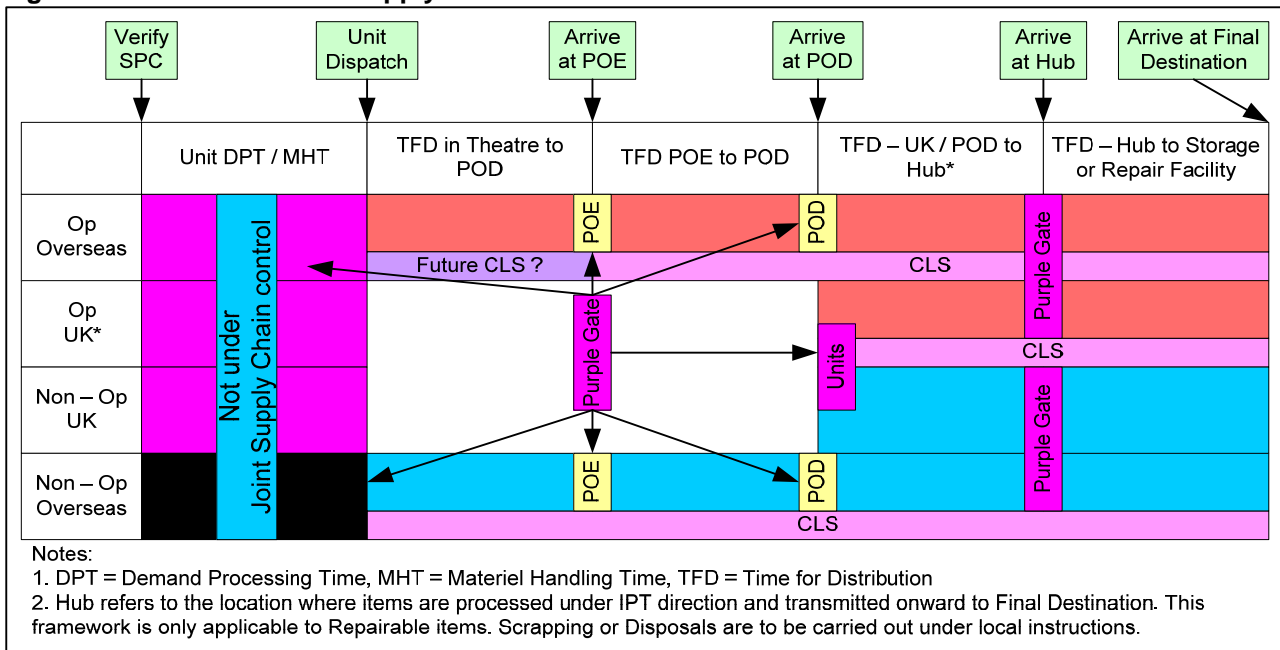
EXCLUSIONS

10. Demands for the following materiel are not subject to the prescribed SCPTs:
 - a. Stores that are not stocked or managed by DE&S, unless they are subject to a CLS or enabling arrangement and use any element of the JSC.
 - b. Foodstuffs delivered by contract.
 - c. Items provided under static infrastructure support contracts, or are provided locally, that do not utilise any element of the JSC.

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- d. Stores that due to their quantity, size or hazardous nature require specialist movement requirements.

Figure 3: The SPS Reverse Supply Chain Framework



THE SPS AND CONTRACTOR LOGISTIC SUPPORT (CLS)

11. CLS Support Solutions bring with them new challenges as well as opportunities for Defence, and PTs must refer to the Support Solutions Envelope (SSE) and to Subject Matter Experts (SME) within DE&S and FLCs for guidance and direction. Industrial Partners are to conform to the SPS unless alternative arrangements have been approved by those within the MOD who have scrutiny and approval authority over such matters. As part of this approvals process, FLC agreement must be obtained before any alternative arrangements can be put in place.

12. PTs must be aware of, and understand, the SPS framework detailed above prior to negotiating Support Solutions. Even if the solution does not involve the JSC, the provider (ie the contractor) must comply with the spirit of SPS, the relevant SCPTs and the detail of the framework. Specifically, if both contractor and MOD share a SCPT for a particular SPC, Joint Business Agreements (JBAs) must be placed so that the RDD can be met wherever possible. The CLS SCPT at Chapter 5 provides details of the division of SCPT between the MOD and the Contractor where a CLS arrangement is in place for the supply of materiel. In addition, all legislative constraints applicable to hazardous products in the Defence Inventory are to be applied.

13. Users of the SPS, including Agencies or Industrial Partners, must not place additional strain on the JSC by the unnecessary use of IMMEDIATE or PRIORITY SPCs either to seek to obtain items before they are needed or to reduce their own need to hold inventory stock. PTs, Industry or Defence organisations seeking to make use of higher SPCs than 13 / 16 are to obtain authority from the PT managing the item(s).

THE SPS REVIEW PROCESS

14. Units must have access to up to date SPS information. It is the responsibility of Dep Hd SCM P&C to ensure that a biennial review of this instruction is conducted. JSC

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organisations will be called upon to help verify that information contained within the instruction is correct or, if not, what needs to be changed. If any organisation knows that information contained within this instruction is incorrect at any time, it is their responsibility to contact SCM P&C using the details contained in Chapter 1.

15. Theatre Codes and SCPTs will be reviewed on a regular basis to ensure that the separate elements that make up each pipeline time are still correct. This review will be done following separate methodologies as follows:

a. **Operational.** For operations, the Logistic Directive and Sustainability Statements (SUSTAT) are reviewed as required or at least every 6 months by PJHQ. This review includes operational theatre SCPTs. Any changes to operational SCPTs will be promulgated by PJHQ. Where the change affects a SCPT or theatre Code, PJHQ is to notify SCM P&C through the Defence Logistics Operations Centre (DSCOM) of the change to be made.

b. **Non-Operational.** A regular review is to take place of all Non-Operational theatre Codes and associated SCPTs. This is to be done by the SPS Review Working Group (WG). This Working Group is chaired by SCM P&C and includes DSCOM, Joint Support Chain Services (JSCS), Log NEC, PJHQ (J4), FLCs, and SCM-Support Services.

16. **Theatre Code and SCPT Changes.** Where PJHQ / DSCOM or the SPS Review WG identifies a requirement to amend a Theatre Code or SCPT, SCM-P&C is to coordinate the activity to implement the change. All LogIS amendments require Request for Change (RFC) action submitted through the LogNEC Front Door. To this end SCM-P&C should determine the requirement for change. If it affects only a small number of theatres and is not a complete revision of the SPS, the following steps should be taken by SCM-P&C:

a. Notify key points in the Chain of Command that a SCPT / Theatre Code change is to occur and when it becomes effective.

b. To promptly amend and publish theatre SCPT tables in JSP 886.

c. Notify the relevant Log IS authorities to allow SCPT changes to be implemented.

USING THE STANDARD PRIORITY CODES

17. The JSC seeks to balance consistency of effectiveness with efficiency, depending on priority. This is achieved through the use of separate tiers of SPC that allow for a clear demarcation between operational and peacetime JSC activity. The separation of the Operational and Non-Operational priorities also reflects the differing criteria upon which the system operates. Users should note that demands for Hazardous Stores, including Dangerous Goods, may be subject to delay due to special handling and transport requirements.

18. In an operational environment (eg war fighting, peace support or support to on-going operations), the main criterion is that of operational necessity. In peace, consistency is achieved through the most efficient means. The SPCs in chart form are at Figure 4.

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Matrix of Standard Priority Codes

19. **MOD Form 1800.** Units should use this form as their SCPT reference table and should fill in the TFD and total SCPT columns based on the respective Theatre Code being used.

Figure 4: Standard Priority Codes in Chart Form.

OPERATIONAL								NON - OPERATIONAL							
Package Mark	SPC	Authority	DTT	DPT	MHT	TFD	Total SCPT	Package Mark	SPC	Authority	DTT	DPT	MHT	TFD	Total SCPT
IMMEDIATE								IMMEDIATE							
RED x 2	1	Command HQ PJHQ Op Theatre CO	Within 1 hour	1 hour				RED x 1	5	Command HQ or exceptionally Unit CO	Within 1 hour	1 hour			
Fastest Possible Means								Fastest Possible Means							
PRIORITY								PRIORITY							
BLUE x 2	2	SO2/SO3 Level Logs Officers/ QMs	3 hours	3 hours	18 hours			BLUE x 1	9	SO2/SO3 Level Logs Officers/ QMs	3 hours	3 hours	18 hours		
Fastest Economic Means / Fastest Scheduled Transport								Fastest Economic Means / Fastest Scheduled Transport							
ROUTINE								ROUTINE							
YELLOW x 2	3 / 4	Unit Logistic Personnel	6 hours	18 hours	3 days			YELLOW x 1	13 / 16	Unit Logistic Personnel	6 hours	18 hours	3 days		
Routine Handling / Standard Scheduled Transport								Routine Handling / Standard Scheduled Transport							
Notes:															
1. Units should use this Form as their SCPT reference table.															
2. Units should fill in the TFD and total SCPT columns based on the respective Theatre Code being used.															
MOD Form 1800 (07/07)															

Standard Priority Codes

20. The Standard Priority Codes (SPC)s are shown in Figure 4. The descriptions of the various SPCs and their options are:

- a. **Immediate Demands.** SPCs 01 (Operational) or 05 (Non-Operational) are to be used when an item is required immediately to satisfy Operational or Non-Operational critical requirements where the lack of item is would lead to the degradation of a unique and vital capability.
- b. **Priority Demands.** SPCs 02 (Operational) or 09 (Non-Operational) are be used when an item is required for a specific requirement where the timescale of a ROUTINE demand would not be adequate. In UK and NW Europe, with some specific exceptions, delivery will be made in a window of 2 to 6 days; if a particular date is required in this window then a RDD is to be used, see below.
- c. **Routine Demands.** SPCs 03 / 04 (Operational) and 13 / 16 (Non-Operational) are to be used for the majority of unit demands and will result in UK and NW Europe, with some specific exceptions, in a 7 day delivery to units. See RDD ESSENTIAL below for demands that need to be delivered after the normal SCPT.
- d. **Automatic Replenishment Demands.** SPC 75, which equates directly to SPCs 13 / 16, is the automated stock replenishment code used on RAF SCCS.

