Authority Supply Support Plan (SSP)

For Wheeled Tanker (WT) and Modified Light Equipment Transporter Trailer (MLET)

Annex Y to Contract Number 703040452

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Project Team Authorisation:

Project Lead:	**Signature:**	**Date:**
Supply Chain Manager:	**Signature:**	**Date:**

1. Introduction

1.1. Purpose of the document

This plan describes the WT and MLET future support contracts approach to supply support, and how it will meet the tailored Def Stan 00-600 requirements. This Supply Support Plan (SSP) shall detail the Authority approach to Integrated Logistic Support (ILS) Programme Management, Item Maintenance, Re-Provisioning & Stockholding, Demand Process, Distribution & Consignment Tracking, Reverse Supply Chain, Disposal and Data Management. This document should be read in conjunction with the other project plan and document listed below in section 1.2 and 1.3.

1.2. Authority Related Documents

- Contract 703040452 Annex A ILS Statement of Work
- Contract 703040452 Annex B Fleet Description
- Contract 703040452 Annex C List of AESP
- Contract 703040452 Annex H Schedule of Meetings
- Contract 703040452 Annex J Key Performance Indicators
- Contract 703040452 Annex K List of Applicable spares
- Contract 703040452 Annex L List of repairable
- Contract 703040452 Annex X to Authority Integrated Logistics Support Plan (ILSP)
- Contract 703040452 DID 004 Supply Support Plan
- Contract 703040452 Master Data Assumption List (MDAL)

The Authority related documents will be maintained and managed by the Logistic Vehicle Project Team. The management of the configuration and changes of those documents will be the responsibility of the Authority.

1.3. Contractor Related Documents

- Contractor Integrated Support Plan (ISP)
- Contractor Supply Support Plan (SSP)
- Contractor Risk & Opportunity Management Plan (ROMP)
- Contractor Packaging, Handling, Storage and Transportation Plan (PHS&T)
- Contractor Configuration Management Plan (CMP)
- Contractor Reliability and Maintainability Plan (RMP)

The Contractor related documents will be review once a year between the Authority and the Contractor. Amendment suggestions will be jointly reviewed at the In-Service Logistic Support Committee (ISLSC). Any agreed update will be provided by the contractor as a non-core service. The management of the configuration and changes of those documents will be the responsibility of the Contractor.

1.4. Supply Support Strategy & Scope:

The Authority Supply Support strategy detailed within this document applies to the platforms, assemblies and parts listed within the Annex B “Platform Description” and

Annex C "Army Equipment Support Publications (AESP)" of the contract 703040452. The Contractor will provide a SSP as part of the tender response which will identify how they will meet the supply support criteria specified within the Authority's ILS statement of work detailed at Annex A.

1.5. Context

The WT consists of a Close-Support, medium mobility tractor and trailer supplied by OSHKOSH Defense LLC (OSK). The tractor unit was manufactured by OSK, the semi-trailers by Magyar and the pump-sets on the semi-trailers by Alfons-Haar. The WT platforms provide the Royal Navy (RN), Army and Royal Air Force (RAF) with the capability to transport and deliver bulk fuel and water, both in peacetime and operational environments1. The WT fleet consists of 356 Tractors and 355 Trailers2 with an Out of Service Date (OSD) of 31 Mar 30.

The MLET is a Low Mobility (LM) tri-axle semi-trailer, designed and manufactured by Broshuis BV. The MLET fleet comprises of 78 trailers of which 26 are fitted with a winch unit that provides a vehicle recovery capability. The MLET trailer predominantly operates in conjunction with the Oshkosh Upgraded WT tractor variant and provides the RN, Army and RAF with a Medium Equipment Transporter (MET) capability of up to 44 tonnes. It should be noted that the MLET trailer will also retain the ability to operate with a non-upgraded WT tractor unit for/ Light Equipment Transport (LET) purposes but will be limited to a load carrying capability of 19 tonnes due to the design restriction of the standard tractor unit.

