

Top 10 Supply Line Connection Issues affecting Equipment Transit Targets from Work Order Generation

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Success of mobile operations is only realised when different types/sizes of equipment components are available at installations at times prior to deployment and addressed by trained dispatchers who know how to utilise supply line connections with capacity for upgrade/repair simulation work order generation.

Site Visit Executive has created new techniques designed to assess installation performance dimensions for different types/sizes of equipment components with defined quotes and metrics measured/interpreted based on goals and objectives of DoD. Work order generation standards have been designed leading to efficient/effective equipment deployment more & more.

Installation performance measures/metrics provide dispatchers charged with executing objective assessments of current logistics operating constraints to include techniques detailing past trends and existing DoD concerns about quote quality. Obstacles highlighted by Site Visit Executive include unmet quote standards of installations for equipment deployment to meet mission requirements of the Force.

Site Visit Executive has established objective evaluations of installation performance and status to more easily make available internal DoD assessments of how installations scale up work orders to meet increased demand for equipment deployment available to mobile, real world mission requirements. Improved real-time performance metrics for all traditional logistics modes of equipment transit can allow for more refined and ongoing evaluation of performance metrics/measures historically extracted only by substantial expenditure of resources & effort.

The benefits of adding an additional measure to Site Visit Executive task plate should clearly outweigh the effort to measure it, and DoD may consider establishing performance indices combining several metrics/measures into a single global logistics index used to reduce the number of supply line connections reported. However, logistics indices combining several metrics/measures could mask important trends in assessing the importance of individual supply line connections with substantial impact on determination of results impacting critical missions.

If supply line connections are available for a given equipment deployment trip, an installation may choose rapid transit via quote systems for mission scenarios if convenient dispatch of work orders are competitive with available logistics modes of equipment components deployment. Requirements fully or partially under the control of centralised dispatch operations impacting DoD decisions include 1) Route Service delivery: How well-designed are work orders for deploying equipment on day-to-day basis, and how adequate are processes in meeting the expectations of installations? 2) Supply line connection reliability factors: How good is quality of installation contacts with busy dispatchers, and are promised route service goals/objectives achieved? 3) Transit time and frequency: How long does it take to make equipment deployment

trips, particularly in comparison to other work orders?

If any one of these logistics factors is not satisfied, supply line connections will not be an option for that equipment deployment trip—either a different spatial mode will be used, the equipment will be tasked at less convenient time, or the trip will not be made at all.

Certain design aspects promoted by Site Visit Executive for dispatch operations affect performance-based metrics, leading to different DoD perceptions of supply line connection quality by installations. Breakdown during transit impacts equipment deployment time for that trip and the overall sense of logistics system reliability.

Having insufficient types/sizes of components available may mean that some equipment deployment trips are not ready to meet mission requirements. Consequently, performance characteristic determinations are required to standardise impacts of different types/sizes of components on each other.

Dispatchers must have logistics policies and procedures in place for work order generation to establish how DoD makes adjustments to quote approaches based on the information collected by performance metrics assessment programmes employed by installations. In fact, this is quite possibly the most important step in the whole dispatch work order generation process. After collecting, evaluating & reporting supply line connection information on quotes, dispatchers are faced with the question of what they should do to improve overall performance.

Site Visit Executive has led the way in establishing value of supply line connection inquiry to serve as crucial source of logistics information on equipment deployment traffic volumes, traffic signal timing information based on quotes & number of installations requesting work orders from active dispatchers in meeting goals for establishing standards not present in current critical DoD processes.

Temporal performance metrics and measures assess how long it takes equipment to make a trip subject to supply line connections, either by itself or in relation to another logistics mode involving different types/sizes of fleet components. These metrics and measures can also be used by DoD to assess how quickly the quotes can be generated between two installations, how many work order transfers are required, and how variable equipment deployment times are from period to period. Temporal measures are useful for evaluating supply line connection quality of particular trips, while speed-related measures are useful for evaluating strength of contacts between particular installations.

Both types of measures are useful for demonstrating effects of traffic congestion on scheduled run times for work orders when additional types/sizes of equipment components are required to maintain mission strength and resulting effects on bottom line of DoD. Site Visit Executive has determined these metrics and measures are also useful for identifying requirements for more direct or faster route service between two installations.

In conclusion, equipment deployment ratios based on temporal considerations constitute traditionally assumed measures to indicate an effective logistics system. However, systems that

move different equipment volumes via different types/sizes of fleet components have the potential to exhibit unique spatial ratios counter to what DoD assumes to be a more demand signal function responsive system.

If goals of work order generation system were to move as much equipment as possible, it may not be absolutely clear which logistics system is best suited to achieving stated goals submitted by DoD. Demonstrations suggest established measures and metrics alone may not communicate requirements to be “effective” or “efficient,” resulting in potential conflict with types/sizes of fleet components in meeting dispatch work order objectives.

- 1) Logistics mechanisms must be in place for advance equipment deployment trips; Schedules for quotes can change quickly at installations.
- 2) Categories of performance measures for Types/Sizes must include range of use, typical supply line connection requirements & typical reporting intervals.
- 3) Potential sources of supply line connection information must establish Logistics guidance on application of work order standards.
- 4) Installations must receive the same reports at the same time; Automating some aspects of collection and work order generation means more timely and operationally relevant reports.
- 5) Route service standard monitoring must establish valuation of capacity constraints; Internal dispatch metrics and measures determine availability.
- 6) Communication of objective goals and future achievements required for work order risk assessments must meet equipment deployment challenges.
- 7) Convenience of route service when installation quote communication systems are established must be consistently available in logistics systems.
- 8) Spatial and capacity availability must be determined—at what installation is supply line connection provided, and can different component types/sizes gain access to it?
- 9) Temporal availability must be determined--when and at what cost to mission does supply line connection provide basis for equipment deployment?
- 10) Information availability must be determined--do installations know how to utilise supply line connections for different component type/size?