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Items automatically demanded by MJDI on SCCS will be handled and delivered as routine demands (SPC 13 / 16).

e. **Required Delivery Date (RDD).** Units are to specify a RDD for PRIORITY demands, within the delivery window, that reflects the actual date the materiel will be required. If there is a requirement for delivery on a specific day within the 2-6 day window provided by SPC 02 / 09 the demanding unit is to insert the required RDD on the demand.

(1) Immediate Demands (SPC 01 and 05) are not to have a RDD as the items move by the fastest possible means.

(2) Priority Demands (SPC 02 and 09) can have a RDD if delivery is required on or before a specific date in the SCPT window. Overseas theatres where Air Freight will be used for Priority demands (SPCs 02 / 09) a RDD that is within the 'Supply Chain Pipeline Time (SCPT) window' applicable to the theatre SCPT table should be specified.

(a) Units are to arrange for "Unit Collect" for Items required with an RDD for days 2 or 3. Demands received by 1200hrs on the working day of demands (D1) will be ready for collection from 1200hrs the following day (D2). Demands received after 1200hrs on the working day of demands (D1) will be ready for collection from 0800hrs on working day 3 (D3).

(b) Units serviced by the Freight Delivery Service (3 Main Navel Bases, Air MOB and Dulmen) will receive consignments on day 3.

(c) All other Priority demands will be delivered within 6 Calendar days.

(3) Routine Demands (SPC 03 / 04 and 13 / 16) within UK / NW Europe an RDD of 7 days is assumed. If demanding units / establishments require this to be delayed and this delay is justified, 'RDD ESSENTIAL' is to be used (see below).

f. **RDD ESSENTIAL.** Is to be used on ROUTINE demands (SPC 03 / 04 and 13 / 16) where delivery is required after the normal SCPT. 'RDD ESSENTIAL' is to be entered as the first words in the Special Instructions, together with the required RDD on the demand. Examples of where RDD ESSENTIAL can be used are:

(1) A demand that must be satisfied on a specific date when there is a demonstrable requirement to meet that date (eg HM Ship arrival or sailing date or a unit returns to barracks from leave or deployment).

(2) Demands for a specific Non-Operational task such as items for programmed contractual or project work or a scheduled Fleet Time Support Package (FTSP), which need to be demanded well in advance.

(3) Pre-planned maintenance periods prior to or following a major exercise.

g. **Unit Collect.** Occasionally it may be appropriate for a unit to collect the demand from JSCS or their Supporting Depot. In these cases units are to annotate the Non Standard Address (NSA) Indicator with the words UNIT COLLECT. The RDD is to be used to indicate the collection time. The unit is to contact JSCS Customer Services Help prior to submitting a Unit Collect demand.

AUTHORISATION OF STANDARD PRIORITY CODES

21. The use of SPCs is to be authorised as follows:

- a. SPC 01 by Command HQ or PJHQ or Operational Theatre Commanding officers when authority has been delegated by PJHQ. This delegation may be further sub-delegated to the JFLogC or NSE / NSC commander.
- b. SPC 02 by Operational theatre Unit Logistics officers / QMs of SO2 / SO3 level or equivalent. Exceptionally, this may be delegated down to Logistic or Supply Warrant officers.
- c. SPCs 03 / 04 by authorised Operational theatre Unit logistic personnel.
- d. SPC 05 by Command HQ and, exceptionally, by Unit Commanding officers
- e. SPC 09 by Logistics Officers / QMs of SO2 / SO3 level or equivalent. Exceptionally, this may be delegated down to Logistic or Supply Warrant officers.
- f. SPCs 13 / 16 by authorised unit logistic personnel.

22. Units should refer to specific commodity; ammunition, medical, etc; instructions, contained in JSP 886 Volume 6 for any variations to this policy.

OPERATIONAL STANDARD PRIORITY SYSTEM

23. The SPS is designed to be able to deal with operational demands and its basic principle of use will not change. The chain of command will restrain and control the use of SPCs to accord with operational priorities. For this reason, units are to be authorised to use the Immediate SPCs (SPC 01 for Operations and SPC 05 for Non-Operations) in advance by higher formation headquarters. SPS is designed to enable management of all phases of operations, in particular:

- a. **Pre-Operational Preparedness.** The key challenge for the JSC during increased readiness is to enable those Force elements requiring materiel at high urgency to submit demands at an appropriate SPC in order to prepare for imminent deployment. The introduction of Priming Equipment Packs (PEPs) into the Land Environment will reduce the requirement for units to place such demands. Development of PJHQ operational plans as mounting progresses may lead to changed priorities for allocation of resources which will be communicated by PJHQ, usually through the nominated lead HQ.
- b. **Operational SPC.** PJHQ is responsible for setting operational SCPTs in consultation with DSCOM, Head SCM and other agencies such as the nominated lead FLC HQ (Fleet, Land or Air). The SCPTs will be issued in Commander Joint Operations (CJO) Operational Directive to the Joint Task Force Commander. In the case of RN Directed Tasks, this authority is vested in NCHQ SO1 Fleet Logistics Coordinator. In order to ensure that deployed units have the greatest possible confidence in the demand system (which will prevent priority inflation), these SCPTs will be regularly reviewed by the PJHQ as experience with a particular theatre grows, or the operation significantly evolves. The JSC will be informed when units are authorised to use operational SPCs, normally through a Logistics Directive or SUSTAT for the operation.

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- c. **Deployment and Sustainment.** During Force deployment, and thereafter, the key factor constraining materiel flow will generally be the capacity of the Lines of Communication (LOC) to theatre, within theatre and particularly the coupling bridge. DSCOM, acting on behalf of, PJHQ will manage this flow using SPC as the expression of urgency (in accordance with the priorities established in the Operational Directive), to meet the agreed priorities of the deployed Force Commander.
- d. **Review of SCPTs.** PJHQ and its deployed HQ elements, together with key stakeholders, are responsible for the development, refinement and promulgation of Forward and Reverse SCPT targets for each SPC for the particular operational theatre. Changes to SCPTs must be notified to SCM P&C so that Log IS can be re-programmed, the new SCPTs amended in this instruction and the changes notified to all users. Where necessary, this should also apply to any internal LOC which will significantly impinge on Time for Distribution (TFD).
- e. **Demand Quantity / Use of SPC.** To maintain the integrity of the system the quantity of materiel demanded under SPCs 01, 02, 05 and 09 must be restricted to the amount required to satisfy the precise requirement from which the demand arises. The logistic chain of command may later challenge demands where quantities appeared to have been excessive. Quantities to satisfy other requirements or for routine stock replenishment are to be demanded on SPC 03 / 04, 13 / 16.
- f. **System Discipline.** Deliberate abuse of the SPS is a breach of discipline which may threaten the success of an operation or preparations for operations. Responsibility for remedial action will lie with the appropriate chain of command.

NON-OPERATIONAL STANDARD PRIORITY SYSTEM

24. **General.** Non-Operational JSC demands will use SPCs 05, 09, 13 / 16. SPC 05 is the highest immediate peacetime SPC and its use must be confined to those units whose effectiveness may be jeopardised by major equipment failures or availability during important training exercises or their operational readiness is being adversely affected by a lack of equipment and materiel.
25. **Peacetime Chain of Command.** Monitoring of the use of SPCs within the Non-Operational SPS will be carried out from within the chain of command by appropriate formation HQs. Annual or other periodic unit inspections should allow formation HQ logistic staff the opportunity to scrutinise this area.

REVERSE SUPPLY CHAIN (RSC)

26. Reverse Supply Chain (RSC) Policy is contained within JSP 886 Volume 3 Part 8. For the purpose of these SPC regulations the following is relevant:
- a. **Return Priority.** All materiel being returned through the RSC will be allocated a Non-Operational SPC, normally ROUTINE (SPC 13 / 16) regardless of theatre of origin; this includes Operational theatres.
- b. **Battle Winning / High Priority or Small Population Items.** Items requiring priority return identified by DSCOM / PJHQ in consultation with the PTs will result in the publication of a Theatre Priority Return List (TPRL). Items on the TRPL are to be treated as IMMEDIATE (SPC 5) and will, if suitable, attract Air Movement.

