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## THESIS

A PERFORMANCE COMPARISON OF THE REQUISITION  
RESPONSE TIME MANAGEMENT INFORMATION SYSTEM  
WITH THE NON-MECHANIZED FLEET

by

John Mark Graham

December 1985

Thesis Advisor:

P. A. Jacobs

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| <p>This thesis focuses on Navy Transportation Time performance from ship date to receipt date. The object is to compare data from a sample of non-mechanized ships with summary statistics from the Requisition Response Time Management Information System. The research effort is directed toward identifying statistical differences between the two sources of data. The analysis concentrates on five major data groups: Transportation Time by consignee, deployment status, modes of shipment, issuing stock point, and Issue Priority Group. The conclusion notes significant differences in Transportation Time performance among the groups.</p> <p><i>UMMIPS (from initial report and later heavily revised);<br/>RRTMIS.</i></p> |   |   |   |
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A Performance Comparison of the Requisition Response  
Time Management Information System with the  
Non-mechanized Fleet

by

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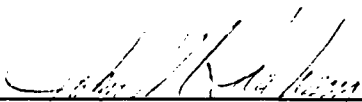
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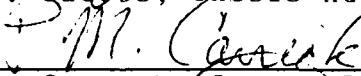


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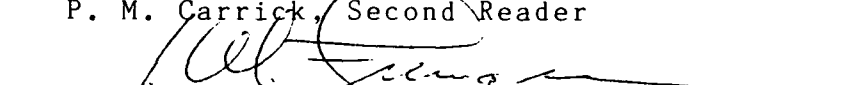
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## ABSTRACT

This thesis focuses on Navy Transportation Time performance from ship date to receipt date. The object is to compare data from a sample of non-mechanized ships with summary statistics from the Requisition Response Time Management Information System. The research effort is directed toward identifying statistical differences between the two sources of data. The analysis concentrates on five major data groups: Transportation Time by consignee, deployment status, modes of shipment, issuing stock point, and Issue Priority Group. The conclusion notes significant differences in Transportation Time performance among the groups.

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## I. INTRODUCTION

### A. BACKGROUND AND OBJECTIVES

Transportation Time is a measure of supply system performance. The Navy measures Transportation Time from the date material is shipped from a stock point until it is received by a supply customer. The framework for Transportation Time determination within the Defense Transportation System and the military services is governed by the Defense Logistics Standards System which provides common communication, policy, and procedures for users of defense logistics information.

Part of this system is the Uniform Material Movement and Issue Priority System (UMMIPS) which prescribes standards for Transportation Time for all requisitioners and processors of Department of Defense cargo. Transportation Time performance is measured against these standards in order to evaluate supply system effectiveness in support of national defense. Research on methods of measurement and evaluation of performance assists defense logistics managers in contingency planning, problem identification, and system improvement.

The Navy currently uses the Requisition Response Time Management Information System (RRTMIS) to collect, analyze, and report transportation information. A true picture of

Navy UMMIPS compliance is not being obtained because receipt data for the computation of Transportation Time is incomplete. Specifically, data from over 400 non-mechanized ships are not included in the RRTMIS data base.

This thesis concerns the results of an analysis of data obtained by a survey of non-mechanized ships. Of particular concern is how the survey data compare with similar RRTMIS data.

#### B. SCOPE, LIMITATIONS, AND ASSUMPTIONS

The scope of the research focuses on comparison of the RRTMIS and fleet sample means, analysis of variance among subgroups of both data sources, and multiple comparisons to determine specifically which groups were statistically different from others. Subgroups analyzed include service consignee, deployment status, modes of shipment, issuing stock point, and Issue Priority Group. Inferences and conclusions are drawn from facts resulting from the analysis.

Research concerning the interdependency of Transportation Time performance, Total Requisition Time, and the subgroup variables is beyond the scope of this study due to time constraints. The data have been made available in appendices to this thesis to facilitate further research.

The research is also constrained by circumstances surrounding the fleet survey. The professionalism of shipboard supply officers and their staff is relied upon in

providing accurate and unbiased survey responses. The mobile and out of reach aspect of deployed ships and submarines is of concern in obtaining adequate survey response rates. These constraints are considered to have made no significant effect on the outcome of the research, however.

Several important assumptions are made in the analysis. It is assumed that the source data in the survey responses is valid. In other words, if the mode of shipment reported for a requisition was Mode "9" it is assumed that that mode was, in fact, used in moving the material to its consignee.

It is assumed that if a survey indicates the ship was deployed that it was deployed for the entire period being considered. Similarly, if a ship indicates it was undergoing Integrated Logistics Overhaul it is assumed that it spent the entire period in that status.

It is also assumed that the surveyed fleet sample is representative of the population of non-mechanized ships in the Navy, and that the RRTMIS Transportation Time Report statistics are accurate.

Important statistical assumptions germane to this study such as the Central Limit Theorem and the equality of variances of data in the different groups are discussed in the Chapter V analyses.

### C. SUMMARY OF FINDINGS

This thesis makes three major findings. First, significant differences among the RRTMIS and fleet sample

means exist in the service, deployment, mode of shipment, stock point, and overall priority groups. The RRTMIS statistics do not generally describe the sample data well.

Second, mechanized customers tracked by RRTMIS experienced longer mean transportation times than those for shipment to the fleet sample ships. Specific differences for each data group are presented in Chapters V and VI.

Third, ships in the fleet sample generally received a higher percentage of shipments on time relative to the UMMIPS time standards. An exception is that surface modes of shipment exhibited higher percentages of shipments on time in the RRTMIS data than in the data from the fleet sample.

#### D. ORGANIZATION

This thesis is divided into an introduction, two background chapters, two chapters of research and analysis, and a final chapter of conclusions. The two background chapters are organized to be read from the general to the specific. Chapter II provides an overview of the Department of Defense supply and transportation systems and introduces the reader to four major components of the Defense Logistics Standard System. Emphasis is placed on UMMIPS and Navy relationships. Chapter III explains the current framework for collecting and evaluating transportation measurement data. Interfaces between Defense and Navy data bases are

discussed, leading to a summary of RRTMIS issues relating to Transportation Time.

Chapter IV describes how the fleet survey was conducted and summarizes the responses. A discussion of the approach to the data is provided, along with a rationale for the methods that were used. Chapter V subjects the data to the statistical methods and analyzes the results in terms of the five variables previously mentioned. Chapter VI briefly summarizes conclusions reached in the analyses.

Four appendices are also included. Appendix A provides a glossary of Navy logistics acronyms and terms used throughout the study. Appendix B is the RRTMIS report used for the group comparisons in Ch. V. Appendix C is a list of the non-mechanized ships which were surveyed. Those ships which responded are marked with an asterisk (\*). The tabulated data from the survey comprise the fleet sample provided in Appendix D.

## II. BACKGROUND

### A. THE DEFENSE SUPPLY SYSTEM

Each of the military Services has traditionally been responsible for its own logistics support. Over the years duplication has arisen in routine and common supply activities among the services. Recognizing this fact, the Department of Defense (DOD) has centralized many of these functions through various organizations and agreements. The Secretary of Defense, the Joint Chiefs of Staff, and the military Services control the management and operation of these functions.

The largest DOD supply organization is the Defense Logistics Agency (DLA). Its mission is to provide effective logistic support in the areas of contracting, supply contract administration, and technical services to all the military Services, and to Federal civilian agencies and foreign governments as assigned, and to provide that support at the lowest feasible cost to the taxpayer [1:106]. The DLA's activities are coordinated with the Joint Chiefs of Staff and controlled by the Assistant Secretary of Defense (MI&L). The agency is responsible for about two million items used by the military Services and other agencies. The DLA primarily manages consumable supply items such as food, clothing, medical and general supplies and spare parts.

These items are warehoused and distributed through six DLA supply centers and six supply depots.

The DLA and other DOD organizations work closely with the Services on supply matters. The Services' leading material management organizations are depicted in Figure II-1. (It is interesting to note that the Navy has recently restructured its logistics organization in an effort to streamline its acquisition process. The Navy Material Command (NAVMAT) which includes 70 percent of the Navy's civilian personnel and obligates 64 percent of the budget was disestablished in May 1985 [1:122]. The NAVMAT activities were redistributed within the various systems commands which now report directly to the Chief of Naval Operations.) Supply traditionally includes consumables, equipment, repair parts, storage, and services of maintenance, preservation, packing, distribution, and transportation.

Efforts to create a consolidated defense transportation agency have repeatedly failed because the Services resist giving up control of their respective systems. Instead, a transportation triumvirate has evolved to meet the dynamic needs of the Services: The Defense Transportation System.

#### B. THE DEFENSE TRANSPORTATION SYSTEM

Transportation requirements throughout DOD are provided by the Military Airlift Command (MAC), the Military Sealift Command (MSC), and the Military Traffic Management Command



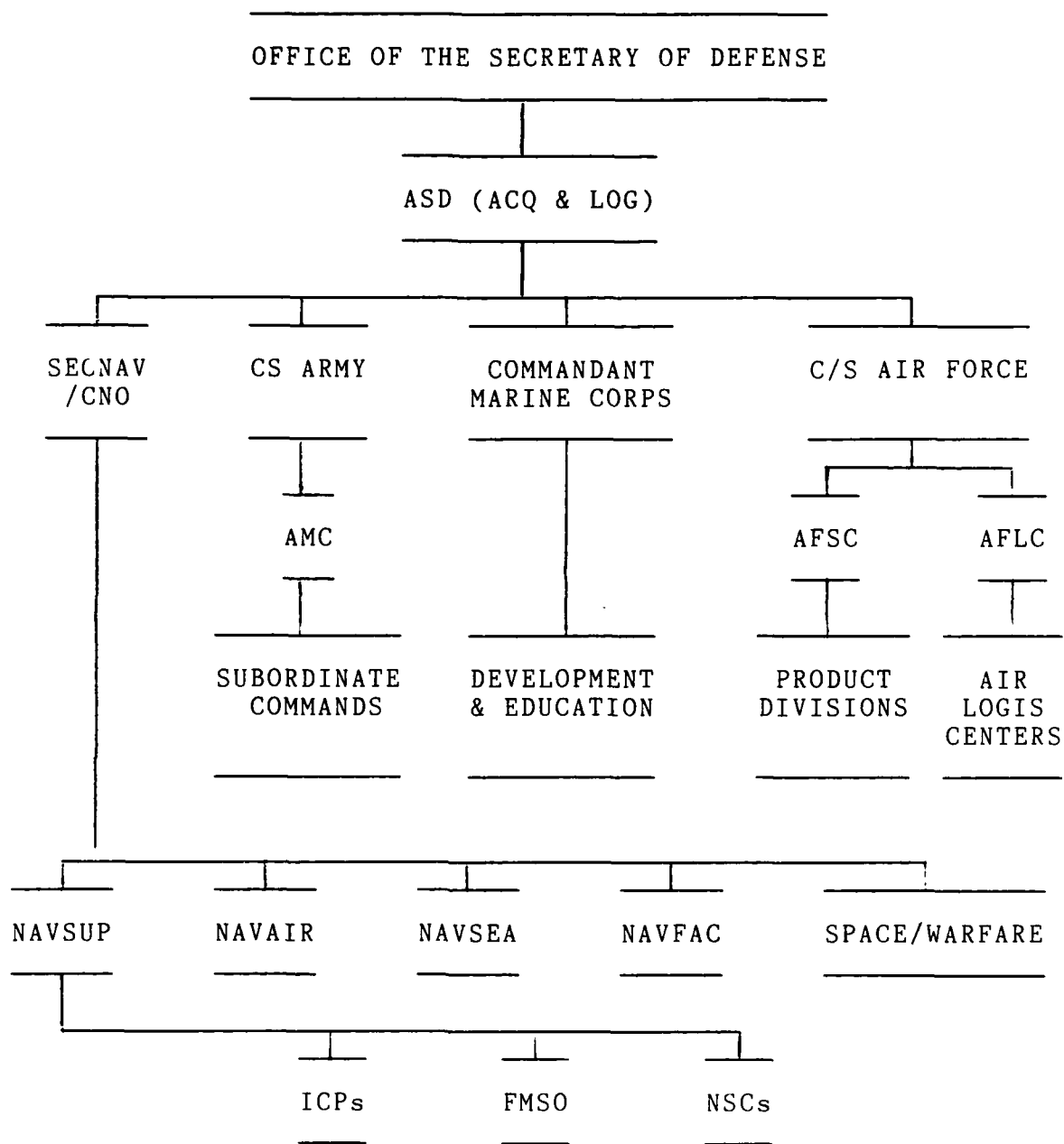


Figure II-1. Material Commands of the Services [2:17]

(MTMC). These Transportation Operating Agencies (TOAs) operate under the Departments of the Air Force, Navy, and Army, respectively. Each command acts as the single manager for the particular transportation provided and either purchases transportation service from commercial carriers or arranges shipment via DOD organic transportation systems. The three TOAs are collectively referred to as the Defense Transportation System (DTS) but there is no single agency or command which controls all of DOD transportation.

MTMC and MSC work together to move cargo from shippers to ultimate consignees for surface export shipments. MTMC clears and books surface cargo into the DTS and performs the necessary terminal operations and documentation for onward movement to the point of debarkation or consignee. MSC provides the framework for sealift capability through negotiation of container and shipping agreements with ocean carriers. The MSC also provides actual military sealift through the use of USNS vessels.

MAC is the principal transporter for air export shipments, with the Services and MTMC playing supporting roles. MAC provides airlift capability and operates aerial terminals necessary to move expedited cargo. MTMC supports air movements by acting as the interface between the shippers and the MAC terminal operator. MTMC also resolves packaging, documentation and other problems [3:10].

Although MTMC, MAC, and the Navy operate their own shipping terminals, aerial ports, and shipyards, the Navy and MTMC in particular rely extensively on counterpart resources in the private sector. New construction for the Navy is accomplished entirely in civilian yards, and the bulk of ocean cargo directed by MTMC passes through civilian piers and container terminals [4:5].

The DTS exists as a significant DOD transport system with its own air freight and passenger service (MAC), a shipping firm (MSC), and a container and rail service (MTMC). The resulting multi-service coordination required to operate this service could not be obtained without standardization of information systems.

### C. THE DEFENSE LOGISTICS STANDARD SYSTEM

Standard logistics systems, programs, policy and administration within DOD for functional areas such as cataloging, inventory management, contracting, storage, supply support and transportation are collectively called the Defense Logistics Standard System (DLSS). These systems and policies are uniformly implemented at all levels within and between DOD components. The DLSS provides common data languages and procedures through standard forms, formats and codes to facilitate compatibility among users of defense logistics information. An in-depth discussion of all DLSS

programs is beyond the scope of this study. However, the principal aspects of four major systems are germane and are presented here to facilitate a better understanding of the discussion in later chapters. Figure II-2 illustrates the primary DLSS relationships discussed below.

1. MILSTRIP

Military Standard Requisitioning and Issue Procedures (MILSTRIP) require uniform documents, formats, codes, and time standards for the processing of logistics data. These data include material requisitioning, supply status, issue, receipt, and disposal codes. High-speed automated data processing is made possible through the MILSTRIP via DOD automated addressing and information network technology [5]. Figure II-3 is an example of a MILSTRIP material issue and receipt document.

2. MILSTAMP

Military Standard Transportation and Movement Procedures (MILSTAMP) draw data from MILSTRIP to move cargo into and through the DTS worldwide. MILSTAMP data elements, formats and priority policies are also fully standardized with the other MIL-systems. In order to accomplish this, MILSTAMP focuses on three areas: capacity planning, movement control, and performance measurement.

At each shipping activity, warehousing and transportation planning input is fed into a standard automated data processing system. These data are used

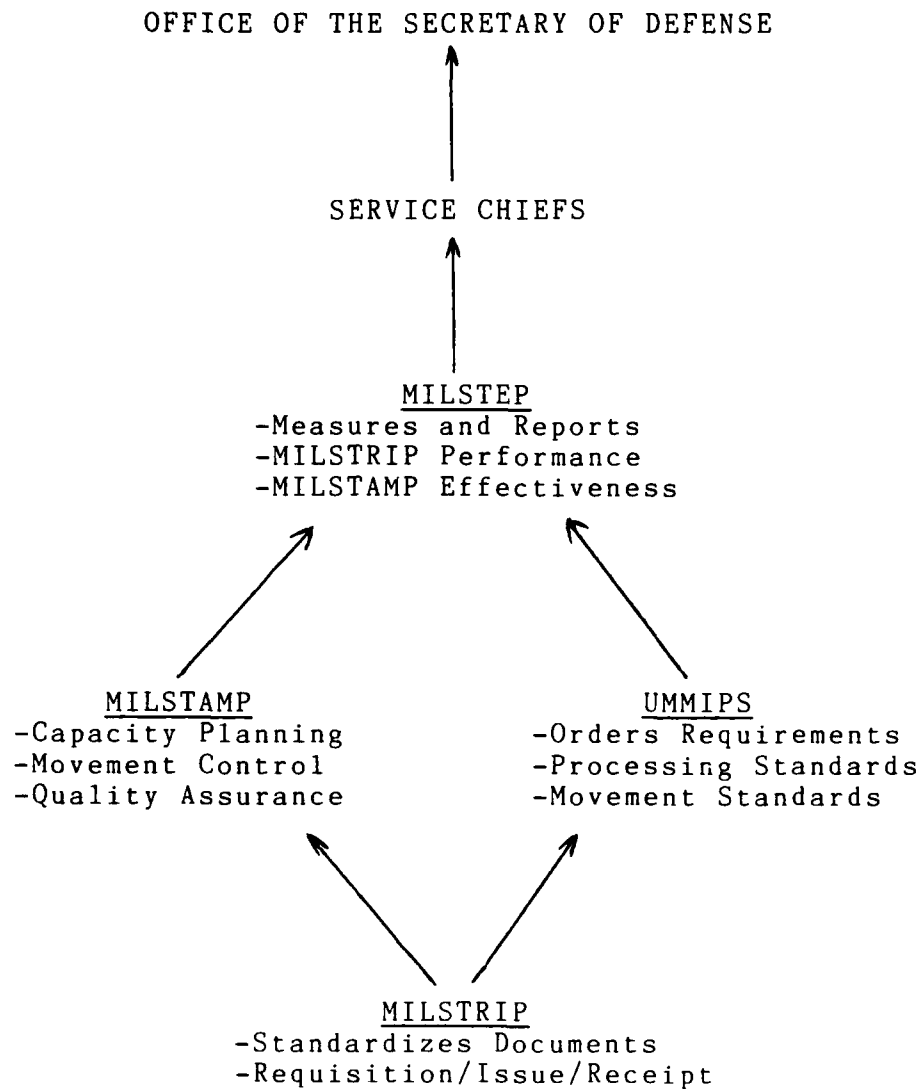


Figure II-2. Principal DLSS Programs [1:153-156]

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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| A | B | C | D | E | F | G | H | I | J  | K  | L  | M  | N  | O  | P  | Q  | R  | S  | T  | U  | V  | W  | X  | Y  | Z  | AA | AB | AC | AD | AE | AF | AG | AH | AI | AJ | AK | AL | AM | AN | AO | AP | AQ | AR | AS | AT | AU | AV | AW | AX | AY | AZ | BA | BB | BC | BD | BE | BF | BG | BH | BI | BJ | BK | BL | BM | BN | BO | BP | BQ | BR | BS | BT | BU | BV | BW | BX | BY | BZ | CA | CB | CC | CD | CE | CF | CG | CH | CI | CJ | CK | CL | CM | CN | CO | CP | CQ | CR | CS | CT | CU | CV | CW | CX | CY | CZ | DA | DB | DC | DD | DE | DF | DG | DH | DI | DJ | DK | DL | DM | DN | DO | DP | DQ | DR | DS | DT | DU | DV | DW | DX | DY | DZ | EA | EB | EC | ED | EE | EF | EG | EH | EI | EJ | EK | EL | EM | EN | EO | EP | EQ | ER | ES | ET | EU | EV | EW | EX | EY | EZ | FA | FB | FC | FD | FE | FF | FG | FH | FI | FJ | FK | FL | FM | FN | FO | FP | FQ | FR | FS | FT | FU | FV | FW | FX | FY | FZ | GA | GB | GC | GD | GE | GF | GG | GH | GI | GJ | GK | GL | GM | GN | GO | GP | GQ | GR | GS | GT | GU | GV | GW | GX | GY | GZ | HA | HB | HC | HD | HE | HF | HG | HH | HI | HJ | HK | HL | HM | HN | HO | HP | HQ | HR | HS | HT | HU | HV | HW | HX | HY | HZ | IA | IB | IC | ID | IE | IF | IG | IH | II | IJ | IK | IL | IM | IN | IO | IP | IQ | IR | IS | IT | IU | IV | IW | IX | IY | IZ | JA | JB | JC | JD | JE | JF | JG | JH | JI | JJ | JK | JL | JM | JN | JO | JP | JQ | JR | JS | JT | JU | JV | JW | JX | JY | JZ | KA | KB | KC | KD | KE | KF | KG | KH | KI | KJ | KK | KL | KM | KN | KO | KP | KQ | KR | KS | KT | KU | KV | KW | KX | KY | KZ | LA | LB | LC | LD | LE | LF | LG | LH | LI | LJ | LK | LL | LM | LN | LO | LP | LQ | LR | LS | LT | LU | LV | LW | LX | LY | LZ | MA | MB | MC | MD | ME | MF | MG | MH | MI | MJ | MK | ML | MN | MO | MP | MQ | MR | MS | MT | MU | MV | MW | MX | MY | MZ | NA | NB | NC | ND | NE | NF | NG | NH | NI | NJ | NK | NL | NM | NO | NP | NQ | NR | NS | NT | NU | NV | NW | NX | NY | NZ | OA | OB | OC | OD | OE | OF | OG | OH | OI | OJ | OK | OL | OM | ON | OO | OP | OQ | OR | OS | OT | OU | OV | OW | OX | OY | OZ | PA | PB | PC | PD | PE | PF | PG | PH | PI | PJ | PK | PL | PM | PN | PO | PP | PQ | PR | PS | PT | PU | PV | PW | PX | PY | PZ | QA | QB | QC | QD | QE | QF | QG | QH | QI | QJ | QK | QL | QM | QN | QO | QP | QQ | QR | QS | QT | QU | QV | QW | QX | QY | QZ | RA | RB | RC | RD | RE | RF | RG | RH | RI | RJ | RK | RL | RM | RN | RO | RP | RQ | RR | RS | RT | RU | RV | RW | RX | RY | RZ | SA | SB | SC | SD | SE | SF | SG | SH | SI | SJ | SK | SL | SM | SN | SO | SP | SQ | SR | SS | ST | SU | SV | SW | SX | SY | SZ | TA | TB | TC | TD | TE | TF | TG | TH | TI | TJ | TK | TL | TM | TN | TO | TP | TQ | TR | TS | TT | TU | TV | TW | TX | TY | TZ | UA | UB | UC | UD | UE | UF | UG | UH | UI | UJ | UK | UL | UM | UN | UO | UP | UQ | UR | US | UT | UU | UV | UW | UX | UY | UZ | VA | VB | VC | VD | VE | VF | VG | VH | VI | VJ | VK | VL | VM | VN | VO | VP | VQ | VR | VS | VT | VU | VV | VW | VX | VY | VZ | WA | WB | WC | WD | WE | WF | WG | WH | WI | WJ | WK | WL | WM | WN | WO | WP | WQ | WR | WS | WT | WU | WV | WW | WX | WY | WZ | XA | XB | XC | XD | XE | XF | XG | XH | XI | XJ | XK | XL | XM | XN | XO | XP | XQ | XR | XS | XT | XU | XV | XW | XX | XY | XZ | YA | YB | YC | YD | YE | YF | YG | YH | YI | YJ | YK | YL | YM | YN | YO | YP | YQ | YR | YS | YT | YU | YV | YW | YX | YY | YZ | ZA | ZB | ZC | ZD | ZE | ZF | ZG | ZH | ZI | ZJ | ZK | ZL | ZM | ZN | ZO | ZP | ZQ | ZR | ZS | ZT | ZU | ZV | ZW | ZX | ZY | ZZ |
| A | B | C | D | E | F | G | H | I | J  | K  | L  | M  | N  | O  | P  | Q  | R  | S  | T  | U  | V  | W  | X  | Y  | Z  | AA | AB | AC | AD | AE | AF | AG | AH | AI | AJ | AK | AL | AM | AN | AO | AP | AQ | AR | AS | AT | AU | AV | AW | AX | AY | AZ | BA | BB | BC | BD | BE | BF | BG | BH | BI | BJ | BK | BL | BM | BN | BO | BP | BQ | BR | BS | BT | BU | BV | BW | BX | BY | BZ | CA | CB | CC | CD | CE | CF | CG | CH | CI | CJ | CK | CL | CM | CN | CO | CP | CQ | CR | CS | CT | CU | CV | CW | CX | CY | CZ | DA | DB | DC | DD | DE | DF | DG | DH | DI | DJ | DK | DL | DM | DN | DO | DP | DQ | DR | DS | DT | DU | DV | DW | DX | DY | DZ | EA | EB | EC | ED | EE | EF | EG | EH | EI | EJ | EK | EL | EM | EN | EO | EP | EQ | ER | ES | ET | EU | EV | EW | EX | EY | EZ | FA | FB | FC | FD | FE | FF | FG | FH | FI | FJ | FK | FL | FM | FN | FO | FP | FQ | FR | FS | FT | FU | FV | FW | FX | FY | FZ | GA | GB | GC | GD | GE | GF | GG | GH | GI | GJ | GK | GL | GM | GN | GO | GP | GQ | GR | GS | GT | GU | GV | GW | GX | GY | GZ | HA | HB | HC | HD | HE | HF | HG | HH | HI | HJ | HK | HL | HM | HN | HO | HP | HQ | HR | HS | HT | HU | HV | HW | HX | HY | HZ | IA | IB | IC | ID | IE | IF | IG | IH | II | IJ | IK | IL | IM | IN | IO | IP | IQ | IR | IS | IT | IU | IV | IW | IX | IY | IZ | JA | JB | JC | JD | JE | JF | JG | JH | JI | JJ | JK | JL | JM | JN | JO | JP | JQ | JR | JS | JT | JU | JV | JW | JX | JY | JZ | KA | KB | KC | KD | KE | KF | KG | KH | KI | KJ | KL | KM | KN | KO | KP | KQ | KR | KS | KT | KU | KV | KW | KX | KY | KZ | LA | LB | LC | LD | LE | LF | LG | LH | LI | LJ | LK | LL | LM | LN | LO | LP | LQ | LR | LS | LT | LU | LV | LW | LX | LY | LZ | MA | MB | MC | MD | ME | MF | MG | MH | MI | MJ | MK | ML | MN | MO | MP | MQ | MR | MS | MT | MU | MV | MW | MX | MY | MZ | NA | NB | NC | ND | NE | NF | NG | NH | NI | NJ | NK | NL | NM | NO | NP | NQ | NR | NS | NT | NU | NV | NW | NX | NY | NZ | OA | OB | OC | OD | OE | OF | OG | OH | OI | OJ | OK | OL | OM | ON | OO | OP | OQ | OR | OS | OT | OU | OV | OW | OX | OY | OZ | PA | PB | PC | PD | PE | PF | PG | PH | PI | PJ | PK | PL | PM | PN | PO | PP | PQ | PR | PS | PT | PU | PV | PW | PX | PY | PZ | QA | QB | QC | QD | QE | QF | QG | QH | QI | QJ | QK | QL | QM | QN | QO | QP | QQ | QR | QS | QT | QU | QV | QW | QX | QY | QZ | RA | RB | RC | RD | RE | RF | RG | RH | RI | RJ | RK | RL | RM | RN | RO | RP | RQ | RR | RS | RT | RU | RV | RW | RX | RY | RZ | SA | SB | SC | SD | SE | SF | SG | SH | SI | SJ | SK | SL | SM | SN | SO | SP | SQ | SR | SS | ST | SU | SV | SW | SX | SY | SZ | TA | TB | TC | TD | TE | TF | TG | TH | TI | TJ | TK | TL | TM | TN | TO | TP | TQ | TR | TS | TT | TU | TV | TW | TX | TY | TZ | UA | UB | UC | UD | UE | UF | UG | UH | UI | UJ | UK | UL | UM | UN | UO | UP | UQ | UR | US |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |

jointly by all military shipping activities to prepare processing documentation. Military movements are then planned and coordinated to prevent saturation of DTS capacity.

Processing documentation is also used for movement control. Summarized information provides a basis for air and surface shipment clearance authority as well as diversion decisions based on priority, weight or mode of shipment.

The effectiveness of cargo clearance, booking, terminal operations and documentation is dependent upon timely and accurate data. MTMC has administrative responsibility for MILSTAMP quality control. The MTMC "compliance program" stresses availability of MILSTAMP documents and data to DTS users for analysis and corrective action [1:155].

### 3. MILSTEP

A standard method for measuring MILSTRIP supply system performance and MILSTAMP transportation effectiveness is provided by the Military Supply and Transportation Evaluation Procedures (MILSTEP). MILSTEP traps pipeline performance and in-transit data for analysis and reporting to inventory control points, the Service secretaries, and the Secretary of Defense.

The Secretary of Defense assigned responsibility for the administration of MILSTEP to DLA and also created a MILSTEP Central Data Collection Point (CDCP). The CDCP

provides data processing support to DOD and Service/Agency Central Processing Points (CPP). The Air Force Logistics Command operates the CDCP, which collects, processes, and distributes in-transit data to each agency CPP [6:1].

The primary objective of MILSTEP is to measure supply and transportation performance against the time standards listed in the Uniform Material Movement and Issue Priority System (UMMIPS).

#### 4. UMMIPS

The Uniform Material Movement and Issue Priority System (UMMIPS) prioritizes material requirements based on urgency of need and regulates cargo movement within the DTS. The UMMIPS helps satisfy the need to identify the relative importance of competing demands for logistics system resources such as transportation, warehousing, document processing, and material inventories. The system also establishes guidance for the ranking of material requirements and incremental time standards for requisition processing and material movement. Performance time frames are spelled out for the various priority designators; however, the times are dependent upon and assume the physical availability of the necessary resources [1:156].

The UMMIPS applies to all requisitioning, issue, and movement of material within DOD. The system is used to ensure that material is provided to users considering its



military importance, urgency of need, and other management considerations such as cost [7:1].

The UMMIPS ranks requisitions and movement actions by competing demand. A matrix combining the user's Force / Activity designator (FAD) and Urgency of Need Designator (UND) is used to derive a single Priority Designator (PD). Requisitioners code the PD onto a MILSTRIP document which is then given the appropriate issue, shipment and transportation handling by the DTS. Figure II-4 shows the relationship of the FAD and UND to the PD.

The Force/Activity Designator (FAD) is assigned by the Secretary of Defense, the Joint Chiefs of Staff, or by a DOD component and indicates the mission essentiality of the user. The lowest FAD required to indicate the relative importance of the unit is assigned. Figure II-5 is a brief outline of FAD definitions [7].

The Urgency of Need Designator (UND) is determined by the user based on UMMIPS criteria definitions. The Chief of Naval Operations tasks FAJ assigners and the Navy systems commands with UMMIPS performance review related to the assignment of PDs by users. The vehicle for the review is an extensive reporting system which focuses on control of PD assignment abuse and does not consider logistics system timeliness. Figure II-6 gives some examples of UND criteria [7].

DERIVATION OF PRIORITY DESIGNATORS  
 (Relating Force/Activity Designators to Urgency of Need)

| FORCE/ACTIVITY DESIGNATOR | URGENCY OF NEED DESIGNATOR |    |    |
|---------------------------|----------------------------|----|----|
| FAD                       | A                          | B  | C  |
| I - - - - -               | 01                         | 04 | 11 |
| II - - - - -              | 02                         | 05 | 12 |
| III - - - - -             | 03                         | 06 | 13 |
| IV - - - - -              | 07                         | 09 | 14 |
| V - - - - -               | 08                         | 10 | 15 |

Figure II-4. Derivation of Priority Designators [7]

## FORCE/ACTIVITY DESIGNATOR (FAD)

- Force/  
Activity: A Force/Activity is a unit, organization, or installation performing a function or mission. It may be a body of troops, ships, or aircraft, or a combination thereof.
- FAD: A FAD is a Roman numeral (I through V) assigned by the Secretary of Defense, the Joint Chiefs of Staff, or a DOD component to indicate the mission essentiality of a unit, organization installation, project, or program to meet national objectives.
- FAD I: FAD I assignments are reserved for those units, projects, or forces which are most important militarily in the opinion of the Joint Chiefs of Staff and as approved by the Secretary of Defense.
- FAD II: FAD II will be assigned to U. S. combat, combat ready, and direct combat support forces deployed to or operating from areas outside the 50 states and adjacent waters, Panama, and such other areas as may be designated by the Joint Chiefs of Staff.
- FAD III: FAD III will be assigned to all other combat ready and direct combat support forces outside CONUS not included under FAD II, and CONUS forces being maintained in a state of combat readiness for deployment to combat prior to Deployment (D) plus 30 days.
- FAD IV: FAD IV will be assigned to U. S. Forces being maintained in a state of combat readiness for deployment to combat during the period D plus 30 days to D plus 90 days.
- FAD V: FAD V will be assigned to all other U. S. forces or activities including staff, administrative, and base supply type activities.

Figure II-5. Excerpts from FAD Definitions [7]

## CRITERIA FOR DETERMINING URGENCY OF NEED DESIGNATOR (UND)

### UND DEFINITION

- A
  - Requirement is immediate.
  - Emergency requirements for weapons, equipment, or materiel for immediate use without which the ship concerned is unable to perform assigned primary operational mission.
  - Required for immediate use to eliminate an existing work stoppage of a pacing or controlling phase of an overhaul or rework schedule at industrial or production activities manufacturing, modifying, or maintaining ships, aircraft, weapons, or other mission essential equipment.
  
- B
  - Requirement is immediate, or it is known that such requirement will occur in the immediate future.
  - Items required for immediate end use, the lack of which is impairing the operational capability of the ship concerned.
  - Required for immediate use to effect replacement or repair of essential physical facilities of an industrial/production activity, without which the capability of the activity to perform assigned mission is impaired.
  
- C
  - Required for scheduled maintenance, manufacture, or replacement of all equipment.
  - Required for replenishment of stock to meet authorized stockage objectives.
  - Required for purposes not specifically covered by any other UND.

Figure II-6. Excerpts from UND Criteria [7]

The UMMIPS establishes time standards for performance. The objective of the UMMIPS time standards is to provide guidance for satisfying customers' demands within the cumulative time prescribed for a given PD. Total delay time is the elapsed number of days from the date of a requirement until the requirement is met. This is commonly expressed as Total Requisition Time: Requisition Date to Receipt Date. Each processing function within this total delay time has been given a segment. Time standards for each segment are to be met or surpassed by each processing activity. The UMMIPS time segments are shown in Figure II-7. It is important to note that the time standards are additive. For example, the Total Requisition Time standard for a PD 03 requisition for delivery to a continental United States (CONUS) customer is seven days [7].

System Administrators for MILSTEP are assigned by each of the Services. The Fleet Material Support Office (FMSO) is the Navy's MILSTEP System Administrator and Central Processing Point (CPP) [8:12]. FMSO develops and coordinates the performance data collection system used to gauge logistics system timeliness against the UMMIPS standards and produces effectiveness reports. The Navy Supply Systems Command then coordinates Navy MILSTEP reports made to the Secretary of Defense. In this way, the Defense Supply System interacts with the DTS and the Services to provide and monitor material support.

UMMIPS TIME STANDARDS

| TIME SEGMENT   | TIME STANDARD IN DAYS<br>FOR PRIORITY DESIGNATORS: |       |       |
|--|--|-------|-------|
|  | 01-03  | 04-08 | 09-15 |
| A. Requisition Submission                                    | 1  | 1     | 2     |
| B. Passing Action*   | 1  | 1     | 2     |
| C. Availability Determination*                               | 1  | 1     | 3     |
| D. Depot/Storage Site Processing*                            | 1  | 2     | 8     |
| E. Transportation Hold and<br>CONUS Intransit**              | 3  | 6     | 13    |
| F. Overseas Shipment/Delivery to:                            |  |       |       |
| -Alaska, Hawaii, South America,<br>Caribbean, North Atlantic | 4  | 4     | 38    |
| -No. Europe, Mediter, Africa                                 | 4  | 4     | 43    |
| -Western Pacific   | 5  | 5     | 53    |
| -Middle East   | 4  | 4     | 67    |
| G. Receipt Takeup by Requisitioner                           | 1  | 1     | 3     |

\*Subchart for Storage Site Processing (Segments B, C and D)

For ICP and Stock Point Action:

|                                   |   |   |   |
|-----------------------------------|---|---|---|
| B. Passing Action                 | 1 | 1 | 2 |
| C. ICP Availability Determination | 1 | 1 | 3 |
| D. Depot/Storage Site Processing  | 1 | 2 | 8 |

For Stock Point (SP) Action Only:

|                                  |   |   |   |
|----------------------------------|---|---|---|
| C. SP Availability Determination | 1 | 1 | 3 |
| D. Depot/Storage Site Processing | 1 | 2 | 8 |

\*\*Subchart for Transp Hold and CONUS Intransit (Segment E)

|                     |   |   |   |
|---------------------|---|---|---|
| Transportation Hold | 1 | 3 | 7 |
| CONUS Intransit     | 2 | 3 | 6 |

Figure II-7. UMMIPS Time Standards [7]

### III. MEASURING TRANSPORTATION PERFORMANCE

#### A. THE MILSTEP DATA BASE

The MILSTEP are intended to provide a standard method for measuring supply system performance and transportation effectiveness throughout DOD. This is accomplished by producing DOD-wide logistic performance measurement reports from the MILSTEP data base. These reports are used for:

1. Validating the UMMIPS time standards.
2. Evaluating performance against the UMMIPS time standards.
3. Determining supply system workload and material availability.
4. Providing in-transit data to support transportation planning [9:220].