2. ILS Programme Management

2.1. Programme Organisation

A list the key MOD personnel involved with the WT and MLET ILS and Supply Support programme is given below:

[REDACTED]

2.2. Programme reviews and meetings

There will be yearly In-Service Logistic Support Committee's (ILSC) which will be held by the PT and will involve attendance from the Contractor, these will be held in January of each year up until the OSD of the platform.

An internal Support Planning Review (SPR) meeting will be held monthly within the PT to review supportability aspects of the WT and MLET. The SPR will be undertaken in the format laid out in the DLF SPR mandated agenda. The aim of the SPR is to

[1] The WT tractor units have the ability to be fitted with NATO STANAG level 2.2A blast and ballistic protection.
[2] The trailer fleet includes the Tactical Aircraft Refueler (TAR), Close Support Tanker Fuel (CST F) and Close Support Tanker Water (CST W) variants.

demonstrate to the Front-Line Commands (FLC) and the National Audit Office (NAO) that the Delivery Team or Enabling Organisation has its inventory under control, with the regular review of affordable supply plans and supporting commentary concerning risks, issues, opportunities, actual performance in response to the latest Customer Demand provided by FLC and a review of customer forecast accuracy.

Project Review Meetings (PRM) for the contract are held twice a year with the Contractor to review and provide project updates, this is a meeting attended by all stakeholders.

The PT supply Chain Manager (SCM) will have fortnightly meetings with Babcock and the Contractor to discuss Supply chain related issues.

Changes to the AESP will be capture by the contractor within the Miscellaneous change Log (MCL) Which will be jointly reviewed by the Authority and the Contractor at the Quarterly Configuration Control Committee (CCC).

The complete list of project meetings and tempo is detail in Annex H of the contract 703040452

2.3. Programme Scope and Requirements

The supply support scope and requirement for the WT and MLET is defined within:

a. The ILS SOW specified at Annex A
b. The extant Key User Requirement (KUR) and Third Order of Assumption (3OA)
c. The Master Data Assumption List (MDAL)
d. The extant platforms AESP listed at Annex C
e. The extant platforms Logistic Support Analysis encompassing:
    - The Core Data Set (CDS)
    - The Equipment Breakdown Structure (EBS)
    - The Failure Modes, Effects and Criticality Analysis (FMECA)
    - The Reliability Centred Maintenance (RCM) report
    - The Level of Repair Analysis (LORA)
    - The Initial Spare Provisioning requirement

2.4. Risks

Supply support risks will be managed by the Authority in accordance with the DE&S Risk Management Policy and the JPS 892 Risk Management (Part 1 and 2). The identification of risk will be the responsibility of everyone involve on the programme. The Contractor approach for managing risk will be detailed within the contractor Risk and Opportunity Management Plan (ROMP) which will be provided as part of the tender response. The contractor will also be required implement and maintain a joint risk register for the programme. Risks which need to be escalated will then be recorded and monitored in DE&S Active Risk Management (ARM) tool. The PT will hold a 6 monthly reviews with the Contractor to review risks.

3. Item Maintenance

3.1. Maintenance plan

Maintenance Repair and Overhaul (MRO) level 1-3 for the WT and MET/LET platforms will routinely be conducted by the User at Unit level or by Babcock under the existing Service Provision and Transformation Contract (SPTC). The maintenance activities for the WT and MLET will be carried out in accordance with the procedure and frequencies detailed with AESP listed at Annex C.

3.2. Technical Documentation & Configuration/ Change management

3.2.1. Configuration Management General

The configuration aspect of this programme will be detailed within the contractor Configuration Management Plan (CMP). Configuration management of the project Technical Documentation (TD) and Technical Information (TI) will be conducted in accordance with Def-stan 05-057 and AQAP 2120.

A link to the Contractor CMP is included in section 1.3 of this document.