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- c. **Stores System 3 (SS3) Managed Repairables.** Repairables on SS3 have a Return Priority code set as 05, 09, 13 or 16. This code is used to determine the SPC for the return of the item and this SPC will be printed on the AF G8883: Consignment Voucher for Fit or Unfit Repairable Items. All materiel being returned on an AF G8883 voucher is to be moved at the stated SPC.
- d. **Disposals.** Items being returned for disposal are, unless exceptional circumstances exist, to attract ROUTINE (SPC 13 / 16) movement. Guidance on the items that are to be returned to UK for disposal is in JSP886 Volume 9 Part 7: Disposal of Materiel from Overseas.

Assigning SPCs to Items

27. **Repair Management Considerations.** PTs should give consideration to the following factors when assigning SPCs to items:

- a. Initial size of asset base.
- b. Length of repair loop and size of repair pool.
- c. In theatre Operational Stocks, earmarks, and requirements of other theatres.
- d. Supply position and criticality of the item.

28. **Operational / Non-Operational Considerations.** The following should be noted:

- a. **Operational.** PJHQ / DSCOM will promulgate in-theatre repair policy and sustainability estimates as part of the Operational Logistic Directive. PTs set SPC levels for the recall of repairables on a global basis.
- b. **Non-Operational.** Repairable items are to be returned at SPC 13 / 16 (Routine). Where returns are required by faster means to meet urgent Dues-Out then PTs are responsible for stipulating the priority, consignee and the financial authority required. The SPC allocated will be established by the PT in agreement with theatre HQ / Commands. The relevant RSC SCPT tables are at Chapter 5.

29. **Return Stores Code.** A Return Stores Code is required when it is necessary to identify costs and JSC activity associated with the return of stores from operations and some overseas exercises. A Return Stores Code is in the format AA**90, the first two characters relating to the Operation or Exercise name, and will also be allocated a number between **90 and **99, details of the Return Stores Code for specific operations / exercises will be contained within the Operation / Exercise mounting instructions.

CAPABILITY LOSS INDICATOR (CLI)

30. The Capability Loss Indicator (CLI) is a Yes / No indicator that can be used on materiel demands to indicate that the operational capability of the supported equipment or system is or will be compromised. Additional data about the loss of capability is to be included on the demand under Special Instructions. CLI is used to complement the SPC and allows the further prioritisation of materiel for Air movement purposes. CLI only gains priority for airfreight within the SPC it is assigned to, therefore, a package moving at SPC 2 'CLI' will not gain priority over airfreight moving at SPC 1. The Service criteria for the use of CLI are:

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- a. **Maritime.** A CLI of YES can be used for all demands where a related Operational Deficiency (OPDEF) has been raised in accordance with BR1313: Maintenance Management in Surface Ships.
- b. **Land.** A CLI of YES can be used for all demands that have been declared as Operationally Vital Item (OVI). Units are to obtain authority to use OVI from PJHQ , HQ LF or Theatre HQs. OVI is only to be used for SPC 1, or exceptionally for SPC 2, or SPC 5 demands. Authority to use CLI will normally be specified to individual units in Mounting Instructions or in Operational Orders as applicable. OVI can be declared for Issue Orders raised to support operational theatres.
- c. **Air.** A CLI of YES can be used for demands satisfying the criteria for Military Aviation Defect State Codes DELTA and CHARLIE, see Figure 5 below.

Figure 5: Military Aviation Defect State Codes

State Code	Reason for Defect
DELTA (D) (AOG)	State Code D indicates that an aircraft is grounded or that a weapon system, simulator, radar or navigational aids are not available for tasking and all work has stopped specifically for the lack of a spare or spares. Emphasis on the use of a D state is placed on all work stopped. If work on a particular system has ceased, but work on other systems is still progressing, the requirement does not qualify as a D state but should be reported as a P state, providing it meets the criteria detailed below.
CHARLIE (C)	Code C indicates that an aircraft or weapon system or simulator, though serviceable, is not capable of fulfilling its operational role through lack of certain spares. For weapon systems operating in support of an operation, this state is to be given the same management and movement attention as a D state.
PAPA (P)	Code P indicates that an aircraft/simulator will be grounded or that a weapon system, simulator, radar or navigational aids will become unavailable for tasking, or that all work will stop within 14 days (21 days overseas) if essential spares are not received.
SIERRA (S)	Code S is used for Priming Equipment Pack (PEP), Fly Away Pack (FAP), Aircraft Spares Pack (ASP), Deployable Spares Pack (DSP) and Critical Item List (CRIT List) Demands. Code S demands are further broken down as follows: S1: Indicates an empty line in a PEP, FAP, ASP, DSP or CRIT List Spare. S2: Indicates a line in a PEP, FAP, ASP, DSP or CRIT List Spare which is below scale and warrants replenishment.

SPECIAL OPERATIONS CODE (SOC) AND SPECIAL EXERCISE CODE (SEC)

31. Tasking in support of operations and selected training is to be annotated with the operation / exercise name and the SOC / SEC (**NN). The SOC / SEC is always to be entered on the Demand Form in the Customer Own Reference as the first four characters of the reference. On all signal MATDEMs the SOC / SEC is to be entered in the Customer Reference.

- a. The use of a SOC or SEC allows issues to a particular operation or exercise to be identified, tracked or costed and in some instances funding recovered from the Treasury.
- b. Units authorised to use operational SPCs 01, 02 and 03 within Theatre Code A (UK) must insert the relevant SOC on the MATDEM '(For operational RN units **62 is to be used on all occasions, unless instructed by NCHQ to use another SOC), failure to enter the SOC correctly on the MATDEM will result in the demand being processed as a non-operational demand. When placing a multi-item demand using an SOC / SEC, care must be taken to ensure that all items on the demand need to be costed against the operation / exercise.

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c. Front Line Commands (FLC), Central Staff and DE&S Staff can request the use of a SOC / SEC. On all occasions, however, the case must be staffed through the appropriate chain of command to Joint Manoeuvre 5 (JM5) Directorate of Joint Capability (D Jt Cap), using the form at Annex A to Information System Instruction CG / 2; the TLB must be stated on the form.

CHAPTER 3: MONITORING THE JOINT SUPPLY CHAIN

INTRODUCTION

1. In monitoring demands the overriding principle is that satisfaction of valid demands within the Supply Chain Pipeline Times (SCPT) should not be prejudiced. Accordingly, challenging action and HQ / unit responses must be undertaken in a manner consistent with this principle. The speed of action and communications media selected are to be consistent with this and action on demands may not be delayed except where this is justified either by the absence of a response to a challenge or authorised by the chain of command.

RESPONSIBILITIES OF THE FRONT LINE COMMANDS

2. Demanding units can do much to reduce the incidence of challenging by ensuring the Standard Priority Code (SPC) selected is fully justified. It is important that units anticipate challenges and give full justification whenever this is likely to occur.

3. Front Line Commands (FLCs) are to ensure compliance with the rules and identify abuses. In the course of unit inspections by the chain of command, checks are to be made on a cross-section of demands to ensure:

- a. Arrangements have been made for the scrutiny of demands.
- b. The Required Delivery Date (RDD) is realistic.
- c. Items demanded with an 'RDD ESSENTIAL' date are fully justified.
- d. The quantities demanded are confined to appropriate requirements.

4. Logistics staff are authorised to vet and challenge demands as follows:

- a. Quantities demanded appear to be excessive or above immediate needs.
- b. The unit is not entitled to demand the item.
- c. The unit is using an SPC above its authorised level or the demand is considered to be over-graded.
- d. When inappropriate effort and expense is needed to meet SCPT. (This is not to be used as an excuse to avoid meeting the SCPT / RDD.)
- e. When management control measures warrant such action.
- f. For items where insufficient safety information is available to facilitate safe handling and transport.

5. The DSCOM Air Freight Centre (AFC) is the Controlling Air Movement Authority (CAMA) for the movement of air cargo from and within the UK. In overseas theatres, alternative CAMA is designated. CAMA is authorised to challenge applications for air freight when consignments:

- a. Consists of items unauthorised for air movement.

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- b. Appear to be made up of excessive quantities, or are over-prioritised.
- c. Necessitate a special flight.

INABILITY TO MEET THE SCPT

6. All organisations within the JSC are responsible for reporting any inability to meet SCPTs. Where the inability is likely to be long-term, and inter-Service supply is involved, the facts are to be reported to the relevant SCM-Policy Development for action.

PROCESSING AND DEMAND TRACKING

7. All IMMEDIATE and PRIORITY demands on all LogIS will be processed individually as they are received. ROUTINE Demands are processed on CRISP and SS3 using a batch processing system; all demands processed by SCCS are handled in real time.

AIR MOVEMENT INFORMATION

8. Flight details in respect of freight moved by air will be provided by the AFC to consignors as part of call-forward instructions.

DELIVERY CRITERIA

9. JSC staffs are responsible for ensuring processes meet the timescales laid down in the SCPT matrices. Demanding units are to ensure that any change in location for delivery is notified through appropriate chains of command.

SUPPLY CHAIN PERFORMANCE MEASUREMENT

10. Performance Measurement (PM) is based on the progression of a demand from transmission right through to the demander receiving the item requested. This is judged to be a success if the item is delivered within the theatre SCPT for the priority or to the required RDD. PM is used to identify trends and particular areas of concern to allow subsequent management decisions.

11. PM of the JSC is conducted by permanent DSCOM team reporting to Director JSC. PM statistics are compared to targets and the percentage success rate of meeting those targets determined. A comprehensive set of consignment visibility nodal measurement points allows a continuous improvement approach to be adopted by JSC managers.