When the Secretary of Defense assigned responsibility for the administration of MILSTEP to the Defense Logistics Agency in 1968, a MILSTEP Central Data Collection Point (CDCP) was also created. The CDCP provides data processing support to DOD and Service/Agency Central Processing Points (CPP). The Air Force Logistics Command (AFLC) operates the CDCP and develops the MILSTEP data base. Receipt, lift, and release data is collected from MAC and MTMC via the Defense Automatic Addressing System (DAAS). The CDCP forwards an In-transit tape record file to each CPP for processing in conjunction with Service/Agency data.

The MILSTEP and military Service transportation data is used by the Defense Logistics Standards Systems Office (DLSSO) to generate reports of interest to the Assistant Secretary of Defense (Comptroller) [6:1].

A significant limitation of MILSTEP is that the final material receipt data are not included. This is because MILSTEP loses visibility of movement and receipt data after the material is offered to a Transportation Officer for shipment. To provide this input, the Service CPPs collect data from within each agency. For the Navy, MILSTEP coordination of in-transit data is assigned to NAVSUP, and further delegated to SPCC and FMSO [8:12].

#### B. RRTMIS

The Navy uses the Requisition Response Time Management Information System (RRTMIS) to supplement the MILSTEP data base. In addition to providing a means to gather and report information to higher authority, the ultimate goal of RRTMIS is to be able to relate performance and cost tradeoffs [8:14]. This information can serve as invaluable budget leverage because it highlights resource deficiencies which cause problems in Navy transportation.

RRTMIS data is collected to provide a baseline for measurement of Requisition Response Time (RRT). RRT is the time from the date a requisition is introduced into the supply system until the material receipt is taken up on the



requisitioner's inventory records. The RRTMIS attempts to break RRT down into its UMMIPS time segments so that system performance will be visible between each transaction point. These snapshots may then be used to identify and correct DOD and Navy transportation problems by focusing resources on system bottlenecks in a timely manner [7:3].

In-service data collection procedures are not standardized among CPP's and each military Service performs these functions differently. The following discussion of RRTMIS procedures relates only to the Navy.

RRTMIS is based on data that is readily available from MILSTEP and Navy automated sources. Customer receipt data is submitted to FMSO from all mechanized fleet units using the Shipboard Uniform Automated Data Processing System (SUADPS). Issue and shipping data is also gathered from Navy stock points through the Uniform Automated Data Processing System for Stock Points (UADPS-SP) [8:13]. Figure III-1 shows the role of FMSO in matching data from MILSTEP and SUADPS to produce the RRTMIS data base.

Data collected by RRTMIS include transportation document control numbers, transaction dates, origin and destination codes, priority designators, shipment modes, and stock numbers. Figure III-2 depicts the various inputs which are currently used by RRTMIS [8:14]. Miscellaneous requisition data which are not readily obtainable from non-SUADPS (non-mechanized) activities are still excluded.

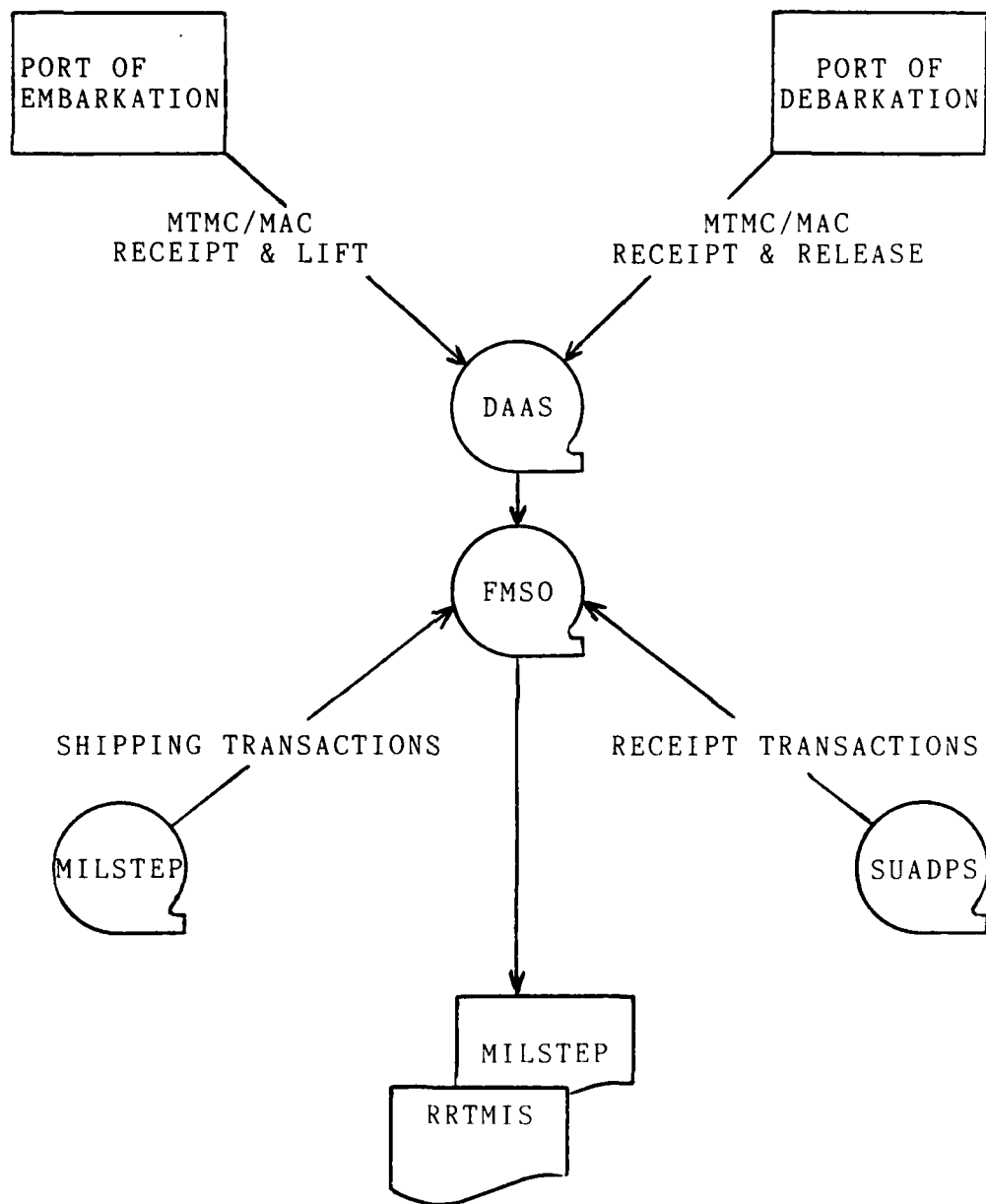


Figure III-1. Performance Evaluation Roles [8:13]

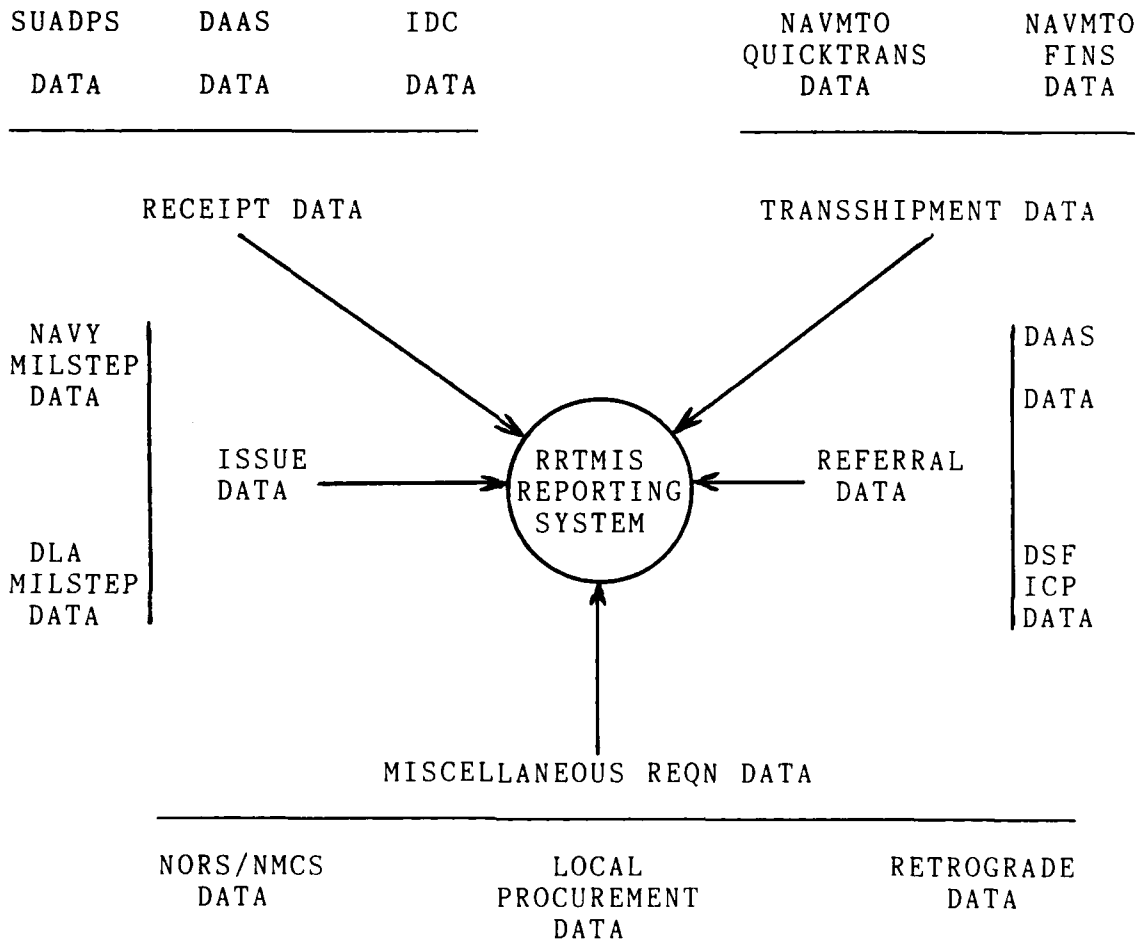


Figure III-2. The RRTMIS Data Base [8:14]

RRTMIS data is collected and input to the data base monthly. Data input tapes are mailed back and forth between RRTMIS users and FMSO. In-transit data collection has traditionally been inconsistent, with some data resident on the input tapes and others forwarded on manual Intransit Data Cards [8:12]. RRTMIS integrates these requisition files monthly by document number against the MILSTEP data base to form a file of Navy requisitions from creation to completion. This file makes up the RRTMIS data base used to produce reports.

The RRTMIS reports display performance as a percent of transactions-on-time against the UMMIPS standards, broken down by operational theater. Twenty-one reports are generated quarterly and have the flexibility of being as unique as desired by user request. Reports going to higher-echelon commands are accompanied by summaries and analyses from the FMSO Operations and Analysis Department. Appendix B is an example of a RRTMIS Transportation Time Report [10].

#### C. NAVY TRANSPORTATION TIME

Three related problems flow from the RRTMIS report information which are of concern to Navy transportation managers. These are the accuracy, timeliness, and volume of RRTMIS data and information. First, the question of accuracy arises from the incompleteness of the RRTMIS data mix. Fleet

customer receipt data from more than 400 non-mechanized ships are not trapped by the system [11]. Without these data, a true picture of RRT is not possible. The mobile and out-of-reach aspect of ships at sea necessarily requires delivery delays due to lack of interim and onward transportation in remote areas, emergency sorties, changes in the nearest and next ports of call, and unloading and reloading of cargo from mode to mode of opportunity.

Receipt of a shipment by an ultimate consignee is documented in the Transportation Hold and CONUS In-transit time segment in both RRTMIS and UMMIPS. (Further reference to Transportation Hold and CONUS In-transit Time in this thesis will be made simply as transportation time.) This segment is affected by geographical location and selection of shipment modes such as parcel post, commercial air, or DTS. Figure III-3 illustrates the elements of Navy transportation time. It is important to realize that delay or handling problems at any or all of the points illustrated in Figure III-3 cause fluctuations in this time segment. Performance of transportation time is expressed as a single number of days in RRTMIS [10].

Navy managers need accurate information on current system performance to facilitate shipment planning and provide a basis from problem detection and correction. The potential consequences of inaccurate RRTMIS information are serious. Exclusion of receipt data from non-mechanized ships may

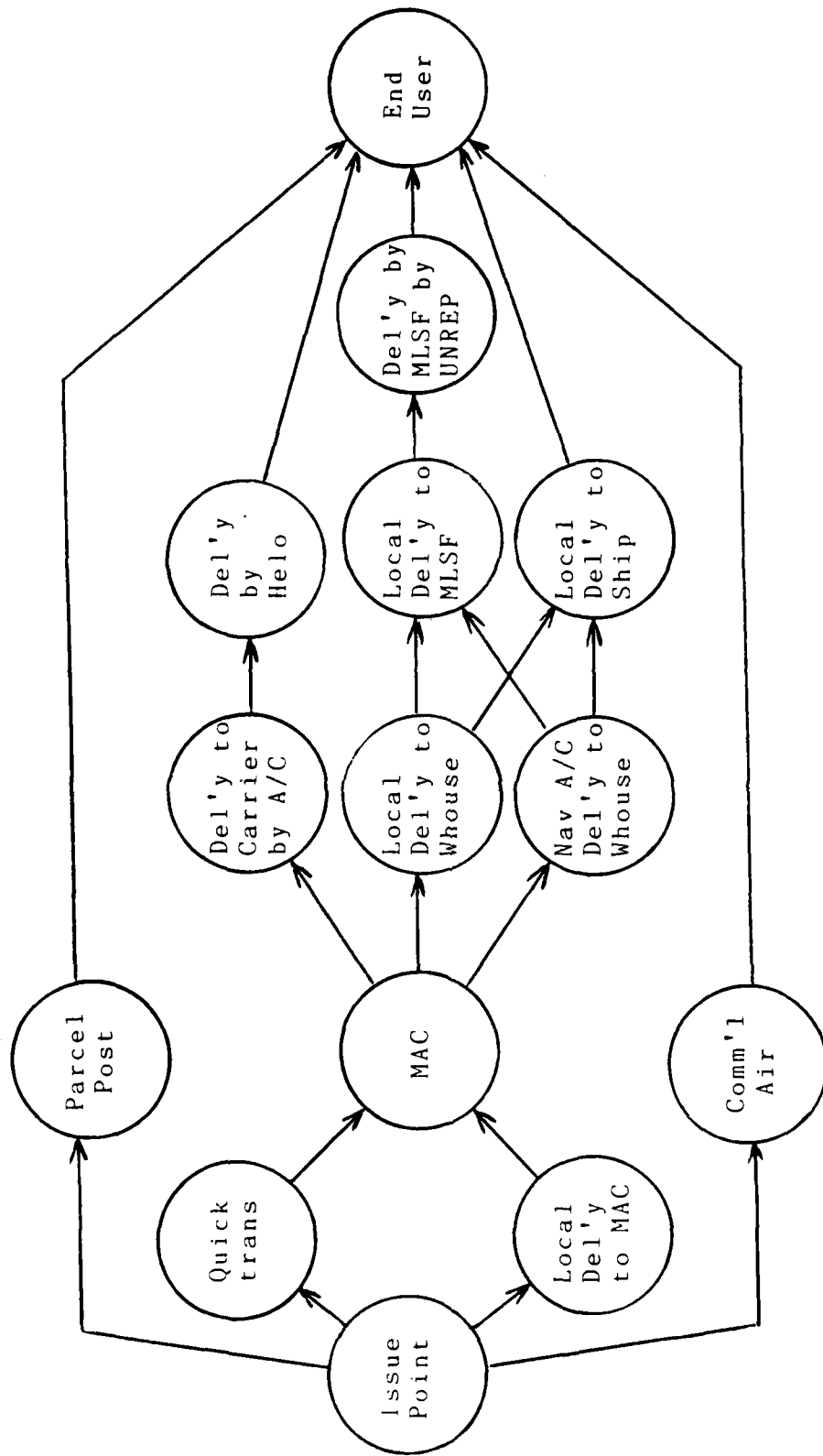


Figure III-3. Structure of the Transportation Activity [12:62]

degrade overall RRT performance leading to incorrect adjustment of time standards for fleet customers. Navy mobilization, emergency and exercise logistics planners rely on estimates of DTS responsiveness under combat conditions. Inaccurate estimates could result in overly optimistic expectations of supply system responsiveness in such plans.

Second, the timeliness of the reporting cycle does not fully support the RRTMIS goal of problem detection and correction. Reports lag behind the collection of data by nine to twelve months due to the volume workload. This greatly reduces the ability of transportation managers at NAVSUP and at the TOAs to respond to short-term segment problems. For example, most high priority shipments are coded with required delivery dates. While required delivery dates are used in shipment mode selection processes, they rarely influence speed of movement once a shipment enters the DTS. Without timely knowledge of system performance relative to required delivery dates, traffic managers cannot intervene to ensure compliance with those dates [9:225].

Third, the timeliness problem may be worsened by the sheer volume of RRTMIS input data. Source data are resident in over fifty host programs developed from magnetic tape. Batch processing of over a million requisitions a year is required in order to produce the various reports. Even with this large input, insufficient data are available to

ascertain conclusively if the UMMIPS time standards are being met [10].

These issues remain unresolved today. Receipt data need to be successfully obtained from the non-mechanized fleet to construct a truer picture of Navy transportation time. The accuracy of RRTMIS would be enhanced by the inclusion of such data if two facts could be demonstrated. First, it should be shown that such data are representative of the population of all non-mechanized fleet requisitions, and second, that the RRTMIS data are not representative of the non-mechanized fleet. This study will demonstrate these facts. An analysis of similar groups from the RRTMIS and non-mechanized fleet data could lead to the consideration of more timely and selective data collection and reporting methods for measurement of Requisition Response Time.



#### IV. METHODOLOGY

##### A. SURVEY PROCEDURES

Collection of receipt data from non-mechanized ships for this study was accomplished through the use of a fleet survey. This section discusses how the survey was developed and conducted. All ships maintaining supply records on board have one or more Navy Supply Corps officers assigned. For this reason, the United States Navy Supply Corps Officers Directory was used for the list of ships to be surveyed. The Directory lists afloat commands by ship type, name, zip code, Unit Identification Code (UIC) and home port.

There are 526 afloat commands listed in the 1985 edition of the Supply Corps Directory. The RRTMIS draws receipt data from 69 afloat commands and staffs with SUADPS capability. To obtain the non-mechanized (non-SUADPS capable) sample, these 69 units were excluded from the survey list. In addition, 34 other squadron and staff units were excluded from the Directory's list because their supply records were held by other commands which have SUADPS capability. The remaining 423 ships comprised the target survey group. A list of ships which were mailed surveys is provided in Appendix C.

The questionnaire shown in Figure IV-1 was mailed to the Supply Officer of each of the ships in the target survey

1 September 1985

From: LCDR J. M. GRAHAM, SC, USN  
To: Supply Officer

Subj: UMMIPS Performance Survey

1. The purpose of this survey is to obtain a better picture of Transportation Time against the UMMIPS standards. I am a student at Naval Postgraduate School writing a study on Navy transportation performance. This data is not now available for non-SUADPS ships.

2. Please select the first five completed requisitions from each issue group during FY 85-1 (JD 4275 through 4366). The UIC, Reqn #, Pri, and Receipt Date may be taken from the Optar Log. The Shipment Date, Mode and Issuing Stock Point must be obtained from the Material Completed File. Please exclude SERVMART documents.

3. This data will be used to help evaluate performance of the Navy Transportation System. Your comments and suggestions about the system, UMMIPS, and related issues are encouraged and may be included on the reverse of this questionnaire. Please return this form in the enclosed envelope by 15 October 1985.

|     | UIC    | REQN NR   | PRI | DATE RECD | DATE SHIPPED | MODE | STOCK PT |
|-----|--------|-----------|-----|-----------|--------------|------|----------|
| Ex. | R52707 | 4301-W079 | 02  | 4328      | 4320         | U    | NOZ      |

IPG I, Pri 01-03

- 1.
- 2.
- 3.
- 4.
- 5.

IPG II, Pri 04-06

- 1.
- 2.
- 3.
- 4.
- 5.

IPG III, Pri 11-13

- 1.
- 2.
- 3.
- 4.
- 5.

Was ship undergoing ILO during FY 85-1? Y / N

Was ship deployed during FY 85-1? Y / N

Would you like to be notified of the results of this survey? Y / N

Figure IV-1. Data Survey Questionnaire

group on 1 September 1985. A due date of 15 October 1985 was deemed appropriate by the researcher in view of the heavy workload experienced by shipboard supply departments at the end of the fiscal year. Assuming mail delivery within two weeks, this would provide the survey ships thirty days to respond.

The sample period corresponded to the most recent available RRTMIS Transportation Time Report (Appendix B). This period was the first quarter of fiscal year 1985 which included the dates 1 October through 31 December 1984. Supply documentation is based on the Julian calendar. The Julian dates of interest were 4275 through 4366.

In order to obtain the beginning and ending dates for the Transportation Time segment, both the stock point shipping date and the customer receipt dates are required. In addition, several potentially significant variables were requested for analysis. These variables are fleet designator, CASREP requisition status, requisition priority designator, issuing stock point, mode of shipment, deployment status, and overhaul status.

The standard document number for requisitioning material provides a great deal of information. This number includes the Fleet/Service designator, the ship's Unit Identification Code (UIC), the Julian date of the requisition, and a locally assigned requisition serial number. For example, the document number R52707-4301-W079 provides the following data:

- The requisitioner is a Pacific Fleet ship, specified by the letter "R". Atlantic ships use the letter "V".
- The ship's UIC is 52707, a number unique to this unit.
- The requisition date was 4301 or 27 October 1984.
- This was a CASREP high priority requisition, indicated by the letter "W" in the serial number.

The requisition date was requested as a monitoring device to attempt to protect against "stacking the deck" for or against perceived system performance. A block sample of the first five completed (material received) requisitions was requested in each of the three Issue Priority Groups. Since IPG III requisitions are for generally routine requirements, such as stock replenishment, the vast majority of ship requisitions fall into this group. It might be suspect, therefore, to see a requisition date greater than 4336 because that would mean the ship had received less than five routine shipments in two months.

The requisition date may also be used to compute the total Requisition Response Time from requisition date to receipt date. Analysis of total RRT is beyond the scope of this study, but provided in the data as the basis for possible future research.

The Priority Designator was requested in lieu of the actual IPG to facilitate the ease of completion of the questionnaire. For data analysis, PD's were grouped into the proper IPG as follows:

- IPG I: Priority Designators 01 - 03
- IPG II: Priority Designators 04 - 06
- IPG III: Priority Designators 11 - 13

Individual shipment modes were requested for the same reason as Priority Designators and were grouped together for analysis. The three major shipment categories of Air, Surface, and Local Delivery were used in accordance with the schedule shown in Figure IV-2. These groupings are the same employed by RRTMIS in the Transportation Time Report.

A three-character routing identifier is in standard use throughout the DTS. This identifier is also readily available from the DD-1348 receipt document (Figure II-2). For these reasons and again for simplicity, the routing identifier of the issuing stock point was requested on the questionnaire. For analysis, the routing identifiers have been grouped into Navy Supply Centers and Depots, Navy stock points in general, and finally, all stock points. Figure IV-3 is a schedule of the routing identifier groups.

In an attempt to account for as many potential errors in the collection process as possible, special consideration was given to three factors in addition to "stacking the deck" as discussed above. These were the possible effects of a ship's deployment or overhaul during the sample period, and potential interference of requisitions not introduced into the supply system.

| AIR MODES               | SURFACE MODES            | LOCAL MODES   |
|-------------------------|--------------------------|---------------|
| 6 AIR MAIL              | 5 AIR GBL                | D DRIVEAWAY   |
| 7 AIR 1348-1            | A TRUCK T/L              | I GOVT TRUCK  |
| F MAC                   | B TRUCK LTL              | X BEARER P/UP |
| H AIR PARPOST           | C VAN                    | 9 LOCAL DEL'Y |
| N LOGAIR                | G SURF PARPOST           |               |
| O ORG MIL AIR           | J RAIL                   |               |
| Q AIR FREIGHT           | M FREIGHT FORWARDER      |               |
| R AIR EXPRESS           | P THROUGH BILL OF LADING |               |
| S AIR CHARTER           | V SEAVAN                 |               |
| T AIR FREIGHT FORWARDER |                          |               |
| U QUICKTRANS            |                          |               |

Figure IV-2. Major Mode of Shipment Groupings [13]

NAVY ROUTING IDENTIFIERS

N\*\*

P\*\*

Q\*\*

R\*\*

NSC/NSD ROUTING IDENTIFIERS

|     |              |
|-----|--------------|
| NB* | JACKSONVILLE |
| ND* | SAN DIEGO    |
| NN* | NORFOLK      |
| NO* | OAKLAND      |
| NP* | PEARL HARBOR |
| NR* | CHARLESTON   |
| NU* | PUGET SOUND  |
| NV* | SUBIC BAY    |
| NX* | GUAM         |
| NZ* | YOKOSUKA     |

Figure IV-3. Major Navy Routing Identifier Groups

There are many possible unknowns which may affect Transportation Time. Manpower, equipment shortages, dock strikes, and bad weather are only a few of the effects which can impact the transportation activity discussed in Chapter III and illustrated by Figure III-3.

One of the more glaring of these "known" unknowns is that the deployment of a ship away from its home port and ready means of supply could account for delays in the receipt of material. There are also some indirect effects associated with deployment, such as the predeployment and postdeployment periods of liberal leave and liberty provided to crews of Navy ships. The absence of the normal complement of supply personnel to process material receipts may cause administrative backlogs which artificially skew Receipt Take-up Time. To provide a means for testing the possible relationship of ship deployment with Transportation Time, the deployment status of the ship was included in the survey questionnaire.

Similarly, there is a time during every ship's operating cycle (normally five years) when material requisitioning of parts by the ship's supply department is drastically changed. This occurs when the ship enters Integrated Logistics Overhaul (ILO), usually in conjunction with a complex ship overhaul. All parts are removed from the ship and inventoried. Allowance lists and on board stocks are purged and deficiencies are requisitioned, usually at the lowest



priority, IPG III. During ILO, the supply department only requisitions material which will be used in ship's force improvements. There are no high-priority, CASREP requisitions during this period, which lasts from six months to a year, depending on the type of ship and the extent of the overhaul. Finally, during ILO, the ship is either in dry dock or alongside the pier for the entire period. The usual separations from sources of supply are not experienced.

It's clear that ILO is an abnormal period for shipboard requisitioning. Less requisitions overall would be expected, as well as no IPG I's and proportionally more IPG II's and III's. The RRTMIS collection procedures do not exclude data from ILO periods, and so they were included in the sample. However, since a potential relationship may exist between Transportation Time and ILO periods, notification of the ILO event during the sample period was requested in the questionnaire.

Another potential data collection error is that not all requisitions are introduced into the supply system. Bearer-pickup requisitions for material obtained at stock point self-service SERVMART stores are not tracked by MILSTEP or RRTMIS. Such transactions were therefore excluded from the sample.

Similarly, requisitions for services such as utilities and port expenses are not processed by the supply system except as "money value only" transactions. But since no

shipment date exists for such requisitions, it is assumed that they will not be included in the survey responses. This assumption is strengthened by the fact that requisitions for services are traditionally accomplished at the beginning of the fiscal year but not administratively completed until the end of the fiscal year. Since no receipt date would exist at the end of FY 84-1, the requisition would not be in the completed file and thus not subject to sampling.

A period of two weeks was allowed after the survey due date of 15 October 1985 for receipt of returned questionnaires. A cutoff was made on 3 November 1985. The final response figures are as follows:

|  |     |      |
|--|-----|------|
| Surveys sent . . . . .                 | 423 | 100% |
| Surveys returned (total) . . . . .     | 119 | 28%  |
| Surveys returned undelivered . . . . . | 4   | 1%   |
| Surveys returned incomplete . . . . .  | 18  | 4%   |
| Surveys returned completed . . . . .   | 97  | 23%  |
| Surveys not returned . . . . .         | 304 | 72%  |

The RRTMIS source population for the Transportation Time Report for Atlantic and Pacific ships during FY85-1 was 223,577 requisitions. The sample produced 1,300 records, or .58% of the RRTMIS base total. A summary of the variable distributions for both the survey and RRTMIS is presented in Figure IV-4, and the fleet sample data are compiled by ship in Appendix D.

| VAR  | SURVEY |      | RRTMIS  |      |
|--|--------|------|---------|------|
|  | #      | %    | #       | %    |
| # = Group Sample Size, % = Percent of Base Total |        |      |         |      |
| PACIFIC FLEET                                    | 676    | 52   | 67,473  | 30.2 |
| ATLANTIC FLEET                                   | 624    | 48   | 156,104 | 69.8 |
| DEPLOYED   | 647    | 49.8 | 62,973  | 28.2 |
| NONDEPLOYED                                      | 653    | 50.2 | 160,604 | 71.8 |
| NAVY STOCK POINT                                 | 1,112  | 85.5 | 181,575 | 81.2 |
| NSC/NSD STOCK POINT                              | 1,030  | 79   | 176,402 | 78.9 |
| OTHER STOCK POINT                                | 188    | 14.5 | 42,002  | 18.8 |
| AIR  | 580    | 44.6 | 98,098  | 44.2 |
| SURFACE  | 216    | 16.6 | 38,165  | 17.2 |
| LOCAL  | 504    | 38.8 | 85,602  | 38.6 |
| IPG I  | 295    | 22.7 | 14,930  | 6.8  |
| IPG II   | 502    | 38.6 | 131,130 | 59.9 |
| IPG III  | 503    | 38.7 | 72,821  | 33.3 |
| CASREP   | 219    | 16.8 | 282     | .1   |
| ILO  | 120    | 9.2  | N/A     | N/A  |
| BASE TOTAL                                       | 1,300  |      | 223,577 |      |

Figure IV-4. Variable Distribution Summary

## B. STATISTICAL METHODS

This section describes the chosen analytical approach to the data. In order to compare the survey data with RRTMIS, the structure of the data was kept as close as possible to the RRTMIS report format.

Sample records with Transportation times in excess of 99 days were eliminated from the comparison. These amounted to 15 records representing 1.2% of the sample. The RRTMIS excludes requisitions with times in excess of 99 days because the reader program for the system does not exceed two numeric fields [13].

The data were grouped by stratifying variables in the same hierarchical sequence as the RRTMIS Transportation Time Report. The five major variables were consignee, fleet, issuing stock point, mode of shipment, and IPG. The RRTMIS basis for comparison provided by the report included number of requisitions in the group, group mean, group standard deviation, group median, group range, and the percent of group requisitions within UMMIPS standards.

The primary comparison of the sample data with the RRTMIS Transportation Time Report is by comparison of group means to detect any differences large enough to imply that the corresponding population means are different. The purpose of this approach is to lead the researcher to inferences and conclusions regarding differences in the Transportation Time

performance of non-mechanized fleet units in comparison with RRTMIS performance reports.

The first test chosen for this comparison is the Analysis of Variance (ANOVA). The ANOVA F-test is deemed appropriate because of the large number of comparisons to be made. If many t-tests were used alternatively for each pair of means, the overall risk of rejecting the equality of means when all the means were in fact equal (Type I error) would be worse. The ANOVA method provides a single test for comparing all the means while controlling this overall risk [14:354].

In using the ANOVA procedure, the following assumptions were made:

- The RRTMIS and survey measurements are selected from a normal population.
- The RRTMIS and survey measurements are independent.
- The RRTMIS and survey group true variances are equal.

In making the above assumptions, certain potential problems exist. First, normality may be affected by heavy tails in the group population data if so indicated by outliers in the RRTMIS and sample data. If this is the case, the number of measurements is considered large enough in each group that the F probabilities will still be reasonably accurate.

Second, the equality of variances may be affected by the substantially different number of measurements in each group. The RRTMIS groups are much larger than the survey groups and

large variances could occur which may cause distortions in the F probabilities.

Should such distortions arise, Scheffe's method for assessing differences among specified means in terms of confidence intervals is considered a more conservative and general approach. Unless there is gross skewness or inequality of variances in the data, the robustness of Scheffe's method gives protection against even fairly serious violations of assumptions [14:367-370].

The approach to comparison of the RRTMIS and survey group means is therefore to use the ANOVA F-test first. After assessment of the results in light of the assumptions, Scheffe's method is then applied. The test results are summarized and presented in Chapter V.

## V. ANALYSIS

### A. HYPOTHESES

This chapter will seek to answer two principal questions about the RRTMIS and sample data. First, are the RRTMIS and sample group means equal? Equality of means would be a good indication that the RRTMIS data well describes the sample population. The alternative hypothesis is that the means are not equal. Significant differences among RRTMIS and sample means would tend to indicate that RRTMIS is not a good descriptor of the sample population.

Secondly, asking the question again but with a different method, are the differences between the RRTMIS and sample group means equal to zero? A possible alternative hypothesis here is that the sample group means are all significantly greater than the RRTMIS group means. This condition would tend to indicate longer transportation times for the non-mechanized fleet shipments than for those going to mechanized customers currently tracked by RRTMIS.

To answer these questions, the data were grouped by service, deployment status, mode of shipment, Naval Supply Centers and Depots, and combined overall performance. Each of the groups were further sorted by Issue Priority Group for computer analysis. The MINITAB and SPSS-x statistical programs were used to perform the Analysis of Variance,

Scheffe interval and normal confidence interval computations and to produce the graphic displays as the basis for the figures in this chapter [16:26].

Analysis in the following section is organized by data group. Accompanying histograms, boxplots, analysis of variance tables, Scheffe and normal intervals are referenced in the subsection for each group [17]. Pertinent RRTMIS statistics have been extracted from Appendix B to facilitate the discussion.

The histograms usually suggest skewness, indicating caution in application of the normality assumption is warranted. Sample sizes are considered to be sufficiently large to rely on the implications of the Central Limit Theorem for means when using the Analysis of Variance and confidence interval procedures [14:189-191]. Specifically, the service, Naval Supply Center and combined groups have no sample sizes less than 100. The deployment status group has one sample size of 97 and the remainder are over 100.

There is also some inequality of sample sizes between groups. This indicates a need for caution in interpretation of the Analysis of Variance results. The one questionable group is that for Issue Priority Group I air shipments, with a sample size of eight. However, the histogram of this group is mound shaped and symmetrical. In view of these compensating facts, the assumption of a normal population is



not considered crucial to the reliability of the test results.

## B. ANALYSES

### 1. The Service Group

The Service group sorts the data by consignee. There are two consignee categories consisting of Pacific and Atlantic homeported ships. There were 665 Pacific and 620 Atlantic shipments in the sample. The RRTMIS sample sizes, means and standard deviations are shown in Figure V-1.

Histograms of the Transportation Time measurements are shown in Figures V-2-A through V-2-F. It should be noted that the histograms are not all on the same scale. A great deal of positive skewness is evident in the histograms.

The UMMIPS standards are three days for IPG I, six days for IPG II, and 13 days for IPG III shipments. For the Pacific, there were 24 IPG I shipments within the standard for 18.3% on time. This compares with 2.1% for the RRTMIS group. An on time summary is displayed with the histograms for each consignee. From the summaries it is evident that a greater proportion of the fleet sample shipments met the standard than from the RRTMIS groups.