3.2.2. Technical Documentation (TD) and Technical Information (TI)

The process of managing TD and TI for this programme will be detailed within the Contractor Technical Documentation Management Plan (TDMP). Further guidance is provided within the TD-076-0543-00: Defence Technical Documentation Guidance.

A link to the Contractor TDMP is included in section 1.3 of this document.

3.2.3. AESP

The complete suite of WT and MLET AESPs will continue to be held electronically on TDOL and will be accessible using the link below:

http://app-spvw034.ds.logis.r.mil.uk/tdol/

The contractor will continue to maintain the Miscellaneous Change Log (MCL) and record all changes made to the WT and MLET AESPs agreed through the F10 process and maintain configuration control over all AESP changes. The MCL database will be provided in a Microsoft Excel (.xls/.xlsx) format and form part of the Contractor's IMS. Changes will be reviewed between the Authority and the Contractor at the CCC. Any agreed routine changes to the AESPs will be implemented by the Contractor annually unless they are safety related, in which case they will be implemented within 20 working days.

3.2.4. Interactive Electronic Technical Publication (IETP)

The ITEP will be maintained and updated at the same frequency as the AESP so the content remains consistent with the changes made to the AESP.

3.2.5. Applicability

The PT utilises a tool called the AESP Applicability tool, the tool itself exports data from platform AESP's and stores this data. When searching for an NSN via the NSN's NIIN, the tool will search all AESP's to identify what AESP's the NSN appears in. This will identify if a spare or item is used on wider platforms. The tool is still being developed as IETP has now been extracted into the tool.

3.2.6. Drawings

Contractor will be responsible for the content, accuracy and authoring of all amendments to drawings relating to the WT platforms and variants listed in Annex B – Fleet Description, including all sub-systems and interfaces as detailed within the relevant platform AESP in Annex C – List of AESP for the life of the contract. The Contractor will make source data and drawing available to the Authority in support of the codification process for new items.

Drawings provided by the Contractor and will be stored on the DARIUS system an online program. The distribution of those drawing will be limited to internal MOD purposes and consultation.

3.2.7. ESCROW Agreement

At the start of the contract, the Contractor will extend the existing Escrow Agreement with the Authority and an independent Escrow Agent based in the UK in relation to the assembly, maintenance, disclosure and use of a data pack (the "Data Pack") containing all technical information, including specifications and drawings, relating to the WT platforms.

4. Reprovisioning and Stockholding

4.1. Ranging and scaling

The ranging and scaling activities for the WT and MLET were completed when the platforms entered in service in 2006 in conjunction with the Logistics and Support Operating Centre (LSOC) Support Chain Modelling (SCM) team. This was further updated throughout the in-service life of the platforms. The final and consolidate list of spares for the contract is detailed within Annex K – list of applicable spare list.

The WT and MLET spares ranging and scaling will continue to be updated annually by the Contractor with input from the Authority. The Authority will provide Joint Asset Management and Engineering Systems (JAMES) usage data for the Contractor. The data provided by the Authority will include:

- A WT and MLET fleet breakdown in accordance with the Army four (4) fleet model[3].
- Usage data for a list of specific Vehicle Registration Numbers (VRN).
- Historic spares consumption for a defined list of VRNs.
- Up-to-date list of the current spares inventory held by the Authority.

[3] Basic Unit Fleet (BUF), Training Fleet, Operational Fleet, Sustainment Fleet.

- Annual Field Army Fleet usage forecast

4.2. Spare Re-Provisioning

The Contractor will be responsible for ensuring the continuous supply of all items listed in Contract Annex K – Applicable Spare List. This includes the supply of replenishment or additional spares for:

- 1st and 2nd Line maintenance, including armour kits,
- WT and MLET Complete Equipment Schedule (CES),
- Capital Spares,
- One hundred and eighty (180) days sustainment stock,
- WT and MLET Special Tooling & Test Equipment (STTE).