12. Where Joint Business Agreements (JBAs), Internal Business Arrangements (IBA) or contractual arrangements with Industry include performance levels these must be monitored by the organisation with contractual responsibility. In other words, JSC organisations will not automatically take on this monitoring role and PTs need to be aware of this when setting up support solutions with their Industrial Partners.

PERFORMANCE OBSERVATIONS BY DEMANDING UNITS

13. The JSC will undertake high level monitoring of JSC performance and will identify areas where performance falls short of requirements. Demanding unit observations concerning the levels of services, including SCPT failures, are to provide the details on [JSCS CC 001: Customer Complaints / Quality Form](#) giving full details.

CHAPTER 4: STANDARD PRIORITY SYSTEM - PROCEDURES

INTRODUCTION

1. The Head Supply Chain Management (Head SCM) is responsible for the authorship, management and endorsement of Joint Support Chain (JSC) policy and procedures. Formulation of JSC policy and procedures is delegated to Deputy Head SCM (Policy and Compliance), endorsed by the JSP 886 Working Group and ratified by the Logistics Policy Working Group (LPWG).
2. This Chapter covers the procedures to be used and gives guidance to units on the preparation, submission and progression of demands, to avoid supply delays due to errors in completing demands, and ensure the correct item and quantity of stores reaches the unit.
3. When required to demand loan pool stores, units should refer to single-Service procedures and comply with instructions which are published separately in command instructions.

SELECTION OF STANDARD PRIORITY CODE

General. **The SPC is an indication of the priority of the user's need. It is determined by the demander choosing the RDD for the issue, which is then cross referred to the SCPT table for the operational theatre. This will provide the appropriate SPC for the demand. A guide to selecting the correct SPC is at RN Specific Instructions**

4. **Operational RN Units.** Operational RN units are to refer to BR 2002: Maritime Operational Logistics Volume 1 that gives guidance on Supply Chain Support to the Maritime Environment.

Land Specific Instructions

5. **Use of SPC 05.** Land Units can only demand at SPC 5 after gaining authority from their Div HQ Log Sp Staff. Request for SPC 5 authority should be kept to a minimum as they need to be afforded special attention which makes them resource intensive and expensive. Justification to use SPC 5 could include: mounting for operations, high priority exercise periods and firing camps. Joint Support Chain Services (JSCS) Ops will monitor the use of SPC 5 by non-authorised units and abuse of the system will be reported to HQ Land Forces (Log Sp).

6. Figure 6 below. The complete set of SCPT tables is at Chapter 5.

- a. **Operational SPCs (01, 02, 03 / 04).** Operational SPCs will be used on operations as directed by the Permanent Joint Headquarters (PJHQ) and detailed in Logistic Directives and operational Sustainability Statements (SUSTATs). The authority to use SPC 01 will normally be passed to the operational HQ in theatre.
- b. **Non-Operational SPCs (05, 09, 13 / 16).** Authority to use SPC 5 rests with single Service HQs or exceptionally, the Unit CO. Use of SPC 5 is to be confined to urgent demands where there will be a serious impact to Defence if the item is not made available to the demanding unit at the earliest opportunity. SPC 9 is designed to meet those demands that are priority but do not have the serious impact to Defence that warrants SPC 5.

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Non-Operational Demands for Items Required on Weekends or Public Holidays

7. Units should only place Non-Operational demands for items required during a weekend or Public Holiday if receipt on the next working day will put at risk any planned activities. Such demands normally in support of units on Exercise or Pre-Deployment training are to be submitted at SPC 5 (non-Operational). In these cases where Unit Collect is the most efficient way of meeting a specific requirement the Unit Collect procedures at Annex B to this Chapter is to be followed.

RN Specific Instructions

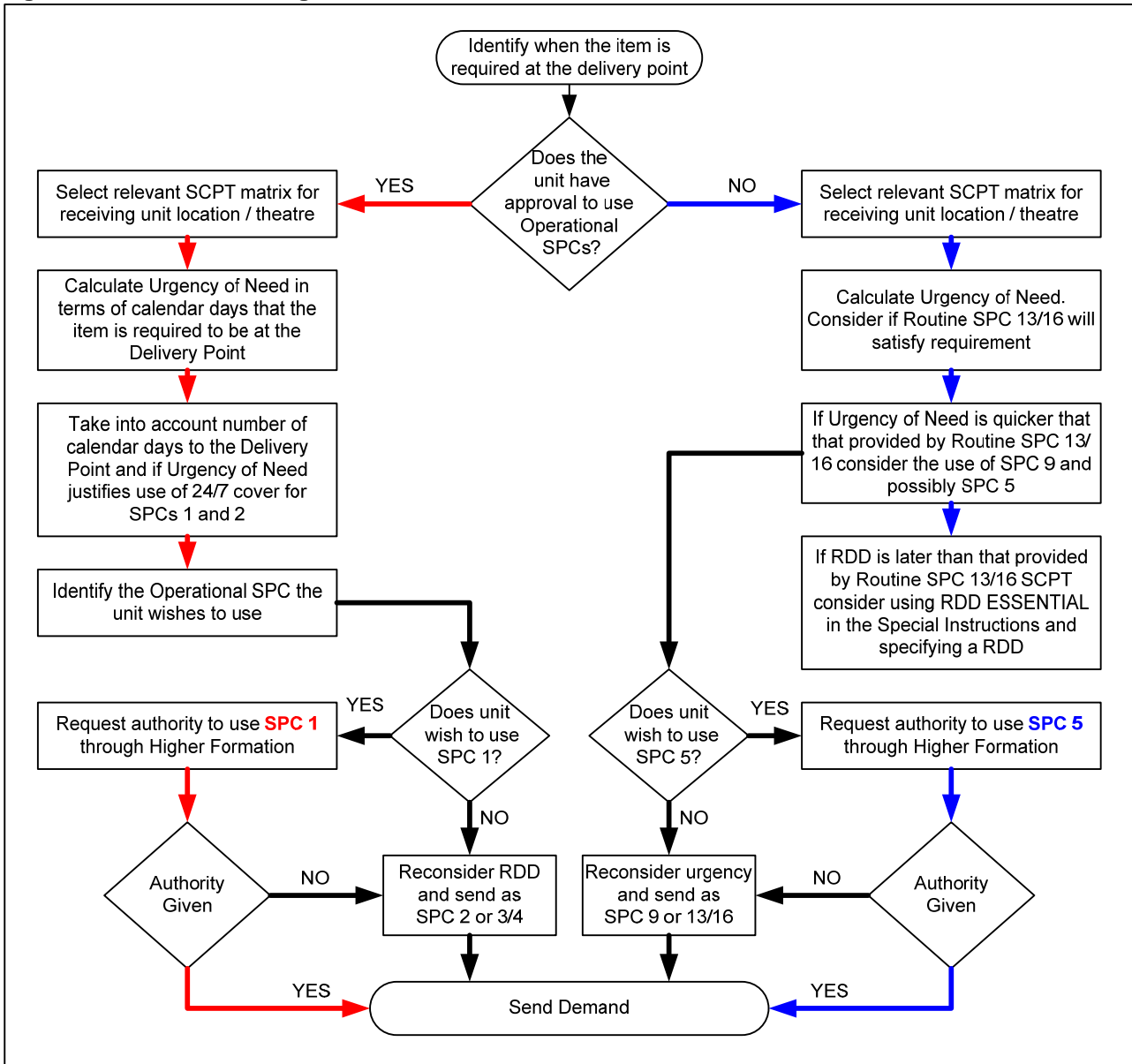
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Figure 6: Guide to selecting the correct SPC



VETTING OF DEMANDS

10. The maintenance of Log IS operating standards and data accuracy, combined with the constant need for good management of unit assets, is of vital importance. Therefore, irrespective of the type of supply accounting organisation, a Supply NCO (Senior Rate for RN) or, where appropriate, the account holder or the VDU Operator / MOD Customer Liaison Section is to vet all demands before acceptance. In particular, demands should be scrutinised to determine the following:

- a. The unit or nominated demanding officer submitting the demand is authorised to do so.
- b. The reason for the demand is genuine.
- c. The quantities demanded are not excessive.
- d. The unit is entitled / not entitled to demand the item.

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- e. The unit is not using an SPC above its authorised level.
- f. The demand is not considered to be over-graded.
- g. There is sufficient safety information to facilitate safe handling and transport.
- h. The correct Special Operations Code (SOC), Special Exercise Code (SEC) or Returned Stores Code (RSC) has been used for Operational demands or in support of exercises, see Page 17.

11. Where there is doubt as to the validity of the demand, demand processing must NOT be interrupted whilst the validity is being verified.