Each data point was standardized by subtracting the appropriate appropriate RRTMIS group mean and dividing by the appropriate RRTMIS standard deviation from Figure V-1. Under the null hypothesis that the RRTMIS statistics describe

| GROUP        | SAMPLE SIZE | MEAN | STD DEVIATION |
|--------------|-------------|------|---------------|
| PAC IPG I    | 7,851       | 27.9 | 19.5          |
| PAC IPG II   | 38,090      | 35.2 | 22.4          |
| PAC IPG III  | 19,406      | 36.5 | 22.1          |
| LANT IPG I   | 7,079       | 31.2 | 20.2          |
| LANT IPG II  | 93,040      | 35.3 | 22.8          |
| LANT IPG III | 53,415      | 30.6 | 22.1          |

Figure V-1. Service Group RRTMIS Statistics

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 1.50               | 24                     | ***** |
| 4.50               | 23                     | ***** |
| 7.50               | 25                     | ***** |
| 10.50              | 16                     | ***** |
| 13.50              | 7                      | ***** |
| 16.50              | 7                      | ***** |
| 19.50              | 11                     | ***** |
| 22.50              | 6                      | ***** |
| 25.50              | 2                      | **    |
| 28.50              | 2                      | **    |
| 31.50              | 3                      | **    |
| 34.50              | 0                      |       |
| 37.50              | 1                      | *     |
| 40.50              | 1                      | *     |
| 43.50              | 1                      | *     |
| 46.50              | 1                      | *     |
| 49.50              | 0                      |       |
| 52.50              | 1                      | *     |

131      GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS      2.1

SAMPLE      18.3

Figure V-2-A. Pacific IPG I Transportation Times

EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 3.00               | 82                     | ***** |
| 9.00               | 77                     | ***** |
| 15.00              | 49                     | ***** |
| 21.00              | 27                     | ***** |
| 27.00              | 12                     | ***** |
| 33.00              | 6                      | ***   |
| 39.00              | 7                      | ****  |
| 45.00              | 1                      | *     |
| 51.00              | 1                      | *     |
| 57.00              | 0                      |       |
| 63.00              | 0                      |       |
| 69.00              | 1                      | *     |
| 75.00              | 1                      | *     |
| 81.00              | 0                      |       |
| 87.00              | 0                      |       |
| 93.00              | 2                      | *     |
| 99.00              | 1                      | *     |

267 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 3.2

SAMPLE 30.7

Figure V-2-B. Pacific IPG II Transportation Times

EACH \* REPRESENTS 5 OBSERVATIONS

MIDDLE OF NUMBER OF  
INTERVAL OBSERVATIONS

|      |     |       |
|------|-----|-------|
| 6.5  | 140 | ***** |
| 19.5 | 68  | ***** |
| 32.5 | 36  | ***** |
| 45.5 | 11  | ***   |
| 58.5 | 5   | *     |
| 71.5 | 2   | *     |
| 84.5 | 5   | *     |

267 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 16.2

SAMPLE 52.4

Figure V-2-C. Pacific IPG III Transportation Times

EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 1.50               | 57                     | ***** |
| 4.50               | 28                     | ***** |
| 7.50               | 16                     | ***** |
| 10.50              | 19                     | ***** |
| 13.50              | 11                     | ***** |
| 16.50              | 7                      | ****  |
| 19.50              | 4                      | **    |
| 22.50              | 7                      | ****  |
| 25.50              | 2                      | *     |
| 28.50              | 3                      | **    |
| 31.50              | 0                      |       |
| 34.50              | 2                      | *     |
| 37.50              | 1                      | *     |
| 40.50              | 1                      | *     |
| 43.50              | 0                      |       |
| 46.50              | 0                      |       |
| 49.50              | 2                      | *     |
| 52.50              | 2                      | *     |

162      GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS      1.4

SAMPLE      35.2

Figure V-2-D. Atlantic IPG I Transportation Times

EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 3.00               | 80                     | ***** |
| 9.00               | 61                     | ***** |
| 15.00              | 33                     | ***** |
| 21.00              | 16                     | ***** |
| 27.00              | 10                     | ***** |
| 33.00              | 13                     | ***** |
| 39.00              | 5                      | ***   |
| 45.00              | 2                      | *     |
| 51.00              | 4                      | **    |
| 57.00              | 1                      | *     |
| 63.00              | 0                      |       |
| 69.00              | 2                      | *     |
| 75.00              | 1                      | *     |
| 81.00              | 1                      | *     |
| 87.00              | 2                      | *     |
| 93.00              | 1                      | *     |

232 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 1.6

SAMPLE 34.5

Figure V-2-E. Atlantic IPG II Transportation Times

EACH \* REPRESENTS 5 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 6.5                | 118                    | ***** |
| 19.5               | 66                     | ***** |
| 32.5               | 17                     | ****  |
| 45.5               | 14                     | ***   |
| 58.5               | 6                      | **    |
| 71.5               | 1                      | *     |
| 84.5               | 0                      |       |
| 97.5               | 4                      | *     |

226 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 19.1

SAMPLE 52.2

Figure V-2-F. Atlantic IPG III Transportation Times



the sample data well, the distribution of the transformed data should have a mean of about zero and standard deviation one. For the discussion in this chapter, the transformed data will be called standard transformations even though the data will not look normal but highly skewed, as the histograms suggest.

Boxplots of the standard transformations for each group are shown in Figure V-3. These display a graphical summary of where the median is, how spread out the middle half of the scores are, and how the tails relate to it. The H-spread is the middle half of the data and whiskers show lower and upper quartiles of the values. An asterisk (\*) represents a value outside the inner fence or range of the four quartiles (1.5 times the H-spread). A letter (O) represents a value far outside the fence (3 times the H-spread) [15:65-70].

The medians, indicated by a plus sign (+), for each of the Pacific IPG's appear to be identical, with a slightly lower H-spread for the IPG I scores. This would tend to indicate lower variances between the RRTMIS and sample means in the Pacific category. The Pacific IPG I plot has only three values outside the inner fence, while all the other groups have several outliers.

The Atlantic plots appear to have slightly more variability than the Pacific, but overall the spread appears very close among the groups. However, the large number of outlying values again indicate the skewness of the data. It



is not surprising that the IPG II and IPG III shipments have more outlying values, since these groups typically experience large volume than IPG I.

The Analysis of Variance for the service group is presented in Figure V-4. The data used for the test are the standard transformations. If the RRTMIS data well describe the sample then all means would be zero. The test is for equal Issue Priority Group means among Pacific and Atlantic consignees, using a maximum probability of Type I error equal to .05. Since  $F = 11.57$  is greater than 2.21, the  $F_{.05}$  value based on 5 and infinite degrees of freedom, the equality of means hypothesis is rejected. The attained significance level is less than .001 indicating strong rejection. Thus there is conclusive evidence of significant differences among the standard transformation means for the Issue Priority Groups.

The Scheffe multiple range test results in Figure V-5 reveal specifically which of these group means are different. The Scheffe table indicates that the Pacific IPG III average standard transformation is significantly different from (in fact greater than) that of the IPG I Atlantic group. The RRTMIS means describe the IPG III sample transportation times better than the other groups. This is encouraging since the UMMIPS standard for IPG III shipments is eight days greater than the IPG I standard and less variability in routine

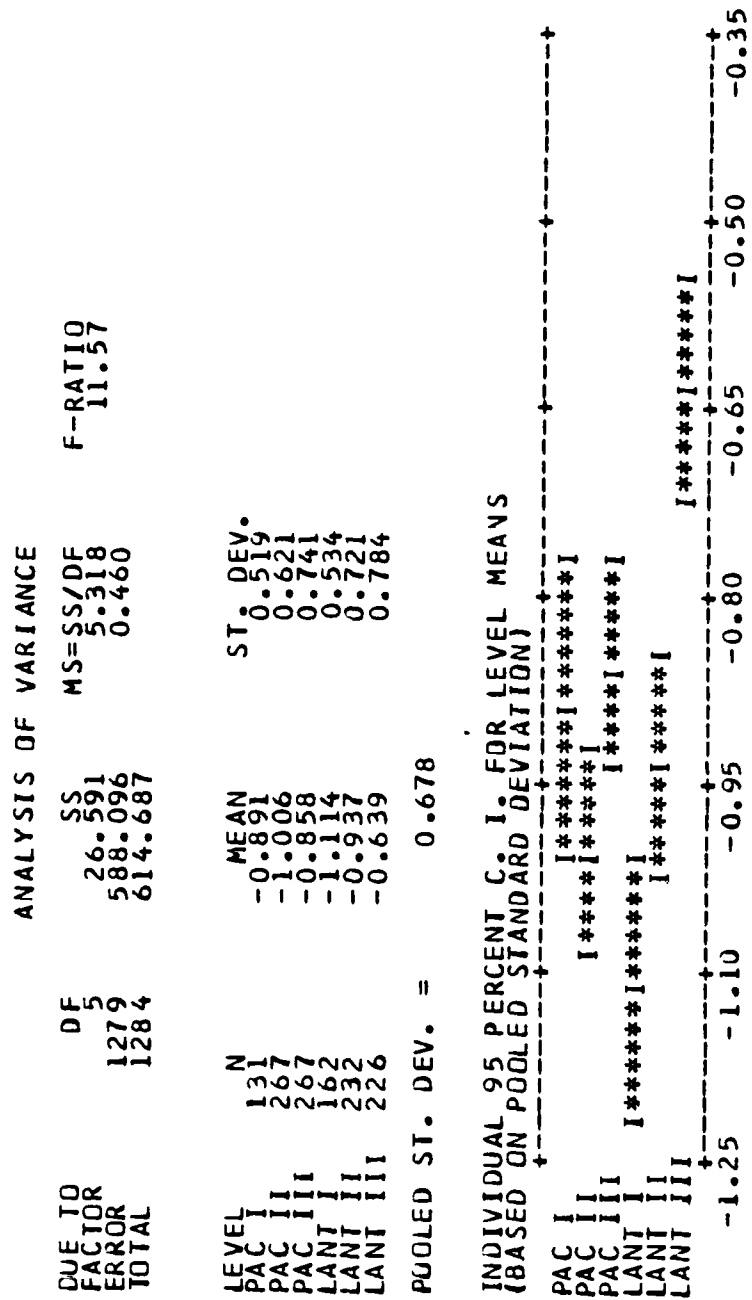


Figure V-4. Service Group Analysis of Variance

SCHEFFE

| MEAN    | GROUP      | G | G | G | G | G | G |
|---------|------------|---|---|---|---|---|---|
|         |            | R | R | R | R | R | R |
|         |            | P | P | P | P | P | P |
|         |            | 4 | 2 | 5 | 1 | 3 | 6 |
| -1.1137 | 4-LANT I   |   |   |   |   |   |   |
| -1.0065 | 2-PAC II   |   |   |   |   |   |   |
| -0.9372 | 5-LANT II  |   |   |   |   |   |   |
| -0.8905 | 1-PAC I    |   |   |   |   |   |   |
| -0.8583 | 3-PAC III  | * |   |   |   |   |   |
| -0.6392 | 6-LANT III | * | * | * | * | * |   |

NORMAL INTERVALS

| GROUP        | %  | SIGMA | CONFIDENCE INTERVAL |
|--------------|----|-------|---------------------|
| PAC IPG I    | 99 | .519  | -1.0076, -0.7735    |
| PAC IPG II   | 99 | .621  | -1.1045, -0.9084    |
| PAC IPG III  | 99 | .741  | -0.9753, -0.7412    |
| LANT IPG I   | 99 | .534  | -1.2220, -1.0054    |
| LANT IPG II  | 99 | .721  | -1.0594, -0.8151    |
| LANT IPG III | 99 | .784  | -0.7738, -0.5046    |

Figure V-5. Service Group Scheffe and Normal Intervals

RRTMIS and sample shipments would be expected than in high priority ones.

The table also shows that the Atlantic IPG III mean standard transformation is significantly greater than all the other groups. This agrees with the ANOVA confidence interval graph in Figure V-4 and tends to indicate smaller differences between the RRTMIS and sample transportation times for routine shipments to Atlantic consignees. Comparatively, the paired Pacific groups were more different.

Figure V-5 also displays 99 percent normal confidence intervals for the means of the standardized data. None of the resulting normal confidence intervals contain zero, and all the range values are negative. Assuming the normality of the mean of the transformed data, there is 95% confidence that all six of the sample means are less than the corresponding RRTMIS means.

This condition would tend to indicate transportation times are shorter for non-mechanized Pacific and Atlantic consignees than for those going to RRTMIS customers. Whatever the delays and logistic obstacles experienced by the ships in the fleet sample, or possibly even because of the existence of these difficulties, they still received faster mean transportation service overall.

## 2. Deployment

The Deployment group sorts the data by ship operational status. There are two categories, not deployed and deployed. There were 647 shipments to not deployed and 638 shipments to deployed consignees in the sample. The RRTMIS sample sizes, means and standard deviations used in the standard transformations for this group are shown in Figure V-6.

Histograms of Deployment group Transportation Time measurements are shown in Figures V-7-A through V-7-F. The on time summary shows higher percentages of prompt shipments in every IPG of the sample than for the respective RRTMIS groups. It appears that the sample shipment performance far exceeded that of the RRTMIS customers in both deployed and not deployed status. Again, the histograms appear to be skewed to the right.

Data within each group were again standardized by subtracting the RRTMIS group mean and dividing by the RRTMIS standard deviation. Although the data will not be normally distributed, under the null hypothesis that the RRTMIS means and standard deviations well describe the sample data, the standardized data should have a mean of zero and a standard deviation of one.

Boxplots of the standard transformations for both of these categories by IPG are shown in Figure V-8. As in the Service group, the spreads appear very close with overlap

| GROUP          | SAMPLE SIZE | MEAN | STD DEVIATION |
|----------------|-------------|------|---------------|
| NONDEP IPG I   | 7,845       | 28.4 | 20.1          |
| NONDEP IPG II  | 99,603      | 36.3 | 23.6          |
| NONDEP IPG III | 50,998      | 28.3 | 21.3          |
| DEPLOY IPG I   | 7,085       | 30.7 | 19.7          |
| DEPLOY IPG II  | 31,527      | 32.2 | 19.4          |
| DEPLOY IPG III | 21,823      | 41.2 | 22.0          |

Figure V-6. Deployment Group RRTMIS Statistics



EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 1.50               | 52                     | ***** |
| 4.50               | 17                     | ***** |
| 7.50               | 10                     | ***** |
| 10.50              | 7                      | ***** |
| 13.50              | 1                      | *     |
| 16.50              | 2                      | *     |
| 19.50              | 2                      | *     |
| 22.50              | 2                      | *     |
| 25.50              | 1                      | *     |
| 28.50              | 1                      | *     |
| 31.50              | 1                      | *     |
| 34.50              | 0                      |       |
| 37.50              | 1                      | *     |

97 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS .8

SAMPLE 53.6

Figure V-7-A. Not Deployed IPG I Transportation Times

EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 3.00               | 90                     | ***** |
| 9.00               | 77                     | ***** |
| 15.00              | 45                     | ***** |
| 21.00              | 28                     | ***** |
| 27.00              | 13                     | ***** |
| 33.00              | 5                      | ***   |
| 39.00              | 8                      | ***   |
| 45.00              | 1                      | *     |
| 51.00              | 1                      | *     |
| 57.00              | 1                      | *     |
| 63.00              | 0                      |       |
| 69.00              | 1                      | *     |
| 75.00              | 2                      | *     |
| 81.00              | 1                      | *     |
| 87.00              | 1                      | *     |
| 93.00              | 2                      | *     |

276 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 1.9

SAMPLE 32.6

Figure V-7-B. Not Deployed IPG II Transportation Times

EACH \* REPRESENTS 5 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 6.5                | 153                    | ***** |
| 19.5               | 79                     | ***** |
| 32.5               | 25                     | ***** |
| 45.5               | 9                      | **    |
| 58.5               | 5                      | *     |
| 71.5               | 1                      | *     |
| 84.5               | 0                      |       |
| 97.5               | 2                      | *     |

274 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 17.1

SAMPLE 55.8

Figure V-7-C. Not Deployed IPG III Transportation Times

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 1.50               | 29                     | ***** |
| 4.50               | 34                     | ***** |
| 7.50               | 31                     | ***** |
| 10.50              | 28                     | ***** |
| 13.50              | 17                     | ***** |
| 16.50              | 12                     | ***** |
| 19.50              | 13                     | ***** |
| 22.50              | 11                     | ***** |
| 25.50              | 3                      | ***   |
| 28.50              | 4                      | ***   |
| 31.50              | 2                      | **    |
| 34.50              | 2                      | **    |
| 37.50              | 1                      | *     |
| 40.50              | 2                      | **    |
| 43.50              | 1                      | *     |
| 46.50              | 1                      | *     |
| 49.50              | 2                      | **    |
| 52.50              | 3                      | ***   |

196      GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS      2.8

SAMPLE      14.8

Figure V-7-D. Deployed IPG I Transportation Times

EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 3.00               | 72                     | ***** |
| 9.00               | 61                     | ***** |
| 15.00              | 37                     | ***** |
| 21.00              | 15                     | ***** |
| 27.00              | 9                      | ***** |
| 33.00              | 14                     | ***** |
| 39.00              | 4                      | **    |
| 45.00              | 2                      | *     |
| 51.00              | 4                      | **    |
| 57.00              | 0                      |       |
| 63.00              | 0                      |       |
| 69.00              | 2                      | *     |
| 75.00              | 0                      |       |
| 81.00              | 0                      |       |
| 87.00              | 1                      | *     |
| 93.00              | 1                      | *     |
| 99.00              | 1                      | *     |

223 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 2.7

SAMPLE 32.3

Figure V-7-E. Deployed IPG II Transportation Times

EACH \* REPRESENTS 5 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 6.5                | 105                    | ***** |
| 19.5               | 55                     | ***** |
| 32.5               | 28                     | ***** |
| 45.5               | 16                     | ****  |
| 58.5               | 6                      | **    |
| 71.5               | 2                      | *     |
| 84.5               | 5                      | *     |
| 97.5               | 2                      | *     |

219 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 21.2

SAMPLE 47.9

Figure V-7-F. Deployed IPG III Transportation Times



between ranges. This time the IPG I not deployed group has only two values outside the inner fence, while all the other groups have several values outside. All the boxes are close to the left side of the horizontal scale. These conditions tend to indicate negative standard transformations in all groups. The paired group data would be expected to be grossly similar.

Moving to the Analysis of Variance table in Figure V-9, it is evident that there must be at least one significantly different group. The test is for equal standardized IPG means among shipments to not deployed and deployed ships, using a .05 maximum probability of Type I error. Since the F-ratio of 13.29 is greater than the 2.21 critical value, the equality of means hypothesis is rejected. The attained significance level is less than .001, indicating strong rejection. So there is strong evidence that the mean standard transformation for at least one of the groups is significantly different than the others.

The Scheffe test bears this out. The table of range test results in Figure V-10 shows that the IPG III standard transformation average (-.6272) for not deployed consignees is significantly greater than all the other groups. This is supported graphically by the ANOVA confidence interval graph in Figure V-9. Smaller differences are indicated between the RRTMIS and sample transportation times for routine shipments to customers not deployed away from their home ports. By



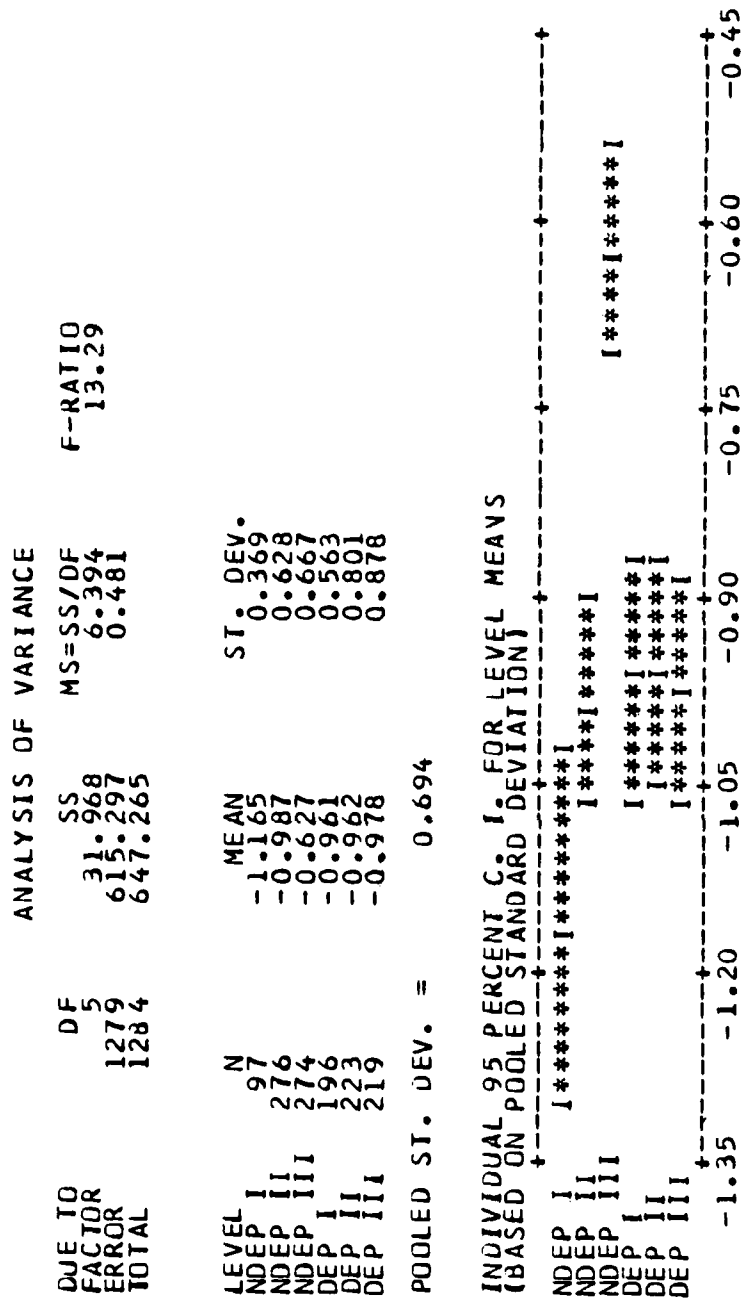


Figure V-9. Deployment Group Analysis of Variance

SCHEFFE

|         |                  | G<br>R<br>P | G<br>R<br>P | G<br>R<br>P | G<br>R<br>P | G<br>R<br>P | G<br>R<br>P |
|---------|------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| MEAN    | GROUP            | 1           | 2           | 6           | 5           | 4           | 3           |
| -1.1652 | 1-NONDEP IPG I   |             |             |             |             |             |             |
| -0.9865 | 2-NONDEP IPG II  |             |             |             |             |             |             |
| -0.9782 | 6-DEP IPG III    |             |             |             |             |             |             |
| -0.9622 | 5-DEP IPG II     |             |             |             |             |             |             |
| -0.9609 | 4-DEP IPG I      |             |             |             |             |             |             |
| -0.6272 | 3-NONDEP IPG III | *           | *           | *           | *           | *           |             |

NORMAL INTERVALS

| GROUP          | %  | SIGMA | CONFIDENCE INTERVAL |
|----------------|----|-------|---------------------|
| NONDEP IPG I   | 99 | .369  | -1.2619, -1.0685    |
| NONDEP IPG II  | 99 | .628  | -1.0841, -0.8889    |
| NONDEP IPG III | 99 | .667  | -0.7312, -0.5231    |
| DEPLOY IPG I   | 99 | .563  | -1.0647, -0.8571    |
| DEPLOY IPG II  | 99 | .801  | -1.1006, -0.8237    |
| DEPLOY IPG III | 99 | .878  | -1.1313, -0.8250    |

Figure V-10. Deployment Group Scheffe and Normal Intervals

comparison, higher priority not deployed shipments and shipments to deployed customers experienced greater variability between the RRTMIS and sample times.

It should also be noted that there is some inequality of sample sizes among the groups, and that the medians of all the groups appear to be about the same. This suggests that the inequality of means indicated by ANOVA may be due to outlying values in the different groups since the data is skewed.

Turning to the hypothesis of all transformation means equal to zero, Figure V-10 also displays 99 percent normal confidence intervals for the mean of the transformed data. None of the normal confidence intervals for the paired Deployment group standard transformations contains zero, and all the values are negative. This indicates shorter mean transportation times for the sample customers than for the RRTMIS groups.

This is particularly interesting since the groups with the least difference between the RRTMIS and sample times were those for routine shipments to deployed customers. The smaller non-mechanized ships are apparently receiving slightly faster mean transportation service than any other customers.

### 3. Mode of Shipment

The Mode of Shipment group breaks the data down into air, surface, and local delivery transportation modes. There are 572 air shipments, 210 surface shipments, and 503 local deliveries in the sample. The RRTMIS statistics used in the standard transformations for this group are presented in Figure V-11.

Transportation Time histograms by mode and IPG are shown in Figures V-12-A through V-12-I. Once again, the data appear to be right skewed. The histograms are on different scales in order to highlight the number of shipments on time against the UMMIPS standards. All of the sample air and local delivery groups exhibited higher on time performance against the UMMIPS standards than the RRTMIS groups. All of the sample surface shipment groups showed lower percentages of shipments on time than RRTMIS surface customers, although the IPG II's and III's were close. This could be due to the effect of short term local operation of ships away from their home ports while not deployed.

Ships in this status often remain out of port and away from onward forwarding of all deliveries for one to ten days. Surface shipments include parcel post originating from shippers other than the nearest stock point, and sixty-two percent of the surface sample was parcel post. Since the UMMIPS standard for IPG I Transportation Time is only three

| GROUP         | SAMPLE SIZE | MEAN | STD DEVIATION |
|---------------|-------------|------|---------------|
| AIR IPG I     | 17,571      | 24.4 | 19.6          |
| AIR IPG II    | 82,406      | 31.0 | 20.3          |
| AIR IPG III   | 14,242      | 27.8 | 18.7          |
| SURF IPG I    | 2,753       | 16.8 | 16.8          |
| SURF IPG II   | 17,363      | 37.6 | 26.6          |
| SURF IPG III  | 37,760      | 33.0 | 23.3          |
| LOCAL IPG I   | 6,366       | 21.6 | 21.4          |
| LOCAL IPG II  | 57,712      | 31.6 | 24.4          |
| LOCAL IPG III | 52,755      | 22.5 | 20.2          |

Figure V-11. Mode Group RRTMIS Statistics

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 1.50               | 37                     | ***** |
| 4.50               | 42                     | ***** |
| 7.50               | 39                     | ***** |
| 10.50              | 28                     | ***** |
| 13.50              | 16                     | ***** |
| 16.50              | 14                     | ***** |
| 19.50              | 13                     | ***** |
| 22.50              | 11                     | ***** |
| 25.50              | 3                      | ***   |
| 28.50              | 4                      | ****  |
| 31.50              | 2                      | **    |
| 34.50              | 2                      | **    |
| 37.50              | 2                      | **    |
| 40.50              | 2                      | **    |
| 43.50              | 1                      | *     |
| 46.50              | 1                      | *     |
| 49.50              | 2                      | **    |
| 52.50              | 3                      | ***   |

222      GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS          4.5

SAMPLE          16.6

Figure V-12-A. Air IPG I Transportation Times

EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 3.00               | 54                     | ***** |
| 9.00               | 74                     | ***** |
| 15.00              | 38                     | ***** |
| 21.00              | 23                     | ***** |
| 27.00              | 10                     | ***** |
| 33.00              | 16                     | ***** |
| 39.00              | 3                      | **    |
| 45.00              | 1                      | *     |
| 51.00              | 1                      | *     |
| 57.00              | 1                      | *     |
| 63.00              | 0                      |       |
| 69.00              | 3                      | **    |
| 75.00              | 0                      |       |
| 81.00              | 1                      | *     |
| 87.00              | 2                      | *     |
| 93.00              | 1                      | *     |
| 99.00              | 1                      | *     |

229      GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS      1.7

SAMPLE      23.6

Figure V-12-B. Air IPG II Transportation Times

EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |                   |
|--------------------|------------------------|-------------------|
| 6.5                | 61                     | *****             |
| 19.5               | 35                     | *****             |
| 32.5               | 13                     | *****             |
| 45.5               | 4                      | **                |
| 58.5               | 3                      | **                |
| 71.5               | 0                      |                   |
| 84.5               | 3                      | **                |
| 97.5               | 2                      | *                 |
|                    | 121                    | GROUP SAMPLE SIZE |

PERCENT ON TIME

RRTMIS 1.9

SAMPLE 50.4

Figure V-12-C. Air IPG III Transportation Times



| MIDDLE OF<br>INTERVAL | NUMBER OF<br>OBSERVATIONS |     |
|-----------------------|---------------------------|-----|
| 1.50                  | 1                         | *   |
| 4.50                  | 1                         | *   |
| 7.50                  | 1                         | *   |
| 10.50                 | 3                         | *** |
| 13.50                 | 1                         | *   |
| 16.50                 | 0                         |     |
| 19.50                 | 0                         |     |
| 22.50                 | 1                         | *   |

8      GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS      39.8

SAMPLE      12.5

Figure V-12-D. Surface IPG I Transportation Times

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 3.00               | 11                     | ***** |
| 9.00               | 21                     | ***** |
| 15.00              | 15                     | ***** |
| 21.00              | 3                      | ***   |
| 27.00              | 3                      | ***   |
| 33.00              | 1                      | *     |
| 39.00              | 1                      | *     |
| 45.00              | 0                      |       |
| 51.00              | 3                      | ***   |
| 57.00              | 0                      |       |
| 63.00              | 0                      |       |
| 69.00              | 0                      |       |
| 75.00              | 1                      | *     |
| 81.00              | 0                      |       |
| 87.00              | 0                      |       |
| 93.00              | 1                      | *     |

60 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 20.2

SAMPLE 18.3

Figure V-12-E. Surface IPG II Transportation Times

EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 6.5                | 47                     | ***** |
| 19.5               | 52                     | ***** |
| 32.5               | 21                     | ***** |
| 45.5               | 14                     | ***** |
| 58.5               | 6                      | ***   |
| 71.5               | 2                      | *     |

142 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 33.3

SAMPLE 33.1

Figure V-12-F. Surface IPG III Transportation Times

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |                   |
|--------------------|------------------------|-------------------|
| 1.50               | 43                     | *****             |
| 4.50               | 8                      | *****             |
| 7.50               | 1                      | *                 |
| 10.50              | 4                      | ****              |
| 13.50              | 1                      | *                 |
| 16.50              | 0                      |                   |
| 19.50              | 2                      | **                |
| 22.50              | 1                      | *                 |
| 25.50              | 1                      | *                 |
| 28.50              | 1                      | *                 |
| 31.50              | 1                      | *                 |
|                    | 63                     | GROUP SAMPLE SIZE |

PERCENT ON TIME

RRTMIS 12.2

SAMPLE 68.2

Figure V-12-G. Local Delivery IPG I Transportation Times

EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 3.00               | 97                     | ***** |
| 9.00               | 43                     | ***** |
| 15.00              | 29                     | ***** |
| 21.00              | 17                     | ***** |
| 27.00              | 9                      | ***** |
| 33.00              | 2                      | *     |
| 39.00              | 8                      | ****  |
| 45.00              | 2                      | *     |
| 51.00              | 1                      | *     |
| 57.00              | 0                      |       |
| 63.00              | 0                      |       |
| 69.00              | 0                      |       |
| 75.00              | 1                      | *     |
| 81.00              | 0                      |       |
| 87.00              | 0                      |       |
| 93.00              | 1                      | *     |

210 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 3.6

SAMPLE 46.2

Figure V-12-H. Local Delivery IPG II Transportation Times

EACH \* REPRESENTS 5 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 6.5                | 150                    | ***** |
| 19.5               | 47                     | ***** |
| 32.5               | 19                     | ****  |
| 45.5               | 7                      | **    |
| 58.5               | 2                      | *     |
| 71.5               | 1                      | *     |
| 84.5               | 2                      | *     |
| 97.5               | 2                      | *     |

230      GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS      23.9

SAMPLE      65.2

Figure V-12-I. Local Delivery IPG III Transportation Times

days, it seems logical that the IPG I shipments would be the poorest performers.

The data were standardized as before by subtracting the appropriate RRTMIS group mean and dividing by the appropriate RRTMIS standard deviation. Under the null hypothesis that the RRTMIS statistics well describe the sample data, the distribution of the transformations should have a mean of about zero and a standard deviation of approximately one.

The boxplots for the air and local delivery modes in Figure V-13 appear to have similar spreads with all the data clustered against the low end of the horizontal plot. Some caution must be used in looking at the boxplots since the scales are not always the same. Sample sizes also differ between groups.

The local delivery IPG I group has fewer values outside the fence than the air groups, indicating less variability between RRTMIS and the sample data for high priority shipments from the nearby stock point. The surface H-spreads are generally more to the right than those for the air and local delivery modes, which may indicate greater differences between the RRTMIS and sample surface groups, which has already been suggested by the on time summary from the histograms.

The Analysis of Variance for the Mode of Shipment group transformations is presented in Figure V-14, and

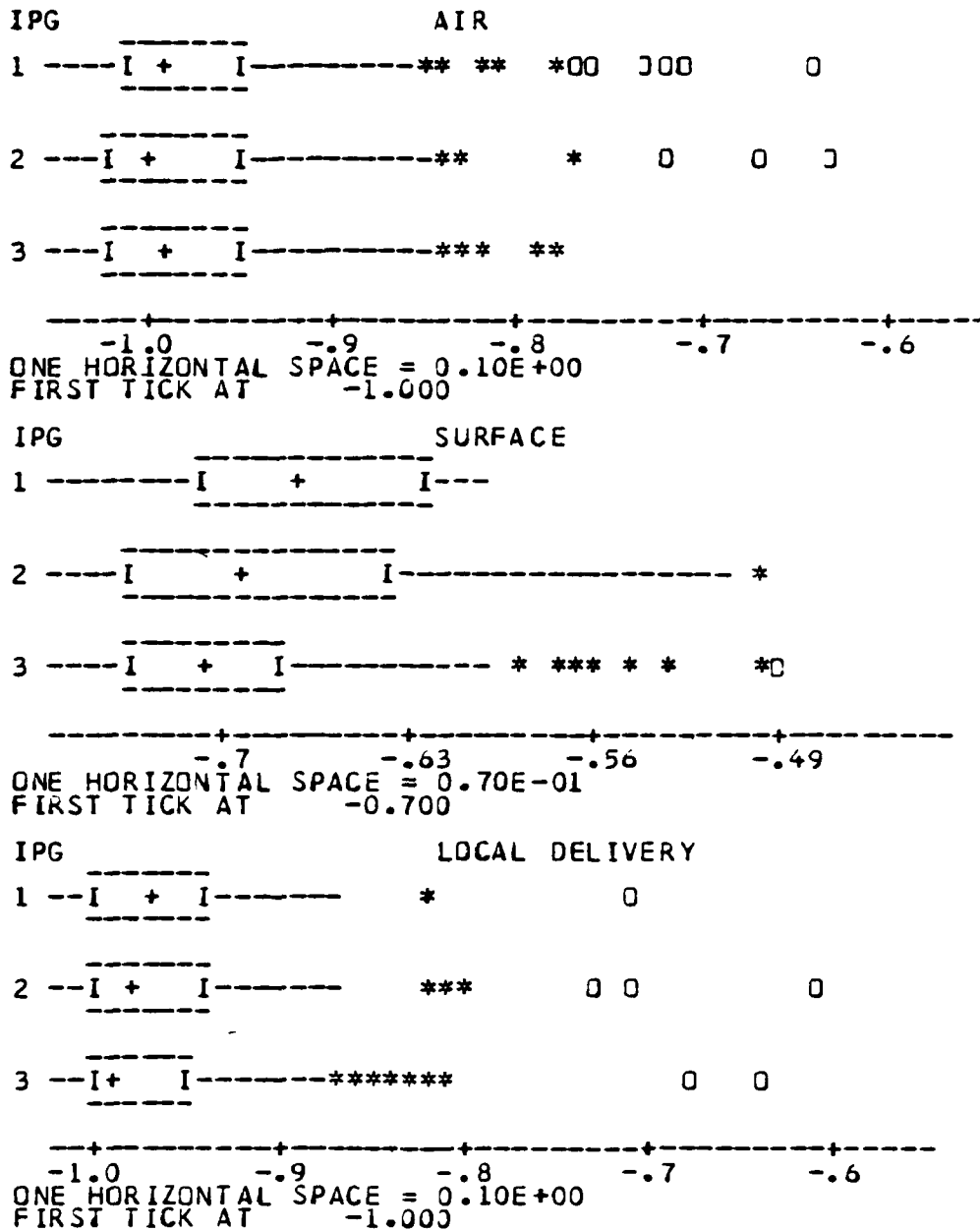


Figure V-13. Mode Group Boxplots



| ANALYSIS OF VARIANCE |      |         |          |
|----------------------|------|---------|----------|
| DUE TO               | DF   | SS      | MS=SS/DF |
| FACTOR               | 8    | 34.358  | 4.295    |
| ERROR                | 1276 | 626.903 | 0.491    |
| TOTAL                | 1284 | 661.261 |          |
|                      |      |         | F-RATIO  |
|                      |      |         | 8.74     |

| LEVEL    | N   | MEAN   | ST. DEV. |
|----------|-----|--------|----------|
| AIR I    | 222 | -0.677 | 0.554    |
| AIR II   | 229 | -0.776 | 0.791    |
| AIR III  | 121 | -0.477 | 1.024    |
| SURF I   | 8   | -0.449 | 0.372    |
| SURF II  | 60  | -0.817 | 0.642    |
| SURF III | 142 | -0.510 | 0.663    |
| LOC I    | 63  | -0.826 | 0.344    |
| LOC II   | 210 | -0.872 | 0.530    |
| LOC III  | 230 | -0.442 | 0.775    |

POOLED ST. DEV. = 0.701

INDIVIDUAL 95 PERCENT C. I. FOR LEVEL MEANS  
(BASED ON POOLED STANDARD DEVIATION)

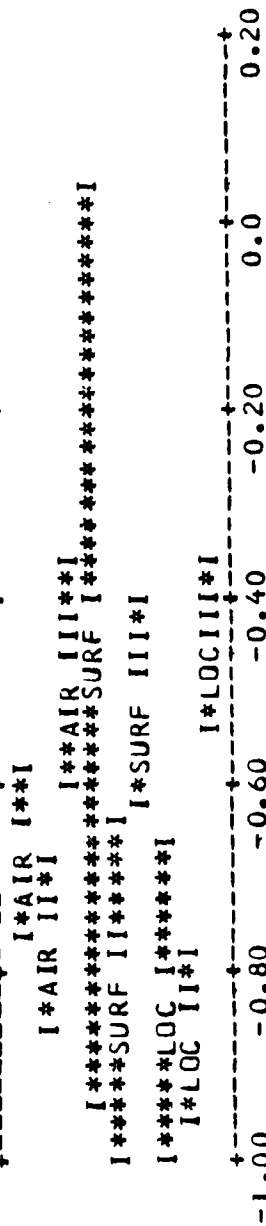


Figure V-14. Mode Group Analysis of Variance

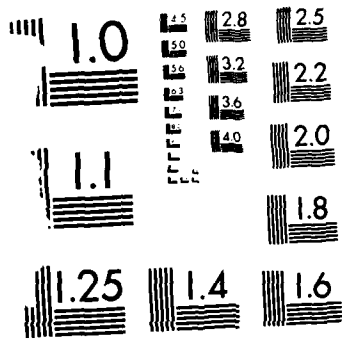
confirms the alternate hypothesis that at least one of the group means is different, although some caution is appropriate due to disparities in sample size. The F.05 value based on 8 and infinite degrees of freedom is 1.94. Since  $F = 8.74$  is greater than the 1.94 critical value the equality of means null hypothesis is rejected. Strong rejection is indicated for this test by an attained level of significance of less than .001.

The Scheffe results in Figure V-15 delineate four group differences. The local delivery IPG II mean standard transformation is significantly less than the IPG III mean scores for all modes. This indicates comparatively less difference between the RRTMIS and sample IPG III mean local delivery times.

