

Mr. MORRIS. Standard codes, formats, records in respect to requisitioning, transportation and accounting now exist.

Mr. ROBACK. Where does the problem arise?

Mr. MORRIS. It would arise primarily I think internally to DSA and each of the military departments at each of their principal operating levels—inventory control points, depots, major bases, et cetera.

For example, the inventory control points in Army, of which there are, I believe, Dr. Brooks—

Mr. BROOKS. Seven.

Mr. MORRIS. Should be able to communicate exchange tapes and have exact programs internally to their equipment. The same is certainly true of DSA, Navy, and Marine Corps. But as between the services, I have doubts as to whether this is an essential requirement. Certainly it is not in today's state of the art in terms of the level of interservicing that we are engaged in.

Mr. ROBACK. The question of interservice compatibility you think may be overvalued?

Mr. MORRIS. I think we are achieving very great accomplishments on interservicing of supply assets under today's system.

Mr. ROBACK. But I mean the compatibility of the equipment types. Is that a serious problem?

Mr. MORRIS. My personal view is that this is not a problem of any consequence to us today.

Mr. RILEY. I may try to add something to that, Mr. Roback. I think the problem has been somewhat overstated. For example, if we make an integrated supply assignment to one service to support other services, the change that that service has to go through requires some reprogramming of their computers to satisfy some the policies of the other service, but it is not a major job.

To give you a specific example, let's assume that the Air Force gets the job of supporting the F-4 for all services, and they have a policy of a 90-day depot level. That 90 days is programed into the Air Force computer.

Now, if they want to change that in some way, because of this additional responsibility and make it 120 days or 60 days, they have to reprogram the computer, because the computer will only do what you tell it to do. It will compute 90 days or 60 but it won't do both unless it is told to do so. But these are problems.

Mr. HOLIFIELD. Why should it have a different number of days, for instance, than the service that it is supplying? Is that a reasonable question?

Mr. MORRIS. Sir, we do have necessarily different stock levels among the services, depending upon their own supply echelons. For example, as you have heard, the Air Force is able under its system, which operates between fixed bases, to sustain a lower total inventory than the Army, which must have two or more echelons of supply.

Mr. HOLIFIELD. So this is basically justified by the methods of transportation available to the different services, and the methods of transportation which they use, for instance, ships for the Navy, and planes for the Air Force.

Mr. MORRIS. Right, sir, but importantly to the extent to which these are using forces at the end of the pipeline are fixed or mobile. The