Figure 7: Standard Priority System Labels

<p>MOD Form 1811 (06/06)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; color: red; font-weight: bold;">★★</td> <td style="text-align: center; color: red; font-weight: bold;">SPC 1</td> <td style="text-align: center; color: red; font-weight: bold;">PRIORITY LABEL</td> </tr> <tr> <td colspan="3" style="text-align: center;">ULTIMATE CONSIGNEE</td> </tr> <tr> <td style="text-align: center; color: red; font-weight: bold;">IMMEDIATE</td> <td style="text-align: center;">RDD</td> <td></td> </tr> <tr> <td colspan="3">CMN / AWB Number</td> </tr> <tr> <td colspan="3" style="text-align: center; color: red; font-weight: bold;">Delete as applicable</td> </tr> <tr> <td style="text-align: center;">Weight:</td> <td style="text-align: center;">Piece Number:</td> <td style="text-align: center;">Air Movement – Call Forward</td> </tr> <tr> <td style="text-align: center;">Kgs</td> <td style="text-align: center;">OF</td> <td style="text-align: center;">Flight No: Date: Dep Airfield:</td> </tr> <tr> <td colspan="3">CONSIGNOR:</td> </tr> </table>	★★	SPC 1	PRIORITY LABEL	ULTIMATE CONSIGNEE			IMMEDIATE	RDD		CMN / AWB Number			Delete as applicable			Weight:	Piece Number:	Air Movement – Call Forward	Kgs	OF	Flight No: Date: Dep Airfield:	CONSIGNOR:			<p>MOD Form 1812 (06/06)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; color: blue; font-weight: bold;">★★</td> <td style="text-align: center; color: blue; font-weight: bold;">SPC 2</td> <td style="text-align: center; color: blue; font-weight: bold;">PRIORITY LABEL</td> </tr> <tr> <td colspan="3" style="text-align: center;">ULTIMATE CONSIGNEE</td> </tr> <tr> <td style="text-align: center; color: blue; font-weight: bold;">PRIORITY</td> <td style="text-align: center;">RDD</td> <td></td> </tr> <tr> <td colspan="3">CMN / AWB Number</td> </tr> <tr> <td colspan="3" style="text-align: center; color: blue; font-weight: bold;">Delete as applicable</td> </tr> <tr> <td style="text-align: center;">Weight:</td> <td style="text-align: center;">Piece Number:</td> <td style="text-align: center;">Air Movement – Call Forward</td> </tr> <tr> <td style="text-align: center;">Kgs</td> <td style="text-align: center;">OF</td> <td style="text-align: center;">Flight No: Date: Dep Airfield:</td> </tr> <tr> <td colspan="3">CONSIGNOR:</td> </tr> </table>	★★	SPC 2	PRIORITY LABEL	ULTIMATE CONSIGNEE			PRIORITY	RDD		CMN / AWB Number			Delete as applicable			Weight:	Piece Number:	Air Movement – Call Forward	Kgs	OF	Flight No: Date: Dep Airfield:	CONSIGNOR:			<p>MOD Form 1813 (07/07)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; color: yellow; font-weight: bold;">★★</td> <td style="text-align: center; color: yellow; font-weight: bold;">SPC 3/4</td> <td style="text-align: center; color: yellow; font-weight: bold;">PRIORITY LABEL</td> </tr> <tr> <td colspan="3" style="text-align: center;">ULTIMATE CONSIGNEE</td> </tr> <tr> <td style="text-align: center; color: yellow; font-weight: bold;">ROUTINE</td> <td style="text-align: center;">RDD</td> <td></td> </tr> <tr> <td colspan="3">CMN / AWB Number</td> </tr> <tr> <td colspan="3" style="text-align: center; color: yellow; font-weight: bold;">Delete as applicable</td> </tr> <tr> <td style="text-align: center;">Weight:</td> <td style="text-align: center;">Piece Number:</td> <td style="text-align: center;">Air Movement – Call Forward</td> </tr> <tr> <td style="text-align: center;">Kgs</td> <td style="text-align: center;">OF</td> <td style="text-align: center;">Flight No: Date: Dep Airfield:</td> </tr> <tr> <td colspan="3">CONSIGNOR:</td> </tr> </table>	★★	SPC 3/4	PRIORITY LABEL	ULTIMATE CONSIGNEE			ROUTINE	RDD		CMN / AWB Number			Delete as applicable			Weight:	Piece Number:	Air Movement – Call Forward	Kgs	OF	Flight No: Date: Dep Airfield:	CONSIGNOR:		
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DOCUMENTATION AND PACKAGE MARKING

12. Priority labels and package markings must not obscure or otherwise detract from any hazard or dangerous goods labelling and marking. Document and package marking is to be in accordance with the following:

- a. **Documents.** The SPC and RDD (where appropriate) are to be annotated on all demands and issue orders, issue vouchers and associated distribution documents.
- b. **Priority Labels and Package Markings.** Labels similar to those at Figure 7, are to be used on packaging and consignments as a visual identification aid to the expedition of demands. Labels are to be positioned clear of any other descriptive markers, symbols or text. Repairable stores should be similarly marked to speed the return into the Reverse Supply Chain (RSC).

13. SPS Priority Labels.

- a. Immediate Operational (SPC 01). 2 RED STARS. (MOD Form 1811).
- b. Priority Operational (SPC 02). 2 BLUE STARS. (MOD Form 1812).

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- c. Routine Operational (SPC 03 / 04). 2 YELLOW STARS. (MOD Form 1813).
- d. Immediate Non-Operational (SPC 05). 1 RED STAR. (MOD Form 1807).
- e. Priority Non-Operational (SPC 09). 1 BLUE STAR. (MOD Form 1808).
- f. Routine Non-Operational (SPC 13 / 16). 1 YELLOW STAR. (MOD Form 1809).

14. **Package Marking.**

- a. Package marking must include:

Consignee.

Consignor.

SPC.

RDD.

OPDEF / OVI / AOG Markings

Consignment Movement Number (CMN).

Weight in Kilograms.

Piece Number.

Hazard and Dangerous Goods Labels where required by modal regulations.

- b. Where VITAL or RIDELS labels contain the same information these may be placed over the Priority Label but must not obscure the STAR marking.

- c. For Air Freight, the following additional information is to be added:

Air Waybill Number (AWB).

Flight Number and Date.

Departure Airfield.

- d. Hazard / dangerous goods labels and marks must be placed on packages when required by the modal dangerous goods regulations. Priority labels etc must not obscure or otherwise detract from hazard / dangerous goods labels and marks.

15. **Dangerous Goods.** The [Defence Dangerous Goods and Hazardous Stores Group](#) (DDGHS) can provide advice and guidance on the dangerous and hazardous goods.

CHAPTER 5: SUPPLY CHAIN PIPELINE TIME BY THEATRE

1. **General.** Forward Supply Chain (FSC) and Reverse Supply Chain (RSC) Supply Chain Pipeline Times (SCPT) by theatre code are listed below. The default standard for the FSC within the Joint Supply Chain (JSC) is for the delivery of Routine demands within UK and NWE within 7 calendar days.
2. **Operational Theatres.** PJHQ / DSCOM or nominated HQs will create the SCPT table for each operation using the core timings for each operational Standard Priority Code (SPC). The SCPT table will then be published in the relevant operational logistic directive.
3. **The Use of Required Delivery Dates (RDD).** SPS utilises a RDD system. Details on the use of RDDs are covered at [Standard Priority Codes](#).
4. **Contractor Logistic Support Items.** Appendix 27 provides details of the division of FSC SCPT between the MOD and the contractor where a CLS arrangement is in place for the supply of materiel. The contractor time shown within this table is the maximum time available to contractors to deliver to Purple Gate or JSCS. For the RSC SCPT the time indicated represents the time for the contractor to collect repairable materiel from JSCS.

THEATRE CODES

5. Units located in an area for which there is no Theatre Code, are to use theatre Code A. In such cases the dates to traffic and unit printed on the resultant Supply Issue Voucher will be those applicable to the UK.

Figure 8: Theatre Codes

Code	Description
A	UK Mainland, Northern Ireland and Scottish Isles includes all maritime elements located in a UK port or with a UK port as their next port of call (unless otherwise directed)
B	NW Europe
C	East Asia
D	Southern Europe (excluding the Balkans and Cyprus)
E	Gibraltar
F	Belize
G	Africa including Kenya BATUK
H	Brunei
I	Cyprus
J	Spare
K	Spare
L	Spare
M	Falkland Islands
N	Middle East (except where specifically covered elsewhere)
O	Spare
P	Spare
Q	Spare
R	Iraq
S	The Balkans (Bosnia and Kosovo)
T	Spare
U	Afghanistan
V	North American Western seaboard (including BATUS)
W	North American Eastern seaboard and Canada (excluding BATUS)
X	Nepal
Y	Ascension Island
Z	Navy – All locations outside the UK

SCPT NOTES

6. The following generic notes apply to all the SCPTs:
- a. These SCPT tables are for General Freight and Passenger-cum-Freight Dangerous Air Cargo (PCF DAC) only. They do not apply to items that require specialist movement resources, are out of gauge, classified, require specialist handling (Hazardous Items) or require specialist movement licences. In such cases advice should be sought from the DSCOM Freight desk on Mil: 94391 7579 / Civ: 01264 381579.
 - b. Deployed HM ships / submarines / embarked aviation / RFA / RM units are to use Special Instructions ('RDD ESSENTIAL') and RDD on Demand forms / MATDEMs to arrange sea freight (Base Port Organisation) or commercial / service air (DSCOM). PJHQ will address any special arrangements required to support RN units prior to operational deployment.
 - c. Joint Theatre Plan (JTP) / Operational Matrices will be produced by PJHQ and included within individual operational Mounting Instructions. Where possible they will be reflected in this JSP. However, due to document revision constraints, staff should ensure that the most up to date SCPTs are in use.
 - d. All SCPT timings shown in the following tables are in either hours or calendar days. Some LogIS, in particular SS3, calculates Routine SCPTs in working days. Care must be taken when encoding SCPTs to ensure that the correct calendar day value is achieved.
 - (1) **Demand Transmission (DTT)**. DTT is assumed to be electronic using by Log IS or exceptionally by signal, fax or email. Investigations into failures to meet SCPTs will include any potential delays in DTT.
 - (2) **Demand Processing Time (DPT)**. Time taken to process the demand on the appropriate Base Inventory System (BIS) and pass the demand to the depot that is going make the issue.
 - (3) **Materiel Handling Time (MHT)**. Time taken to select, pack and collate the demand ready for dispatch. For the RSC the time includes the time taken by the returning unit to prepare the item for return including removing the unserviceable repairable from the main equipment, preparation of paperwork including details any deficient sub-components, drained of all oils and fluids, washed down and bio-security prepared. The item must be appropriately packed and returned in a Special to Type Container (STC) if applicable.
 - (4) **Time for Distribution (TFD) / Time for Distribution to Point of Embarkation (POE)**. This is the time for distribution from issuing unit to in theatre receiving unit. To ensure the optimal delivery of JSCS Central Planning and assist in performance measurement, the MHT and TFD component timings can be merged for issues from JSCS Depots as long as total SCPT is not exceeded.
 - (a) **FSC**. From depot to UK Unit, UK Port or UK POE.
 - (b) **RSC**. From unit to Theatre POE.