At first, this would appear to be the result of sheer volume. Of all the IPG III shipments, forty-seven percent were local delivery. Additionally, stock points administratively assign a transportation time of one day to all local delivery shipments, no matter what the actual time may be. This could have an effect of skewing the RRTMIS data to the low side.

On the other hand, this effect could not exist in the sample because actual receipt dates were used to compute the times. Since there is low variability in the differences between the RRTMIS and sample local IPG III means, the effect of the stock point policy is apparently minimal. The fact





MICROCOPY RESOLUTION TEST CHART  
NATIONAL BUREAU OF STANDARDS-1963-A

|         |             | SCHEFFE |   |   |   |   |   |   |   |   |
|---------|-------------|---------|---|---|---|---|---|---|---|---|
|         |             | G       | G | G | G | G | G | G | G | G |
|         |             | R       | R | R | R | R | R | R | R | R |
|         |             | P       | P | P | P | P | P | P | P | P |
| MEAN    | GROUP       | 8       | 7 | 5 | 2 | 1 | 6 | 3 | 4 | 9 |
| -0.8724 | 8-LOCAL II  |         |   |   |   |   |   |   |   |   |
| -0.8261 | 7-LOCAL I   |         |   |   |   |   |   |   |   |   |
| -0.8170 | 5-SURF II   |         |   |   |   |   |   |   |   |   |
| -0.7757 | 2-AIR II    |         |   |   |   |   |   |   |   |   |
| -0.6775 | 1-AIR I     |         |   |   |   |   |   |   |   |   |
| -0.5105 | 6-SURF III  | *       |   |   |   |   |   |   |   |   |
| -0.4772 | 3-AIR III   | *       |   |   |   |   |   |   |   |   |
| -0.4494 | 4-SURF I    |         |   |   |   |   |   |   |   |   |
| -0.4417 | 9-LOCAL III | *       |   |   | * |   |   |   |   |   |

#### NORMAL INTERVALS

| GROUP         | %    | SIGMA | CONFIDENCE INTERVAL |
|---------------|------|-------|---------------------|
| AIR IPG I     | 99.7 | .554  | -0.7881, -0.5668    |
| AIR IPG II    | 99.7 | .791  | -0.9312, -0.6202    |
| AIR IPG III   | 99.7 | 1.024 | -0.7542, -0.2002    |
| SURF IPG I    | 99.7 | .372  | -0.8407, -0.0581    |
| SURF IPG II   | 99.7 | .642  | -1.0636, -0.5074    |
| SURF IPG III  | 99.7 | .663  | -0.6760, -0.3449    |
| LOCAL IPG I   | 99.7 | .344  | -0.9551, -0.6972    |
| LOCAL IPG II  | 99.7 | .530  | -0.9812, -0.7635    |
| LOCAL IPG III | 99.7 | .775  | -0.5937, -0.2896    |

Figure V-15. Mode of Shipment Scheffe and Normal Intervals

remains that mean transportation times for the RRTMIS and sample routine local delivery shipments were closer than for those with the higher priority.

A difference between the local delivery IPG III and the air IPG II means is also indicated, with the air shipments experiencing greater difference between the RRTMIS and samples means than the locals. This suggests that the routine local delivery shipments had a narrower range of values than the air shipments. This is just as reasonable to expect as with the local IPG II's because of volume processing of deliveries to local customers by stock points.

The results are also interesting in the absence of differences among the standardized IPG I means and any other groups. Issue Priority Group I performance between RRTMIS and the sample are not significantly different, even when the local operations situation is taken into account. This would tend to indicate that the higher priority shipments take about the same time for both groups.

The 99.7 percent normal confidence intervals for the standardized group means in Figure V-15 may amend this assessment slightly. Since none of the intervals contains zero, the null hypothesis of equality between all RRTMIS and sample group means is again rejected with 95 percent confidence. The fact that all the range values are negative shows that the sample mean transportation times for all modes are actually less than the RRTMIS time. However, there is a

significant difference between how much the sample group means differ from the RRTMIS means as indicated by the Analysis of Variance.

#### 4. Naval Supply Centers and Depots

The Naval Supply Centers and Depots group (hereafter referred to as the NSC group) included only data on shipments made by one of the ten Naval Supply Centers or Depots listed in Figure IV-3. There were 1,018 NSC group shipments in the sample. The RRTMIS statistics for this group are shown in Figure V-16.

Figures V-17-A through V-17-C display histograms of the Transportation Time measurements. The sample on time performance exceeded that experienced by the RRTMIS customers in all three Issue Priority Groups. The histograms indicate gross similarity in the frequency distributions of all three groups. It should be noted, however, that the scales are different.

Once again, the data were standardized by subtracting the RRTMIS group mean and dividing by the RRTMIS standard deviation. Although the data will not be normally distributed, under the null hypothesis that the RRTMIS means and standard deviations well describe the sample data, the transformed data should have mean zero and standard deviation one.

Boxplots in Figure V-18 indicate similar medians for the standard transformations of the three Issue Priority

| GROUP   | SAMPLE SIZE | MEAN | STD DEVIATION |
|---------|-------------|------|---------------|
| NSC I   | 14,177      | 27.6 | 21.2          |
| NSC II  | 108,366     | 32.8 | 22.2          |
| NSC III | 72,021      | 30.0 | 21.8          |

Figure V-16. NSC/D Group RRTMIS Statistics



EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 1.50               | 67                     | ***** |
| 4.50               | 36                     | ***** |
| 7.50               | 29                     | ***** |
| 10.50              | 23                     | ***** |
| 13.50              | 10                     | ***** |
| 16.50              | 11                     | ***** |
| 19.50              | 12                     | ***** |
| 22.50              | 7                      | ****  |
| 25.50              | 4                      | **    |
| 28.50              | 5                      | ***   |
| 31.50              | 3                      | **    |
| 34.50              | 2                      | *     |
| 37.50              | 2                      | *     |
| 40.50              | 2                      | *     |
| 43.50              | 0                      |       |
| 46.50              | 1                      | *     |
| 49.50              | 2                      | *     |
| 52.50              | 3                      | **    |

219 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 4.6

SAMPLE 30.6

Figure V-17-A. NSC/D IPG I Transportation Times

EACH \* REPRESENTS 5 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 3.00               | 136                    | ***** |
| 9.00               | 102                    | ***** |
| 15.00              | 69                     | ***** |
| 21.00              | 33                     | ***** |
| 27.00              | 21                     | ***** |
| 33.00              | 15                     | ***   |
| 39.00              | 7                      | **    |
| 45.00              | 1                      | *     |
| 51.00              | 3                      | *     |
| 57.00              | 1                      | *     |
| 63.00              | 0                      |       |
| 69.00              | 3                      | *     |
| 75.00              | 2                      | *     |
| 81.00              | 1                      | *     |
| 87.00              | 1                      | *     |
| 93.00              | 1                      | *     |
| 99.00              | 1                      | *     |

397 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 2.3

SAMPLE 34.3

Figure V-17-B. NSC/D IPG II Transportation Times

EACH \* REPRESENTS 5 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 6.5                | 227                    | ***** |
| 19.5               | 103                    | ***** |
| 32.5               | 36                     | ***** |
| 45.5               | 16                     | ***** |
| 58.5               | 8                      | **    |
| 71.5               | 3                      | *     |
| 84.5               | 5                      | *     |
| 97.5               | 4                      | *     |

402 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 22.3

SAMPLE 56.5

Figure V-17-C. NSC/D IPG III Transportation Times



Groups. The H-spreads are all close to the low end of the horizontal plot, with numerous values outside and far outside the inner fence in all three groups, again indicating skewness. The IPG III scores appear a little more closely grouped, indicating smaller differences between the RRTMIS and sample means, but overall the spread appears very close among the groups.

The closer grouping of the IPG III scores is also evident in the Analysis of Variance data in Figure V-19. The ANOVA confidence interval graph shows the IPG III interval standing alone at the right side of the scale. The graph strongly suggests that this group's mean will be different from the others. The null hypothesis of equal means is strongly rejected, since  $F = 16.35$  is greater than the 3.00 critical value at .05 maximum probability of Type I error with two and infinite degrees of freedom. The attained significance level is much less than .001.

The results of Scheffe's test shown in Figure V-20 confirm that the IPG III standard transformation mean is significantly greater than those of the other groups. This indicates sharply smaller differences among the RRTMIS and sample mean transportation times for IPG III shipments from Naval Supply Centers and Depots. This demonstrates significant evidence that the UMMIPS priority system is working.

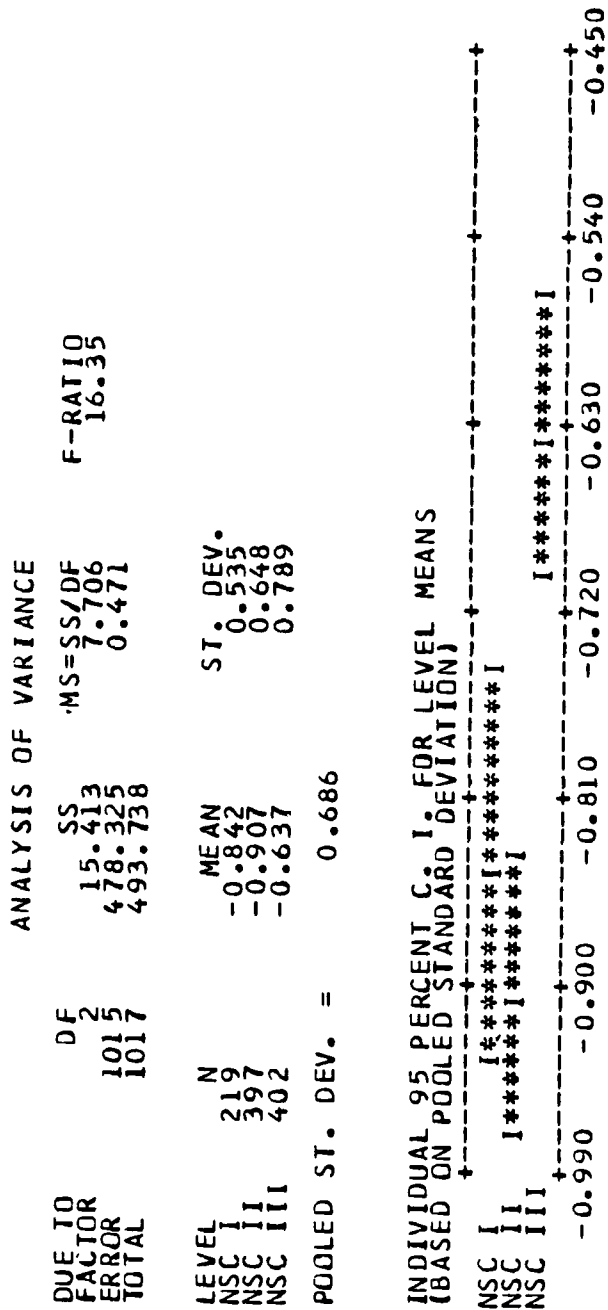


Figure V-19. NSC/D Group Analysis of Variance

SCHEFFE

| MEAN    | GROUP       | G | G | G |
|---------|-------------|---|---|---|
|         |             | R | R | R |
|         |             | P | P | P |
|         |             | 2 | 1 | 3 |
| -0.9065 | 2-NSC/D II  |   |   |   |
| -0.8420 | 1-NSC/D I   |   |   |   |
| -0.6367 | 3-NSC/D III | * | * |   |

NORMAL INTERVALS

| GROUP         | %  | SIGMA | CONFIDENCE INTERVALS |
|---------------|----|-------|----------------------|
| NSC/D IPG I   | 99 | .535  | -0.9353, -0.7487     |
| NSC/D IPG II  | 99 | .698  | -0.9970, -0.8161     |
| NSC/D IPG III | 99 | .789  | -0.7383, -0.5352     |

Figure V-20. NSC/D Group Scheffe and Normal Intervals

No significant difference among the IPG group means regardless of alignment between RRTMIS and the sample would tend to indicate ineffective management of shipments in support of the mission criticality and urgency of need criteria discussed in Chapter II. This evidence also suggests that transportation time performance is similar from the NSC group for routine shipments measured by RRTMIS and the sample.

It is obvious from the 99 percent normal confidence intervals for the transformed means that none contain zero, confirming rejection of the equality of means. Again, all the range values are negative, indicating lower mean transportation times for the sample than for the RRTMIS customers, regardless of NSC group priority.

#### 5. Overall Issue Priority Groups

The Overall group sorts the data by Issue Priority Group across all categories. There were 293 IPG I, 397 IPG II and 402 IPG III shipments in the sample. The RRTMIS sample sizes, means and standard deviations used in the standard transformations for this group are provided in Figure V-21.

Histograms of the Transportation Time measurements are shown in Figures V-22-A through V-22-C. It should be noted that the scales are different. The sample on time performance exceeded that experienced by RRTMIS customers in all three priority groups. The IPG II histogram exhibits a



| GROUP           | SAMPLE SIZE | MEAN | STD DEVIATION |
|-----------------|-------------|------|---------------|
| OVERALL IPG I   | 28,060      | 22.4 | 19.8          |
| OVERALL IPG II  | 161,480     | 31.8 | 22.8          |
| OVERALL IPG III | 107, 445    | 26.7 | 21.7          |

Figure V-21. Overall Group RRTMIS Statistics

EACH \* REPRESENTS 2 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 1.50               | 81                     | ***** |
| 4.50               | 51                     | ***** |
| 7.50               | 41                     | ***** |
| 10.50              | 35                     | ***** |
| 13.50              | 18                     | ***** |
| 16.50              | 14                     | ***** |
| 19.50              | 15                     | ***** |
| 22.50              | 13                     | ***** |
| 25.50              | 4                      | **    |
| 28.50              | 5                      | ***   |
| 31.50              | 3                      | **    |
| 34.50              | 2                      | *     |
| 37.50              | 2                      | *     |
| 40.50              | 2                      | *     |
| 43.50              | 1                      | *     |
| 46.50              | 1                      | *     |
| 49.50              | 2                      | *     |
| 52.50              | 3                      | **    |

293 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 11.5

SAMPLE 28.7

Figure V-22-A. Overall IPG I Transportation Times

EACH \* REPRESENTS 5 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 3.00               | 162                    | ***** |
| 9.00               | 138                    | ***** |
| 15.00              | 82                     | ***** |
| 21.00              | 43                     | ***** |
| 27.00              | 22                     | ***** |
| 33.00              | 19                     | ****  |
| 39.00              | 12                     | ***   |
| 45.00              | 3                      | *     |
| 51.00              | 5                      | *     |
| 57.00              | 1                      | *     |
| 63.00              | 0                      |       |
| 69.00              | 3                      | *     |
| 75.00              | 2                      | *     |
| 81.00              | 1                      | *     |
| 87.00              | 2                      | *     |
| 93.00              | 3                      | *     |
| 99.00              | 1                      | *     |

499 GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS 4.9

SAMPLE 32.5

Figure V-22-B. Overall IPG II Transportation Times

EACH \* REPRESENTS 10 OBSERVATIONS

| MIDDLE OF INTERVAL | NUMBER OF OBSERVATIONS |       |
|--------------------|------------------------|-------|
| 6.5                | 258                    | ***** |
| 19.5               | 134                    | ***** |
| 32.5               | 53                     | ***** |
| 45.5               | 25                     | ***   |
| 58.5               | 11                     | **    |
| 71.5               | 3                      | *     |
| 84.5               | 5                      | *     |
| 97.5               | 4                      | *     |

493      GROUP SAMPLE SIZE

PERCENT ON TIME

RRTMIS      24.3

SAMPLE      52.3

Figure V-22-C. Overall IPG III Transportation Times

longer tail of outliers than the other two groups, indicating greater potential variability in the data for that group.

Each data point was standardized by subtracting the appropriate RRTMIS group mean and dividing by the respective RRTMIS standard deviation. Under the null hypothesis that the RRTMIS statistics well describe the sample data, the distribution of the transformed data should have a mean of about zero and a standard deviation of about one.

This observation is consistent with the standard transformation boxplots shown in Figure V-23. The IPG II box has a greater number of values far outside the inner fence than either of the other groups. The H-spreads are grouped close to the lower end of the horizontal plot, indicating the majority of the data values are comparatively close together with relatively small differences between the RRTMIS and sample groups.

The evidence presented in the Analysis of Variance in Figure V-24 supports rejection of the equality of means null hypothesis for the Overall group. The F-ratio of 36.30 is significantly greater than the 3.0 critical value and the attained level of significance is less than .001, indicating strong rejection.

Scheffe's test shown in Figure V-25 reveals the specific differences among the group means. The IPG III mean is significantly different from both of the other group means and exhibits the lowest variability between RRTMIS and the

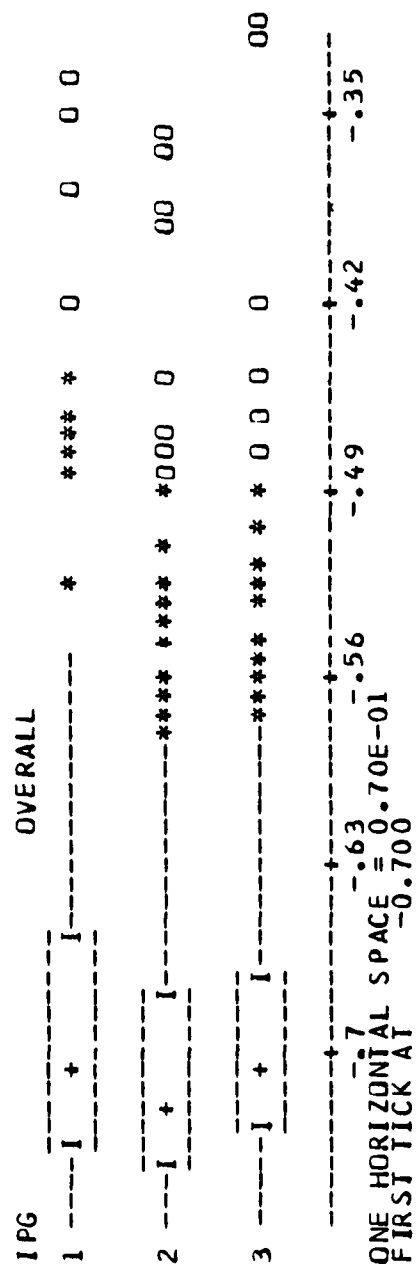


Figure V-23. Overall Group Boxplots

| ANALYSIS OF VARIANCE |      |         |          |
|----------------------|------|---------|----------|
| DUE TO               | DF   | SS      | MS=SS/DF |
| FACTOR               | 2    | 33.822  | 16.911   |
| ERROR                | 1282 | 597.226 | 0.466    |
| TOTAL                | 1284 | 631.048 |          |
|                      |      |         | F-RATIO  |
|                      |      |         | 36.30    |

| LEVEL   | N   | MEAN   | ST. DEV. |
|---------|-----|--------|----------|
| IPG I   | 293 | -0.650 | 0.531    |
| IPG II  | 499 | -0.814 | 0.664    |
| IPG III | 493 | -0.445 | 0.775    |

POOLED ST. DEV. = 0.683

INDIVIDUAL 95 PERCENT C. I. FOR LEVEL MEANS  
(BASED ON POOLED STANDARD DEVIATION)

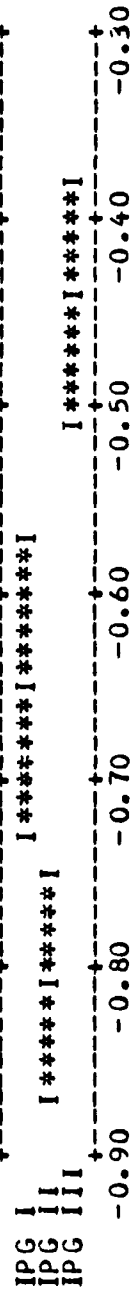


Figure V-24. Overall Group Analysis of Variance

SCHEFFE

| MEAN    | GROUP         | G<br>R<br>P | G<br>R<br>P | G<br>R<br>P |
|---------|---------------|-------------|-------------|-------------|
|         |               | 2           | 1           | 3           |
| -0.8137 | 2-ALL IPG II  |             |             |             |
| -0.6504 | 1-ALL IPG I   | *           |             |             |
| -0.4449 | 3-ALL IPG III | *           | *           |             |

NORMAL INTERVALS

| GROUP       | %  | SIGMA | CONFIDENCE INTERVALS |
|-------------|----|-------|----------------------|
| ALL IPG I   | 99 | .531  | -0.7258, -0.5750     |
| ALL IPG II  | 99 | .664  | -0.8904, -0.7369     |
| ALL IPG III | 99 | .775  | -0.5349, -0.3458     |

Figure V-25. Overall Group Scheffe and Normal Intervals



sample of the three priority groups. As previously discussed, this would normally be expected since routine shipments receive steady workloading at the major stock points, and account for the majority of shipments.

Scheffe's table also shows significant difference exists between the IPG I and IPG II means. Specifically, the IPG II means differ more from the RRTMIS mean than the others. This could be due to the mix of shipment modes by priority group. IPG I shipments in the sample were 76% air, IPG II shipments were 46% air, while IPG III shipments were only 25% air. This suggests that a more even mix of air shipments against the other modes may be related to variability between the RRTMIS and sample data, especially since the RRTMIS IPG/mode relationships are similar.

The 99 percent normal confidence intervals for the means of the standardized data in Figure V-25 once again do not contain zero, indicating that the null hypothesis of equal sample and RRTMIS group means should be rejected. Consistently, all the range values are negative. This further supports the conclusion that the ships in the sample experienced faster mean transportation times than RRTMIS customers, regardless of overall Issue Priority Group.

## VI. CONCLUSIONS

### A. CONCLUSIONS

Significant differences among the RRTMIS and fleet sample Issue Priority Group means exist in the service, deployment, mode of shipment, stock point, and overall data groups. In general, the RRTMIS statistics do not well describe the fleet sample data. Longer mean transportation times were experienced by mechanized customers currently tracked by RRTMIS than by non-mechanized ships in the fleet sample. Specific differences for each data group indicated by the analytical test results are presented below.

Within the Service group, the RRTMIS mean and standard deviation best describe the fleet sample data for Atlantic IPG III shipments. The Atlantic IPG I group exhibited greater differences between the sample data and the RRTMIS statistics than any of the other groups. The normal confidence intervals demonstrated shorter mean transportation times for the fleet sample than for the RRTMIS customers in both oceans and all shipment priorities. These facts suggest that IPG I shipments to the Atlantic fleet sample customers had the fastest mean transportation times in this group.

Within the Deployment group, IPG III shipment data for non-deployed customers in the fleet sample were best described by the RRTMIS statistics. The non-deployed IPG I

group showed the greatest differences between RRTMIS and the sample. While all the groups indicated shorter mean transportation times for the sample than for RRTMIS, IPG I shipments to the non-deployed sample customers were the fastest.

Within modes of shipment, IPG II local delivery data for fleet sample customers were significantly shorter than the mean transportation times for IPG III shipments by any mode. There was also a significant difference between IPG II air and IPG III local delivery mean transportation times. Once again, the normal confidence intervals demonstrated shorter mean transportation times for the fleet sample than for the RRTMIS customers for all modes and priority groups. Because of large differences in group sample sizes, the relative description of fleet sample data by the RRTMIS statistics for the mode of shipment group was inconclusive.

Within the Naval Supply Center and Depots group, it was clear that the RRTMIS mean and standard deviation best described the fleet sample transportation times for IPG III shipments. This suggests that the RRTMIS and fleet sample transportation time performance is most similar for IPG III issues from Naval Supply Centers and Depots. The IPG II data exhibited the greatest differences between RRTMIS and the sample. All priorities indicated shorter mean transportation times for the fleet sample than for RRTMIS. Mean

transportation time from NSCs to IPG II fleet sample customers was the fastest for this group.

Overall, the RRTMIS statistics best describe fleet sample data for IPG III shipments. The same conclusion can be made for Service, Deployment, and Naval Supply Center Groups above. Again, all Issue Priority Groups exhibited shorter mean transportation times for the fleet sample than for RRTMIS. The greatest difference between the sample data and the RRTMIS mean and standard deviation is for IPG II shipments. This indicates significantly faster mean transportation times for IPG II shipments to the ships in the fleet sample than for any other priority.

This study has shown that non-mechanized requisition, shipment and receipt data can be collected, analyzed and reported through statistical sampling techniques. It has been further shown that the RRTMIS statistics generally do not describe such a sample well, and that the non-mechanized fleet mean transportation times tend to be faster than those for shipments to RRTMIS customers. Ships in the fleet sample also had a higher percentage of shipments on time relative to the UMMIPS time standards, except for surface modes of shipment where large differences in sample sizes made the percentage comparisons inconclusive.

## B. AREAS FOR FURTHER RESEARCH

Other issues related to this study should be pursued in order to fully understand the causes of these findings. Some comparison of Transportation Time to the Total Requisition Time for the sample measurements should be made to determine if the sample ships receive faster Mean Supply Response Time than RRTMIS customers. Further cross-tabulation analysis of the service, deployment, mode, ship type, Transportation Time, and Total Requisition Time variables may reveal significant interdependencies which would suggest certain causes of these relationships. The data in Appendices B and D are sufficient to support such analyses.

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## APPENDIX A

### GLOSSARY

|           |  |
|-----------|--|
| ANOVA     | Analysis of Variance   |
| AMC       | Army Material Command  |
| AFLC      | Air Force Logistics Command  |
| AFSC      | Air Force Systems Command  |
| ASD (A&L) | Assistant Secretary of Defense for<br>Acquisition and Logistics  |
| CASREP    | Casualty Report<br>Mission-critical material requirement   |
| CDCP      | Central Data Collection Point<br>for MILSTEP transportation data   |
| CONUS     | Continental United States  |
| CPP       | Central Processing Point<br>Collects and reports individual<br>agency in-transit data together<br>with MILSTEP transportation data |
| DAAS      | Defense Automated Addressing System  |
| DLA       | Defense Logistics Agency   |
| DLSS      | Defense Logistics Standard System  |
| DOD       | Department of Defense  |
| DTS       | Defense Transportation System<br>MAC - MSC - MTMC  |
| FAD       | Force/Activity Designator  |
| FMSO      | Fleet Material Support Office  |
| H-SPREAD  | The middle half of the data in a boxplot   |
| ICP       | Inventory Control Point  |
| IPG       | Issue Priority Group   |



|          |  |
|----------|--|
| MAC      | Military Airlift Command   |
| MILSTAMP | Military Standard Transportation and Movement Procedures   |
| MILSTEP  | Military Supply and Transportation Evaluation Procedures   |
| MILSTRIP | Military Standard Requisitioning and Issue Procedures  |
| MSC      | Military Sealift Command   |
| MTMC     | Military Traffic Management Command  |
| NAVAIR   | Naval Air Systems Command  |
| NAVFAC   | Naval Facilities Engineering Command   |
| NAVSEA   | Naval Sea Systems Command  |
| NAVSUP   | Naval Supply Systems Command   |
| NSC      | Naval Supply Center  |
| PD       | Priority Designator<br>FAD + UND = PD  |
| RRT      | Requisition Response Time<br>Performance measurement from date of requisition submission until receipt of material by ultimate consignee |
| RRTMIS   | Requisition Response Time Management Information System  |
| SUADPS   | Shipboard Uniform Automated Data Processing System   |
| UADPS-SP | Uniform Automated Data Processing System for Stock Points  |
| UIC      | Unit Identification Code   |
| UMMIPS   | Uniform Material Movement and Issue Priority System  |
| UND      | Urgency of Need Designator   |

APPENDIX B

RRTMIS TRANSPORTATION TIME REPORT

PAGE 1  
INTRODUCTION  
DATE 09/11/85

DESIGNED AND DISTRIBUTED BY  
SYSTEM RESPONSE DIVISION  
OPERATIONS ANALYSIS DEPARTMENT  
NAVY FLEET MATERIAL SUPPORT OFFICE  
POST OFFICE BOX 2010  
MECHANICSBURG, PA 17055

PURPOSE OF RRTMIS II REPORTING SYSTEM  
THIS COMPREHENSIVE STATISTICAL ANALYSIS OF THE NAVAL SUPPLY SYSTEM RESPONSE TIME SEGMENTS PROVIDES A HIGHLY EFFECTIVE MEANS OF APPRAISING PERFORMANCE, EXPOSING INEFFICIENCIES AND WEAKNESSES, AND PRESCRIBING REMEDIES.

DISTRIBUTION OF RRTMIS II REPORTS  
DETAILED AND SUMMARY LEVEL REPORTS ARE PRODUCED QUARTERLY AND ANNUALLY FOR DISTRIBUTION TO MANY USERS INCLUDING NAVSUP, NAVMTO, ASD, SPOC, APPROPRIATE TYPE COMMANDERS, STOCK POINTS, AND OTHERS UPON REQUEST. (SEVERAL REPORTS MAY ALSO BE PRODUCED FOR A SPECIFIED MONTH OR MONTHS.)

RRTMIS II REPORTING SYSTEM DESIGN  
THIS SYSTEM IS HIGHLY USER-ORIENTED, AS A LARGE DEGREE OF FLEXIBILITY HAS BEEN INCORPORATED INTO THE UNDERLYING DESIGN. THE USER MAY REQUEST REPORTS TAILORED TO HIS SPECIFIC REQUIREMENTS BY SELECTING AVAILABLE REPORT OPTIONS.

TITLE OF RRTMIS II REPORTS (1) SUBMISSION TIME REPORT (SUBM) (9) AVERAGE CUSTOMER WAITING TIME REPORT (RPTR) (ACMR) OR (ACWM)  
(2) REFERRAL PROCESSING TIME REPORT (SPT) (RPT)  
(3) NAVY STOCK POINT PROCESSING TIME REPORT (SPP) (NPP)  
(4) DEFENSE DEPOT PROCESSING TIME REPORT (DPP) (DPT)  
(5) TRANSPORTATION HOLD TIME REPORT (HOLD) (HOLD)  
(6A) TRANSPORTATION TIME REPORT -- FOR AREAS (TRNA OR REDA)  
(6B) TRANSPORTATION TIME REPORT -- FOR FLEETS (TRNB OR REDB)  
(6C) TRANSPORTATION TIME REPORT -- FOR CONSIGNEES (TRNC OR REUC)  
(7) TOTAL REQUISITION RESPONSE TIME REPORT (TRRT) (TRRT)  
(8) RECEIPT TAKE UP TIME REPORT (RTU) (RTU)

SPECIAL REQUESTS REQUIRE THAT THE USER THROUGH THESE SPECIFICS  
(A) NAME OF DESIRED REPORT (OR TIME SEGMENT UNDER CONSIDERATION)  
(B) THE PARTICULAR QUARTER, YEAR, OR MONTH (IN SOME CASES) FOR WHICH DATA IS TO BE DISPLAYED  
(C) THE VARIABLES AND DESIRED HIERARCHY, OR ORDER OF CONSIDERATION, OF THE VARIABLES CHOSEN  
(D) A LISTING OF THOSE NUMBERS CORRESPONDING TO CATEGORIES DESIRED FOR PRINTING OF EACH VARIABLE

LISTING OF VARIABLES CONSIDERED IN THE RRTMIS II REPORTING SYSTEM (WITH ABBREVIATIONS ARE IN PARENTHESES)  
(#1) ISSUING STOCK POINT (ISSUE SIK PT)  
(#2) COGNIZANCE GROUPING (COG GROUP)  
(#3) TRANSPORTATION MODE (TRANS MODE)  
(#4) ISSUE PRIORITY GROUP (IPG)  
(#5) TYPE OF ISSUE (TYPE ISSUE)  
(#6A) AREA (AREA)  
(#6B) FLEET (FLEET)  
(#6C) CONSIGNEE (CONSIGNEE)  
(#7) HOLD CODE (HOLD CODE)  
(#8) REFERRING ACTIVITY (REFERR ACTV)  
(#9) POINT OF ENTRY (PT OF ENTRY)  
(#10) TIME SEGMENT (LEG)

INPUT FILE RRIMIS  
 PERIODICITY: QUARTERLY  
 TIME PERIOD: OCT 1984 DEC 1984

.....  
 \* REPORT TITLE: \*  
 \* TRANSPORTATION TIME REPORT -- FOR FLEETS \*  
 \*.....

PAGE 2  
 INTRODUCTION  
 DATE 09/11/85

TIME PERIOD COVERED IN THIS REPORT: FROM THE DATE THE MATERIAL IS SHIPPED UNTIL THE DATE IT IS RECEIVED  
 (SEE DOUBLE DASHED SEGMENT BELOW)

REQUESTED RESPONSE  
 TIME SEGMENTS (OVERALL)

| DOCUMENT DATE | DATE RECEIVED AT PT OF ENTRY | DATE RECEIVED AT ISSUE STK PT | SUPPLY ACTION DATE | DATE OFFERED FOR SHIPMENT | DATE MATERIAL IS SHIPPED | DATE MATERIAL IS RECEIVED |
|---------------|------------------------------|-------------------------------|--------------------|---------------------------|--------------------------|---------------------------|
| .....         | .....                        | .....                         | .....              | .....                     | .....                    | .....                     |

THE FOLLOWING RECORDS WERE EXCLUDED FROM ANALYSIS REQUISITIONS WITH TRANSPORTATION TIMES EXCEEDING 99 DAYS

THE FOLLOWING VARIABLES ARE USUALLY CONSIDERED (IN THIS HIERARCHICAL ORDER) FOR THE PRINTING OF THIS REPORT:

(#1) ISSUING STOCK POINT  
 (#6B) FLEET  
 (#3) TRANSPORTATION MODE  
 (#4) ISSUE PRIORITY GROUP

THE FOLLOWING VARIABLES WERE EXPLICITLY CHOSEN (IN THIS HIERARCHICAL ORDER) FOR THE PRINTING OF THIS REPORT:

(#6B) FLEET  
 (#6C) CONSIGNEE  
 (#1) ISSUING STOCK POINT  
 (#3) TRANSPORTATION MODE  
 (#4) ISSUE PRIORITY GROUP

CORRESPONDING SUPPRESSION LEVELS:

250  
 100  
 50  
 30

NOTE CONCERNING SUPPRESSION LEVELS:

THE SUPPRESSION LEVELS USED PROVIDE A MEANS OF CONTROLLING REPORT VOLUME AND SIGNIFICANCE NOTICE THAT THE SUPPRESSION LEVELS GIVEN ABOVE ARE IN DESCENDING ORDER, SINCE THEY CORRESPOND TO THE PRINT HIERARCHY. SUPPOSE THE NUMBER OF REQUISITIONS FOR IPG= III CASREP WAS NOT AT LEAST 0 FOR A PARTICULAR CATEGORY, SAY TRANS MODE= LOCAL DELIVERY THIS PRINTING WOULD THEN BE SUPPRESSED; HOWEVER, THE DATA DISPLAYED FOR THE TRANS MODE= LOCAL DELIVERY WOULD INCLUDE IPG= III CASREP IN THE COMPUTED STATISTICS.

CROSS REFERENCE INDEX: THE FINAL PAGES OF THE PRINTED REPORT PROVIDE AN EASY TO USE CROSS-REFERENCE INDEX FOR THE PURPOSE OF QUICKLY LOCATING SPECIFIC DATA SUPPRESSED PAGES WILL BE ABSENT FROM THIS LISTING.

PRINT CATEGORIES: THE FOLLOWING PAGES PROVIDE A COMPLETE LISTING OF ALL PRINT CATEGORIES FOR EACH OF THE TWELVE BASIC VARIABLES CONSIDERED IN THE RRIMIS II REPORTING SYSTEM. THOSE CATEGORIES WITH A DOUBLE ASTERISK (\*\*) HAVE SPECIFICALLY BEEN REQUESTED BY THE USER. IN THE ABSENCE OF A SPECIFIC USER-REQUESTED LIST, A SET OF DEFAULT PRINT CATEGORIES WILL BE USED. THESE WILL BE NOTED ON THE LISTING BY A SINGLE ASTERISK (\*).