Articles classed as Raw Materials and Consumables (RMC), CES and STTE will be ordered by the Authority's Authorised Demander Babcock in accordance with the Authority/Babcock Inventory Demand Forecast (IDF). The IDF will be a deep dive of the stock and identifies what will be required, the data is retrieved from VERITAS (A+RP), previous demand data from Store System and the Contractor updated Ranging and Scaling (detailed above).

Purchase Orders (POs) will be issued by Babcock using their BAAN Payment System. POs will be issued manually or electronically and will constitute a requirement against the relevant item of this contract. Manual POs will bear the title of the Demanding Authority and a name, branch and date on the approval box, the Contract Number and Order Number.

Articles that are classed as Capital Spare and one hundred and eighty (180) days Operational stock items will be demanded directly by the Authority's Commercial team by email and procured under a separate PO.

POs shall be delivered as soon as possible but by no later than the agreed lead times as set out in Contract Annex K – Applicable Spare List, with the agreed packaging and to the destination identified on the PO. The Contractor's ability to meet the Required Delivery Date (RDD) will be subject to performance monitoring.

The delivery of items into the Defence Fulfilment Centre (DFC) will be conducted by the contractor in accordance with the Logistic Commodities and Services Transformation (LCST) Supplier Manual.

4.3. Invoicing

Invoices are to be managed through CP&F as part of the 3-way match to align the Order, Invoice and Delivery of items. The PT will manage all invoices through CP&F and all receipting will be done via CP&F.

4.4. Monitoring of the Spare Re-provisioning process:

The Contractor will be required to interact with Babcock to ensure that spares re-provisioning remains effective and meet the required level in the IDF. To this end, there will be fortnightly meetings between Babcock, the PT and the Contractor to discuss supply related issues such as:

a. Issues relative to the delivery of spares into the DFC
b. Review of Dues Out No Due In (DONDI) spares orders
c. Review of Critical Outstanding Spares List (COSL) spares orders
d. Review of Non-Conformance Reports (NCRs)
e. Proof of Delivery (POD) and Disputes
f. Discrepancies between the Authorities inventory management system and the Applicable Spares List (Annex K)
g. Review of outstanding invoices
h. Review of Request Change Form (RCF)

The COSL and DONDI and procurement issues will be further discussed as part of the SCM input into the monthly Logistic Vehicle SPR meeting.

4.5. Equipment failure and trend analysis

The process of monitoring, investigating, and resolving equipment failure will be detailed with the contractor Reliability and Maintainability Plan (RMP).

In addition to the above, the contractor will provide to the Authority with an annual list of the 10 most prevalent orders ranked by both cost and by frequency. The Contractor will also provide an analysis that identifies the root cause of those spare orders. This analysis will then be reviewed jointly by the Authority and the Contractor in order to identify potential preventive actions and to monitor any improvement.

4.6. NATO codification of new items

All NATO codification for the WT and MLET platforms has been carried out, however, any new codification requirements will be carried out by a UKNCB trained Contractor staff with the PT approving the codification requests. Any new item codification requirement will be carried out in accordance with Def Stan 00-600, Def Con 117, the DLF, BMS and UKNCB policy.

Under the MoD's single item ownership rules, WT and MLET spares items will be screened to ensure that a NATO Stock Number (NSN) does not currently exist. The Authority will interrogate the UK and NATO codification database. All existing and extant NSNs shall be used unless it is agreed by the Authority that a new NSN is required.

Post codification queries will be managed by the PT and the SCM of the PT, this includes tasks such as reinputting an NSN back onto SS3, adding or updating part numbers or re introducing U.K interest to an item. Items delivered without appropriate dues-in created are quarantined for the OBI to correct through the VST playbook/ established LEOC- Babcock/ Leidos process.

4.7. Operational Sustainment Stock

4.7.1. Scope

At the start of the contract, the Contractor will renew its current storage arrangement in order to continue to hold sufficient stock to support the operational sustainability of the WT and MLET.

