

General RIEMONDY. I don't think so.

Mr. ROBACK. Just moving more of high priority?

General RIEMONDY. Yes.

Mr. HOLIFIELD. And I was also wondering if the percentage that is being shipped by air is predicated upon your capability of lift just because you have that lift, rather than being sent by ship, which would be much cheaper, of course, to transport in terms of tons, but might get to the user in time and not require the rush of an air trip.

General RIEMONDY. I don't feel that the fact that we have military airlift available is causing, or creating additional high priorities, and I think it is important to understand the priority system, which is pretty well spelled out at Department of Defense level.

We talked about MILSTRIP awhile ago, which is the standard requisitioning procedure, but included in MILSTRIP are priority designations.

For example, the priorities go from 1 through 20, and this priority is pretty much determined by need, need dates.

Then there is also a Department of Defense priority system for the movement of material. These are transportation priorities. This is a combination of the MILSTRIP priority and the importance of the mission to be supported, commonly referred to as a force designator or a mission precedence.

The movement is either by surface or by air, depending upon the final priority that is assigned.

Mr. HOLIFIELD. These big new cargo planes, what is it, the C-5?

General RIEMONDY. The C-5.

Mr. HOLIFIELD. As they come into being, and as I understand it they are now coming into being, you are going to have tremendous capacity.

General RIEMONDY. Tremendous capability, yes, sir.

Mr. HOLIFIELD. I am just wondering if that capability is going to be used without regard to urgency, just because you have it, or whether you are going to still utilize ship movement, from the standpoint of economy.

General RIEMONDY. I think we will always use both, Mr. Chairman. I don't think we will ever be in a position that we can move everything by air.

Certainly there will be more material moved by air because the capability will be there, and of course when we talk about whether or not it is cheaper, whether or not it is cost effective, I think with the introduction of the C-5, you will find this to be most cost effective.

Of course, by the same token, a very important segment of determining the amount of material that is stored at any particular base is how long does it take you to resupply. As you can cut down the order and shipping time, you reduce the amount of supplies that are stored at any particular location. As I stated previously this is principally one of the reasons we eliminated our overseas depots.

We found that our logistics system could in fact be responsive to the operational commander's need, and when we created confidence in his mind that the logistic system could in fact be responsive, then we did two things. We removed the depots from his control, the operational commander's control, and then we eliminated the depot completely.