

DDJC reaches major milestone in partnership with GSA

By Jessica Walter, APR

Through the combined efforts of Defense Distribution Depot San Joaquin, Calif., the Defense Logistics Agency, the Defense Automatic Addressing System Center, and DLA Information Technology-Utah, the first phase of changes to the General Services Administration and DLA systems has been completed. This change allows GSA to ship their materiel to DDJC customers via dedicated truck, reducing transportation costs.

This capability also allows DDJC to reduce the number of processing screens required for trans-shipping GSA freight to DDJC dedicated truck customers.

“As the partnership expands to higher volume customers, the success will benefit the war fighter through reduced processing times and capitalize resources for both agencies,” said Louie Avila, chief, DDJC Systems Support Division.

“This is the epitome of success achieved as a result of partnership, commitment, and perseverance by the participating organizations with direct benefits to the Department of Defense supply chain,” he added.

Prior to the automated process of transmitting data from the GSA system to DDJC’s distribution management system, a lot of data had to be entered manually into multiple screens. With the programming changes designed by DLA Information Technology-Utah, the current process is reduced to one screen requiring the scanning of the tracking control number and confirming how many labels are required. After that, the process is complete.

The pilot project was initiated with a lower-volume customer to allow the partnering agencies

Thomas Steed of General Services Administration moves GSA material destined for Fort Irwin, Calif., to a staging area to be loaded on a truck leaving Defense Distribution Depot San Joaquin, Calif.

to work out all of the intricacies involved in changing multiple systems with varying programming logic.

The next step will allow advanced data to be transmitted for freight shipped to multiple central receiving points on the same dedicated truck. The required data will have a lead tracking identifier for each respective point to ensure accurate billing. GSA will be billed based on their percentage of the weight on the truck.

“This is a terrific example of effective and efficient governance by forging the resources and work processes of DLA and GSA in common purpose for our mutual customers,” said Gene Chow, GSA’s general manager. “As we move forward, it is GSA’s intention to apply this concept to other parts of the country where dedicated truck routes exist.”