The stock will be of sufficient depth and scale to provide operational sustainability for the WT and Medium Equipment Transporter (MET) equipment within in a UK Brigade formation for a duration of one hundred and eighty (180) days

Capability	Equipment name	Vehicles Quantity
WT	WT tractors	**[REDACTED]**
	CST (W) trailers	**[REDACTED]**
	CST (F) trailers	**[REDACTED]**
	TAR trailers	**[REDACTED]**
MET	Upgraded WT tractors	**[REDACTED]**
	MLET trailer	**[REDACTED]**

As part of their response to the tender, the Contractor will submit a list (ranging) and quantities (scaling) of stock that it will hold to meet this requirement. The list will be reviewed by the Authority as part of the tender evaluation process. The final ranging and scaling of operational sustainment stock will be agreed by the Contractor and the Authority at the contract kick-off meeting. The Contractor's operational sustainment stock will then be updated within forty (40) days after the contract kick off meeting. The Contractor will notify the Authority of any stock that cannot be supplied within this timeframe. Changes to operational sustainment stock holdings will be agreed by the Authority on a case-by-case basis.

4.7.2. Management & Delivery

The Contractor will ensure that the operational sustainment stock is kept with the appropriate level of packaging and with sufficient remaining shelf life (where applicable). On completion of a requirement from the Authority, all operational sustainment stock will be delivered by the Contractor to the Defence Fulfilment Centre (DFC) for onward movement by the Authority to the relevant operational theatre. The Contractor will ensure that all the spares which form part of the one hundred and eighty (180) day operational stock have been codified prior to their delivery into the DFC.

4.7.3. Change Management

Changes to the one hundred and eighty (180) day operational stock will be jointly agreed between the Authority and the Contractor before being implemented by the Contractor within forty (40) days of the Authority accepting the changes. The Contractor will notify the Authority of any stock items that cannot be supplied within the

timescale. Changes to operational sustainment stock holdings will be agreed by the Authority on a case-by-case basis.

4.8. Articles subject to special classification and control

In 2021, an assessment of the WT and MLET AESP was carried out by WATERGUARD Team in order to identify any Asset Subject to Special Control (ASSC). The output of this assessment can be found here.

Any items that are classified as Attractive to Criminal and Terrorist Organisations (ACTO) or ASSC will be identified by the Contractor within Annex K – Applicable Spare list as shown in the picture below:

[REDACTED]

4.9. Retransfer Agreement

Any retransfer agreement request for equipment subject to ASSC will be submitted by the VST Commercial to the United States (US) Department of Defense (DOD) for approval. Any existing Retransfer agreement obtained to date for the WT and MLET can be consulted here.

4.10. Hazardous Items (including ASBESTOS)

Hazardous items are associated with a hazard code on all inventory systems (CSIS, MJDI and SS3). For hazardous items the manufacturer will provide the PT with an SDS, which is then uploaded and stored on HSIS. The HSIS team will input the SDS onto the HSIS system on behalf of the PT. The following Cognos report contains a list of inventory under the WT and MLET DMC's of 7WTK and 7ILET that contain a hazardous code on SS3.

The WT and MLET are also included in the VST plan to eliminate asbestos, this is a plan within VST which highlights how PTs will remove items from their inventory that contain asbestos and will instead provide a suitable and safer alternative. A VST register will be created which will detail all items containing asbestos that have been used on VST platforms. To date, no items containing Asbestos have been identified for the WT and MLET.

5. Demand Processes for Consumable and Repairable items

5.1. Submission of Demands

Units will submit demands as per the DLF processes using Management of Joint Deployed Inventory (MJDI). Units will place demands manually via MJDI; however, a JAMES demand can also be utilised when repairing a damaged item. This is further detailed below:

a. A manual demand is inputted onto MJDI by the unit demanding an item, this then feeds through to SS3 and if there is stock of this item, the demand will be satisfied, and the unit will be sent the item.

b. A JAMES demand occurs when a unit inputs a repair onto JAMES and the system will automatically create a demand for the spares that are needed to assist in the repair of the item, this also gets fed through from JAMES to SS3.