NOTE: ADD TO THE TWENTY VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED  
 FROM SPECIALTY REQUESTED PRINT CATEGORY

| CATEGORY NUMBER | SPECIALTY VARIABLE | CATEGORY NUMBER | SPECIALTY VARIABLE |
|-----------------|--------------------|-----------------|--------------------|
| 49              | ALL SIR PER        | 49              | CBC PT MEHENE      |
| 50              | ALL SIR PER        | 50              | CBC GULFPORT       |
| 51              | ALL SIR PER        | 51              | MATC PATUXENT      |
| 52              | ALL SIR PER        | 52              | PMIC PT MUGU       |
| 53              | ALL SIR PER        | 53              | DD MECHNSBURG      |
| 54              | ALL SIR PER        | 54              | DD TRACY           |
| 55              | ALL SIR PER        | 55              | DD COLUMBUS        |
| 56              | ALL SIR PER        | 56              | DD DAYTON          |
| 57              | ALL SIR PER        | 57              | DD MEMPHIS         |
| 58              | ALL SIR PER        | 58              | DD PHILADLPHIA     |
| 59              | ALL SIR PER        | 59              | DD OGDEN           |
| 60              | ALL SIR PER        | 60              | DD RICHMOND        |
| 1               | ALL SIR PER        |                 |                    |
| 2               | ALL SIR PER        |                 |                    |
| 3               | ALL SIR PER        |                 |                    |
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| 6               | ALL SIR PER        |                 |                    |
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| 37              | ALL SIR PER        |                 |                    |
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| 43              | ALL SIR PER        |                 |                    |
| 44              | ALL SIR PER        |                 |                    |
| 45              | ALL SIR PER        |                 |                    |
| 46              | ALL SIR PER        |                 |                    |
| 47              | ALL SIR PER        |                 |                    |
| 48              | ALL SIR PER        |                 |                    |

NOTE: ALL OF THE ABOVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.  
 NOTE: \*\* INSTANT PRINT CATEGORY \*\* \* SPECIALLY REQUESTED PRINT CATEGORY.

| CATEGORY NUMBER | STRATIFYING VARIABLE #2 COG GROUP | CATEGORY NUMBER | STRATIFYING VARIABLE #2 COG GROUP |
|-----------------|-----------------------------------|-----------------|-----------------------------------|
| 1               | ALL                               | 46              | BN                                |
| 2               | ALL SPCC                          | 47              | BR                                |
| 3               | ALL ASD                           | 48              | 7E                                |
| 4               | SPEC NSA (CONSUM)                 | 49              | 7G                                |
| 5               | SPEC APA (MPAIR)                  | 50              | 7H                                |
| 6               | ASO NSA (CONSUM)                  | 51              | 7Z                                |
| 7               | ASO APA (MPAIR)                   | 52              | 7R                                |
| 8               | SPEC OLR                          | 53              | 9A OR AZ                          |
| 9               | ASO OLR                           | 54              | 9C OR AX                          |
| 10              | SA                                | 55              | 9D OR CY                          |
| 11              | HH                                | 56              | 9E OR AJ                          |
| 12              | HH                                | 57              | 9F OR TG                          |
| 13              | 2A                                | 58              | 9G OR CX                          |
| 14              | 4C                                | 59              | 9H OR BF                          |
| 15              | 2E                                | 60              | 9I OR SU                          |
| 16              | 2G                                | 61              | 9J OR SX                          |
| 17              | 2H                                | 62              | 9K OR TA                          |
| 18              | 2M                                | 63              | 9L OR KX                          |
| 19              | 2I                                | 64              | 9M OR CZ                          |
| 20              | 2J                                | 65              | 9N OR TX                          |
| 21              | 4A                                | 66              | 9O OR PA                          |
| 22              | 4E                                | 67              | 9Q OR CG                          |
| 23              | 4S                                | 68              | 9S OR BD                          |
| 24              | 4H                                | 69              | 9V OR SE                          |
| 25              | 4H                                | 70              | 9W OR CT                          |
| 26              | 10                                | 71              | 9X OR KY                          |
| 27              | 10                                | 72              | 9Y OR CL                          |
| 28              | 6A                                | 73              | 9Z OR KZ                          |
| 29              | 6E                                | 74              | OTHER 9 COG                       |
| 30              | 6S                                | 75              | 5L OR CM                          |
| 31              | 6H                                | 76              | 5M OR CU                          |
| 32              | 6M                                | 77              | 5N OR SJ                          |
| 33              | 6J                                | 78              | 5P OR SG                          |
| 34              | 6K                                | 79              | OTHER 5 COG                       |
| 35              | 6K                                | 80              | OTHER ALPHA/ALPHA                 |
| 36              | 6K                                | 81              | ALL 5 COG SR                      |
| 37              | 8H                                | 82              | ALL 9 COG                         |
| 38              | 8S                                | 83              | RETAIN DIA **AIN                  |
| 39              | 8J                                | 84              | R11 OTHER DIA/GSA                 |
| 40              | 8R                                | 85              | R11 OTHER SERVICE                 |
| 41              | 8R                                |                 |                                   |
| 42              | 8R                                |                 |                                   |
| 43              | 8R                                |                 |                                   |
| 44              | 8R                                |                 |                                   |
| 45              | 8R                                |                 |                                   |

NOTE: \*\* THE FOLLOWING VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED  
 FROM THE DEFAULT PRINT CATEGORY \*\* - SPECIALLY REQUESTED PRINT CATEGORY

CATEGORY SPECIALTY/TYPE VARIABLE

- 1 \*\* ALL MODES
- 2 \*\* AIP
- 3 \*\* APC LESS MAIL
- 4 \*\* AIR (TCMD)
- 5 \*\* AIR (GBL)
- 6 \*\* AIR (MAIL)
- 7 \*\* AIR (TWR 1)
- 8 \*\* SURFACE
- 9 \*\* OCEAN BREAK PICK
- 10 \*\* LAND LESS MAIL
- 11 \*\* LOCAL DELIVERY
- 12 \*\* AIRTRUCK DEL
- 13 \*\* P (PUBK, LTL)
- 14 \*\* EVAN
- 15 \*\* D (ORIVEAWAY)
- 16 \*\* F (ROUSTHEP)
- 17 \*\* F (MAG)
- 18 \*\* G (CONTACT EP)
- 19 \*\* H (AIR PP)
- 20 \*\* I (GOVT TRIP P)
- 21 \*\* J (GM PKG CARP)
- 22 \*\* K (BALL LCL)
- 23 \*\* L (BALL LCL)
- 24 \*\* M (RIGHT TWIER)
- 25 \*\* N (LOGALP)
- 26 \*\* O (ORIG MII AIP)
- 27 \*\* P (ORIG P, OV L)
- 28 \*\* Q (AIR FBT JH)
- 29 \*\* R (AIR FBT J)
- 30 \*\* S (AIR CUGELR)
- 31 \*\* T (AIR FBT LPO)
- 32 \*\* U (QUICKTRAD)
- 33 \*\* V (SEAVAN)
- 34 \*\* W (COMM WATER)
- 35 \*\* X (CUST PICK UP)
- 36 \*\* Y (CENTRA AIP/EL)
- 37 \*\* Z (MSC)
- 38 \*\* 1 (GOVT WATER)
- 39 \*\* 2 (ROLL ON OFF)
- 40 \*\* 3 (COURIER SERV)
- 41 \*\* 4 (HPS)
- 42 \*\* 5 (ROOM)
- 43 \*\* 6 (WEAPS ROOM)
- 44 \*\* 7 (PIPELINE)
- 45 \*\* 8 (LOCAL DEL)

NOTE: V01, V02, V03, V04, V05, V06, V07, V08, V09, V10, V11, V12, V13, V14, V15, V16, V17, V18, V19, V20, V21, V22, V23, V24, V25, V26, V27, V28, V29, V30, V31, V32, V33, V34, V35, V36, V37, V38, V39, V40, V41, V42, V43, V44, V45, V46, V47, V48, V49, V50, V51, V52, V53, V54, V55, V56, V57, V58, V59, V60, V61, V62, V63, V64, V65, V66, V67, V68, V69, V70, V71, V72, V73, V74, V75, V76, V77, V78, V79, V80, V81, V82, V83, V84, V85, V86, V87, V88, V89, V90, V91, V92, V93, V94, V95, V96, V97, V98, V99, V100, V101, V102, V103, V104, V105, V106, V107, V108, V109, V110, V111, V112, V113, V114, V115, V116, V117, V118, V119, V120, V121, V122, V123, V124, V125, V126, V127, V128, V129, V130, V131, V132, V133, V134, V135, V136, V137, V138, V139, V140, V141, V142, V143, V144, V145, V146, V147, V148, V149, V150, V151, V152, V153, V154, V155, V156, V157, V158, V159, V160, V161, V162, V163, V164, V165, V166, V167, V168, V169, V170, V171, V172, V173, V174, V175, V176, V177, V178, V179, V180, V181, V182, V183, V184, V185, V186, V187, V188, V189, V190, V191, V192, V193, V194, V195, V196, V197, V198, V199, V200, V201, V202, V203, V204, V205, V206, V207, V208, V209, V210, V211, V212, V213, V214, V215, V216, V217, V218, V219, V220, V221, V222, V223, V224, V225, V226, V227, V228, V229, V230, V231, V232, V233, V234, V235, V236, V237, V238, V239, V240, V241, V242, V243, V244, V245, V246, V247, V248, V249, V250, V251, V252, V253, V254, V255, V256, V257, V258, V259, V260, V261, V262, V263, V264, V265, V266, V267, V268, V269, V270, V271, V272, V273, V274, V275, V276, V277, V278, V279, V280, V281, V282, V283, V284, V285, V286, V287, V288, V289, V290, V291, V292, V293, V294, V295, V296, V297, V298, V299, V300, V301, V302, V303, V304, V305, V306, V307, V308, V309, V310, V311, V312, V313, V314, V315, V316, V317, V318, V319, V320, V321, V322, V323, V324, V325, V326, V327, V328, V329, V330, V331, V332, V333, V334, V335, V336, V337, V338, V339, V340, V341, V342, V343, V344, V345, V346, V347, V348, V349, V350, V351, V352, V353, V354, V355, V356, V357, V358, V359, V360, V361, V362, V363, V364, V365, V366, V367, V368, V369, V370, V371, V372, V373, V374, V375, V376, V377, V378, V379, V380, V381, V382, V383, V384, V385, V386, V387, V388, V389, V390, V391, V392, V393, V394, V395, V396, V397, V398, V399, V400, V401, V402, V403, V404, V405, V406, V407, V408, V409, V410, V411, V412, V413, V414, V415, V416, V417, V418, V419, V420, V421, V422, V423, V424, V425, V426, V427, V428, V429, V430, V431, V432, V433, V434, V435, V436, V437, V438, V439, V440, V441, V442, V443, V444, V445, V446, V447, V448, V449, V450, V451, V452, V453, V454, V455, V456, V457, V458, V459, V460, V461, V462, V463, V464, V465, V466, V467, V468, V469, V470, V471, V472, V473, V474, V475, V476, V477, V478, V479, V480, V481, V482, V483, V484, V485, V486, V487, V488, V489, V490, V491, V492, V493, V494, V495, V496, V497, V498, V499, V500, V501, V502, V503, V504, V505, V506, V507, V508, V509, V510, V511, V512, V513, V514, V515, V516, V517, V518, V519, V520, V521, V522, V523, V524, V525, V526, V527, V528, V529, V530, V531, V532, V533, V534, V535, V536, V537, V538, V539, V540, V541, V542, V543, V544, V545, V546, V547, V548, V549, V550, V551, V552, V553, V554, V555, V556, V557, V558, V559, V560, V561, V562, V563, V564, V565, V566, V567, V568, V569, V570, V571, V572, V573, V574, V575, V576, V577, V578, V579, V580, V581, V582, V583, V584, V585, V586, V587, V588, V589, V590, V591, V592, V593, V594, V595, V596, V597, V598, V599, V600, V601, V602, V603, V604, V605, V606, V607, V608, V609, V610, V611, V612, V613, V614, V615, V616, V617, V618, V619, V620, V621, V622, V623, V624, V625, V626, V627, V628, V629, V630, V631, V632, V633, V634, V635, V636, V637, V638, V639, V640, V641, V642, V643, V644, V645, V646, V647, V648, V649, V650, V651, V652, V653, V654, V655, V656, V657, V658, V659, V660, V661, V662, V663, V664, V665, V666, V667, V668, V669, V670, V671, V672, V673, V674, V675, V676, V677, V678, V679, V680, V681, V682, V683, V684, V685, V686, V687, V688, V689, V690, V691, V692, V693, V694, V695, V696, V697, V698, V699, V700, V701, V702, V703, V704, V705, V706, V707, V708, V709, V710, V711, V712, V713, V714, V715, V716, V717, V718, V719, V720, V721, V722, V723, V724, V725, V726, V727, V728, V729, V730, V731, V732, V733, V734, V735, V736, V737, V738, V739, V740, V741, V742, V743, V744, V745, V746, V747, V748, V749, V750, V751, V752, V753, V754, V755, V756, V757, V758, V759, V760, V761, V762, V763, V764, V765, V766, V767, V768, V769, V770, V771, V772, V773, V774, V775, V776, V777, V778, V779, V780, V781, V782, V783, V784, V785, V786, V787, V788, V789, V790, V791, V792, V793, V794, V795, V796, V797, V798, V799, V800, V801, V802, V803, V804, V805, V806, V807, V808, V809, V810, V811, V812, V813, V814, V815, V816, V817, V818, V819, V820, V821, V822, V823, V824, V825, V826, V827, V828, V829, V830, V831, V832, V833, V834, V835, V836, V837, V838, V839, V840, V841, V842, V843, V844, V845, V846, V847, V848, V849, V850, V851, V852, V853, V854, V855, V856, V857, V858, V859, V860, V861, V862, V863, V864, V865, V866, V867, V868, V869, V870, V871, V872, V873, V874, V875, V876, V877, V878, V879, V880, V881, V882, V883, V884, V885, V886, V887, V888, V889, V890, V891, V892, V893, V894, V895, V896, V897, V898, V899, V900, V901, V902, V903, V904, V905, V906, V907, V908, V909, V910, V911, V912, V913, V914, V915, V916, V917, V918, V919, V920, V921, V922, V923, V924, V925, V926, V927, V928, V929, V930, V931, V932, V933, V934, V935, V936, V937, V938, V939, V940, V941, V942, V943, V944, V945, V946, V947, V948, V949, V950, V951, V952, V953, V954, V955, V956, V957, V958, V959, V960, V961, V962, V963, V964, V965, V966, V967, V968, V969, V970, V971, V972, V973, V974, V975, V976, V977, V978, V979, V980, V981, V982, V983, V984, V985, V986, V987, V988, V989, V990, V991, V992, V993, V994, V995, V996, V997, V998, V999, V1000.

CATEGORY 1  
 NUMBER 1

- 1 \*\* ALL TPGS
- 2 \*\* I
- 3 \*\* II
- 4 \*\* III
- 5 \*\* CASREP
- 6 \*\* DIRCS
- 7 \*\* NON CASREP/DIRCS
- 8 \*\* I CASREP
- 9 \*\* II CASREP
- 10 \*\* III CASREP
- 11 \*\* DIRCS
- 12 \*\* DIRCS
- 13 \*\* DIRCS
- 14 \*\* DIRCS
- 15 \*\* DIRCS
- 16 \*\* DIRCS
- 17 \*\* DIRCS

NOTE: ALL OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED  
 \*\* - SPECIALLY REQUESTED PRINT CATEGORY

| CATEGORY NUMBER | INTERVIEW VARIABLE #5 TYPE ISSUE | CATEGORY NUMBER | SIRATIFYING VARIABLE #5 TYPE ISSUE |
|-----------------|----------------------------------|-----------------|------------------------------------|
| 1               | ALL IMMED ISSUES                 | 46              | REF 11 PN-PN                       |
| 2               | ALL BACKORDERS                   |                 |                                    |
| 3               | SIR PT IMM ISSUE                 |                 |                                    |
| 4               | SIR PT BACKORDER                 |                 |                                    |
| 5               | DOE IMMED ISSUES                 |                 |                                    |
| 6               | ALL REFERRALS                    |                 |                                    |
| 7               | REF IMMED ISSUES                 |                 |                                    |
| 8               | ALL BACKORDERS                   |                 |                                    |
| 9               | PT 11 SIR 11 BO                  |                 |                                    |
| 10              | REF 11 NDI 11 BO                 |                 |                                    |
| 11              | POE 11 SIR 11 BO                 |                 |                                    |
| 12              | ALL NSN                          |                 |                                    |
| 13              | ALL 11 NSN                       |                 |                                    |
| 14              | ALL 11 NSN                       |                 |                                    |
| 15              | ALL 11 NSN                       |                 |                                    |
| 16              | SIR PT 11 NFN                    |                 |                                    |
| 17              | SIR PT 11 BO NFN                 |                 |                                    |
| 18              | DOE 11 NSN                       |                 |                                    |
| 19              | ALL REF BOFN                     |                 |                                    |
| 20              | REF 11 NSN                       |                 |                                    |
| 21              | REF 11 NSN                       |                 |                                    |
| 22              | REF 11 SP 11 NFN                 |                 |                                    |
| 23              | REF 11 SP 11 NFN                 |                 |                                    |
| 24              | POE 11 SP 11 NFN                 |                 |                                    |
| 25              | ALL PT NO                        |                 |                                    |
| 26              | ALL 11 PT 11                     |                 |                                    |
| 27              | ALL 11 PT 11                     |                 |                                    |
| 28              | SP 11 PT 11                      |                 |                                    |
| 29              | SP 11 PT 11                      |                 |                                    |
| 30              | POE 11 PT 11                     |                 |                                    |
| 31              | ALL REF 11 BO                    |                 |                                    |
| 32              | REF 11 PT 11                     |                 |                                    |
| 33              | REF 11 PT 11                     |                 |                                    |
| 34              | REF 11 SP 11 NFN                 |                 |                                    |
| 35              | REF 11 SP 11 NFN                 |                 |                                    |
| 36              | POE 11 SP 11 NFN                 |                 |                                    |
| 37              | ALL PN NFN                       |                 |                                    |
| 38              | ALL 11 PN NFN                    |                 |                                    |
| 39              | ALL 11 PN NFN                    |                 |                                    |
| 40              | POE 11 PN NFN                    |                 |                                    |
| 41              | REF 11 PN NFN                    |                 |                                    |
| 42              | ALL PN NFN                       |                 |                                    |
| 43              | ALL 11 PN NFN                    |                 |                                    |
| 44              | ALL 11 PN NFN                    |                 |                                    |
| 45              | DOE 11 PN NFN                    |                 |                                    |



NOTE: ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.  
 \* DEFAULT PRINT CATEGORY \*\* \* SPECIALLY REQUESTED PRINT CATEGORY

| CATEGORY NUMBER | STATIFYING VARIABLE    |
|-----------------|------------------------|
| 1               | ALL                    |
| 2               | ATLANTIC               |
| 3               | PACIFIC                |
| 4               | CORPUS ALL             |
| 5               | CORPUS EAST GULF       |
| 6               | CORPUS WEST            |
| 7               | O/S ALL AREAS          |
| 8               | O/S UMMI'S AREA 1      |
| 9               | O/S UMMI'S AREA 2      |
| 10              | O/S UMMI'S AREA 3      |
| 11              | CORPUS EAST            |
| 12              | CORPUS GULF            |
| 13              | CORPUS CALIFORNIA      |
| 14              | CORPUS NORTHWEST       |
| 15              | INDIAN WEST ATLANTIC   |
| 16              | CARIBBEAN              |
| 17              | SOUTH ATLANTIC         |
| 18              | EUROPE TH. AFRICA      |
| 19              | MEDITERRANEAN          |
| 20              | RED SEA PERSTAD GULF   |
| 21              | EAST PACIFIC RD AMERIC |
| 22              | EAST PACIFIC SD AMERIC |
| 23              | MIDDLE PACIFIC         |
| 24              | HAWAII                 |
| 25              | WESTERN PACIFIC        |
| 26              | INDIAN OCEAN           |
| 27              | JAPAN KOREA OKINAWA    |
| 28              | PHILIPPINES            |
| 29              | CORIN PACIFIC          |

NOTE: ALL OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED  
 FROM THE DEFAULT PRINT CATEGORY \*\* - SPECIALLY REQUESTED PRINT CATEGORY

| CATEGORY NUMBER | STRATIFYING VARIABLE OF FLEET |
|-----------------|-------------------------------|
| 1 **            | ALL                           |
| 2               | ALL ATLANTIC                  |
| 3               | ALL PACIFIC                   |
| 4               | ATLANTIC FLEET                |
| 5               | PACIFIC FLEET                 |
| 6 **            | DEPLOYED                      |
| 7               | UNEMPLOYED                    |
| 8 **            | 2ND FLEET                     |
| 9 **            | 6TH FLEET                     |
| 10 **           | 3RD FLEET                     |
| 11 **           | 7TH FLEET                     |
| 12              | MARINE AIR SUPPORT            |
| 13              | MARCO EAST                    |
| 14              | MARCO WEST                    |
| 15              | SIPOSS                        |
| 16              | CV ERN/UDA ALL                |
| 17              | CV ERN/UDA 2ND FLEET          |
| 18              | CV ERN/UDA 6TH FLEET          |
| 19              | CV ERN/UDA 3RD FLEET          |
| 20              | CV ERN/UDA 7TH FLEET          |
| 21              | AFS ALL                       |
| 22              | AFS 2ND FLEET                 |
| 23              | AFS 6TH FLEET                 |
| 24              | AFS 3RD FLEET                 |
| 25              | AFS 7TH FLEET                 |
| 26              | AD AR ALL                     |
| 27              | AD AR 2ND FLEET               |
| 28              | AD AR 6TH FLEET               |
| 29              | AD AR 3RD FLEET               |
| 30              | AD AR 7TH FLEET               |
| 31              | AS ASFBM ALL                  |
| 32              | AS ASFBM 2ND FLEET            |
| 33              | AS ASFBM 6TH FLEET            |
| 34              | AS ASFBM 3RD FLEET            |
| 35              | AS ASFBM 7TH FLEET            |

NOTE: ALL OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.  
 \*\* - DEFAULT PRINT CATEGORY \*\* - SPECIALLY REQUESTED PRINT CATEGORY

| CATEGORY NUMBER | STRATIFYING VARIABLE #6C CONSIGNEE | CATEGORY NUMBER | STRATIFYING VARIABLE #6C CONSIGNEE | CATEGORY NUMBER | STRATIFYING VARIABLE #6C CONSIGNEE |
|-----------------|------------------------------------|-----------------|------------------------------------|-----------------|------------------------------------|
| 1               | **                                 | 46              | AFS 8 SIRIUS                       | 91              | AS 34 CAMORUS                      |
| 2               | ALL CONSIGNEES                     | 47              | AD 18 SIERRA                       | 92              | AS 39 EMORY LAND                   |
| 3               | GROUP STATIONS                     | 48              | AD 19 YOSEMITE                     | 93              | AS 31 HUNLEY                       |
| 4               | GROUPS CUSTOMERS                   | 49              | AD 38 PUGET SOUND                  | 94              | AS 37 DIXON                        |
| 5               | ATLANTIC SHIPS                     | 50              | AD 41 YELLOWSTONE                  | 95              | AS 19 PROTEUS                      |
| 6               | PACIFIC SHIPS                      | 51              | AD 44 SHENANDOAH                   | 96              | AS 41 MCKEE                        |
| 7               | GROUPS SURLANT                     | 52              | AD 17 PLEDMONT                     | 97              | MAG 12 IWAKUNI                     |
| 8               | GROUPS SURFLAC                     | 53              | AR 15 VULCAN                       | 98              | MAG 15 IWAKUNI                     |
| 9               | ALPINE CV                          | 54              | LHA 5 PELELIU                      | 99              | MAG 36 OKINAWA                     |
| 10              | ALPAC CVS                          | 55              | LPH 10 TRIPOLI                     | 100             | MAG 14 CHERRY PNT                  |
| 11              | SUBPAC AS                          | 56              | LPH 11 NEW ORLEANS                 | 101             | MAG 26 JAX NC                      |
| 12              | 1ST MAW                            | 57              | LHA 3 OKINAWA                      | 102             | MAG 29 JAX NC                      |
| 13              | 2ND MAW                            | 58              | LHA 1 TARAWA                       | 103             | MAG 31 BEAUFORT                    |
| 14              | 3RD MAW                            | 59              | LHA 3 BELLEAU WD                   | 104             | MAG 32 CHERRY PNT                  |
| 15              | SIPAS                              | 60              | AFS 1 MARS                         | 105             | MAG 11 SANTA ANA                   |
| 16              | LHA LHA/LPH                        | 61              | AFS 3 NIAGRA FALLS                 | 106             | MAG 13 SANTA ANA                   |
| 17              | LHA LHA/LPH                        | 62              | AFS 4 WHITE PLAIN                  | 107             | MAG 16 TUSTIN                      |
| 18              | LHA AFS                            | 63              | AFS 7 SAN JOSE                     | 108             | MAG 24 KANEHIE BY                  |
| 19              | FAC AFS                            | 64              | AD 15 PRAIRIE                      | 109             | MAG 39 CMP PNOITN                  |
| 20              | LHA AD                             | 65              | AD 37 SAM GOMPERS                  | 110             | SIMA PEARL HARBOR                  |
| 21              | FAC AD                             | 66              | AD 42 ACADIAENCE                   | 111             | SIMA SAN STEGO                     |
| 22              | LHA AR                             | 67              | AD 43 CAPE COD                     | 112             | SIMA CHARLESTON                    |
| 23              | FAC AR                             | 68              | AR 6 AJAX                          | 113             | NSC NORFOLK                        |
| 24              | ALL CV/CMP SHIPS                   | 69              | AR 7 HECTOR                        | 114             | NSC OAKLAND                        |
| 25              | ALL LPH/LHA SHIPS                  | 70              | AR 8 JASON                         | 115             | NSC SAN DIEGO                      |
| 26              | GROUPS AFS SHIPS                   | 71              | CV 59 FORRESTAL                    | 116             | NSC PUGET SOUND                    |
| 27              | GROUPS AD SHIPS                    | 72              | CV 60 SARATOGA                     | 117             | NSC PEARL HARBOR                   |
| 28              | GROUPS AR SHIPS                    | 73              | CV 62 INDEPENDENC                  | 118             | NSC CHARLESTON                     |
| 29              | MASTHE AIR WINGS                   | 74              | CV 66 AMERICA                      | 119             | NSC JACKSONVILLE                   |
| 30              | NAVAL SUPPLY CLUBS                 | 75              | CV 67 KENNEDY                      | 120             | NAS NORFOLK                        |
| 31              | NAVAL AIR STATIONS                 | 76              | CVN 68 NIMITZ                      | 121             | NAS PENSACOLA                      |
| 32              | PACFLT SUP DEPT'S                  | 77              | CVN 69 EISENHOWER                  | 122             | NAS JACKSONVILLE                   |
| 33              | MAP CORP AIR STNG                  | 78              | CV 43 CORAL SFA                    | 123             | NAS KEY WEST                       |
| 34              | NAVAL SHIPYARDS                    | 79              | CV 41 MIDWAY                       | 124             | NAS CORPUS CHRISTI                 |
| 35              | CORPUS BALL CLUBS                  | 80              | CV 61 RANGER                       | 125             | NAS ALAMEDA                        |
| 36              | MISCELLANEOUS                      | 81              | CV 63 KITTY HAWK                   | 126             | NAS NORTH ISLAND                   |
| 37              | LHA 2 SAIPPO                       | 82              | CV 64 CONSTELLAIN                  | 127             | NAS WOFFETT FIELD                  |
| 38              | LHA 4 NASSAU                       | 83              | CVN 65 ENTERPRISE                  | 128             | NAS BARBERS POINT                  |
| 39              | LPH 9 GUAM                         | 84              | CVN 70 CARL VINSON                 | 129             | NAS WHITBEY ISLAN                  |
| 40              | LPH 2 IWO JIMA                     | 85              | AS 11 FULTON                       | 130             | NAS WFMPHIS                        |
| 41              | LPH 7 GUADALCANAL                  | 86              | AS 18 ORION                        | 131             | NAS BRUNSWICK                      |
| 42              | LPH 12 ENCOR                       | 87              | AS 36 L. Y. SPEAR                  | 132             | NAS OCEANA                         |
| 43              | AFS 2 SYLVANIA                     | 88              | AS 40 FRANK CABLE                  | 133             | NAS CECIL FIELD                    |
| 44              | AFS 5 CONCORD                      | 89              | AS 32 HOLLAND                      | 134             | NAS MIRAMAR                        |
| 45              | AFS 6 SAN DIEGO                    | 90              | AS 33 SIMON LAKE                   | 135             | NAS LEMORE                         |

NOTE: ALL OF THE TABLE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED  
 BY THE USER BY THE CATEGORY \*\* 3 SPECIALLY REQUESTED PRINT CATEGORY

CATEGORY VARIABLE  
 NUMBER CONSTANT

|     |                    |
|-----|--------------------|
| 176 | NYC LAKEBURD       |
| 177 | NYC SUBURBAN       |
| 178 | NYC GUAM           |
| 179 | NYC YOKOHAMA       |
| 180 | NYC CHERRY POINT   |
| 181 | NYC EL TORO        |
| 182 | NYC ROMA           |
| 183 | NYC PORTLAND       |
| 184 | NYC PHILADELPHIA   |
| 185 | NYC PORT JEROME    |
| 186 | NYC GULFPORT       |
| 187 | NYCRES NEW ORLEANS |
| 188 | NYC GREAT LAKES    |
| 189 | NYC NEW JERSEY     |
| 190 | NYC PATRICK RVR    |
| 191 | NYC EIGHT WASH     |
| 192 | NYC PHILADELPHIA   |
| 193 | NYCLES WASH DC     |
| 194 | NYC CRAB           |
| 195 | NYCRES PEASOCK     |
| 196 | NYC YOKOHAMA       |
| 197 | NYC ROMA           |
| 198 | NYC ALABAMA        |
| 199 | NYC JACY GUILLET   |
| 200 | NYC FORT LEE       |
| 201 | NYC FORT LEE       |
| 202 | NYC PENNSYLVANIA   |
| 203 | NYC CHERRY PT      |
| 204 | NYC TOTAL          |
| 205 | NYC GUAM (AQUA)    |
| 206 | NYC SUGBETTA       |

NOTE: ALL OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.  
NOTE: \* = DEFAULT PRINT CATEGORY, \*\* = SPECIALLY REQUESTED PRINT CATEGORY.

| CATEGORY NUMBER | STRATEGIC VARIABLE |
|-----------------|--------------------|
| 1               | * 7 HOLD COUNT     |
| 2               | ALL HOLD CODES     |
| 3               | MMJ GENERATED      |
| 4               | DIVERSION DELAY    |
| 5               | UNOBSERVED         |
| 6               | BLANK              |
| 7               | A = SHIPMT CONSOL  |
| 8               | B = CARRIER FORJIP |
| 9               | C = TRAF RELEASE   |
| 10              | D = MODE DIVERTIN  |
| 11              | E = CHAL, NO DIVR  |
| 12              | F = EMBARGO        |
| 13              | G = STRIKE, RIOT   |
| 14              | H = ACT OF GOD     |
| 15              | J = CUST CANCEL    |
| 16              | K = DIV AIR TO SP  |
| 17              | L = CUS REQ DELAY  |
| 18              | M = DESTIN DELAY   |
|                 | N = HELD LT 24 HR  |

NOTE: ALL OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.  
 \* DEFAULT PRINT CATEGORY \*\* \* SPECIALLY REQUESTED PRINT CATEGORY

| CATEGORY NUMBER | STRATIFYING VARIABLE | CATEGORY NUMBER | STRATIFYING VARIABLE |
|-----------------|----------------------|-----------------|----------------------|
| 1               | ALL ARMS             | 46              | ALL AIR FORCE        |
| 2               | PROFESSIONALS        |                 |                      |
| 3               | ALL RETURNS A 1A     |                 |                      |
| 4               | NSC JACKSONVILLE     |                 |                      |
| 5               | ALL NAVY             |                 |                      |
| 6               | ALL NAVY ICF         |                 |                      |
| 7               | ASO                  |                 |                      |
| 8               | SPC                  |                 |                      |
| 9               | DDP                  |                 |                      |
| 10              | ALL NSC              |                 |                      |
| 11              | NSC SAN DIEGO        |                 |                      |
| 12              | NSC NORFOLK          |                 |                      |
| 13              | NSC OAKLAND          |                 |                      |
| 14              | NSC PEARL HARBOR     |                 |                      |
| 15              | NSC CHARLESTON       |                 |                      |
| 16              | NSC PUGET SOUND      |                 |                      |
| 17              | ALL NSC              |                 |                      |
| 18              | UCD SUBIC BAY        |                 |                      |
| 19              | UCD GUAM             |                 |                      |
| 20              | UCD WASHINGTON       |                 |                      |
| 21              | ALL NAS/BCAs         |                 |                      |
| 22              | NAS ALAMEDA          |                 |                      |
| 23              | NAS N ISLAND         |                 |                      |
| 24              | NAS JACKSONVILLE     |                 |                      |
| 25              | NAS NORFOLK          |                 |                      |
| 26              | NAS PENANGOLA        |                 |                      |
| 27              | ALL THOUS A 1A       |                 |                      |
| 28              | NAS NORFOLK          |                 |                      |
| 29              | OTHER NAVY           |                 |                      |
| 30              | EMCO RECH FY         |                 |                      |
| 31              | ALL PATROL           |                 |                      |
| 32              | AMPHIB REPTOBY       |                 |                      |
| 33              | CORNAVAREA           |                 |                      |
| 34              | NAVIG CTRSS/COM      |                 |                      |
| 35              | AV MAT DEPT          |                 |                      |
| 36              | DEFENSE REPORTS      |                 |                      |
| 37              | DESA                 |                 |                      |
| 38              | DESA                 |                 |                      |
| 39              | DESA                 |                 |                      |
| 40              | DISC                 |                 |                      |
| 41              | DISC (MEDICAL)       |                 |                      |
| 42              | DISC (CLOTHING)      |                 |                      |
| 43              | INA OTHER            |                 |                      |
| 44              | OTHER SERVICE        |                 |                      |
| 45              | ALL ARMY             |                 |                      |

NOTE: ALL OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.  
 NOTE: \* DEFAULT PRINT CATEGORY: \*\* \* SPECIALLY REQUESTED PRINT CATEGORY.

| CATEGORY NUMBER | STRATIFYING VARIABLE # 9 PT OF ENTRY | CATEGORY NUMBER | STRATIFYING VARIABLE # 9 PT OF ENTRY |
|-----------------|--------------------------------------|-----------------|--------------------------------------|
| 1               | ALL PT OF ENTRY                      | 49              | DPSC (MEDICAL)                       |
| 5               | ALL NAVY                             | 50              | DPSC (CLOTHING)                      |
| 6               | ALL NAVY ICP                         | 51              | DLA OTHER                            |
| 7               | ASO                                  | 52              | OTHER SERVICE                        |
| 8               | SFGC                                 | 53              | ALL ARMY                             |
| 9               | NPTC                                 | 54              | ALL AIR FORCE                        |
| 10              | ALL NSC                              | 55              | NAS MOFF FLD                         |
| 11              | MCC SAN DIEGO                        | 56              | NATC PAX RVR                         |
| 12              | MSC NORFOLK                          | 57              | NAS MIRAMAR                          |
| 13              | MSC OAKLAND                          | 58              | CBC PT HIJENEME                      |
| 14              | MSC PEARL HARBOR                     | 59              | CBC GULFPDRT                         |
| 15              | MSC CHARLESTON                       | 60              | MCAS YUMA                            |
| 16              | MSC PUGET SOUND                      | 61              | PMTC PT MUGU                         |
| 17              | ALL NSD                              | 62              | NSC JACKSONVILL                      |
| 18              | M50 SUBIC BAY                        |                 |                                      |
| 19              | M50 GUAM                             |                 |                                      |
| 20              | M50 YOKOSUKA                         |                 |                                      |
| 21              | ALL NAS/MCAS                         |                 |                                      |
| 22              | NAS ALAMEDA                          |                 |                                      |
| 23              | NAS N ISLAND                         |                 |                                      |
| 24              | NAS JACKSONVILLE                     |                 |                                      |
| 25              | MCAS EL TORO                         |                 |                                      |
| 26              | NAS NORFOLK                          |                 |                                      |
| 27              | NAS PENSACOLA                        |                 |                                      |
| 28              | NAS BARBERS PT                       |                 |                                      |
| 29              | NAS CRPS CRSTI                       |                 |                                      |
| 30              | NAS WHITRE IS                        |                 |                                      |
| 31              | NAS OLEANA                           |                 |                                      |
| 32              | NAS CECIL FIELD                      |                 |                                      |
| 33              | NAS LEMOORE                          |                 |                                      |
| 34              | MCAS CHERRY PT                       |                 |                                      |
| 35              | ALL TROUS A-1s                       |                 |                                      |
| 36              | M5Y PORTSMOUTH                       |                 |                                      |
| 37              | M5Y PHILADELPHIA                     |                 |                                      |
| 38              | M5Y NORFOLK                          |                 |                                      |
| 39              | OTHER NAVY                           |                 |                                      |
| 40              | NSU NEW LONDON                       |                 |                                      |
| 41              | MAR BRG KATI BAY                     |                 |                                      |
| 42              | AMULANT MOPIDOK                      |                 |                                      |
| 43              | COMNAVSTAIPAC                        |                 |                                      |
| 44              | ALL DIA                              |                 |                                      |
| 45              | DLSC                                 |                 |                                      |
| 46              | DFSC                                 |                 |                                      |
| 47              | DSJC                                 |                 |                                      |
| 48              | DISC                                 |                 |                                      |

NOTE: ANY OF THE TWELVE VARIABLES AND CORRESPONDING CATEGORIES MAY BE SELECTED.  
 \*\* Specially Requested Print Category

CATEGORY NUMBER

- 1 SUBMISSION TIME
- 2 DATE RECD PDI TO DATE RECD ISP
- 3 DATE RECD PDI TO DATE RECD DSC
- 4 DATE RECD DSC TO MRO TRANS DATE
- 5 DATE RECD PDI TO MRO TRANS DATE
- 6 MRO TRANS DATE TO DATE RECD ISP
- 7 ISP TO DSHIP (ALL RONS)
- 8 ISP TO SUP ACT DATE (ALL RONS)
- 9 ISP TO DSHIP (OFF, W/BANK OFF)
- 10 ISP TO DDEF (OFF, W/DDEF)
- 11 MRO TO DSHIP
- 12 MRO TO DDEF (OFF, W/DDEF)
- 13 DDEF TO SHIP (OFF, W/DDEF)
- 14 TRANSPORTATION TIME (ALL RONS)
- 15 TOTAL REGULATION TIME (W/DNRDB)
- 16 TRANSPORTATION TIME (W/DNRDB)
- 17 RECEIPT TAKE-UP TIME (W/DNRDB)
- 18 CUSTOMER WAITING TIME