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- (5) **Time for Distribution to Theatre.** The time taken from UK or Theatre POE to Theatre or UK POD including customs clearance unless there is a specific SCPT note.
- (6) **In Theatre Distribution.** The time taken after an item has cleared Customs and it arrives at the demanding unit. This time includes processing time at the Port of Disembarkation (POD).
- (7) **Time for Receipt JSCS / Unit.** In the RSC 100% of items returned by units are to be brought to account or marked for action within 35 calendar days of arrival at the Bicester International Freight Terminal or JSCS Depot.
- e. Calendar and working days are not differentiated. For Routine demands, units are to assume delivery to unit locations during working hours unless specific alternative arrangements have been made. JSC organisations will manage the workload in a timely manner which may require some demand processing and materiel handling at times traditionally regarded as 'out of hours'.
- f. The RSC only uses Non-Operational SPCs (05, 09 or 13 / 16) regardless of the Theatre Code. JSCS are mandated to adhere to FDSC(i) Key Performance Indicators (KPIs) but JSCS will, wherever practicable, adhere to the RSC SCPTs.
- g. Non-Operational Demands.
- (1) **IMMEDIATE (SPC 05) Non-Operational.** Distribution time for SPC 05 demands within the UK will be 24 hours or less, after DTT, DPT and MHTs are completed regardless of the day of the week or the hour of the day. Units are to have authorised personnel available to undertake formal receipt action (ie Duty Storeman) and to ensure that the item reaches the end user immediately. It is not acceptable for a SPC 05 item to arrive in a unit and not utilised until the normal working day.
- (2) **PRIORITY (SPC 09) Non-Operational.** Within UK, SPC 09 demand items will be distributed to the unit or specified delivery location between 2 and 6 days. Delivery to units will not normally be made 'out of hours'. If units require out of hours delivery because the item is required immediately, then SPC 05 should be considered.
- (3) **ROUTINE (SPC 13 / 16) Non-Operational.** These SPCs form the default setting for fulfilling routine Non-Operational demands in the UK within 7 calendar days. The vast majority of all demands for all environments will be met using these SPCs. Deliveries to unit locations will be made during working hours. RAF SPC 75 (SCCS automated demands) equates to SPC 13 / 16.
- h. To ensure the optimal delivery of JSCS Central Planning and assist in performance measurement, the Materiel Handling Time (MHT) and Time for Distribution (TFD) component timings can be merged for issues from JSCS Depots as long as total SCPT is not exceeded.

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THEATRE CODE A: UK MAINLAND, N IRELAND AND SCOTTISH ISLES INCLUDING ALL MARITIME ELEMENTS LOCATED IN A UK PORT OR WITH A UK PORT AS THEIR NEXT PORT OF CALL

SPC	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
	IMMEDIATE 01 & 05 [1]	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05 [1]	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission Time (DTT)	Within 1 hour	3 hours	6 hours			
Demand Processing Time (DPT)		3 hours	18 hours			
Materiel Handling Time (MHT)	1 hour	18 hours	3 days	24 hours	3 days	10 days
Time for Distribution	22 hours	1 - 5 days	3 days	24 hours	5 days	10 days
Time for Receipt JSCS / Unit				24 hours	14 days	35 days
Total SCPT	24 hours	2 - 6 days	7 days	3 days	22 days	55 days
Mode of Distribution	Fastest possible means	Fastest scheduled means	Scheduled transport	Fastest possible means	Fastest scheduled means	Scheduled transport

Note: In line with commercial practice JSCS require an extra day for distribution to the Scottish Isles.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE B: NORTH WEST EUROPE

	FORWARD SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16
Demand Transmission Time (DTT)	Within 1 hour	3 hours	6 hours
Demand Processing Time (DPT)		3 hours	18 hours
Materiel Handling Time (MHT)	1 hour	18 hours	3 days
Time for Distribution	34 hours	1 - 5 days	3 days
Time for Receipt JSCS / Unit			
Total SCPT	36 hours	2 - 6 days	7 days
Mode of Distribution	Fastest possible means	Fastest scheduled means	Scheduled transport

REVERSE SUPPLY CHAIN		
IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
24 hours	3 days	10 days
24hours	5 days	10 days
24 hours	14 days	35 days
3 days	22 days	55 days
Fastest possible means	Fastest scheduled means	Scheduled transport

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE C: EAST ASIA

	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission Time (DTT)	Within 1 hour	3 hours	6 hours			
Demand Processing Time (DPT)		3 hours	18 hours			
Materiel Handling Time (MHT)	1 hour	18 hours	3 days	24 hours	5 days	10 days
Time for Distribution	22 hours	1 - 9 days	3 days	2 days	4 days	5 days
Distribution to Theatre [3]	24 hours	3 days	39 days	24 hours	2 days	39 days
In Theatre Distribution	24 hours	24 hours	5 days	48 hours	4 days	7 days
Time for Receipt JSCS / Unit				24 hours	14 days	35 days
Total SCPT	3 days	6 - 14 days	51 days	7 days	29 days	96 days
Mode of Distribution	Air	Air	Surface	Air	Air	Surface

Notes:

1. It may be necessary to add 48 hours to the SCPTs to facilitate Customs Clearance procedures for items going to or from Hong Kong and 72 hours for items going to or from Japan.
2. Users should note that a definitive SCPT for a specific location in East Asia should be sought from DSCOM.
3. Sailings to and from Tokyo are 32 days transit and leave on a weekly basis. Hong Kong transit will be less.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE D: SOUTHERN EUROPE EXCLUDING THE BALKANS AND CYPRUS

	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours			
Demand Processing		3 hours	18 hours			
Materiel Handling	1 hours	18 hours	3 days	24 hours	5 days	10 days
Time for Distribution	22 hours	24hours	3 days	2 days	2 days	5 days
Distribution to Theatre	24 hours	3 days	8 days	24 hours	24 hours	6 days
In Theatre Distribution	12 hours	24 hours	2 days	48 hours	4 days	7 days
Time for Receipt JSCS / Unit	N/A	N/A	N/A	24 hours	14 days	35 days
Total SCPT	2 days	6 - 15 days [Note 2]	16 days	7 days	26 days	63 days
Mode of Distribution	Air	Air/Surface [Note 1b]	Surface	Air	Air	Surface

Notes:

1. This SCPT table has been customised for the support of OP ELLAMY based at Gioia del Colle, Italy. The amended FSC SCPTs are based on:
 - a. IMMEDIATE is based on fastest possible means including commercial air transport. Unit may be required to collect from alternative APOD.
 - b. PRIORITY is based on scheduled sustainment transport departing Mon, Wed and Fri. SCPT is calculated on reasonable worst case, ie demand on Fri will depart on Mon flight. Air / Surface is to be selected to allow demands to meet RDD using the most economical transport. Actual deliveries should be made within SCPT.
 - c. ROUTINE is based on scheduled road transport departing Mon and Wed. SCPT is calculated on reasonable worst case; ie demand on Wed will depart on Mon transport. Actual deliveries should be made within SCPT.
2. If delivery is required on a specific date within the SCPT window a RDD is to be stated.
3. SCPTs to other Southern Europe destinations may need to have 24 hours added to the SCPTs for items going to or from Greece and the Greek Islands other than Athens.

