

Welcome!

Based on stakeholder feedback, SDDC Personal Property is going to release "News 'U' Can Use" on a monthly basis. We believe that timely communication is critical for a program with numerous stakeholders. The newsletters will be posted on the SDDC website. Please feel free to provide suggested topics, concerns and feedback at: sddc.safb.news@us.army.mil

Survey Completion Time

The completion of the Customer Satisfaction Survey (CSS) is critical for program success. In order for a survey to apply, please adhere to the following timelines: if a shipment is picked up at its origin more than 24 months before the survey is completed it cannot apply. Additionally, if a shipment is delivered more than 12 months before the survey is completed it cannot apply. Additional information can be found at U.H and U.Q of the DTR.

Produced by SDDC Personal Property

Phase III Update

SDDC is in the planning stages of the Phase III implementation of the Defense Personal Property Program (DP3). Phase III will incorporate the following into the Defense Personal Property System (DPS) to replace the current Direct Procurement Method (DPM) shipments: Domestic Small Shipment (dS2), Domestic/International Local Moves (dLM/iLM), and Intra-Country (iCM). Shipments requiring Non-Temporary Storage (NTS) are the last component of Phase III to be incorporated into DPS. SDDC developed the Phase III Business Rules with the Military Services and USTRANSCOM, which were published in the Federal Register for Industry to comment. SDDC is currently reviewing Industry's comments and will provide responses on, or about, 30 November 2010. Following completion of the Phase III Business Rules in FY11, the functional requirements will be determined for programming into DPS.

Diversions for International Shipments

One of the current operational challenges for DPS is diversions. When a customer has a need to change their destination while the shipment is in transit, there are a few different scenarios with guidelines a PPSO can use to determine if termination of the original shipment and re-creation of a new shipment is warranted. For further guidance, see the International Tender item 526 at <http://bit.ly/biXETXInternationalTender>. For any questions regarding the International Tender, please contact SDDC at sddc.safb.pops@us.army.mil for accurate guidance.

Special Solicitation Shipment Guidance

The DPS Smartbook (www.move.mil) states that PPSOs should not award any Special Solicitation (SS) shipments within DPS and it is critical that PPSOs comply with this guidance. If Transportation Service Providers are offered any SS shipments in DPS, they should contact the PPSO and request them to pullback and cancel. Any non-billing questions on SS shipments should be sent to sddc.safb.ppintrate@us.army.mil. If you have questions regarding what channels are considered SS channels, please go to <http://bit.ly/9KEJf7SpecialSolicitation> and click on "Special Solicitation Rates".

iUB Overflow Shipments through Dover AFB

Effective 15 May 2010, the International Tender (IT-2010) states shipments will enter WRI (McGuire AFB) as the primary port and includes DOV (Dover AFB) as an overflow port. All iUB should now be shipped using the IT-2010. However, there are some TOPS Code J shipments still in the pipeline moving under the I-24. TSPs are allowed to bill the additional line-haul for use of the alternate port when it applies and to a shipment moving under the I-24. This will be a temporary solution as the same alternate port language was added in the I-25 for any TOPS shipments originating 1 October 2010. Any questions on this process may be sent to sddc.safb.pops@us.army.mil.



Invoicing Updates

BOS	Count of Invoices		% of Invoices (By Count)		Average Payment Settled Invoice Amount		Average Days to Pay	
	CWA	DPS	CWA	DPS	CWA	DPS	CWA	DPS
Air Force	5,032	18,360	21.51%	78.49%	\$3,084.65	\$3,382.15	2.67	3.84
Army	11,047	16,462	40.16%	59.84%	\$3,162.06	\$3,486.57	4.97	7.69
Coast Guard	343	724	32.15%	67.85%	\$5,132.38	\$4,433.31	14.78	13.38
Marine Corps	1,727	3,282	34.48%	65.52%	\$2,769.23	\$2,951.84	3.81	6.16
Navy	5,537	9,653	36.45%	63.55%	\$3,362.84	\$3,388.92	3.41	5.98
Grand Total	23,686	48,481	32.82%	67.18%	\$3,192.44	\$3,405.52	4.18	5.87

*1 August 2010 – 31 August 2010

Best Value and CSS

System	Response Rate	Market	Stat Valid*
TOPS	32.63%	dHHG	68.84%
DPS	18.01%	iHHG	75.27%
Overall	22.92%	iUB	58.18%

*1 August 2010 Performance Period

The customer satisfaction survey is the driving factor in the best value scoring methodology. While the response rates indicate the participation of customers, the true measure of quality is that TSPs are being scored based upon their earned CSS scores that are demonstrated by the percentage of TSPs who have achieved the required number of surveys. As shown above, 68.84% of TSPs in the dHHG market have their earned CSS score make up 100% of their CSS BVS score. Similarly, 75.27% and 58.18% in the iHHG and iUB markets respectively.

DP3 Minimum Weights

In DP3, the dHHG minimum weight increased from 500 lbs net to 1,000 lbs net in the 400NG.

The iUB minimum weight limit increased from 100 lbs gross to 300lbs gross) while the iHHG minimum weight remained 500 lbs in the International Tender.

Partial deliveries are invoiced on actual weight delivered.

Code of Service Changes

Codes of Service (COS) should not be changed after a TSP has accepted a shipment. Prior to pickup, PPSOs should "Pullback and Reward" the shipment to the next TSP in line for that Code of Service. Contact sddc.safb.ppos@us.army.mil with any questions.

Regionalization of CANQ

Effective 1 October 2010 JPPSO Northeast (GBLOC AGFM) assumes the Area of responsibility previously owned by Charleston (GBLOC CANQ). See the SDDC solicitations and tender for details.