\*\*\*\*\*  
 RRIMIS II: TRANSPORTATION TIME REPORT ... FOR FLEETS ...  
 \*\*\*\*\*

INPUT FILE: RRIMIS  
 PERIOD: 1/1 QUARTERLY  
 TIME PERIOD: 01 1994 DEC 1994

| FLEET ALL<br>CONSIGNED ALL CONSIGNEES | DESCRIPTIVE STATISTICS |               |                |              |                |                     |                |        |          |          | % RONS WITHIN UMMIPS |          |          |          | % CHANGE IN MEAN TO YR AGO TO THIS QTR |          |          |          |
|---------------------------------------|------------------------|---------------|----------------|--------------|----------------|---------------------|----------------|--------|----------|----------|----------------------|----------|----------|----------|--|----------|----------|----------|
|                                       | NUMBER OF RONS         | AVERAGE VALUE | STANDARD DEVI. | MEDIAN VALUE | PERCENT. ATTEN | 75TH PERCENT. VALUE | RANGE= MIN/MAX | UMMIPS | STANDARD | THIS QTR | SAME QTR             | LAST QTR | THIS QTR | SAME QTR | LAST QTR                               | THIS QTR | LAST QTR | THIS QTR |
| ISSUE SIX PT - ALL SIX PTS            |                        |               |                |              |                |                     |                |        |          |          |                      |          |          |          |  |          |          |          |
| TRANS MODE - ALL MODES                |                        |               |                |              |                |                     |                |        |          |          |                      |          |          |          |  |          |          |          |
| IPG - ALL IPGS                        | 302,101                | 29.3          | 22.4           | 23.1         | 39.6           | 0/99                | N/A            | 12.5%  | 8% UP    | 10% UP   | 5% UP                | 8% UP    | 10% UP   | 5% UP    | 5% UP                                  | 5% UP    | 5% UP    |          |
| IPG - I                               | 28,060                 | 22.4          | 19.8           | 16.8         | 28.2           | 0/99                | N/A            | 11.5%  | 8% DN    | 2% UP    | 5% DN                | 8% DN    | 2% UP    | 5% DN    | 2% UP                                  | 5% DN    | 5% DN    |          |
| IPG - II                              | 161,480                | 31.8          | 22.8           | 26.0         | 42.0           | 0/99                | N/A            | 4.9%   | 4% UP    | 20% UP   | 13% UP               | 14% UP   | 20% UP   | 13% UP   | 4% UP                                  | 13% UP   | 13% UP   |          |
| IPG - III                             | 107,445                | 26.7          | 21.7           | 19.9         | 36.9           | 0/99                | N/A            | 24.3%  | 4% UP    | 3% UP    | 3% UP                | 4% UP    | 3% UP    | 3% UP    | 3% UP                                  | 3% UP    | 3% UP    |          |
| IPG - CASREP                          | 295                    | 32.5          | 23.6           | 23.1         | 45.7           | 1/97                | N/A            | 1.7%   | 17% DN   | NO CHG   | 13% DN               | 17% DN   | NO CHG   | 13% DN   | 17% DN                                 | 13% DN   | 13% DN   |          |
| IPG - I CASREP                        | 248                    | 32.5          | 23.4           | 22.9         | 46.7           | 1/97                | N/A            | 1.6%   | 9% DN    | 19% UP   | 8% DN                | 9% DN    | 19% UP   | 8% DN    | 9% DN                                  | 8% DN    | 8% DN    |          |
| IPG - II CASREP                       | 47                     | 32.5          | 24.9           | 25.0         | 41.1           | 2/94                | N/A            | 2.1%   | 5% DN    | N/A      | 12% UP               | 5% DN    | N/A      | 12% UP   | 5% DN                                  | 12% UP   | 12% UP   |          |
| TRANS MODE - AIR                      |                        |               |                |              |                |                     |                |        |          |          |                      |          |          |          |  |          |          |          |
| IPG - ALL IPGS                        | 117,641                | 30.1          | 20.4           | 25.2         | 38.2           | 0/99                | N/A            | 2.1%   | 8% UP    | 7% UP    | 6% UP                | 8% UP    | 7% UP    | 6% UP    | 7% UP                                  | 6% UP    | 6% UP    |          |
| IPG - I                               | 17,571                 | 24.4          | 19.6           | 19.3         | 29.8           | 0/99                | N/A            | 4.5%   | 2% UP    | 5% UP    | NO CHG               | 2% UP    | 5% UP    | NO CHG   | 2% UP                                  | 5% UP    | NO CHG   |          |
| IPG - II                              | 82,406                 | 31.0          | 20.3           | 26.3         | 39.0           | 0/99                | N/A            | 1.7%   | 12% UP   | 11% UP   | 11% UP               | 12% UP   | 11% UP   | 11% UP   | 11% UP                                 | 11% UP   | 11% UP   |          |
| IPG - III                             | 14,242                 | 27.8          | 18.7           | 24.1         | 34.1           | 0/99                | N/A            | 1.9%   | 3% DN    | 16% DN   | 8% DN                | 3% DN    | 16% DN   | 8% DN    | 3% DN                                  | 16% DN   | 8% DN    |          |
| IPG - CASREP                          | 240                    | 32.0          | 23.4           | 22.2         | 45.1           | 1/94                | N/A            | .8%    | 11% DN   | 2% UP    | 6% DN                | 11% DN   | 2% UP    | 6% DN    | 11% DN                                 | 2% UP    | 6% DN    |          |
| IPG - I CASREP                        | 202                    | 31.9          | 22.9           | 22.0         | 45.2           | 1/94                | N/A            | .5%    | 10% DN   | 12% UP   | 9% DN                | 10% DN   | 12% UP   | 9% DN    | 10% DN                                 | 9% DN    | 9% DN    |          |
| IPG - II CASREP                       | 38                     | 32.8          | 26.5           | 23.8         | 44.2           | 2/94                | N/A            | 2.6%   | 3% UP    | N/A      | 22% UP               | 3% UP    | N/A      | 22% UP   | 3% UP                                  | N/A      | 22% UP   |          |
| TRANS MODE - SURFACE                  |                        |               |                |              |                |                     |                |        |          |          |                      |          |          |          |  |          |          |          |
| IPG - ALL IPGS                        | 58,198                 | 33.7          | 24.4           | 26.7         | 49.0           | 0/99                | N/A            | 29.7%  | 1% UP    | 13% UP   | 3% UP                | 1% UP    | 13% UP   | 3% UP    | 1% UP                                  | 13% UP   | 3% UP    |          |
| IPG - I                               | 2,753                  | 16.8          | 16.8           | 11.2         | 20.8           | 0/99                | N/A            | 39.8%  | 49% DN   | 1% DN    | 30% DN               | 49% DN   | 1% DN    | 30% DN   | 49% DN                                 | 1% DN    | 30% DN   |          |
| IPG - II                              | 17,363                 | 37.6          | 26.6           | 30.1         | 57.1           | 0/99                | N/A            | 20.2%  | 5% UP    | 25% UP   | 8% UP                | 5% UP    | 25% UP   | 8% UP    | 5% UP                                  | 25% UP   | 8% UP    |          |
| IPG - III                             | 37,760                 | 33.0          | 23.3           | 25.5         | 48.3           | 0/99                | N/A            | 33.3%  | 3% UP    | 13% UP   | 5% UP                | 3% UP    | 13% UP   | 5% UP    | 3% UP                                  | 13% UP   | 5% UP    |          |
| IPG - CASREP                          | 6                      | 20.0          | 11.7           | 19.5         | 24.2           | 2/38                | N/A            | 33.3%  | 18% UP   | N/A      | 18% UP               | 18% UP   | N/A      | 18% UP   | N/A                                    | 18% UP   | N/A      |          |
| IPG - I CASREP                        | 5                      | 19.2          | 12.9           | 18.0         | 24.2           | 2/38                | N/A            | 40.0%  | 13% UP   | N/A      | 13% UP               | 13% UP   | N/A      | 13% UP   | N/A                                    | 13% UP   | N/A      |          |
| IPG - II CASREP                       | 1                      | 24.0          | .0             | 24.0         | 24.0           | 24/24               | 6              | .0%    | N/A      | N/A      | N/A                  | N/A      | N/A      | N/A      | N/A                                    | N/A      | N/A      |          |
| TRANS MODE - LOCAL DELIVERY           |                        |               |                |              |                |                     |                |        |          |          |                      |          |          |          |  |          |          |          |
| IPG - ALL IPGS                        | 118,189                | 27.0          | 22.9           | 19.5         | 37.7           | 0/99                | N/A            | 13.5%  | 11% UP   | 10% UP   | 6% UP                | 11% UP   | 10% UP   | 6% UP    | 11% UP                                 | 10% UP   | 6% UP    |          |
| IPG - I                               | 6,366                  | 21.6          | 21.4           | 14.2         | 28.6           | 0/99                | N/A            | 12.2%  | 7% DN    | 4% UP    | 4% DN                | 7% DN    | 4% UP    | 4% DN    | 7% DN                                  | 4% UP    | 4% DN    |          |
| IPG - II                              | 57,712                 | 31.6          | 24.4           | 24.3         | 44.4           | 0/99                | N/A            | 3.6%   | 19% UP   | 35% UP   | 22% UP               | 19% UP   | 35% UP   | 22% UP   | 19% UP                                 | 35% UP   | 22% UP   |          |
| IPG - III                             | 52,755                 | 22.5          | 20.2           | 15.4         | 28.8           | 0/99                | N/A            | 23.9%  | 3% UP    | 2% DN    | 8% DN                | 3% UP    | 2% DN    | 8% DN    | 3% UP                                  | 2% DN    | 8% DN    |          |
| IPG - CASREP                          | 49                     | 36.6          | 24.7           | 26.1         | 58.0           | 2/97                | N/A            | 2.0%   | 30% DN   | 2% UP    | 22% DN               | 30% DN   | 2% UP    | 22% DN   | 30% DN                                 | 2% UP    | 22% DN   |          |
| IPG - I CASREP                        | 41                     | 37.5          | 25.9           | 25.2         | 62.0           | 2/97                | N/A            | 2.4%   | 4% DN    | 200% UP  | 14% DN               | 4% DN    | 200% UP  | 14% DN   | 4% DN                                  | 14% DN   | 14% DN   |          |
| IPG - II CASREP                       | 8                      | 32.0          | 18.5           | 28.0         | 38.0           | 8/69                | N/A            | N/A    | 32% DN   | N/A      | 10% DN               | 32% DN   | N/A      | 10% DN   | 32% DN                                 | N/A      | 10% DN   |          |
| ISSUE SIX PT - NSC/NSD                |                        |               |                |              |                |                     |                |        |          |          |                      |          |          |          |  |          |          |          |
| TRANS MODE - ALL MODES                |                        |               |                |              |                |                     |                |        |          |          |                      |          |          |          |  |          |          |          |
| IPG - ALL IPGS                        | 199,026                | 31.6          | 22.1           | 25.3         | 42.7           | 0/99                | N/A            | 10.0%  | 15% UP   | 8% UP    | 9% UP                | 15% UP   | 8% UP    | 9% UP    | 15% UP                                 | 8% UP    | 9% UP    |          |
| IPG - I                               | 14,177                 | 27.6          | 21.2           | 21.6         | 34.2           | 0/99                | N/A            | 4.6%   | 3% UP    | 2% DN    | 2% DN                | 3% UP    | 2% DN    | 2% DN    | 3% UP                                  | 2% DN    | 2% DN    |          |
| IPG - II                              | 108,366                | 32.8          | 22.2           | 27.1         | 43.1           | 0/99                | N/A            | 2.3%   | 18% UP   | 13% UP   | 13% UP               | 18% UP   | 13% UP   | 13% UP   | 18% UP                                 | 13% UP   | 13% UP   |          |
| IPG - III                             | 72,021                 | 30.0          | 21.8           | 23.4         | 42.2           | 0/99                | N/A            | 22.3%  | 14% UP   | 8% UP    | 4% UP                | 14% UP   | 8% UP    | 4% UP    | 14% UP                                 | 8% UP    | 4% UP    |          |
| IPG - CASREP                          | 215                    | 34.6          | 24.0           | 25.1         | 50.7           | 1/97                | N/A            | 1.4%   | 14% DN   | 1% UP    | 10% DN               | 14% DN   | 1% UP    | 10% DN   | 14% DN                                 | 1% UP    | 10% DN   |          |
| IPG - I CASREP                        | 186                    | 34.8          | 24.1           | 25.1         | 51.6           | 1/97                | N/A            | 1.6%   | NO CHG   | 25% UP   | 1% UP                | NO CHG   | 25% UP   | 1% UP    | NO CHG                                 | 25% UP   | 1% UP    |          |
| IPG - II CASREP                       | 29                     | 33.9          | 23.9           | 26.3         | 42.4           | 7/94                | N/A            | N/A    | 24% DN   | N/A      | 6% DN                | 24% DN   | N/A      | 6% DN    | 24% DN                                 | N/A      | 6% DN    |          |
| TRANS MODE - AIR                      |                        |               |                |              |                |                     |                |        |          |          |                      |          |          |          |  |          |          |          |
| IPG - ALL IPGS                        | 78,773                 | 31.0          | 20.1           | 26.0         | 39.0           | 0/99                | N/A            | 1.2%   | 16% UP   | 5% UP    | 9% UP                | 16% UP   | 5% UP    | 9% UP    | 16% UP                                 | 5% UP    | 9% UP    |          |
| IPG - I                               | 9,804                  | 28.1          | 21.1           | 21.8         | 34.4           | 0/99                | N/A            | 2.3%   | 18% UP   | 4% UP    | 7% UP                | 18% UP   | 4% UP    | 7% UP    | 18% UP                                 | 4% UP    | 7% UP    |          |
| IPG - II                              | 53,183                 | 31.5          | 19.9           | 26.8         | 39.1           | 0/99                | N/A            | .9%    | 21% UP   | 10% UP   | 12% UP               | 21% UP   | 10% UP   | 12% UP   | 21% UP                                 | 10% UP   | 12% UP   |          |



REPORT FILE: RPTMIS  
 PERIODICITY: QUARTERLY  
 TIME PERIOD: Q1 1984 DEC 1984

TRANSPORTATION TIME REPORT FOR FLEETS  
 RRIMIS II

PAGE: 18  
 CODE: 1, 1, 1  
 DATE: 09/11/85

FLEET: ALL  
 CONSIGNEE: ALL CONSIGNEES

DESCRIPTIVE STATISTICS  
 NUMBER OF ROWS: 117,826  
 AVERAGE VALUE: 27.0  
 STANDARD DEVIATION: 22.9  
 75TH PERCENTILE: 19.5  
 RANGE: 0/99

% CHANGE IN MEAN  
 LAST QTR: 11% UP  
 SAME QTR LAST YEAR: 7% DN  
 LAST FOUR QTRS TO DATE: 3% UP

| ISSUE            | ROW     | AVERAGE VALUE | STANDARD DEVIATION | 75TH PERCENTILE | RANGE   | % ROWS WITHIN | % ROWS WITHIN | % CHANGE IN MEAN |
|------------------|---------|---------------|--------------------|-----------------|---------|---------------|---------------|------------------|
| ISSUE            | ROW     | VALUE         | VALUE              | VALUE           | MIN/MAX | UMMIPS        | UMMIPS        | LAST QTR         |
| ISSUE: I         | 117,826 | 27.0          | 22.9               | 19.5            | 0/99    | N/A           | 13.6%         | 11% UP           |
| ISSUE: II        | 6,350   | 21.6          | 21.4               | 14.2            | 0/99    | N/A           | 12.2%         | 7% DN            |
| ISSUE: III       | 57,366  | 31.7          | 24.4               | 24.4            | 0/99    | N/A           | 3.6%          | 19% UP           |
| ISSUE: IV        | 52,754  | 22.5          | 20.2               | 15.4            | 0/99    | N/A           | 23.9%         | 3% UP            |
| ISSUE: CASREP    | 49      | 36.6          | 24.7               | 26.1            | 2/97    | N/A           | 2.0%          | 30% DN           |
| ISSUE: I CASREP  | 41      | 37.5          | 25.9               | 25.2            | 2/97    | N/A           | 2.4%          | 200% UP          |
| ISSUE: II CASREP | 8       | 32.0          | 18.5               | 28.0            | 8/69    | N/A           | N/A           | 32% DN           |



IPRUL III - RRIMIS  
 PERIODICALLY QUARTERLY  
 TIME PERIOD OCT 1984 OCT 1984

RRIMIS III - TRANSPORTATION TIME REPORT FOR FLEETS

PAGE 20  
 CODE ( 1, 4, )  
 DATE 09/11/85

DIFF - ALL  
 CONSOLIDATED - ATLANTIC SHIPS

| ISSUE CTR | TRANS MODE     | RONS | DESCRIPTIVE STATISTICS |         |             | 75TH PERCENTILE | RANGE - MIN/MAX | UNMIPS STANDORD | % RONS WITHIN UNMIPS | % CHANGE IN MEAN |                   |                   |                    |
|-----------|----------------|------|------------------------|---------|-------------|-----------------|-----------------|-----------------|----------------------|------------------|-------------------|-------------------|--------------------|
|           |                |      | AVERAGE                | STANDRD | DEVI- ATION |                 |                 |                 |                      | MEDIAN VALUE     | LAST QTR THIS QTR | SAME QTR THIS QTR | LAST QTR TO YR AGO |
| 7,655     | IPG- ALL IPGS  | 23.2 | 19.0                   | 17.5    | 29.5        | 0/99            | N/A             | 3.4%            | 17% UP               | 12% DN           | 16% DN            |                   |                    |
| 44        | IPG- CASREP    | 30.3 | 25.3                   | 19.8    | 44.2        | 4/93            | N/A             | N/A             | 18% DN               | 42% DN           | 14% DN            |                   |                    |
| 37        | IPG- I CASREP  | 31.2 | 25.8                   | 20.0    | 49.2        | 4/93            | N/A             | N/A             | 14% DN               | 41% DN           | 11% DN            |                   |                    |
| 7         | IPG- II CASREP | 25.7 | 23.4                   | 19.5    | 23.6        | 7/77            | 3               | .0%             | N/A                  | N/A              | 186% UP           |                   |                    |
| 13,388    | IPG- ALL IPGS  | 36.2 | 23.7                   | 27.5    | 53.3        | 0/99            | N/A             | 27.8%           | 12% UP               | 35% UP           | 14% UP            |                   |                    |
| 84        | IPG- I         | 35.0 | 16.5                   | 29.1    | 51.1        | 10/87           | N/A             | 39.3%           | 10% DN               | 12% DN           | 33% UP            |                   |                    |
| 2,069     | IPG- II        | 37.0 | 24.5                   | 29.2    | 52.6        | 1/99            | N/A             | 12.8%           | 18% DN               | 6% UP            | 2% DN             |                   |                    |
| 11,193    | IPG- III       | 36.0 | 23.6                   | 27.0    | 53.5        | 0/99            | N/A             | 30.4%           | 17% UP               | 38% UP           | 16% UP            |                   |                    |
| 1         | IPG- CASREP    | 17.0 | 0                      | 17.0    | 17.0        | 17/17           | 6               | .0%             | N/A                  | N/A              | N/A               |                   |                    |
| 1         | IPG- I CASREP  | 17.0 | 0                      | 17.0    | 17.0        | 17/17           | 6               | .0%             | N/A                  | N/A              | N/A               |                   |                    |
| 63,479    | IPG- ALL IPGS  | 32.3 | 22.9                   | 25.3    | 44.6        | 0/99            | N/A             | 9.0%            | 17% UP               | 14% UP           | 12% UP            |                   |                    |
| 1,360     | IPG- I         | 34.6 | 25.0                   | 28.5    | 45.8        | 4/99            | N/A             | .1%             | 21% DN               | 10% DN           | 20% DN            |                   |                    |
| 34,183    | IPG- II        | 35.2 | 23.8                   | 29.5    | 47.2        | 0/99            | N/A             | 8%              | 22% UP               | 34% UP           | 25% UP            |                   |                    |
| 27,246    | IPG- III       | 28.5 | 21.2                   | 21.8    | 40.8        | 0/99            | N/A             | 18.9%           | 11% UP               | 8% UP            | 1% UP             |                   |                    |
| 22        | IPG- CASREP    | 39.1 | 25.8                   | 24.4    | 64.2        | 10/92           | N/A             | N/A             | 5% DN                | 9% UP            | 16% DN            |                   |                    |
| 19        | IPG- I CASREP  | 39.5 | 26.2                   | 24.6    | 64.7        | 10/92           | N/A             | N/A             | N/A                  | 216% UP          | 2% UP             |                   |                    |
| 3         | IPG- II CASREP | 36.7 | 28.4                   | 23.0    | 62.7        | 16/69           | N/A             | N/A             | 22% DN               | N/A              | 9% DN             |                   |                    |

ISSUE CTR P.I. - ALL NAVY  
 TRANSPORTATION - ALL MODES

| ISSUE CTR | TRANS MODE     | RONS | DESCRIPTIVE STATISTICS |         |             | 75TH PERCENTILE | RANGE - MIN/MAX | UNMIPS STANDORD | % RONS WITHIN UNMIPS | % CHANGE IN MEAN |                   |                   |                    |
|-----------|----------------|------|------------------------|---------|-------------|-----------------|-----------------|-----------------|----------------------|------------------|-------------------|-------------------|--------------------|
|           |                |      | AVERAGE                | STANDRD | DEVI- ATION |                 |                 |                 |                      | MEDIAN VALUE     | LAST QTR THIS QTR | SAME QTR THIS QTR | LAST QTR TO YR AGO |
| 127,298   | IPG- ALL IPGS  | 32.6 | 22.2                   | 26.2    | 43.6        | 0/99            | N/A             | 7.8%            | 14% UP               | 13% UP           | 8% UP             |                   |                    |
| 5,474     | IPG- I         | 32.8 | 21.3                   | 26.4    | 39.7        | 3/99            | N/A             | 1.7%            | 1% UP                | 2% UP            | 1% DN             |                   |                    |
| 72,581    | IPG- II        | 34.0 | 22.3                   | 28.1    | 44.4        | 0/99            | N/A             | 1.0%            | 16% UP               | 16% UP           | 12% UP            |                   |                    |
| 46,673    | IPG- III       | 29.7 | 22.0                   | 22.6    | 41.7        | 0/99            | N/A             | 19.0%           | 12% UP               | 13% UP           | 3% UP             |                   |                    |
| 69        | IPG- CASREP    | 33.6 | 26.1                   | 22.3    | 53.0        | 4/93            | N/A             | N/A             | 10% DN               | 12% DN           | 13% DN            |                   |                    |
| 59        | IPG- I CASREP  | 34.4 | 26.5                   | 22.8    | 54.7        | 4/93            | N/A             | N/A             | 5% DN                | 6% UP            | 3% DN             |                   |                    |
| 10        | IPG- II CASREP | 29.0 | 23.9                   | 20.5    | 24.7        | 7/77            | N/A             | N/A             | 39% DN               | N/A              | 23% DN            |                   |                    |
| 48,802    | IPG- ALL IPGS  | 31.3 | 20.3                   | 26.2    | 39.0        | 0/99            | N/A             | 8%              | 11% UP               | 5% UP            | 1% UP             |                   |                    |
| 3,974     | IPG- I         | 31.9 | 19.7                   | 25.6    | 37.6        | 3/99            | N/A             | N/A             | 9% UP                | 7% UP            | 7% DN             |                   |                    |
| 35,271    | IPG- II        | 32.2 | 20.1                   | 27.1    | 39.7        | 0/99            | N/A             | 4%              | 12% UP               | 5% UP            | 2% UP             |                   |                    |
| 7,735     | IPG- III       | 23.5 | 19.2                   | 17.7    | 29.9        | 0/99            | N/A             | 3.3%            | 17% UP               | 11% DN           | 14% DN            |                   |                    |
| 46        | IPG- CASREP    | 31.3 | 26.3                   | 19.8    | 48.0        | 4/93            | N/A             | N/A             | 15% DN               | 40% DN           | 12% DN            |                   |                    |
| 39        | IPG- I CASREP  | 32.3 | 26.9                   | 20.0    | 51.3        | 4/93            | N/A             | N/A             | 11% DN               | 38% DN           | 8% DN             |                   |                    |
| 7         | IPG- II CASREP | 25.7 | 23.4                   | 19.5    | 23.6        | 7/77            | 3               | .0%             | N/A                  | N/A              | 186% UP           |                   |                    |
| 13,875    | IPG- ALL IPGS  | 36.6 | 23.8                   | 27.9    | 54.0        | 0/99            | N/A             | 27.4%           | 12% UP               | 35% UP           | 14% UP            |                   |                    |
| 95        | IPG- I         | 34.1 | 17.4                   | 28.2    | 49.7        | 10/87           | N/A             | 34.7%           | 13% DN               | 26% DN           | 25% DN            |                   |                    |
| 2,330     | IPG- II        | 38.5 | 24.9                   | 30.6    | 56.1        | 1/99            | N/A             | 12.7%           | 13% DN               | 8% UP            | 3% UP             |                   |                    |
| 11,396    | IPG- III       | 36.1 | 23.6                   | 27.2    | 53.6        | 0/99            | N/A             | 30.3%           | 17% UP               | 37% UP           | 16% UP            |                   |                    |
| 1         | IPG- CASREP    | 17.0 | 0                      | 17.0    | 17.0        | 17/17           | 6               | .0%             | N/A                  | N/A              | N/A               |                   |                    |
| 1         | IPG- I CASREP  | 17.0 | 0                      | 17.0    | 17.0        | 17/17           | 6               | .0%             | N/A                  | N/A              | N/A               |                   |                    |

.....  
 ARTIMIS II TRANSPORTATION TIME REPORT -- FOR FLEETS --  
 .....

PERIOD: ALL QUARTERS OCT 1981 DEC 1984  
 TIME PERIOD

| FLEET AND<br>CONSIGNEE - ATLANTIC SHIPS | DESCRIPTIVE STATISTICS |                  |                 |               | % RONS<br>WITHIN<br>UMHIPS |                   | % CHANGE IN MEAN<br>TO YR AGO TO |          | THIS QTR             |          |
|---|------------------------|------------------|-----------------|---------------|----------------------------|-------------------|----------------------------------|----------|----------------------|----------|
|   | NUMBER<br>OF RONS      | AVERAGE<br>VALUE | STANDRD<br>DEVI | 75TH<br>PERCN | RANGE<br>MIN/MAX           | STANDRD<br>UMHIPS | LAST QTR                         | SAME QTR | LAST FOUR<br>QTRS TO | THIS QTR |
| ISSUE FOR DT ALL NAVY                   | 64,312                 | 32.6             | 23.1            | 45.1          | 0/99                       | N/A               | 17% UP                           | 15% UP   | 12% UP               |          |
| IPANS MADE LOCAL DELIVERY               | 1,388                  | 35.4             | 25.5            | 47.1          | 4/99                       | N/A               | 17% DN                           | 8% DN    | 16% DN               |          |
| IPG I                                   | 34,749                 | 35.5             | 23.9            | 47.7          | 0/99                       | N/A               | 22% UP                           | 34% UP   | 25% UP               |          |
| IPG II                                  | 27,481                 | 28.7             | 21.3            | 41.2          | 0/99                       | N/A               | 11% UP                           | 9% UP    | 2% UP                |          |
| IPG III                                 | 22                     | 39.1             | 25.8            | 64.2          | 10/92                      | N/A               | 5% DN                            | 9% UP    | 16% DN               |          |
| IPG CASREP                              | 19                     | 39.5             | 26.2            | 64.7          | 10/92                      | N/A               | N/A                              | 216% UP  | 2% UP                |          |
| IPG I CASREP                            | 3                      | 36.7             | 28.4            | 62.7          | 16/69                      | N/A               | 22% DN                           | N/A      | 9% DN                |          |
| IPG II CASREP                           |                        |                  |                 |               |                            |                   |                                  |          |                      |          |

ISSUE FILE: RRIMIS  
 PERIODICITY: QUARTERLY  
 TIME PERIOD: OCT 1984 DEC 1984

RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS

PAGE 22  
 CODE ( 1, 5, )  
 DATE 09/11/85

| FLEET: ALL<br>CONSIGNEE: PACIFIC SHIPS | DESCRIPTIVE STATISTICS  |                              |                             |                               | % CHANGE IN MEAN |                    |                         |                         |                                     |
|--|-------------------------|------------------------------|-----------------------------|-------------------------------|------------------|--------------------|-------------------------|-------------------------|-------------------------------------|
|  | NUMBER<br>OF OR<br>RONS | AVERAGE<br>STANDARD<br>VALUE | 75TH<br>PERCENTILE<br>VALUE | MEDIAN<br>PERCENTILE<br>VALUE | RANGE<br>MIN/MAX | UMMIPS<br>STANDARD | LAST<br>QTR<br>THIS QTR | SAME<br>QTR<br>THIS QTR | LAST<br>FOUR<br>QTRS TO<br>THIS QTR |
| ISSUE: STK PT - ALL STK PFS            | 67,473                  | 35.1                         | 22.2                        | 28.6                          | 47.4             | 0/99               | 1% UP                   | 5% DN                   | 7% DN                               |
| TRANS: MODE - ALL MODES                | 7,851                   | 27.9                         | 19.5                        | 22.1                          | 22.4             | 0/99               | 30% DN                  | 32% DN                  | 30% DN                              |
| IFG: ALL IFGS                          | 38,090                  | 35.2                         | 22.4                        | 29.3                          | 46.4             | 0/99               | 5% UP                   | 2% DN                   | 5% DN                               |
| IFG: I                                 | 19,406                  | 36.5                         | 22.1                        | 29.3                          | 51.0             | 0/99               | 7% UP                   | 3% UP                   | 2% DN                               |
| IFG: III                               | 189                     | 32.0                         | 23.1                        | 23.0                          | 43.1             | 1/97               | 26% DN                  | 2% DN                   | 15% DN                              |
| IFG: CASREP                            | 166                     | 31.2                         | 22.4                        | 22.2                          | 42.1             | 1/97               | 4% UP                   | 24% UP                  | 4% DN                               |
| IFG: I CASREP                          | 23                      | 37.9                         | 27.8                        | 31.3                          | 61.7             | 2/94               | 7% DN                   | N/A                     | 15% UP                              |
| TRANS: MODE - AIR                      | 33,367                  | 34.0                         | 20.1                        | 27.9                          | 43.2             | 0/99               | 5% UP                   | 11% DN                  | 3% DN                               |
| IFG: ALL IFGS                          | 5,462                   | 29.3                         | 20.3                        | 22.4                          | 34.5             | 1/99               | NO CHG                  | 31% DN                  | 20% DN                              |
| IFG: I                                 | 21,207                  | 34.1                         | 20.5                        | 28.7                          | 42.9             | 0/99               | 12% UP                  | 2% DN                   | 1% UP                               |
| IFG: III                               | 5,238                   | 33.9                         | 15.9                        | 28.0                          | 40.0             | 4/99               | 1% DN                   | 43% DN                  | 11% DN                              |
| IFG: CASREP                            | 182                     | 31.7                         | 22.9                        | 22.2                          | 43.0             | 1/94               | 1% UP                   | 3% DN                   | 6% DN                               |
| IFG: I CASREP                          | 142                     | 30.5                         | 21.8                        | 21.3                          | 41.4             | 1/94               | 8% UP                   | 22% UP                  | NO CHG                              |
| IFG: I CASREP                          | 20                      | 40.3                         | 28.9                        | 33.8                          | 65.5             | 2/94               | 2% DN                   | N/A                     | 18% UP                              |
| TRANS: MODE - SURFACE                  | 12,474                  | 43.4                         | 22.9                        | 38.9                          | 60.1             | 0/99               | 9% UP                   | 8% UP                   | 1% UP                               |
| IFG: ALL IFGS                          | 313                     | 30.9                         | 21.4                        | 23.2                          | 37.9             | 2/97               | 56% DN*                 | 3% DN                   | 44% DN                              |
| IFG: I                                 | 3,554                   | 41.1                         | 21.3                        | 36.5                          | 52.6             | 0/99               | 5% DN                   | 5% DN                   | 7% DN                               |
| IFG: III                               | 8,427                   | 44.7                         | 23.4                        | 42.5                          | 61.9             | 0/99               | 20% UP                  | 14% UP                  | 9% UP                               |
| IFG: CASREP                            | 3                       | 20.7                         | 18.0                        | 23.0                          | 36.2             | 2/38               | 22% UP                  | N/A                     | 22% UP                              |
| IFG: I CASREP                          | 3                       | 20.7                         | 18.0                        | 23.0                          | 36.2             | 2/38               | 22% UP                  | N/A                     | 22% UP                              |
| TRANS: MODE - LOCAL DELIVERY           | 21,289                  | 31.7                         | 23.6                        | 24.3                          | 44.2             | 0/99               | 8% DN                   | 6% DN                   | 13% DN                              |
| IFG: ALL IFGS                          | 2,056                   | 24.0                         | 16.2                        | 20.9                          | 29.4             | 0/99               | 48% DN                  | 20% DN                  | 46% DN                              |
| IFG: I                                 | 13,054                  | 35.1                         | 25.0                        | 27.0                          | 51.4             | 0/99               | 1% DN                   | 2% UP                   | 6% DN                               |
| IFG: III                               | 5,695                   | 26.6                         | 20.5                        | 20.5                          | 36.8             | 0/99               | 15% DN                  | 12% DN                  | 23% DN                              |
| IFG: CASREP                            | 24                      | 35.0                         | 25.2                        | 28.8                          | 50.5             | 2/97               | 4% DN                   | 36% DN                  | 25% DN                              |
| IFG: I CASREP                          | 21                      | 36.9                         | 26.2                        | 33.0                          | 58.0             | 2/97               | 6% DN                   | N/A                     | 20% DN                              |
| IFG: I CASREP                          | 3                       | 22.0                         | 12.1                        | 26.5                          | 28.0             | 8/29               | N/A                     | N/A                     | 16% DN                              |
| ISSUE: STK PT - MSC/MSD                | 52,368                  | 35.5                         | 22.5                        | 29.3                          | 48.5             | 0/99               | 9% UP                   | 1% DN                   | NO CHG                              |
| TRANS: MODE - ALL MODES                | 5,386                   | 29.1                         | 21.1                        | 22.3                          | 31.9             | 0/99               | 10% DN                  | 30% DN                  | 21% DN                              |
| IFG: ALL IFGS                          | 27,868                  | 35.4                         | 22.7                        | 30.0                          | 47.0             | 0/99               | 13% UP                  | 2% UP                   | 2% UP                               |
| IFG: I                                 | 17,078                  | 36.5                         | 22.0                        | 29.3                          | 51.0             | 0/99               | 11% UP                  | 6% UP                   | 2% UP                               |
| IFG: III                               | 135                     | 34.1                         | 23.6                        | 26.6                          | 47.7             | 1/97               | 23% DN                  | 8% UP                   | 12% DN                              |
| IFG: CASREP                            | 119                     | 33.9                         | 23.3                        | 25.8                          | 47.7             | 1/97               | 14% UP                  | 28% UP                  | 3% UP                               |
| IFG: I CASREP                          | 16                      | 35.7                         | 26.3                        | 28.8                          | 49.2             | 8/94               | N/A                     | N/A                     | 1% UP                               |
| TRANS: MODE - AIR                      | 22,838                  | 35.0                         | 20.0                        | 29.3                          | 44.6             | 0/99               | 15% UP                  | 8% DN                   | 3% UP                               |
| IFG: ALL IFGS                          | 3,225                   | 32.1                         | 22.9                        | 23.0                          | 41.8             | 1/99               | 25% DN                  | 27% DN                  | 9% DN                               |
| IFG: I                                 | 13,148                  | 34.6                         | 20.2                        | 30.6                          | 43.1             | 0/99               | 5% UP                   | 3% UP                   | 9% UP                               |
| IFG: III                               | 5,101                   | 34.0                         | 15.7                        | 28.1                          | 40.0             | 4/99               | NO CHG                  | 43% DN                  | 10% DN                              |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)





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 \* RTTIMS II: TRANSPORTATION TIME REPORT ... FOR FLEETS \*  
 .....