In terms of hastening, Units will hasten the PT to find out the order/ delivery status of their demand. The PT will utilise Komodo, which is a system managed by Leidos to hasten Leidos on an update as to the status of a demand. Units will be informed as to why demands have been cancelled, items which have an 8:1 ban on them will be referred to the PT prior to issue, this will be done by Babcock providing the details of the demand and will await authorisation from the PT SCM prior to issuing out an item with an 8:1 ban on them.

5.2. Special Instructions

If a unit requires to put special instructions on a demand they are to be authorised by their chain of command, Units are to specify on their demands if their demand is to be unit collect and are to ensure that the PT SCM is aware that the unit wish to collect an item. Units are to ensure that if a demand is needed by a certain timeframe, then this should be inputted on the demand as RDD essential, units are also to put additional reasons for demanding an item in the special instructions for example for operations and ensuring that the correct OP code is inputted on the demand.

5.3. Rejection of Demands

The PT will notify Babcock as to the cancellation of a demand, the PT should then alert the unit that a demand has been cancelled and the reasons behind the cancellation of the demand.

5.4. Demand Progress Enquiries

If the demand has not been fulfilled by the RDD, Units should use their chain of Command and contract, via email or telephone the Army Equipment Support Manager

who will hasten the PT if required. The PT can also use VITAL to track a demand progress.

5.5. Critical Outstanding Spares List (COSL)

In the event a demand cannot be fulfilled, it is the responsibility of the Unit to inform the Army ESM. The Army ESM will decide whether the demand is classed as critical and will inform the PT that a new item should be added to the COSL. Any subsequent impact should be discussed between Army and the PT at the WT and MLET Availability Working Group (AWG) where risk and mitigation action can be jointly agreed.

5.6. Loan Process

The Wheeled Tanker PT do not loan equipment out to units, as this is a vehicle all inventory and equipment will be demanded following the standard demand process.

5.7. Business Continuity

In the exemptional circumstances that the Contractor would cease to trade, the Authority would be given access to the complete platform manufacturing data pack and technical information currently held in an ESCROW as detail above in paragraph 3.2.7.

The Contractor strategy and contingency measures that will be implemented to ensure the continuity of the contract services following a disruptive event, will be detailed in the contractor ISP. The Contractor will also identify risks and incidents that have the potential to disrupt its ability to provide the required services. Incidents may be foreseeable or completely unpredictable. Risks and incidents may include, but are not limited to:

a. significant staff shortages due to illness
b. shortage of critical raw material or components due to soaring market demand, overseas export controls or unwelcome political influence (offshore sourced items)
c. key sub-contractor or sole supplier bankruptcy or failure (including failure caused by the collapse of a parent company or owning group); and
d. communication systems failure

The Contractor strategy will also detail the risks that are within the Contractor's control and for which the Contractor will have planned mitigations, and those elements within the control of the MOD which may have an impact upon the Contractor's ability to deliver. The Contractor strategy will be defined in accordance with the policy and guidance set out in JSP 440: Defence Manual of Security Resilience.

6. Distribution and Consignment Tracking

6.1. Supply Chain Pipeline Times

The Supply chain pipelines that the contractor is to adhere to is set out in the ILS SOW. The contractor will be monitored on their delivery times, these delivery/ Lead times are identified in Annex K of the SOW. All deliveries into the defence fulfilment centre are to be made in accordance with the LCST supplier manual.

6.2. Consignment Tracking

Consignment tracking will be utilised through the VITAL tool. Updates on distribution of demands will be done through the Leidos Komodo tool, Leidos will then be able to provide an update on the consignment details of a demand.

6.3. Packaging, Handling, Storage and Transportation (PHS&T)

The PHS&T will be the responsibility of the Contractor and will be carried out in accordance with the DEFCON 129 (packaging for articles other than munitions), Def Stan 81-041 Part 1-6 (Defence Packaging Requirement) and Def Stan 05-132 (Marking of Service Materiel Items Using a Unique Item Identifier).