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THEATRE CODE E: GIBRALTAR

	FORWARD SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours
Demand Processing		3 hours	18 hours
<u>Materiel Handling</u>	1 hour	18 hours	3 days
Time for Distribution	22 hours	1 - 6 days	3 days
Distribution to Theatre [3]	24 hours	2 days	13 days
In Theatre Distribution	12 hours	24 hours	24 hours
Time for Receipt JSCS / Unit			
Total SCPT	2 days 12 hours	5 - 10 days	21 days
Mode of Distribution	Air	Air	Surface

REVERSE SUPPLY CHAIN		
IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
4 hours	4 hours	5 days
2 hours	2 hours	24 hours
24 hours	24 hours	5 days road 20 days sea
48 hours	4 days	7 days
24 hours	14 days	35 days
4 days 6 hours	19 days 6 hours	53 days road 68 days sea
Air	Air	Surface

Notes:

1. Although Time for Distribution to Theatre is 24 hours, it must be noted that commercial air outlets presently operate on Monday to Friday and Sundays only.
2. Transit time to Gibraltar is 4-6 days. Sailings are weekly – every Tuesday.
3. Commercial flights are normally used unless packages are too big or heavy, then C130 will be used, as and when available. Meaning that distribution to UK might take longer.
4. The main distribution of freight is done via commercial containers, sea freight, which is normally 2 times a month. Road train are used when items are too big for containers or their priority is higher and cannot go via air freight.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE F: BELIZE

	FORWARD SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours
Demand Processing		3 hours	18 hours
Materiel Handling	1 hours	18 hours	3 days
Time for Distribution to POE	22 hours	1 to 7 days	3 days
Distribution to Theatre	10 days	16 days	51 days
In Theatre Distribution	24 hours	2 days	2 days
Time for Receipt JSCS / Unit			
Total SCPT	12 days	20 - 26 days	60 days
Mode of Distribution	Air	Air	Surface

REVERSE SUPPLY CHAIN		
IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
24 hours	2 days	2 days
24 hours	2 days	2 days
5 days	5 days	90 days
24 hours	3 days	4 days
24 hours	14 days	35 days
9 days	26 days	133 days
Air	Air	Surface

Notes:

1. There are no direct flights from UK to Belize. The limiting leg is Miami to Belize as there are only 2 flights per week (currently – Tuesday and Thursday).
2. Timings depend on whether there is a direct or indirect sailing. Consignees are advised to contact DSCOM Surface Freight desk for more accurate delivery time estimates. Transit time to Belize is 24 days and sailings are weekly.
3. Routine demands 13/16 at times will deviate from the table due to BATSUB having to wait until the ISO container is 60% full before it is sent back to UK.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE G: AFRICA, INCLUDING BATUK

	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours			
Demand Processing		3 hours	18 hours			
Materiel Handling	1 hour	18 hours	3 days	24 hours	5 days	10 days
Time for Distribution to POE	22 hours	1 - 8 days	3 days	2 days	7 days	10 days
Distribution to Theatre	10 days	10 days	74 days	48 hours	3 days	37 days
In Theatre Distribution	24 hours	2 days	4 days	48 hours	4 days	7 days
Time for Receipt JSCS / Unit				24 hours	14 days	35 days
Total SCPT	12 days	14 - 21 days	85 days	8 days	33 days	99 days
Mode of Distribution	Air	Air	Surface	Air	Air	Surface

Notes:

1. This Table shows SCPTs indicative of materiel going to Kenya and South Africa. Users should note that a definitive indicative SCPT for a specific location within Africa should be sought from DSCOM.
2. Arms and Explosives are subject to an additional 6 – 8 week period for planning approval from the African Government.
3. There are NO surface options into Sierra Leone. Transit time to Mombassa is 30 days and sailings are weekly.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE H: BRUNEI

	FORWARD SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours
Demand Processing		3 hours	18 hours
Materiel Handling	1 hour	18 hours	3 days
Time for Distribution to POE	22 hours	1 - 11 days	3 days
Distribution to Theatre	24 hours	24 hours	35 days
In Theatre Distribution	12 hours	24 hours	2 days
Time for Receipt JSCS / Unit			
Total SCPT	2 days 12 hours	4 - 14 days	44 days
Mode of Distribution	Air	Air	Surface

REVERSE SUPPLY CHAIN		
IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
24 hours	5 days	10 days
24 hours	1 day	14 days
24 hours	22 days	56 days
48 hours	4 days	7 days
24 hours	14 days	35 days
6 days	46 days	122 days
Air	Air	Surface

Notes:

1. General freight: It may be necessary to add 72 hours to the SCPTs to facilitate Customs clearance procedures for general freight.
2. Medical Freight: It may be necessary to add 72 hours to the SCPTs to obtain the necessary medical release authority and then to clear Customs. Issues in response to restocking demands for medical stores that are temperature or time sensitive may be moved by air.
3. Transit time to Brunei is in the order of 24 days and sailings are weekly.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE I: CYPRUS

	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours			
Demand Processing		3 hours	18 hours			
Materiel Handling	1 hour	18 hours	3 days	3 days	5 days	10 days
Time for Distribution to POE	22 hours	1 - 10 days	3 days	24 hours	3 to 7 days	10 days
Distribution to Theatre	24 hours	2 days	24 days	24 hours	2 days	24 days
In Theatre Distribution	12 hours	24 hours	2 days	48 hours	4 days	7 days
Time for Receipt JSCS / Unit				24 hours	14 days	35 days
Total SCPT	2 days 12 hours	5 - 14 days	33 days	8 days	28 to 32 days	86 days
Mode of Distribution	Air	Air	Surface	Air	Air	Surface

Notes:

1. Transit time to Cyprus is in the order of 14 days and sailings are every 7-10 days from Felixstowe or Liverpool.
2. Issues in response to restocking demands for medical stores that are temperature or time sensitive may be moved by air.
3. 24 hours is the time allocated for the use of Commercial flights. If one of the twice weekly Ministry of Defence (MOD) Air Transport Fleet (ATF) is used, 48 hours should be added to the SCPT.
4. A special airlift will be requested in regards to all outside / out of gauge materiel which attracts a SPC 5/9. This includes certain classes of Dangerous Air Cargo (DAC).

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE M: FALKLAND ISLANDS

	FORWARD SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours
Demand Processing		3 hours	18 hours
Materiel Handling	1 hour	18 hours	3 days
Time for Distribution to POE	22 hours	1 - 11 days	3 days
Distribution to Theatre	7 days	7 days	90 days
In Theatre Distribution	12 hours	24 hours	2 days
Time for Receipt JSCS / Unit			
Total SCPT	8 days	10 - 20 days	99 days
Mode of Distribution	Air	Air	Surface

REVERSE SUPPLY CHAIN		
IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
24 hours	5 days	10 days
24 hours	3 days	4 days
7 days	7 days	90 days
48 hours	4 days	7 days
24 hours	14 days	35 days
12 days	33 days	146 days
Air	Air	Surface

Notes:

1. Sailings to the Falkland Islands are scheduled once every 5 weeks. Consignees are advised to contact DSCOM FIRs desk for more accurate delivery time estimates. Furthermore, cargo that requires specialist handling and securing (eg yachts and helicopters) will only move on Military RORO's, therefore TDT may not be achieved if a commercial charter vessel is tasked in lieu of a military RORO.
2. Issues in response to restocking demands for medical stores that are temperature or time sensitive may be moved by air.
3. The TFD to UK is dependent on flight schedules and available space on the aircraft.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE N: MIDDLE EAST EXCEPT WHERE SPECIFICALLY COVERED ELSEWHERE

	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours			
Demand Processing		3 hours	18 hours			
Materiel Handling	1 hour	18 hours	3 days	24 hours	5 days	10 days
Time for Distribution to POE	22 hours	1 - 10 days	3 days	2 days	5 days	6 days
Distribution to Theatre	24 hours	2 days	31 days	24 hours	2 days	31 days
In Theatre Distribution	12 hours	24 hours	2 days	48 hours	4 days	7 days
Time for Receipt JSCS / Unit				24 hours	14 days	35 days
Total SCPT	2 days 12 hours	5 - 14 days	40 days	7 days	30 days	89 days
Mode of Distribution	Air	Air	Surface	Air	Air	Surface

Notes:

- All movements may be subject to various delays due to Customs clearance procedures or authorisation. It may be necessary to add the following delays onto the SCPTs: Oman 7 – 10 Days, Saudi Arabia 5 Days, Egypt 5 Days and Abu Dhabi 5 - 10 Days.
- Average transit time and sailings from the UK are dependent upon the actual destination required.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE R: IRAQ

	FORWARD SUPPLY CHAIN		
SPC	IMMEDIATE 01	PRIORITY 02	ROUTINE 03 & 04
Demand Transmission	Within 1 hour	3 hours	6 hours
Demand Processing		3 hours	18 hours
Materiel Handling	1 hour	18 hours	3 days
Time for Distribution to POE	22 hours	24 hours	3 days
Distribution to Theatre	48 hours	4 - 9 days	47 days
In Theatre Distribution	24 hours	3 - 9 days	KSF 5 days Basrah COB 8 days Baghdad 11 days
Time for Receipt JSCS / Unit			
Total SCPT	4 days	9 - 20 days	59 62 65 days
Mode of Distribution	Air	Air	Surface / Air

REVERSE SUPPLY CHAIN		
IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
24 hours	5 days	10
2 days	5 days	10
3 days	9 days	28
48 hours	4 days	7 days
24 hours	14 days	35 days
9 days	37 days	90 days
Air	Air	Surface

Notes:

1. Refer to the current operational SUSTAT and theatre logistic directive which is the source authority.
2. In theatre distribution is always dependant on the operational situation and requirement to plan for force protection / logistic convoys.
3. This should be regarded as a minimum as it can take up to 10 days because of the frequency of commercial sailings. The additional 7 days has been factored into the total time for distribution to theatre of 47 days. Includes customs clearance and processing time to unload ISO containers and deliver to units within KSF.
4. Restocking Issues of medical stores that are temperature or time sensitive will be moved by air.
5. It is recognised that a RSC consignment will have to wait for an opportunity for reverse shipping. Charter / Liner shipping should be used to ensure JSC pipeline time compliance.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE S: THE BALKANS (BOSNIA AND KOSOVO)