REPORT FILE: RRIMIS  
 PERIODICITY: QUARTERLY  
 TIME PERIOD: OCT 1984 DEC 1984

FLEET: ALL  
 CORPS/UNIT: PACIFIC SHIPS

ISSUE: ALL  
 TRANS MODE: LOCAL DELIVERY

REG: I  
 REG: II  
 REG: III  
 REG: I CASREP  
 REG: II CASREP

| DESCRIPTIVE STATISTICS |                            | % RONS WITHIN UMMIPS |       | % CHANGE IN MEAN TO YR AGO TO THIS QTR |          |          |          |                            |
|------------------------|----------------------------|----------------------|-------|--|----------|----------|----------|----------------------------|
| NUMBER OF RONS         | AVERAGE STANDARD DEVIATION | 75TH PERCENTILE      | RANGE | UMMIPS                                 | STANDARD | LAST QTR | SAME QTR | LAST FOUR QTRS TO THIS QTR |
| 2,056                  | 24.0                       | 16.2                 | 29.4  | 0/99                                   | N/A      | 48% DN   | 20% DN   | 46% DN                     |
| 12,970                 | 35.1                       | 25.1                 | 51.7  | 0/99                                   | N/A      | 1% DN    | 2% UP    | 6% DN                      |
| 5,694                  | 26.6                       | 20.5                 | 36.8  | 0/99                                   | N/A      | 16% DN   | 12% DN   | 23% DN                     |
| 24                     | 35.0                       | 25.2                 | 50.5  | 2/97                                   | N/A      | 36% DN   | N/A      | 25% DN                     |
| 21                     | 36.9                       | 26.2                 | 33.0  | 2/97                                   | N/A      | 6% DN    | N/A      | 20% DN                     |
| 3                      | 22.0                       | 12.1                 | 26.5  | 8/29                                   | 3        | N/A      | N/A      | 16% DN                     |

\*\*\*\*\* TRANSPORTATION TIME REPORT FOR FLEETS \*\*\*\*\*  
 PRIMIS II

UNIT CODE TO  
 REPORT ALL CONSISTENT  
 TIME PERIODS 01/1985 TO 09/1985

| UNIT CODE TO REPORT | ALL CONSISTENT TIME PERIODS | DESCRIPTIVE STATISTICS |               |                    |                |                 |              |           |           |        |        | % RANGES WITHIN UMMPIS |        |          |          | % CHANGE IN MEAN TO VR AGO TO OTHERS TO THIS QTR |          |          |                            |
|---------------------|-----------------------------|------------------------|---------------|--------------------|----------------|-----------------|--------------|-----------|-----------|--------|--------|------------------------|--------|----------|----------|--|----------|----------|----------------------------|
|                     |                             | NUMBER OF RONS         | AVERAGE VALUE | STANDARD DEVIATION | STANDARD ERROR | 75TH PERCENTILE | MEDIAN VALUE | RANGE MIN | RANGE MAX | UMMPIS | UMMPIS | UMMPIS                 | UMMPIS | LAST QTR | SAME QTR | LAST FOUR QTRS TO THIS QTR                       | LAST QTR | SAME QTR | LAST FOUR QTRS TO THIS QTR |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 52,787                 | 36.2          | 20.9               | 28.7           | 47.7            | 0/99         | N/A       | 9.3%      | 13% UP | NO CHG | 8% UP                  | 12% UP |          |          |  |          |          |                            |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 5,231                  | 31.7          | 20.6               | 24.4           | 38.2            | 2/99         | N/A       | 1.3%      | 26% UP | 13% UP | 4% DN                  | 4% DN  |          |          |  |          |          |                            |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 25,108                 | 32.5          | 19.4               | 26.9           | 38.4            | 0/99         | N/A       | 2.0%      | 9% UP  | 8% DN  | 2% DN                  | 2% DN  |          |          |  |          |          |                            |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 20,128                 | 40.4          | 21.7               | 32.2           | 56.8            | 0/99         | N/A       | 21.0%     | 33% UP | 8% UP  | 5% UP                  | 22% UP |          |          |  |          |          |                            |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 91                     | 32.3          | 22.6               | 23.3           | 48.7            | 2/94         | N/A       | 1.1%      | 10% DN | 12% DN | 5% DN                  | 5% DN  |          |          |  |          |          |                            |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 88                     | 32.0          | 21.8               | 23.5           | 48.5            | 2/91         | N/A       | 1.1%      | 10% DN | 3% DN  | 4% DN                  | 4% DN  |          |          |  |          |          |                            |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 3                      | 41.7          | 45.3               | 16.0           | 84.0            | 15/94        | N/A       | N/A       | N/A    | N/A    | N/A                    | N/A    |          |          |  |          |          |                            |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 36,360                 | 32.9          | 18.6               | 27.1           | 39.4            | 0/99         | N/A       | 1%        | 12% UP | 3% DN  | 4% UP                  | 4% UP  |          |          |  |          |          |                            |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 5,009                  | 31.3          | 20.3               | 24.3           | 37.7            | 2/99         | N/A       | 0%        | 25% UP | 15% DN | 5% DN                  | 5% DN  |          |          |  |          |          |                            |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 21,609                 | 31.6          | 18.3               | 26.6           | 36.5            | 0/99         | N/A       | 2%        | 10% UP | 3% DN  | NO CHG                 | NO CHG |          |          |  |          |          |                            |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 7,762                  | 32.8          | 16.0               | 27.2           | 38.0            | 3/99         | N/A       | 0%        | 13% UP | 3% DN  | 8% UP                  | 8% UP  |          |          |  |          |          |                            |
| 15-06-1K-ET-NSC/NFO | 15-06-1K-ET-NSC/NFO         | 7,82                   | 32.8          | 23.0               | 21.2           | 49.9            | 5/94         | N/A       | N/A       | N/A    | 8% DN  | 4% DN                  | 4% DN  |          |          |  |          |          |                            |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITHIN 90% CONFIDENCE)

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 PERIOD: QUARTER  
 TIME PERIOD: 01 1984 DEC 1984  
 \*\*\*\*\*  
 TRANSPORTATION TIME REPORT FOR FLEETS  
 \*\*\*\*\*

ISSUE: DEFLOYED  
 CONSTRAINT: ALL CONSTRAINTS

| ISSUE                      | STR    | DE   | MISC/NSD | DESCRIPTIVE STATISTICS |                            |                    |         | % CHANGE IN MEAN |     |       |          |          |          |          |                          |          |
|----------------------------|--------|------|----------|------------------------|----------------------------|--------------------|---------|------------------|-----|-------|----------|----------|----------|----------|--------------------------|----------|
|                            |        |      |          | NUMBER OF RONS         | AVERAGE STANDARD DEVIATION | STANDARD DEVIATION | PERCENT | RANGE            | MIN | MAX   | STANDARD | THIS QTR | LAST QTR | SAME QTR | LAST FOUR QTRS TO YR AGO | THIS QTR |
| ISSUE: DEFLOYED            | 79     | 32.4 | 22.2     | 23.5                   | 49.6                       | 5/ 93              | N/A     | N/A              | N/A | 9%    | DN       | 2%       | DN       | 3%       | DN                       | N/A      |
| TRANS MODE: AIR            | 3      | 41.7 | 45.3     | 16.0                   | 84.0                       | 15/ 94             | N/A     | N/A              | N/A | N/A   | N/A      | N/A      | N/A      | N/A      | N/A                      | N/A      |
| ISSUE: DEFLOYED            | 12,485 | 45.4 | 23.2     | 42.1                   | 63.5                       | 0/ 99              | N/A     | N/A              | N/A | 33.8% | UP       | 20%      | UP       | 28%      | UP                       | N/A      |
| TRANS MODE: AIR            | 133    | 40.5 | 20.5     | 30.9                   | 53.2                       | 2/ 97              | N/A     | N/A              | N/A | 48.1% | UP       | 29%      | UP       | 26%      | UP                       | N/A      |
| ISSUE: DEFLOYED            | 1,998  | 41.5 | 23.8     | 33.2                   | 57.8                       | 1/ 99              | N/A     | N/A              | N/A | 22.7% | UP       | 11%      | UP       | 20%      | UP                       | N/A      |
| TRANS MODE: SURFACE        | 10,192 | 46.1 | 23.0     | 44.3                   | 64.0                       | 0/ 99              | N/A     | N/A              | N/A | 35.4% | UP       | 20%      | UP       | 28%      | UP                       | N/A      |
| ISSUE: DEFLOYED            | 2      | 9.5  | 10.6     | 10.5                   | 17.0                       | 2/ 17              | 6       | 6                | 6   | 50.0% | N/A      | N/A      | N/A      | N/A      | N/A                      | N/A      |
| TRANS MODE: LOCAL DELIVERY | 3,920  | 37.2 | 24.9     | 30.5                   | 50.3                       | 0/ 99              | N/A     | N/A              | N/A | 18.6% | UP       | 9%       | DN       | 27%      | UP                       | N/A      |
| ISSUE: DEFLOYED            | 86     | 37.0 | 30.3     | 20.3                   | 49.9                       | 6/ 99              | N/A     | N/A              | N/A | 1.1%  | DN       | 35%      | DN       | 14%      | UP                       | N/A      |
| TRANS MODE: AIR            | 1,497  | 33.1 | 24.4     | 20.7                   | 47.1                       | 0/ 99              | N/A     | N/A              | N/A | 28.3% | UP       | 24%      | UP       | 37%      | UP                       | N/A      |
| ISSUE: DEFLOYED            | 2,159  | 40.6 | 25.0     | 34.8                   | 60.5                       | 0/ 99              | N/A     | N/A              | N/A | N/A   | N/A      | N/A      | N/A      | N/A      | N/A                      | N/A      |
| TRANS MODE: SURFACE        | 7      | 33.9 | 17.9     | 24.9                   | 46.7                       | 22/ 69             | N/A     | N/A              | N/A | N/A   | N/A      | N/A      | N/A      | N/A      | N/A                      | N/A      |
| ISSUE: DEFLOYED            | 7      | 33.9 | 17.9     | 24.9                   | 46.7                       | 22/ 69             | N/A     | N/A              | N/A | N/A   | N/A      | N/A      | N/A      | N/A      | N/A                      | N/A      |
| ISSUE: DEFLOYED            | 53,765 | 36.2 | 21.0     | 28.8                   | 47.8                       | 0/ 99              | N/A     | N/A              | N/A | 9.4%  | UP       | 1%       | UP       | 12%      | UP                       | N/A      |
| TRANS MODE: ALL MODES      | 5,422  | 31.9 | 20.8     | 24.5                   | 38.7                       | 2/ 99              | N/A     | N/A              | N/A | 1.2%  | DN       | 12%      | DN       | 3%       | DN                       | N/A      |
| ISSUE: DEFLOYED            | 25,574 | 32.5 | 19.4     | 26.8                   | 38.4                       | 0/ 99              | N/A     | N/A              | N/A | 2.1%  | DN       | 9%       | UP       | 2%       | DN                       | N/A      |
| TRANS MODE: AIR            | 20,231 | 40.5 | 21.7     | 32.3                   | 56.9                       | 0/ 99              | N/A     | N/A              | N/A | 21.0% | UP       | 33%      | UP       | 22%      | UP                       | N/A      |
| ISSUE: DEFLOYED            | 92     | 32.2 | 22.5     | 23.2                   | 48.5                       | 2/ 94              | N/A     | N/A              | N/A | 1.1%  | DN       | 10%      | DN       | 6%       | DN                       | N/A      |
| TRANS MODE: SURFACE        | 89     | 31.8 | 21.8     | 23.3                   | 48.2                       | 2/ 93              | N/A     | N/A              | N/A | 1.1%  | DN       | 3%       | DN       | 5%       | DN                       | N/A      |
| ISSUE: DEFLOYED            | 37,202 | 32.9 | 18.7     | 27.1                   | 39.6                       | 0/ 99              | N/A     | N/A              | N/A | 1%    | UP       | 3%       | DN       | 4%       | UP                       | N/A      |
| TRANS MODE: AIR            | 5,197  | 31.6 | 20.6     | 24.3                   | 38.2                       | 2/ 99              | N/A     | N/A              | N/A | 0%    | UP       | 13%      | DN       | 4%       | DN                       | N/A      |
| ISSUE: DEFLOYED            | 22,023 | 31.6 | 18.3     | 26.5                   | 36.5                       | 0/ 99              | N/A     | N/A              | N/A | 0%    | UP       | 10%      | UP       | 4%       | DN                       | N/A      |
| TRANS MODE: SURFACE        | 7,798  | 32.9 | 16.0     | 27.3                   | 38.1                       | 3/ 99              | N/A     | N/A              | N/A | 0%    | UP       | 31%      | DN       | 8%       | UP                       | N/A      |
| ISSUE: DEFLOYED            | 83     | 32.6 | 22.9     | 23.0                   | 49.6                       | 5/ 94              | N/A     | N/A              | N/A | N/A   | N/A      | 11%      | DN       | 4%       | DN                       | N/A      |
| TRANS MODE: AIR            | 80     | 32.2 | 22.1     | 23.2                   | 49.2                       | 5/ 93              | N/A     | N/A              | N/A | N/A   | N/A      | 10%      | DN       | 2%       | DN                       | N/A      |
| ISSUE: DEFLOYED            | 12,611 | 45.4 | 23.2     | 42.1                   | 63.5                       | 0/ 99              | N/A     | N/A              | N/A | 33.8% | UP       | 20%      | UP       | 28%      | UP                       | N/A      |
| TRANS MODE: SURFACE        | 1,136  | 41.0 | 21.2     | 31.3                   | 53.8                       | 2/ 97              | N/A     | N/A              | N/A | 47.8% | UP       | 30%      | UP       | 28%      | UP                       | N/A      |
| ISSUE: DEFLOYED            | 2,046  | 41.4 | 24.0     | 33.0                   | 58.0                       | 1/ 99              | N/A     | N/A              | N/A | 22.9% | UP       | 11%      | UP       | 19%      | UP                       | N/A      |
| TRANS MODE: AIR            | 10,257 | 46.2 | 23.0     | 44.3                   | 64.1                       | 0/ 99              | N/A     | N/A              | N/A | 35.4% | UP       | 20%      | UP       | 28%      | UP                       | N/A      |
| ISSUE: DEFLOYED            | 2      | 9.5  | 10.6     | 10.5                   | 17.0                       | 2/ 17              | 6       | 6                | 6   | 50.0% | N/A      | N/A      | N/A      | N/A      | N/A                      | N/A      |
| TRANS MODE: LOCAL DELIVERY | 3,929  | 37.2 | 24.8     | 30.4                   | 50.3                       | 0/ 99              | N/A     | N/A              | N/A | 18.7% | UP       | 9%       | DN       | 27%      | UP                       | N/A      |
| ISSUE: DEFLOYED            | 86     | 37.0 | 30.3     | 20.3                   | 49.9                       | 6/ 99              | N/A     | N/A              | N/A | 1.1%  | DN       | 35%      | DN       | 14%      | UP                       | N/A      |
| TRANS MODE: AIR            | 1,500  | 33.1 | 24.4     | 20.7                   | 47.0                       | 0/ 99              | N/A     | N/A              | N/A | 1.1%  | DN       | 8%       | DN       | 14%      | UP                       | N/A      |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

PRIMIS II TRANSPORTATION TIME REPORT FOR FLEETS

PERIOD: ALL QUARTERS  
 TIME PERIOD: 01 1983 DEC 1984

| FLEET DEPLOYED<br>CONSIDER ALL CONSIGNEES          | DESCRIPTIVE STATISTICS |                  |                       |                    | % CHANGE IN MEAN |             |                                   |             |             |
|--|------------------------|------------------|-----------------------|--------------------|------------------|-------------|-----------------------------------|-------------|-------------|
|  | NUMBER<br>OF RONS      | AVERAGE<br>VALUE | STANDARD<br>DEVIATION | 75TH<br>PERCENTILE | LAST<br>QTR      | SAME<br>QTR | LAST<br>FOUR<br>QTRS TO<br>YR AGO | THIS<br>QTR | THIS<br>QTR |
| ISSUE SET PT ALL HAVE<br>TRAPP-ACOM LOCAL DELIVERY | 2,161                  | 40.6             | 25.0                  | 34.8               | 60% UP           | 24% UP      | 37% UP                            | N/A         | N/A         |
| ISS CASREP   | 7                      | 33.9             | 17.9                  | 24.9               | N/A              | N/A         | N/A                               | N/A         | N/A         |
| ISS CASREP   | 7                      | 33.9             | 17.9                  | 24.9               | N/A              | N/A         | N/A                               | N/A         | N/A         |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

PERIOD: 1984  
 PERIOD: QUARTERLY  
 TIME PERIOD: OCT 1984 DEC 1984

PRIMIS II: TRANSPORTATION TIME REPORT FOR FLEETS

FLEET DEFINED: CONSIST OF ATLANTIC SHIPS

ISSUE CTR FT: ALL SIK FT

IPGS - ALL IPGS  
 IPGS - I  
 IPGS - II  
 IPGS - III  
 IPGS - CASREP  
 IPGS - I CASREP  
 IPGS - MODE AIR  
 IPGS - ALL IPGS  
 IPGS - I  
 IPGS - II  
 IPGS - III  
 IPGS - CASREP  
 IPGS - I CASREP  
 IPGS - MODE SURFACE  
 IPGS - ALL IPGS  
 IPGS - I  
 IPGS - II  
 IPGS - III  
 IPGS - CASREP  
 IPGS - I CASREP

| NUMBER AVERAGE STANDARD |       | DESCRIPTIVE STATISTICS |        | 75TH     |       | RANGE |       | UNMIPS   |        | % CHANGES IN MEAN |          |           |
|-------------------------|-------|------------------------|--------|----------|-------|-------|-------|----------|--------|-------------------|----------|-----------|
| OF DR                   | MEAN  | DEVI-                  | MEDIAN | PERCENT- | VALUE | MIN   | MAX   | STANDARD | WITHIN | LAST QTR          | SAME QTR | LAST FOUR |
| QTR                     | VALUE | ATION                  | VALUE  | ILE      | VALUE | MIN   | MAX   | STANDARD | UNMIPS | THIS QTR          | THIS QTR | THIS QTR  |
| 37,281                  | 33.9  | 19.8                   | 27.6   | 41.0     | 0/99  | 0/99  | 0/99  | 0/99     | 6.8%   | 2% UP             | 2% UP    | 3% DN     |
| 31,795                  | 28.1  | 15.4                   | 24.4   | 33.2     | 3/99  | 3/99  | 3/99  | 3/99     | 1.7%   | 1% UP             | 1% DN    | 11% DN    |
| 21,832                  | 31.1  | 18.0                   | 26.6   | 35.4     | 0/99  | 0/99  | 0/99  | 0/99     | 1.8%   | 5% DN             | 7% DN    | 11% DN    |
| 10,484                  | 40.4  | 22.5                   | 32.6   | 59.5     | 0/99  | 0/99  | 0/99  | 0/99     | 21.8%  | 1% UP             | 1% DN    | 8% DN     |
| 42                      | 28.1  | 21.3                   | 21.6   | 34.2     | 5/93  | 5/93  | 5/93  | 5/93     | N/A    | 25% DN            | 43% DN   | 21% DN    |
| 42                      | 28.1  | 21.3                   | 21.6   | 34.2     | 5/93  | 5/93  | 5/93  | 5/93     | N/A    | 24% DN            | 43% DN   | 20% DN    |
| 27,628                  | 30.7  | 17.3                   | 26.3   | 35.4     | 0/99  | 0/99  | 0/99  | 0/99     | 1%     | 2% DN             | 5% DN    | 8% DN     |
| 3,661                   | 28.0  | 15.4                   | 24.4   | 33.2     | 3/99  | 3/99  | 3/99  | 3/99     | N/A    | 1% UP             | 1% DN    | 12% DN    |
| 19,872                  | 30.2  | 17.0                   | 26.4   | 34.5     | 0/99  | 0/99  | 0/99  | 0/99     | N/A    | 3% DN             | 9% DN    | 12% DN    |
| 2,967                   | 31.3  | 17.6                   | 25.0   | 36.3     | 3/98  | 3/98  | 3/98  | 3/98     | 0%     | 4% DN             | 3% UP    | 3% UP     |
| 37                      | 29.0  | 22.5                   | 21.0   | 39.2     | 5/93  | 5/93  | 5/93  | 5/93     | N/A    | 22% DN            | 41% DN   | 18% DN    |
| 37                      | 29.0  | 22.5                   | 21.0   | 39.2     | 5/93  | 5/93  | 5/93  | 5/93     | N/A    | 22% DN            | 41% DN   | 18% DN    |
| 8,336                   | 41.3  | 23.0                   | 34.3   | 60.4     | 0/99  | 0/99  | 0/99  | 0/99     | 28.5%  | 3% DN             | 18% UP   | 4% UP     |
| 110                     | 30.0  | 15.2                   | 24.2   | 35.1     | 7/86  | 7/86  | 7/86  | 7/86     | 6%     | 6% DN             | 30% DN   | 18% DN    |
| 1,525                   | 36.9  | 22.9                   | 28.7   | 52.0     | 1/99  | 1/99  | 1/99  | 1/99     | 10.9%  | 24% DN            | 32% UP   | 10% DN    |
| 6,675                   | 42.4  | 22.9                   | 37.0   | 62.0     | 0/99  | 0/99  | 0/99  | 0/99     | 31.9%  | 7% UP             | 16% UP   | 10% UP    |
| 1                       | 17.0  | 0                      | 17.0   | 17.0     | 17/17 | 17/17 | 17/17 | 17/17    | 6      | 0%                | N/A      | N/A       |
| 1                       | 17.0  | 0                      | 17.0   | 17.0     | 17/17 | 17/17 | 17/17 | 17/17    | 6      | 0%                | N/A      | N/A       |
| 1,250                   | 53.5  | 23.2                   | 52.4   | 74.5     | 1/99  | 1/99  | 1/99  | 1/99     | 11.9%  | 4% UP             | 17% DN   | NO CHG    |
| 3,661                   | 28.0  | 15.4                   | 24.4   | 33.2     | 3/99  | 3/99  | 3/99  | 3/99     | N/A    | 5% UP             | 20% DN   | 3% DN     |
| 412                     | 50.4  | 23.7                   | 50.5   | 72.8     | 7/99  | 7/99  | 7/99  | 7/99     | N/A    | 6% DN             | 18% DN   | 21% UP    |
| 798                     | 56.0  | 22.3                   | 55.7   | 77.0     | 1/99  | 1/99  | 1/99  | 1/99     | 18.2%  | 1% DN             | 20% DN   | 30% DN    |
| 4                       | 22.7  | 5                      | 22.0   | 22.7     | 22/23 | 22/23 | 22/23 | 22/23    | 2      | 0%                | N/A      | N/A       |
| 4                       | 22.7  | 5                      | 22.0   | 22.7     | 22/23 | 22/23 | 22/23 | 22/23    | 2      | 0%                | N/A      | N/A       |
| 31,202                  | 33.9  | 19.6                   | 27.6   | 40.7     | 0/99  | 0/99  | 0/99  | 0/99     | 7.1%   | 7% UP             | 3% DN    | 1% DN     |
| 2,879                   | 28.8  | 15.8                   | 24.9   | 34.0     | 3/98  | 3/98  | 3/98  | 3/98     | 1.0%   | 6% UP             | 4% DN    | 9% DN     |
| 18,018                  | 31.2  | 17.5                   | 26.8   | 35.3     | 1/99  | 1/99  | 1/99  | 1/99     | 7%     | 3% UP             | 12% DN   | 9% DN     |
| 9,333                   | 39.4  | 22.4                   | 30.7   | 57.7     | 0/99  | 0/99  | 0/99  | 0/99     | 22.1%  | 4% UP             | 6% DN    | 8% DN     |
| 36                      | 28.8  | 22.2                   | 21.7   | 35.5     | 5/93  | 5/93  | 5/93  | 5/93     | N/A    | 21% DN            | 41% DN   | 17% DN    |
| 36                      | 28.8  | 22.2                   | 21.7   | 35.5     | 5/93  | 5/93  | 5/93  | 5/93     | N/A    | 20% DN            | 41% DN   | 15% DN    |
| 22,933                  | 30.9  | 17.0                   | 26.5   | 35.4     | 1/99  | 1/99  | 1/99  | 1/99     | 0%     | 4% UP             | 10% DN   | 6% DN     |
| 2,792                   | 28.7  | 15.7                   | 24.9   | 33.9     | 3/98  | 3/98  | 3/98  | 3/98     | N/A    | 6% UP             | 4% DN    | 10% DN    |
| 16,363                  | 30.3  | 16.5                   | 26.6   | 34.3     | 1/99  | 1/99  | 1/99  | 1/99     | 0%     | 4% UP             | 14% DN   | 10% DN    |
| 2,834                   | 31.2  | 17.4                   | 24.9   | 35.9     | 3/98  | 3/98  | 3/98  | 3/98     | 0%     | 3% DN             | 20% DN   | 5% UP     |
| 31                      | 29.9  | 23.7                   | 21.1   | 46.7     | 5/93  | 5/93  | 5/93  | 5/93     | N/A    | 18% DN            | 39% DN   | 13% DN    |
| 31                      | 29.9  | 23.7                   | 21.1   | 46.7     | 5/93  | 5/93  | 5/93  | 5/93     | N/A    | 17% DN            | 39% DN   | 12% DN    |
| 7,013                   | 40.3  | 22.9                   | 32.4   | 58.7     | 0/99  | 0/99  | 0/99  | 0/99     | 29.5%  | 4% UP             | 22% UP   | 11% UP    |

ISSUE CTR FT: NSC/MSD

TRANS MODE - ALL MODES  
 IPGS - ALL IPGS  
 IPGS - I  
 IPGS - II  
 IPGS - III  
 IPGS - CASREP  
 IPGS - I CASREP  
 IPGS - MODE AIR  
 IPGS - ALL IPGS  
 IPGS - I  
 IPGS - II  
 IPGS - III  
 IPGS - CASREP  
 IPGS - I CASREP  
 IPGS - MODE SURFACE  
 IPGS - ALL IPGS

PERIODS: ADMINS  
 PERIODS: QUARTERS  
 TIME PERIOD: 01 1981 01C 11P4

PERIODS: TRANSPORTATION TIME REPORT FOR FLEETS  
 PERIODS: ADMINS

FLEET DELETED  
 COMPOSITE ATLANTIC SUBCS

| ISSUE STR PT DISCNED | TRANS MODE   | SURREAUF     | RONS  | AVERAGE VALUE | STANDR DEVI | MEDIAN PERCN | 75TH PERCN | DESCRIPTIVE STATISTICS |     | RANGE | UMMIPS | % RONS WITHIN UMMIPS | % CHANGE IN MEAN  |                   |                            |
|----------------------|--------------|--------------|-------|---------------|-------------|--------------|------------|------------------------|-----|-------|--------|----------------------|-------------------|-------------------|----------------------------|
|                      |              |              |       |               |             |              |            | MIN                    | MAX |       |        |                      | LAST QTR THIS QTR | SAME QTR THIS QTR | LAST FOUR QTRS TO THIS QTR |
| IPG-1                | IPG-1        | IPG-1        | 63    | 35.1          | 14.0        | 29.1         | 50.7       | 15/69                  | N/A | 47.6% | 25% UP | N/A                  | 25% UP            | N/A               | 25% UP                     |
| IPG-11               | IPG-11       | IPG-11       | 1,243 | 36.4          | 22.3        | 28.5         | 50.9       | 1/99                   | N/A | 9.1%  | 31% DN | 47% UP               | ND CHG            | 47% UP            | ND CHG                     |
| IPG-111              | IPG-111      | IPG-111      | 5,691 | 41.1          | 23.0        | 34.0         | 60.7       | 0/99                   | N/A | 33.7% | 11% UP | 15% UP               | 14% UP            | 15% UP            | 14% UP                     |
| IPG-1 CASREP         | IPG-1 CASREP | IPG-1 CASREP | 1     | 17.0          | 0           | 17.0         | 17.0       | 17/17                  | 6   | .0%   | N/A    | N/A                  | N/A               | N/A               | N/A                        |
| IPG-1 CASREP         | IPG-1 CASREP | IPG-1 CASREP | 1     | 17.0          | 0           | 17.0         | 17.0       | 17/17                  | 6   | .0%   | N/A    | N/A                  | N/A               | N/A               | N/A                        |
| IPG-1 CASREP         | IPG-1 CASREP | IPG-1 CASREP | 1,243 | 53.7          | 23.1        | 52.9         | 74.6       | 1/99                   | N/A | 11.7% | 4% UP  | 17% DN               | 1% UP             | 17% DN            | 1% UP                      |
| IPG-1                | IPG-1        | IPG-1        | 24    | 27.5          | 23.8        | 19.7         | 23.8       | 6/91                   | N/A | N/A   | 5% UP  | 20% DN               | 3% DN             | 20% DN            | 3% DN                      |
| IPG-11               | IPG-11       | IPG-11       | 410   | 50.5          | 23.7        | 50.9         | 72.9       | 7/99                   | N/A | N/A   | 5% DN  | 18% DN               | 2% UP             | 18% DN            | 2% UP                      |
| IPG-111              | IPG-111      | IPG-111      | 797   | 56.1          | 22.2        | 55.8         | 77.0       | 1/99                   | N/A | 18.2% | 1% DN  | 20% DN               | 30% DN            | 20% DN            | 30% DN                     |
| IPG-1 CASREP         | IPG-1 CASREP | IPG-1 CASREP | 4     | 22.7          | 5           | 22.0         | 22.7       | 22/23                  | 2   | .0%   | N/A    | N/A                  | N/A               | N/A               | N/A                        |
| IPG-1 CASREP         | IPG-1 CASREP | IPG-1 CASREP | 4     | 22.7          | 5           | 22.0         | 22.7       | 22/23                  | 2   | .0%   | N/A    | N/A                  | N/A               | N/A               | N/A                        |

ISSUE STR PT ALL NAVY  
 TRANS MODE ALL UMMIPS

|              |              |              |        |      |      |      |      |       |     |       |        |        |        |        |        |
|--------------|--------------|--------------|--------|------|------|------|------|-------|-----|-------|--------|--------|--------|--------|--------|
| IPG-1        | IPG-1        | IPG-1        | 31,896 | 34.0 | 19.7 | 27.6 | 41.1 | 0/99  | N/A | 7.0%  | 8% UP  | 2% DN  | 1% DN  | 2% DN  | 1% DN  |
| IPG-11       | IPG-11       | IPG-11       | 3,005  | 29.2 | 16.4 | 25.0 | 34.4 | 3/99  | N/A | 1.0%  | 8% UP  | 2% DN  | 8% DN  | 2% DN  | 8% DN  |
| IPG-111      | IPG-111      | IPG-111      | 18,332 | 31.2 | 17.6 | 26.8 | 35.3 | 1/99  | N/A | .7%   | 3% UP  | 12% DN | 9% UN  | 3% DN  | 9% UN  |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 9,389  | 39.5 | 22.4 | 30.8 | 37.7 | 0/99  | N/A | 22.1% | 4% UP  | 6% DN  | 8% DN  | 6% DN  | 8% DN  |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 37     | 28.5 | 21.9 | 21.4 | 34.2 | 5/93  | N/A | N/A   | 22% DN | 42% DN | 18% DN | 42% DN | 18% DN |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 37     | 28.5 | 21.9 | 21.4 | 34.2 | 5/93  | N/A | N/A   | 21% DN | 42% DN | 16% DN | 42% DN | 16% DN |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 23,541 | 31.1 | 17.2 | 26.5 | 35.7 | 1/99  | N/A | .0%   | 5% UP  | 9% DN  | 5% DN  | 9% DN  | 5% DN  |
| IPG-1        | IPG-1        | IPG-1        | 2,917  | 29.0 | 16.3 | 25.0 | 34.3 | 3/99  | N/A | N/A   | 7% UP  | 2% DN  | 8% DN  | 2% DN  | 8% DN  |
| IPG-11       | IPG-11       | IPG-11       | 16,650 | 30.3 | 16.6 | 26.5 | 34.4 | 1/99  | N/A | .0%   | 4% UP  | 14% DN | 10% DN | 4% UP  | 10% DN |
| IPG-111      | IPG-111      | IPG-111      | 2,846  | 31.2 | 17.4 | 24.9 | 36.0 | 3/98  | N/A | .0%   | 2% DN  | 23% DN | 4% UP  | 23% DN | 4% UP  |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 32     | 29.5 | 23.4 | 20.5 | 44.2 | 5/93  | N/A | N/A   | 19% DN | 40% DN | 14% DN | 40% DN | 14% DN |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 32     | 29.5 | 23.4 | 20.5 | 44.2 | 5/93  | N/A | N/A   | 18% DN | 40% DN | 13% DN | 40% DN | 13% DN |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 7,091  | 40.3 | 22.9 | 32.5 | 58.8 | 0/99  | N/A | 29.4% | 4% UP  | 22% UP | 11% UP | 22% UP | 11% UP |
| IPG-1        | IPG-1        | IPG-1        | 64     | 35.9 | 15.3 | 29.4 | 51.3 | 15/86 | N/A | 46.9% | 27% UP | 17% UP | 21% UP | 27% UP | 17% UP |
| IPG-11       | IPG-11       | IPG-11       | 1,267  | 36.2 | 22.4 | 28.3 | 50.8 | 1/99  | N/A | 9.2%  | 31% DN | 47% UP | 1% DN  | 47% UP | 1% DN  |
| IPG-111      | IPG-111      | IPG-111      | 5,734  | 41.2 | 23.0 | 34.1 | 60.8 | 0/99  | N/A | 33.6% | 11% UP | 15% UP | 14% UP | 15% UP | 14% UP |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 1      | 17.0 | 0    | 17.0 | 17.0 | 17/17 | 5   | .0%   | N/A    | N/A    | N/A    | N/A    | N/A    |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 1      | 17.0 | 0    | 17.0 | 17.0 | 17/17 | 5   | .0%   | N/A    | N/A    | N/A    | N/A    | N/A    |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 1,250  | 53.5 | 23.2 | 52.4 | 74.5 | 1/99  | N/A | 11.9% | 4% UP  | 17% DN | HO CHG | 17% DN | HO CHG |
| IPG-1        | IPG-1        | IPG-1        | 24     | 27.5 | 23.8 | 19.7 | 23.8 | 6/91  | N/A | N/A   | 5% UP  | 20% DN | 3% DN  | 20% DN | 3% DN  |
| IPG-11       | IPG-11       | IPG-11       | 412    | 50.4 | 23.7 | 50.5 | 72.8 | 7/99  | N/A | N/A   | 6% DN  | 18% DN | 21% UP | 18% DN | 21% UP |
| IPG-111      | IPG-111      | IPG-111      | 798    | 56.0 | 22.3 | 55.7 | 77.0 | 1/99  | N/A | 18.2% | 1% DN  | 20% DN | 30% DN | 20% DN | 30% DN |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 4      | 22.7 | 5    | 22.0 | 22.7 | 22/23 | 2   | .0%   | N/A    | N/A    | N/A    | N/A    | N/A    |
| IPG-1 CASREP | IPG-1 CASREP | IPG-1 CASREP | 4      | 22.7 | 5    | 22.0 | 22.7 | 22/23 | 2   | .0%   | N/A    | N/A    | N/A    | N/A    | N/A    |