The Contractor's arrangements for the marking, packaging, shipping, handling, storage and transportation of spares will be detailed within the Contractor PHS&T Plan. A link to the plan is provided in section 1.3 of this document.

7. Reverse Supply Chain/Backloading

7.1. Repair Process

The process for repairing WT and MLET spares is as follows:

1. Unit will demand replacement parts and will back load damaged articles through the reverse supply chain.
2. The PT will check if the items are on the repair plan, if this is not the case then the damage articles will be added to the repair plan following MOD internal procedure.
3. Once damage articles become available on SS3 as E0 stock, the SCM will action the repair process. The E0 will be sent to the OEM for initial inspection by Babcock and Leidos (Babcock manage the Log IS side and Leidos the physical movement of the asset).
4. The contractor will inspect damage articles and will provide a cost and a lead time to complete the repairs.
5. Prices and Lead times will be reviewed and approved by Babcock and by the PT Repair manager.

6. The contractor will then repair the articles
7. Dues in will be created on the Supply system and once the repaired items are delivered into the warehouse. The dues-ins will be met and closed by Babcock.

7.2. Repair Planning and review

The WT and MLET repair plan will be reviewed at the monthly Repair Planning Committee (RPC) between Babcock and the Authority. A copy of the existing WT and MLET repair plan can be consulted here. 20220606 LVS 22-23 Repair Plan AP02.xlsx

7.3. Hastening Overdue return from a Unit of Repairable Items

The WT and MLET SCM will hasten units for overdue items, there are no classified items that are used on the Wheeled Tanker platform.

7.4. Declaration of Unit Surpluses (Consumable and Repairable)

Disposal of consumables will be carried out at local unit level depending on the disposal code of an item, if the disposal code is A then disposal can be done at local unit level. For consumables which are held in Donnington, Babcock will dispose of these items through PT authorisation, the PT will raise a disposal voucher which will authorise Babcock to dispose of the items. The disposal of cap spares will be done via the PT and payment of disposal will be done through CP&F.

7.5. Disposal of Surplus Stocks

The Authority will determine whether the vehicles and all sub-systems and interfaces should be re-used, repaired, re-cycled or disposed of.

For disposal activities, the Authority will utilise the Defence Equipment Sales Authority (DESA) who currently provide for the disposal of MoD equipment. DESA has current contracts in place with approved contractors who are authorised to dispose of assets at all security classifications. The list of authorised DESA's suppliers can be consulted on the UK government page at Defence Equipment Sales Authority - GOV.UK (www.gov.uk)

The Authority will complete the Annex E of Def-Stan 05-099 in order to proceed with the disposal of articles.

Disposal costs will be covered by the PT and invoices will be managed within CP&F.

Articles classed as ASSC and ACTO will be identified by the contractor. Information related to Hazardous Articles, substances and Materials in gathered and managed in accordance with DEFCON 68 and DEFFORM 68, including but not limited to DEFCON 624 (use of Asbestos).

8. Data Management

8.1. Use of MOD Log IS

All MOD owned inventory will be held on the MOD Log IS called Store System 3 (SS3).

8.2. Supply Support Information Exchange

LEIDOS will use their internal warehouse data system called JDA and will provide stock update daily into SS3 through OLIVER.

8.3. Item Data Record Upkeep

It will be the responsibility of Babcock and LEIDOS to update Log IS systems on Store System 3 and to ensure that item data and dues in are correct and updated on the system. The Contractor will be responsible for managing and maintaining their records on CSIS and ensuring that this information is kept up to date.

9. Template Configuration Management

Rule Author: **[REDACTED]**

Authorising Body: Supply User Group (SUG)

Contact: Mil: **[REDACTED]**| Civ: **[REDACTED]**

Date of Release: Oct 2021

What's new Version 1.2 Oct 2021

Addition of supporting link

- Supply Planning Reviews & Agenda
- Material Accounting Policy
- Sentencing Board

Update of language and policy where applicable.