	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours			
Demand Processing		3 hours	18 hours			
Materiel Handling	1 hour	18 hours	3 days	24 hours	5 days	10 days
Time for Distribution to POE	22 hours	24 hours	3 days	2 days	6 days	10 days
Distribution to Theatre	62 hours	6 days	19 days	3 days	6 days	19 days
In Theatre Distribution	12 hours	24 hours	2 days	24 hours	24 hours	3 days
Time for Receipt JSCS / Unit				24 hours	14 days	35 days
Total SCPT	4 days 2 hours	9 days	28 days	8 days	32 days	77 days
Mode of Distribution	Air / Surface	Surface	Surface	Air	Surface	Surface

Notes:

1. Refer to the current operational SUSTAT and theatre logistic directive which is the source authority.
2. In-Theatre distribution is dependent on Force Protection and the operational situation and therefore must be regarded as an estimate.
3. If a demand is placed at SPC 1 it is essential DSCOM is informed of the details (Working hours: Mil: 94391 7630, Civil: 1264 381630 (Silent hours via the DSCOM Duty Officer: 07733 065811) to enable them to monitor the issue and assist in meeting the SCPT. This is especially important if the consignment is likely to be outside the parameters set out below.
4. 'DHL', the MOD freight forwarder, will be the default movement agent using scheduled civil flights into Pristina which operate on Sunday, Monday, Wednesday and Friday of each week. This constrains consignments to a maximum of 1.2m x 1m x 1m volume and 150 kgs by weight.
5. Restocking issues of medical stores that are temperature or time sensitive may be moved by air.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE U: AFGHANISTAN

	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours			
Demand Processing		3 hours	18 hours			
Materiel Handling	1 hour	18 hours	3 days	24 hours	5 days	10 days
Time for Distribution to POE	22 hours	24 hours	3 days	2 days	9 days	30 days
Distribution to Theatre [3]	3 days	3 - 9 days	99 days	3 days	9 days	41 days
In Theatre Distribution	24 hours	2 - 9 days	14 days	24 hours	2 - 9 days	14 days
Time for Receipt JSCS / Unit				24 hours	14 days	35 days
Total SCPT	5 days	7 - 20 days	120 days	8 days	39 to 46 days	130 days
Mode of Distribution	Air	Air	Surface	Air	Air	Surface

Notes:

1. Refer to the current operational SUSTAT and theatre logistic directive which remains the source authority.
2. This is the optimum time for this activity; however, due to the civilian liner service sailing schedules can be as much as 10 days. This variation is accommodated in the "Time for Distribution to theatre" column.
3. Medical stores requiring chill chain or ambient temperatures will be move by air regardless of the SPC.
4. For consignments that require clearances, consult DSCOM Freight Desk for advice.
5. It is recognised that a RSC consignment will have to wait for an opportunity for reverse shipping. Charter/Liner shipping should be used to ensure JSC pipeline time compliance.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE V: NORTH AMERICA WESTERN SEABOARD INCLUDING BATUS

	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours			
Demand Processing		3 hours	18 hours			
Materiel Handling	1 hour	18 hours	3 days	5 days [3]	7 days [3]	10 days
Time for Distribution to POE	22 hours	1 - 3 days	3 days	2 days [4]	2 days [4]	6 days
Distribution to Theatre	2 days	3 days	31 days	24 hours	3 days	22 days
In Theatre Distribution	24 hours	2 days	11 days	48 hours	4 days	7 days
Time for Receipt JSCS / Unit				24 hours	14 days	35 days
Total SCPT	4 days	7 - 9 days	49 days	11 days [4]	30 days [4]	80 days
Mode of Distribution	Air	Air	Surface	Air	Air	Surface

Notes:

1. The Time for Distribution to POE for Routine demands is the time at JSCS for storing all packages in the shipping container prior to collection by DHL. For Immediate and Priority demands it is the time for transportation by JSCS to DHL (Hayes).
2. The Time for Distribution to Theatre for routine demands is the time taken from moving the container to the port, loading time, sailing time, unloading time and customs time, prior to land transportation.
3. Irrespective of the demanding SPC and AF G8883 call in SPC, if the equipment that requires repair is on the Prairie then 5 days is the fastest.
4. Time for distribution to the air head will depend upon the item. Calgary, the nearest airport will only take items less than 3000kg. Heavier item will be registered with DHL and await call forward to Seattle airport. Availability of flights from Seattle will determine the RSC SCPT. BATUS currently have a contract in place that will require additional funding should there be a requirement to get assemblies to airheads within 24 hours as opposed to the currently contracted 48 hours.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE W: NORTH AMERICA EASTERN SEABOARD AND CANADA EXCLUDING BATUS

	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission Time	Within 1 hour	3 hours	6 hours			
Demand Processing Time		3 hours	18 hours			
Materiel Handling Time	1 hour	18 hours	3 days	24 hours	5 days	10 days
Time for Distribution to POE	22 hours	1 - 8 days	3 days	3 days	7 days	21 days
Distribution to Theatre	24 hours	3 days	28 days	24 hours	2 days	22 days
In Theatre Distribution	24 hours	2 days	3 days	48 hours	4 days	7 days
Time for Receipt JSCS / Unit				24 hours	14 days	35 days
Total SCPT	3 days	7 - 14 days	38 days	8 days	32 days	95 days
Mode of Distribution	Air	Air	Surface	Air	Air	Surface

Notes:

1. It may be necessary to add an additional 24 – 48 hours to the SCPTs to facilitate Customs clearance procedures into some US destinations.
2. Military imports into the USA will be subject to ITAR Import Licensing Controls. Further information can be obtained from the UK DPO at the Washington DC Embassy.
3. The Time for Distribution to Theatre includes the total timings for transit from UK to the POD, unloading time and customs clearance. The Time for in-Theatre Distribution is defined as the time taken after an item has cleared Customs and it arrives at the delivery location.
4. Transit time to the North American Eastern seaboard/Canada (excluding BATUS) are 14 days and sailings are weekly, whilst those to the southern eastern seaboard (ie Houston) are 20 days.
5. 24 to 48 hours added to facilitate POD Customs clearance procedures. 24 hours is added to the processing time for [civilian] POE within UK for Customs clearance.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE Y: ASCENSION ISLAND

	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours			
Demand Processing		3 hours	18 hours			
Materiel Handling	1 hour	18 hours	3 days	24 hours	5 days	10 days
Time for Distribution to POE	22 hours	1 - 11 days	3 days	24 hours	3 days	3 days
Distribution to Theatre	7 days	7 days	75 days	7 days	11 days	75 days
In Theatre Distribution	12 hours	24 hours	24 hours	48 hours	4 days	7 days
Time for Receipt JSCS / Unit				24 hours	14 days	35 days
Total SCPT	8 days 12 hours	10 - 20 days	83 days	12 days	37 days	130 days
Mode of Distribution	Air	Air	Surface	Air	Air	Surface

Notes:

1. Sailings to and from Ascension Island are scheduled once every 5 weeks. Consignees are advised to contact DSCOM FIRs desk for more accurate delivery time estimates.
2. The Time for Distribution to Theatre includes the total timings for transit from UK to the POD, unloading time and customs clearance. The Time for in-Theatre Distribution is defined as the time taken after an item has cleared Customs and it arrives at the delivery location.
3. The TFD to UK is dependent on flight schedules and available space on the aircraft.

INTERNET VERSION – MASTER IS ON THE DEFENCE INTRANET

THEATRE CODE Z: ROYAL NAVY - ALL LOCATIONS OUTSIDE THE UNITED KINGDOM

	FORWARD SUPPLY CHAIN			REVERSE SUPPLY CHAIN		
SPC	IMMEDIATE 01 & 05	PRIORITY 02 & 09	ROUTINE 03 & 13 04 & 16	IMMEDIATE 05	PRIORITY 09	ROUTINE 13 & 16
Demand Transmission	Within 1 hour	3 hours	6 hours			
Demand Processing		3 hours	18 hours			
Materiel Handling	1 hour	18 hours	3 days	24 hours	24 hours	24 days
Time for Distribution to POE	22 hours	1 - 19 days	3 days			
Distribution to Theatre	2 days	3 days	60 days	21 days	90 days	182 days
In Theatre Distribution	12 hours	24 hours	3 days			
Time for Receipt JSCS / Unit				24 hours	14 days	35 days
Total SCPT	3 days 12 hours	6 - 24 days	70 days	23 days	105 days	241 days
Mode of Distribution	Air	Air	Surface	Air	Sea Freight Container	Post Deployment

Notes:

- These times can vary due to fleet operating schedule, Customs clearance procedures, airline performance and agreement with the POLog(SC) representative on the DSCOM Air Freight desk. End users are to contact DSCOM Air Freight desk on Mil: 94391 7579 / Civ: 01264 381579 for more accurate timings.
- If a specific date of delivery is required "RDD ESSENTIAL" must be entered as the first words and followed by a full stop in the Special Instructions field, together with the required RDD on the demand.
- Users can request a RDD for a PRIORITY (SPC 02/09) demand anytime between 6 and 24 days dependent on the demanding units' urgency of need but should use 24 days unless there is a need for faster delivery. If no RDD is specified on an SPC demand or the RDD is in excess of 24 days, the demand will be downgraded to a routine SPC 03/04 or 13/16.