Incorporate Learning from experience and Delivery Team feedback.

Introduction of new Taxonomy:

- Product - Product is defined as, equipment, service, system, or system of systems
- Enabling Organisation (EO) - There are 12 EOs see here for more detail

Date of Release: 01 July 2020

Version 1.1

Defence Logistic Framework Keywords: Supply, Support, Process, NATO, Def Stan, Template, MJDI, Codification, Spares

What's new Version 1.1 July 2020

Includes updates at points 4 and 5 "Provision and Stockholding compliance and Demand Processes for Consumable and Repairable items" incorporating changes and amendments to associate Governing Policy GPs following reviews and the introduction of new GP 3.8 Storage and Distribution.

Version 1.0 August 2019

New additional elements added (listed below) following a full review of associated GPs namely 3.1 and 3.3. The Supply Support Plan (SSP) is now assessed by these GP Owners when conducting assessments or assurance activities on behalf of the Delivery Teams, Project Managers or Senior Support Officer.

- Item Maintenance Applicability
- Single Item Ownership (SIO)
- Assets Subject to Special Controls (ASSC)
- Support Planning Review (SPR)
- Demand Process Distribution and Consignment Tracking, supporting Leidos arrangements

Abbreviations

3OA – Third Order of Assumptions

AESP – Army Equipment Support Publication

ARM – Active Risk Management

ASSC – Assets Subject to Special Controls

BMS – Business Management System

CCC – Configuration Control Committee

CDS – Core Data Set

CES – Complete Equipment Schedule

CMP – Configuration Management Plan

CST – Close Support Tanker

COSL – Critical Outstanding Spares List

DARIUS – Drawings and Raster images for User Support

DESA – Defence Equipment Sale Authority

DID – Data Item Description

Def Con – Defence Condition

Def Stan – Defence Standard

DLF – Defence Logistics Framework

DONDI – Dues Out No Dues In

EBS – Equipment Breakdown Structure

FLC – Front Line Command

FMECA – Failure Modes, Effects and Criticality Analysis

IDF – Inventory Delivery Forecast

IETP – Interactive Electronic Technical Publication

ILS – Integrated Logistic Support

ISLSC – In-Service Logistic Support Committee

ISP – Integrated Support Plan

KUR – Key User Requirements

LEOC – Land Equipment Operating Centre

LET – Light Equipment Transporter

LCST – Logistic Commodities and Services Transformation

LORA – Level of Repair Analysis

LSA – Logistic Support Analysis

LSOC – Logistics and Support Operating Centre

MCL – Miscellaneous change Log

MDAL – Master Data Assumption List

MET – Medium Equipment Transporter

MJDI – Management of Joint Deployed Inventory

MLET – Modified Light Equipment Transporter

MOD – Ministry of Defence

MVBF – Mean Value Before Failure

NAO – National Audit Office

NCR – Non-Conformance Report

NATO – North Atlantic Treaty Organisation

NIIN – NATO Item Identification Number

NSN – NATO Stock Number

OBI – Order Book Item

PDS – Post Design Service

PO – Purchase Order

POD – Point of Delivery

PHS&T – Packaging Handling Storage & Transportation

PT – Project Team

RCM – Reliability Centred Maintenance

RDD – Required Delivery Date

RCF – Request Change Form

RMC – Raw Material and Consumables

RMP – Reliability and Maintainability Plan

ROMP – Risk and Opportunity Management Plan

RPC – Repair Plan Committee

SCM – Supply Chain Manager

SIO – Single Item Ownership

SOW – Statement of Work

SPR – Support Planning Review

SSP – Supply Support Plan

SS3 – Store Systems Three

STTE – Special Tooling & Test Equipment

TAR – Tactical Aircraft Refueler

TD – Technical Documentation

TDOL – Technical Documentation Online

TI – Technical Information

U.K – United Kingdom

UKNCB – United Kingdom National Codification Bureau

VST – Vehicle Support Team

WT – Wheeled Tanker