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 RRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS \*  
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INQUIRY PERIOD: OCT 1984 DEC 1984  
 PERIOD: 15 QUARTER  
 FLEET: DELIVERED

| ISSUE SET PT - ALL SET PTS  | DESCRIPTIVE STATISTICS |               |                    |                 | % RUNS WITHIN UMMIPS |       |     |          | % CHANGE IN MEAN |          |                            |          |          |
|-----------------------------|------------------------|---------------|--------------------|-----------------|----------------------|-------|-----|----------|------------------|----------|----------------------------|----------|----------|
|                             | NUMBER OF RONS         | AVERAGE VALUE | STANDARD DEVIATION | 75TH PERCENTILE | RANGE                | MIN   | MAX | STANDARD | LAST QTR         | SAME QTR | LAST FOUR QTRS TO THIS QTR | LAST QTR | SAME QTR |
| TRANS MODE - ALL MODES      | 25,692                 | 38.5          | 22.2               | 30.1            | 53.2                 | 0/99  | N/A | 12.9%    | 27% UP           | 4% UP    | 21% UP                     | 22% DN   | NO CHG   |
| IPG - I                     | 3,290                  | 33.7          | 23.3               | 23.5            | 46.5                 | 2/99  | N/A | 4.0%     | 48% UP           | 2% DN    | 15% UP                     | 2% DN    | 28% UP   |
| IPG - II                    | 9,695                  | 34.6          | 22.0               | 26.3            | 45.2                 | 0/99  | N/A | 6.8%     | 43% UP           | 8% UP    | 5% UP                      | 1% DN    | 5% UP    |
| IPG - III                   | 11,339                 | 41.9          | 21.4               | 35.0            | 57.4                 | 0/99  | N/A | 20.5%    | 5% UP            | 14% UP   | 14% UP                     | NO CHG   | 152% UP  |
| IPG - CASREP                | 73                     | 32.5          | 22.1               | 24.2            | 46.4                 | 2/94  | N/A | 1.5%     | NO CHG           | N/A      | N/A                        | N/A      | N/A      |
| IPG - I CASREP              | 67                     | 32.9          | 21.1               | 23.2            | 47.1                 | 2/88  | N/A | 1.5%     | NO CHG           | N/A      | N/A                        | N/A      | N/A      |
| IPG - II CASREP             | 6                      | 27.7          | 33.9               | 15.5            | 33.0                 | 2/94  | N/A | 16.7%    | 20% UP           | 2% UP    | 2% UP                      | 25% DN   | 3% DN    |
| IPG - ALL IPGS              | 3,042                  | 33.4          | 23.2               | 23.2            | 46.0                 | 2/99  | N/A | 0%       | 53% UP*          | 8% UP    | 17% UP                     | 8% UP    | 11% UP   |
| IPG - I                     | 7,469                  | 33.9          | 21.1               | 25.5            | 43.5                 | 0/99  | N/A | 5%       | 21% UP           | 31% DN   | 31% DN                     | 16% UP   | 2% UP    |
| IPG - II                    | 4,983                  | 33.8          | 15.1               | 28.0            | 39.7                 | 4/99  | N/A | 0%       | 4% UP            | 2% UP    | 2% UP                      | NO CHG   | 4% UP    |
| IPG - CASREP                | 69                     | 32.2          | 21.9               | 23.2            | 45.3                 | 2/94  | N/A | 1.4%     | NO CHG           | N/A      | N/A                        | 13% UP   | 4% UP    |
| IPG - I CASREP              | 63                     | 32.7          | 20.8               | 23.7            | 46.9                 | 7/88  | N/A | 1.4%     | NO CHG           | N/A      | N/A                        | 13% UP   | 4% UP    |
| IPG - II CASREP             | 6                      | 27.7          | 33.9               | 15.5            | 33.0                 | 2/94  | N/A | 16.7%    | 43% UP           | 29% UP   | 41% UP                     | 13% UP   | 33% UP   |
| TRANS MODE - SURFACE        | 6,433                  | 51.2          | 22.4               | 52.0            | 66.7                 | 1/99  | N/A | 41.6%    | 49% UP           | 19% UP   | 26% UP                     | 40% UP   | N/A      |
| IPG - ALL IPGS              | 183                    | 35.7          | 21.4               | 26.5            | 48.3                 | 2/97  | N/A | 71.6%    | 18% UP           | 19% UP   | 33% UP                     | 26% UP   | N/A      |
| IPG - I                     | 1,116                  | 46.6          | 23.6               | 41.4            | 65.4                 | 6/99  | N/A | 37.2%    | 54% UP*          | N/A      | N/A                        | N/A      | N/A      |
| IPG - II                    | 4,988                  | 52.8          | 21.7               | 54.3            | 67.1                 | 1/99  | N/A | 100.0%   | 7% UP            | 24% DN   | 14% UP                     | 47% DN   | 26% UP   |
| IPG - CASREP                | 1                      | 2.0           | 0                  | 2.0             | 2.0                  | 2/2   | 6   | 100.0%   | 53% UP*          | 12% UP   | 44% UP                     | 11% DN   | 26% UP   |
| IPG - I CASREP              | 1                      | 2.0           | 0                  | 2.0             | 2.0                  | 2/2   | 6   | 100.0%   | 14% DN           | 11% UP   | 11% UP                     | 11% UP   | N/A      |
| TRANS MODE - LOCAL DELIVERY | 2,681                  | 29.6          | 21.7               | 25.1            | 41.1                 | 0/99  | N/A | 21.9%    | 7% UP            | 24% DN   | 14% UP                     | 12% UP   | 44% UP   |
| IPG - ALL IPGS              | 62                     | 40.7          | 21.9               | 23.0            | 63.0                 | 9/99  | N/A | N/A      | 53% UP*          | 12% UP   | 44% UP                     | 11% DN   | 26% UP   |
| IPG - I                     | 1,090                  | 26.5          | 21.2               | 17.9            | 39.2                 | 0/99  | N/A | 1.6%     | 14% DN           | 47% DN   | 11% UP                     | 11% UP   | 26% UP   |
| IPG - II                    | 1,363                  | 31.5          | 21.9               | 27.5            | 43.7                 | 0/99  | N/A | 34.3%    | 33% UP           | 11% UP   | N/A                        | N/A      | N/A      |
| IPG - CASREP                | 3                      | 48.7          | 19.6               | 48.0            | 62.7                 | 30/69 | N/A | N/A      | N/A              | N/A      | N/A                        | N/A      | N/A      |
| IPG - I CASREP              | 3                      | 48.7          | 19.6               | 48.0            | 62.7                 | 30/69 | N/A | N/A      | N/A              | N/A      | N/A                        | N/A      | N/A      |
| TRANS MODE - NSC/NSD        | 21,585                 | 39.4          | 22.4               | 31.2            | 54.6                 | 0/99  | N/A | 12.9%    | 32% UP           | 8% UP    | 26% UP                     | 21% DN   | 4% UP    |
| IPG - ALL IPGS              | 2,352                  | 35.2          | 24.8               | 23.7            | 49.8                 | 2/99  | N/A | 1.5%     | 54% UP*          | 2% DN    | 20% UP                     | 2% UP    | 31% UP   |
| IPG - I                     | 7,090                  | 35.8          | 23.2               | 27.1            | 48.2                 | 0/99  | N/A | 5.5%     | 24% UP           | 13% UP   | 3% DN                      | 9% UP    | 6% UP    |
| IPG - II                    | 10,798                 | 41.3          | 21.0               | 33.9            | 56.4                 | 0/99  | N/A | 20.0%    | 43% UP           | 12% UP   | 3% DN                      | 9% UP    | 6% UP    |
| IPG - III                   | 95                     | 34.7          | 22.7               | 23.1            | 50.9                 | 2/94  | N/A | 1.8%     | 4% UP            | 9% UP    | 6% UP                      | 7% UP    | 18% UP   |
| IPG - CASREP                | 52                     | 34.2          | 21.5               | 25.5            | 50.5                 | 2/82  | N/A | 1.9%     | 25% UP           | 7% UP    | 25% UP                     | 58% UP*  | NO CHG   |
| IPG - I CASREP              | 3                      | 41.7          | 45.3               | 16.0            | 84.0                 | 15/94 | N/A | N/A      | 6% UP            | 17% UP   | 17% UP                     | 31% DN   | 11% UP   |
| IPG - II CASREP             | 13,427                 | 36.2          | 20.6               | 28.3            | 48.1                 | 0/99  | N/A | 0%       | 16% UP           | 4% DN    | 4% DN                      | 4% DN    | 4% UP    |
| IPG - ALL IPGS              | 2,217                  | 34.7          | 24.5               | 23.3            | 49.2                 | 2/99  | N/A | 0%       | 58% UP*          | 25% DN   | NO CHG                     | 25% UP   | 25% UP   |
| IPG - I                     | 5,246                  | 35.7          | 22.4               | 26.9            | 47.9                 | 0/99  | N/A | 6%       | 32% UP           | 17% UP   | 17% UP                     | 31% DN   | 11% UP   |
| IPG - II                    | 4,928                  | 33.7          | 15.0               | 28.0            | 39.6                 | 4/99  | N/A | 0%       | 16% UP           | 4% DN    | 4% DN                      | 4% DN    | 4% UP    |
| IPG - III                   | 51                     | 34.5          | 22.6               | 24.4            | 50.9                 | 7/94  | N/A | N/A      | 11% UP           | 11% UP   | 11% UP                     | 11% UP   | 4% UP    |
| IPG - CASREP                |                        |               |                    |                 |                      |       |     |          |                  |          |                            |          |          |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

| ISSUE | TRIP   | MSC/MSD  | DESCRIPTIVE STATISTICS |               |                    |              |            |        |       |     |            |         | % CHANGE IN MEAN |          |          |          |         |         |
|-------|--------|----------|------------------------|---------------|--------------------|--------------|------------|--------|-------|-----|------------|---------|------------------|----------|----------|----------|---------|---------|
|       |        |          | NUMBER OF RONS         | AVERAGE VALUE | STANDARD DEVIATION | MEDIAN VALUE | PERCENTILE | RANGE  | MIN   | MAX | STANDARD   | UMIN    | UMAX             | THIS QTR | SAME QTR | LAST QTR | TO OIRS | TO OIRS |
| ISS   | 1      | CASREP   | 48                     | 34.0          | 21.2               | 24.8         | 16.0       | 50.5   | 7/ 82 | N/A | N/A        | 4% UP   | 8% UP            | N/A      | 5% UP    |          |         |         |
| ISS   | 3      | ALL IPGS | 5,472                  | 51.9          | 21.8               | 52.9         | 66.7       | 1/ 99  | N/A   | N/A | 39.5% UP*  | 35% UP  | 47% UP           |          |          |          |         |         |
| ISS   | 70     | ALL IPGS | 755                    | 45.4          | 24.0               | 39.0         | 57.4       | 2/ 97  | N/A   | N/A | 48.6% UP*  | 44% UP  | 41% UP           |          |          |          |         |         |
| ISS   | 1      | CASREP   | 4,501                  | 49.9          | 23.9               | 44.3         | 70.6       | 8/ 99  | N/A   | N/A | 45.0% UP*  | 27% UP  | 45% UP           |          |          |          |         |         |
| ISS   | 1      | CASREP   | 1                      | 2.0           | 0.0                | 2.0          | 2.0        | 2/ 2   | 6     | 6   | 100.0% N/A | 34% UP* | 46% UP           |          |          |          |         |         |
| ISS   | 1      | CASREP   | 2,677                  | 29.6          | 21.7               | 25.1         | 41.0       | 0/ 99  | N/A   | N/A | 21.9% UP   | 7% UP   | 24% DN           |          |          |          |         |         |
| ISS   | 62     | ALL IPGS | 1,087                  | 40.7          | 31.9               | 23.0         | 63.0       | 9/ 99  | N/A   | N/A | 53% UP*    | 12% UP  | 44% UP           |          |          |          |         |         |
| ISS   | 3      | ALL IPGS | 1,362                  | 26.5          | 21.3               | 17.9         | 39.2       | 0/ 99  | N/A   | N/A | 1.6% DN    | 47% DN  | 1% DN            |          |          |          |         |         |
| ISS   | 3      | CASREP   | 48.7                   | 19.6          | 19.6               | 48.0         | 62.7       | 30/ 69 | N/A   | N/A | 33% UP     | 11% UP  | 26% UP           |          |          |          |         |         |
| ISS   | 3      | CASREP   | 21,869                 | 39.4          | 22.4               | 31.1         | 54.6       | 0/ 99  | N/A   | N/A | 12.8% UP   | 8% UP   | 26% UP           |          |          |          |         |         |
| ISS   | 2,417  | ALL IPGS | 7,242                  | 35.4          | 24.9               | 23.8         | 50.2       | 2/ 99  | N/A   | N/A | 1.5% UP*   | 20% DN  | 5% UP            |          |          |          |         |         |
| ISS   | 10,842 | ALL IPGS | 55                     | 34.7          | 22.7               | 25.1         | 33.9       | 2/ 94  | N/A   | N/A | 20.0% UP*  | 1% UP   | 19% UP           |          |          |          |         |         |
| ISS   | 52     | CASREP   | 13,661                 | 36.2          | 20.6               | 28.3         | 48.0       | 0/ 99  | N/A   | N/A | 1.9% UP*   | 3% DN   | 5% UP            |          |          |          |         |         |
| ISS   | 3      | CASREP   | 2,280                  | 34.9          | 24.6               | 23.4         | 49.6       | 2/ 99  | N/A   | N/A | 0.2% UP*   | 6% UP   | 18% UP           |          |          |          |         |         |
| ISS   | 5,373  | ALL IPGS | 4,952                  | 33.8          | 22.3               | 26.7         | 47.5       | 0/ 99  | N/A   | N/A | 0.6% UP*   | 24% DN  | 1% UP            |          |          |          |         |         |
| ISS   | 51     | CASREP   | 48                     | 34.0          | 21.2               | 24.8         | 50.5       | 7/ 82  | N/A   | N/A | 0% UP      | 16% UP  | 24% UP           |          |          |          |         |         |
| ISS   | 3      | CASREP   | 5,520                  | 51.9          | 21.9               | 52.9         | 66.9       | 1/ 99  | N/A   | N/A | 39.5% UP*  | 35% UP  | 47% UP           |          |          |          |         |         |
| ISS   | 72     | ALL IPGS | 779                    | 43.9          | 24.1               | 44.3         | 71.0       | 8/ 99  | N/A   | N/A | 48.6% UP*  | 45% UP  | 41% UP           |          |          |          |         |         |
| ISS   | 4,523  | ALL IPGS | 1                      | 2.0           | 0.0                | 2.0          | 2.0        | 2/ 2   | 6     | 6   | 100.0% N/A | 34% UP* | 46% UP           |          |          |          |         |         |
| ISS   | 1      | CASREP   | 2,679                  | 29.6          | 21.7               | 25.1         | 41.1       | 0/ 99  | N/A   | N/A | 21.9% UP   | 7% UP   | 24% DN           |          |          |          |         |         |
| ISS   | 62     | ALL IPGS | 1,088                  | 26.5          | 21.3               | 17.9         | 39.2       | 0/ 99  | N/A   | N/A | 1.6% DN    | 47% DN  | 1% DN            |          |          |          |         |         |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITHIN 90% CONFIDENCE)



REPORT FILE: RSTMIS  
 REPORTING QUARTER: DEC 1984  
 TIME PERIOD: OCT 1984

PAGE 32  
 CODE ( 6, 5 )  
 DATE 09/11/85

FLEET EMPLOYED  
 CONSISTENT PACIFIC STATES

\*\*\*\*\* TRANSPORTATION TIME REPORT FOR FLEETS \*\*\*\*\*  
 RRMIS II

\*\*\*\*\* DESCRIPTIVE STATISTICS \*\*\*\*\*  
 NUMBER OF RUNS 1,363  
 AVERAGE STANDARD DEVIATION 31.5  
 OF OR MEAN VALUE 48.7  
 TITLES PERCENT 75.1  
 RANGE = UMIPS 0/ 99  
 MIN/MAX STANDARD UMIPS 30/ 69

\*\*\*\*\* CHANGE IN MEAN \*\*\*\*\*  
 LAST OTR SAME OTR LAST (OUR  
 TO YR AGO TO OTR'S TO  
 THIS OTR THIS OTR THIS OTR

ESCAPE TO: ALL NAV.  
 TRADE MODE LOCAL DELIVERY  
 U.S. III  
 U.S. CASREP  
 U.S. I CASREP

| NUMBER OF RUNS | AVERAGE STANDARD DEVIATION | TITLES PERCENT | RANGE = UMIPS | MIN/MAX STANDARD UMIPS | LAST OTR SAME OTR LAST (OUR TO YR AGO TO OTR'S TO THIS OTR THIS OTR THIS OTR |
|----------------|----------------------------|----------------|---------------|------------------------|--|
| 1,363          | 31.5                       | 27.5           | 0/ 99         | N/A                    | 33% UP 11% UP 26% UP   |
| 3              | 48.7                       | 48.0           | 30/ 69        | N/A                    | N/A N/A N/A  |
| 3              | 48.7                       | 48.0           | 30/ 69        | N/A                    | N/A N/A N/A  |

\*\*\*\*\* BRITIS II: TRANSPORTATION TIME REPORT FOR FLEETS \*\*\*\*\*

| FLEET DESCRIPTION    | DESCRIPTIVE STATISTICS |               |                    |         |      |       |      |     |          |        | % CHANGE IN MEAN  |                   |                        |  |
|----------------------|------------------------|---------------|--------------------|---------|------|-------|------|-----|----------|--------|-------------------|-------------------|------------------------|--|
|                      | NUMBER OF RUNS         | AVERAGE VALUE | STANDARD DEVIATION | PERCENT | 75TH | RANGE | UMIN | MAX | STANDARD | UMIN   | LAST QTR THIS QTR | SAME QTR THIS QTR | LAST FOUR QTRS TO DATE |  |
| TRAF: ALL IPGS       | 160,604                | 33.4          | 23.0               | 27.3    | 44.9 | 0/99  | N/A  | N/A | 6.9%     | 4% UP  | 6% UP             | 4% UP             | 2% DN                  |  |
| TRAF: ALL IPGS       | 7,845                  | 28.4          | 20.1               | 22.9    | 34.2 | 0/99  | N/A  | N/A | 8%       | 4% DN  | 10% DN            | 4% DN             | 32% DN                 |  |
| TRAF: ALL IPGS       | 99,603                 | 36.3          | 23.6               | 30.6    | 48.6 | 0/99  | N/A  | N/A | 1.9%     | 12% UP | 16% UP            | 12% UP            | 6% UP                  |  |
| TRAF: ALL IPGS       | 50,998                 | 28.3          | 21.3               | 21.9    | 39.2 | 0/99  | N/A  | N/A | 17.1%    | 7% DN  | 5% DN             | 7% DN             | 13% DN                 |  |
| TRAF: CASREP         | 167                    | 32.4          | 24.9               | 22.1    | 42.6 | 1/97  | N/A  | N/A | 1.8%     | 24% DN | 2% UP             | 24% DN            | 18% DN                 |  |
| TRAF: CASREP         | 129                    | 32.4          | 25.0               | 21.3    | 42.4 | 1/97  | N/A  | N/A | 2.3%     | 10% UP | 34% UP            | 10% UP            | 17% DN                 |  |
| TRAF: CASREP         | 38                     | 32.6          | 24.6               | 24.5    | 43.0 | 5/81  | N/A  | N/A | N/A      | 9% DN  | N/A               | 9% DN             | 11% UP                 |  |
| TRAF: AIR            | 53,920                 | 32.3          | 21.5               | 27.5    | 41.7 | 0/99  | N/A  | N/A | 1.0%     | 2% UP  | NO CHG            | 2% UP             | 5% DN                  |  |
| TRAF: AIR            | 4,226                  | 28.6          | 19.5               | 23.1    | 33.8 | 1/99  | N/A  | N/A | 1.1%     | 31% DN | NO CHG            | 31% DN            | 25% DN                 |  |
| TRAF: AIR            | 42,663                 | 34.0          | 21.4               | 29.4    | 43.8 | 0/99  | N/A  | N/A | 6%       | 8% UP  | 7% UP             | 8% UP             | NO CHG                 |  |
| TRAF: AIR            | 5,933                  | 21.3          | 19.9               | 13.6    | 27.9 | 0/99  | N/A  | N/A | 4.3%     | 26% DN | 35% DN            | 26% DN            | 31% DN                 |  |
| TRAF: CASREP         | 124                    | 31.0          | 24.5               | 20.3    | 39.5 | 1/94  | N/A  | N/A | 8%       | 7% DN  | 4% UP             | 7% DN             | 3% DN                  |  |
| TRAF: CASREP         | 93                     | 30.2          | 24.2               | 20.0    | 37.7 | 1/94  | N/A  | N/A | 1.1%     | 14% UP | 15% UP            | 14% UP            | 20% DN                 |  |
| TRAF: CASREP         | 31                     | 33.5          | 25.8               | 24.7    | 53.0 | 5/81  | N/A  | N/A | N/A      | 5% UP  | N/A               | 5% UP             | 23% UP                 |  |
| TRAF: SURFACE        | 23,396                 | 39.3          | 24.6               | 31.9    | 56.0 | 0/99  | N/A  | N/A | 17.4%    | NO CHG | 12% DN            | NO CHG            | 4% DN                  |  |
| TRAF: SURFACE        | 2,222                  | 25.6          | 19.0               | 19.5    | 28.5 | 0/98  | N/A  | N/A | 15.8%    | 69% DN | 31% DN            | 69% DN            | 60% DN                 |  |
| TRAF: SURFACE        | 9,408                  | 48.7          | 25.3               | 41.5    | 74.1 | 0/99  | N/A  | N/A | 10.8%    | 15% UP | 13% UP            | 15% UP            | 2% UP                  |  |
| TRAF: SURFACE        | 13,704                 | 33.1          | 22.0               | 26.8    | 44.1 | 0/99  | N/A  | N/A | 21.9%    | 9% DN  | 2% UP             | 9% DN             | 12% DN                 |  |
| TRAF: LOCAL DELIVERY | 3                      | 25.2          | 9.0                | 23.0    | 33.0 | 17/38 | N/A  | N/A | 25.0%    | 4% UP  | N/A               | 4% UP             | 4% UP                  |  |
| TRAF: LOCAL DELIVERY | 1                      | 24.0          | 0                  | 23.0    | 36.2 | 17/38 | N/A  | N/A | 33.3%    | 51% UP | N/A               | 51% UP            | 51% UP                 |  |
| TRAF: LOCAL DELIVERY | 1,671                  | 32.1          | 21.1               | 25.0    | 44.5 | 0/99  | N/A  | N/A | 7.8%     | 8% UP  | 7% UP             | 8% UP             | 2% UP                  |  |
| TRAF: LOCAL DELIVERY | 3,358                  | 28.4          | 20.9               | 22.9    | 35.0 | 0/99  | N/A  | N/A | 7%       | 42% DN | 25% DN            | 42% DN            | 36% DN                 |  |
| TRAF: LOCAL DELIVERY | 46,302                 | 35.4          | 24.2               | 29.2    | 48.4 | 0/99  | N/A  | N/A | 1.2%     | 15% UP | 25% UP            | 15% UP            | 12% UP                 |  |
| TRAF: LOCAL DELIVERY | 31,015                 | 27.5          | 20.6               | 21.1    | 39.0 | 0/99  | N/A  | N/A | 17.4%    | NO CHG | 1% DN             | NO CHG            | 10% DN                 |  |
| TRAF: LOCAL DELIVERY | 39                     | 37.5          | 26.6               | 26.3    | 63.0 | 2/97  | N/A  | N/A | 2.6%     | 28% DN | 5% UP             | 28% DN            | 20% DN                 |  |
| TRAF: LOCAL DELIVERY | 73                     | 39.0          | 27.5               | 28.0    | 64.9 | 2/97  | N/A  | N/A | 3.0%     | NO CHG | 212% UP           | NO CHG            | 11% DN                 |  |
| TRAF: LOCAL DELIVERY | 6                      | 29.3          | 21.1               | 25.5    | 29.2 | 8/69  | N/A  | N/A | N/A      | 38% DN | N/A               | 38% DN            | 18% DN                 |  |
| TRAF: ALL IPGS       | 123,695                | 31.9          | 22.6               | 25.5    | 43.5 | 0/99  | N/A  | N/A | 7.1%     | 8% UP  | 5% UP             | 8% UP             | NO CHG                 |  |
| TRAF: ALL IPGS       | 5,407                  | 29.9          | 21.6               | 23.7    | 36.8 | 0/99  | N/A  | N/A | 6%       | 33% DN | 10% DN            | 33% DN            | 26% DN                 |  |
| TRAF: ALL IPGS       | 73,291                 | 34.7          | 23.1               | 29.3    | 46.4 | 0/99  | N/A  | N/A | 1.3%     | 17% UP | 16% UP            | 17% UP            | 9% UP                  |  |
| TRAF: ALL IPGS       | 43,067                 | 27.1          | 21.0               | 20.4    | 37.8 | 0/99  | N/A  | N/A | 17.1%    | 3% DN  | 6% DN             | 3% DN             | 12% DN                 |  |
| TRAF: CASREP         | 111                    | 34.9          | 25.5               | 25.3    | 48.6 | 1/97  | N/A  | N/A | 1.8%     | 25% DN | 6% UP             | 25% DN            | 19% DN                 |  |
| TRAF: CASREP         | 88                     | 35.7          | 26.2               | 25.5    | 50.5 | 1/97  | N/A  | N/A | 2.3%     | 23% UP | 8% UP             | 23% UP            | 6% DN                  |  |
| TRAF: CASREP         | 23                     | 32.0          | 22.8               | 24.7    | 41.7 | 7/77  | N/A  | N/A | N/A      | 28% DN | N/A               | 28% DN            | 11% DN                 |  |
| TRAF: AIR            | 73,582                 | 31.4          | 21.6               | 26.9    | 41.3 | 0/99  | N/A  | N/A | 1.3%     | 10% UP | 1% DN             | 10% UP            | 2% DN                  |  |
| TRAF: AIR            | 2,006                  | 33.1          | 22.9               | 25.1    | 41.8 | 1/99  | N/A  | N/A | 1%       | 11% UP | 10% UP            | 11% UP            | 11% DN                 |  |
| TRAF: AIR            | 25,706                 | 33.3          | 21.2               | 24.1    | 43.4 | 0/99  | N/A  | N/A | 6%       | 20% UP | 8% UP             | 20% UP            | 5% UP                  |  |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)



TRUCK FLEET - BRITIS  
 REPORTED BY - QUARTERLY  
 TIME PERIOD - OCT 1984

PAGE 35  
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 DATE 09/11/85

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 BRITIS II - TRANSPORTATION TIME REPORT - FOR FLEETS  
 \*\*\*\*\*

FLEET EMPLOYED  
 CONSISTED OF ALL CONSISTENTS

\*\*\*\*\* DESCRIPTIVE STATISTICS \*\*\*\*\*  
 NUMBER AVERAGE STANDARD DEVIATION MEDIAN PERCENT RANGE UMMIPS 7 RONS LAST OTR SAME OTR LAST FOUR  
 OF OR MFAN DEVE TITLE MIN/MAX STANDARD UMMIPS THIS OTR TO YR AGO TO OTRS TO  
 RONS VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE VALUE

ISSUE TO ALL NAVY  
 HEADQUARTERS LOCAL OFFICES  
 HQ CASREP  
 HQ I CASREP  
 HQ II CASREP

| RONS | VALUE | AVERAGE | STANDARD DEVE | TITLE | MIN/MAX | STANDARD | UMMIPS | 7 RONS  | LAST OTR | SAME OTR | LAST FOUR |
|------|-------|---------|---------------|-------|---------|----------|--------|---------|----------|----------|-----------|
| 39   | 37.5  | 26.6    | 63.0          | 2/97  | N/A     | 2.6%     | 28% DN | 5% UP   | 20% DN   |          |           |
| 33   | 39.0  | 27.5    | 28.0          | 2/97  | N/A     | 3.0%     | NO CHG | 212% UP | 11% UN   |          |           |
| 6    | 29.3  | 21.1    | 29.2          | 8/69  | N/A     | N/A      | 38% DN | N/A     | 10% DN   |          |           |

PRIMS II TRANSPORTATION TIME REPORT FOR FLEETS

ISSUE SIX BY ALL SIX CJS  
 TRANS MODE - ALL MODES

| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | DESCRIPTIVE STATISTICS |                             |                       |                 |                 |                  |         |                       |        |         | % CHANCE IN MEAN<br>TO BE APT TO<br>THIS QTR THIS QTR THIS QTR |                      |
|--|------------------------|-----------------------------|-----------------------|-----------------|-----------------|------------------|---------|-----------------------|--------|---------|--|----------------------|
|  | NUMBER<br>OF RONS      | AVERAGE<br>OR MEAN<br>VALUE | STANDARD<br>DEVIATION | PERCENT<br>ATTN | MEDIAN<br>VALUE | PERCENT<br>RANGE | MIN/MAX | STANDARD<br>DEVIATION | UNITS  | MINUTES |  | LAST QTR<br>THIS QTR |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 118,823                | 33.6                        | 23.4                  | 27.3            | 45.4            | 0/99             | N/A     | 8.1%                  | 122.0P | 153.0P  | 72.0P  |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 3,284                  | 34.8                        | 24.2                  | 27.5            | 45.9            | 3/99             | N/A     | 12                    | 142.0P | 193.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 71,208                 | 36.6                        | 24.0                  | 30.6            | 49.0            | 0/99             | N/A     | 1.9%                  | 182.0P | 263.0P  | 133.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 42,931                 | 28.2                        | 21.4                  | 21.8            | 39.3            | 0/99             | N/A     | 18.4%                 | 180.0P | 43.0P   | 121.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 51                     | 34.1                        | 27.2                  | 21.9            | 56.7            | 4/92             | N/A     | 2.0%                  | 92.0P  | 83.0P   | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 30                     | 40.3                        | 29.2                  | 24.2            | 65.5            | 4/92             | N/A     | 3.1%                  | 102.0P | 97.0P   | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 21                     | 25.4                        | 21.8                  | 20.0            | 25.2            | 5/77             | N/A     | N/A                   | 172.0P | N/A     | N/A  |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 37,103                 | 32.1                        | 22.1                  | 27.0            | 42.3            | 0/99             | N/A     | 1.1%                  | 111.0P | 12.0P   | 11.0P  |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 1,806                  | 34.7                        | 23.4                  | 26.7            | 45.3            | 3/99             | N/A     | N/A                   | 112.0P | 12.0P   | 11.0P  |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 28,925                 | 33.9                        | 21.9                  | 28.9            | 44.1            | 0/99             | N/A     | 4.5%                  | 82.0P  | 133.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 5,678                  | 20.6                        | 19.2                  | 13.3            | 26.6            | 0/99             | N/A     | 4.5%                  | 132.0P | 133.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 31                     | 30.0                        | 27.1                  | 19.2            | 46.7            | 4/89             | N/A     | N/A                   | 223.0P | 83.0P   | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 14                     | 38.0                        | 31.5                  | 19.5            | 58.0            | 4/89             | N/A     | N/A                   | 248.0P | 113.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 17                     | 23.5                        | 21.6                  | 19.0            | 25.1            | 5/77             | N/A     | 1.1%                  | 68.0P  | 113.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 17,355                 | 40.8                        | 25.7                  | 32.4            | 61.8            | 0/99             | N/A     | 1.9%                  | 113.0P | 113.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 92                     | 27.6                        | 18.0                  | 22.4            | 33.0            | 5/98             | N/A     | 2.8%                  | 112.0P | 113.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 6,970                  | 52.3                        | 26.0                  | 46.3            | 77.1            | 2/99             | N/A     | 1.2%                  | 113.0P | 113.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 10,265                 | 31.1                        | 22.5                  | 26.3            | 44.6            | 0/99             | N/A     | 25.0%                 | 113.0P | 113.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 2                      | 20.5                        | 4.9                   | 19.5            | 22.5            | 12/24            | N/A     | 100.0%                | N/A    | N/A     | N/A  |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 1                      | 17.0                        | 1.0                   | 17.0            | 17.0            | 12/17            | N/A     | 100.0%                | N/A    | N/A     | N/A  |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 1                      | 24.0                        | 0                     | 24.0            | 24.0            | 24/24            | N/A     | 100.0%                | N/A    | N/A     | N/A  |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 63,063                 | 32.2                        | 22.9                  | 25.3            | 44.4            | 0/99             | N/A     | 8.8%                  | 112.0P | 113.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 1,364                  | 35.5                        | 25.5                  | 29.6            | 47.3            | 4/99             | N/A     | 1.5%                  | 112.0P | 113.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 34,338                 | 35.3                        | 23.8                  | 29.5            | 47.4            | 0/99             | N/A     | 8.2%                  | 112.0P | 113.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 26,683                 | 27.9                        | 20.8                  | 21.5            | 39.7            | 0/99             | N/A     | 18.7%                 | 112.0P | 113.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 18                     | 42.7                        | 27.3                  | 25.5            | 66.7            | 10/92            | N/A     | N/A                   | 42.0P  | 112.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 15                     | 43.9                        | 28.0                  | 28.0            | 68.0            | 10/92            | N/A     | N/A                   | N/A    | 253.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 3                      | 36.7                        | 28.4                  | 23.0            | 62.7            | 16/69            | N/A     | N/A                   | 222.0P | N/A     | N/A  |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 92,912                 | 31.6                        | 22.8                  | 24.9            | 43.6            | 0/99             | N/A     | 8.2%                  | 142.0P | 123.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 2,363                  | 36.9                        | 25.3                  | 29.8            | 49.4            | 3/99             | N/A     | 1.2%                  | 82.0P  | 93.0P   | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 52,513                 | 34.5                        | 23.4                  | 28.6            | 46.5            | 0/99             | N/A     | 1.1%                  | 202.0P | 223.0P  | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 36,784                 | 26.9                        | 21.0                  | 20.2            | 37.5            | 0/99             | N/A     | 18.4%                 | 52.0P  | 43.0P   | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 31                     | 37.9                        | 28.4                  | 23.0            | 66.1            | 4/92             | N/A     | N/A                   | 172.0P | 22.0P   | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 21                     | 42.2                        | 30.0                  | 24.9            | 69.7            | 4/92             | N/A     | N/A                   | 162.0P | 563.0P  | 93.0P  |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 10                     | 29.0                        | 23.9                  | 20.5            | 24.7            | 7/77             | N/A     | N/A                   | 192.0P | N/A     | 233.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 24,171                 | 30.7                        | 22.5                  | 24.7            | 41.9            | 0/99             | N/A     | 1.6%                  | 152.0P | 62.0P   | 113.0P   |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 998                    | 40.0                        | 25.5                  | 31.1            | 56.3            | 3/99             | N/A     | N/A                   | 182.0P | 183.0P  | 82.0P  |                      |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 17,804                 | 33.1                        | 22.3                  | 27.5            | 44.7            | 0/99             | N/A     | 7.2%                  | 192.0P | 127.0P  | 82.0P  |                      |

| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | NUMBER<br>OF RONS | AVERAGE<br>OR MEAN<br>VALUE | STANDARD<br>DEVIATION | PERCENT<br>ATTN | MEDIAN<br>VALUE | PERCENT<br>RANGE | MIN/MAX | STANDARD<br>DEVIATION | UNITS  | MINUTES | LAST QTR<br>THIS QTR | SAME QTR<br>THIS QTR | LAST FOUR<br>QTRS TO<br>THIS QTR |
|--|-------------------|-----------------------------|-----------------------|-----------------|-----------------|------------------|---------|-----------------------|--------|---------|----------------------|----------------------|----------------------------------|
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 92,912            | 31.6                        | 22.8                  | 24.9            | 43.6            | 0/99             | N/A     | 8.2%                  | 142.0P | 123.0P  | 113.0P               |                      |                                  |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 2,363             | 36.9                        | 25.3                  | 29.8            | 49.4            | 3/99             | N/A     | 1.2%                  | 82.0P  | 93.0P   | 113.0P               |                      |                                  |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 52,513            | 34.5                        | 23.4                  | 28.6            | 46.5            | 0/99             | N/A     | 1.1%                  | 202.0P | 223.0P  | 113.0P               |                      |                                  |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 36,784            | 26.9                        | 21.0                  | 20.2            | 37.5            | 0/99             | N/A     | 18.4%                 | 52.0P  | 43.0P   | 113.0P               |                      |                                  |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 31                | 37.9                        | 28.4                  | 23.0            | 66.1            | 4/92             | N/A     | N/A                   | 172.0P | 22.0P   | 113.0P               |                      |                                  |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 21                | 42.2                        | 30.0                  | 24.9            | 69.7            | 4/92             | N/A     | N/A                   | 162.0P | 563.0P  | 93.0P                |                      |                                  |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 10                | 29.0                        | 23.9                  | 20.5            | 24.7            | 7/77             | N/A     | N/A                   | 192.0P | N/A     | 233.0P               |                      |                                  |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 24,171            | 30.7                        | 22.5                  | 24.7            | 41.9            | 0/99             | N/A     | 1.6%                  | 152.0P | 62.0P   | 113.0P               |                      |                                  |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 998               | 40.0                        | 25.5                  | 31.1            | 56.3            | 3/99             | N/A     | N/A                   | 182.0P | 183.0P  | 82.0P                |                      |                                  |
| ISSUE SIX BY ALL SIX CJS<br>TRANS MODE - ALL MODES | 17,804            | 33.1                        | 22.3                  | 27.5            | 44.7            | 0/99             | N/A     | 7.2%                  | 192.0P | 127.0P  | 82.0P                |                      |                                  |

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 FLEETS II TRANSPORTATION TIME REPORT - FOR FLEETS  
 .....  
 PERIODS: 1984 DEC 1991

| FLEET                     | RONS      | DESCRIPTIVE STATISTICS |                    |                 | RONS WITHIN UMMIPS | % CHANGE IN MEAN |          |                          |                   |         |
|---------------------------|-----------|------------------------|--------------------|-----------------|--------------------|------------------|----------|--------------------------|-------------------|---------|
|                           |           | AVERAGE                | STANDARD DEVIATION | 75TH PERCENTILE |                    | LAST OIR         | SAME OIR | LAST FOUR OIRS TO VR AGO | LAST OIR THIS OIR |         |
| OF OR                     | DEVIATION | VALUE                  | VALUE              | VALUE           | UMMIPS             | THIS OIR         | THIS OIR | THIS OIR                 | THIS OIR          |         |
| IPANZ-MODEL AIR           | 4,821     | 18.6                   | 18.4               | 12.1            | 21.8               | 0/99             | 5.3%     | 4% DN                    | 29% DN            | 32% DN  |
| IPG-III                   | 13        | 31.3                   | 29.7               | 19.0            | 24.9               | 4/86             | N/A      | 50% DN                   | 44% DN            | 32% DN  |
| IPG-CASREP                | 6         | 37.8                   | 37.0               | 18.5            | 82.0               | 4/86             | N/A      | 24% DN                   | 32% DN            | 27% DN  |
| IPG-I-CASREP              | 7         | 25.7                   | 23.4               | 19.5            | 23.6               | 7/77             | 3        | N/A                      | N/A               | 186% UP |
| IPANZ-MODEL SURFACE       | 6,375     | 31.7                   | 23.7               | 23.7            | 45.8               | 0/99             | N/A      | 1% UP                    | 22% UP            | 1% UP   |
| IPG-ALL IPGS              | 21        | 34.9                   | 22.9               | 29.2            | 53.0               | 10/87            | N/A      | 14% DN                   | 12% DN            | 33% UP  |
| IPG-I                     | 826       | 37.9                   | 27.5               | 30.7            | 60.0               | 3/99             | N/A      | 14% DN                   | 8% DN             | NO CHG  |
| IPG-II                    | 5,502     | 30.8                   | 23.0               | 22.9            | 43.2               | 0/99             | N/A      | 4% UP                    | 21% UP            | 1% UP   |
| IPANZ-MODEL LOCAL DELIVER | 62,236    | 31.8                   | 22.7               | 25.0            | 43.9               | 0/99             | N/A      | 17% UP                   | 13% UP            | 11% UP  |
| IPG-ALL IPGS              | 1,336     | 34.7                   | 25.0               | 28.9            | 46.0               | 4/99             | N/A      | 22% DN                   | 10% DN            | 20% DN  |
| IPG-I                     | 33,773    | 35.0                   | 23.7               | 29.2            | 46.9               | 0/99             | N/A      | 24% UP                   | 14% UP            | 26% UP  |
| IPG-II                    | 26,449    | 27.7                   | 20.6               | 21.4            | 39.2               | 0/99             | N/A      | 9% UP                    | 6% UP             | NO CHG  |
| IPG-CASREP                | 18        | 42.7                   | 27.3               | 25.5            | 66.7               | 10/92            | N/A      | 4% UP                    | 19% UP            | 8% DN   |
| IPG-I-CASREP              | 15        | 43.9                   | 28.0               | 28.0            | 68.0               | 10/92            | N/A      | N/A                      | 25.1% UP          | 13% UP  |
| IPG-II-CASREP             | 3         | 36.7                   | 28.4               | 23.0            | 62.7               | 16/69            | N/A      | 22% DN                   | N/A               | 9% DN   |
| IPANZ-MODEL AIR           | 95,402    | 32.1                   | 23.0               | 25.3            | 44.2               | 0/99             | N/A      | 15% UP                   | 13% UP            | 9% UP   |
| IPG-III                   | 2,469     | 37.1                   | 25.4               | 30.0            | 50.0               | 3/99             | N/A      | 6% DN                    | 10% UP            | 6% DN   |
| IPG-I                     | 54,249    | 35.0                   | 23.6               | 24.1            | 47.3               | 0/99             | N/A      | 21% UP                   | 23% UP            | 19% UP  |
| IPG-II                    | 37,284    | 27.2                   | 21.2               | 20.5            | 38.1               | 0/99             | N/A      | 5% UP                    | 5% UP             | 4% DN   |
| IPG-III                   | 32        | 39.5                   | 29.4               | 23.4            | 68.0               | 4/92             | N/A      | 14% DN                   | 6% UP             | 15% DN  |
| IPG-CASREP                | 22        | 44.3                   | 30.9               | 25.5            | 75.5               | 4/92             | N/A      | 11% DN                   | 64% UP            | 5% DN   |
| IPG-I-CASREP              | 10        | 29.0                   | 23.9               | 20.5            | 24.7               | 7/77             | N/A      | 39% DN                   | N/A               | 23% DN  |
| IPANZ-MODEL AIR           | 25,261    | 31.5                   | 22.9               | 25.6            | 42.8               | 0/99             | N/A      | 16% UP                   | 9% UP             | 3% UP   |
| IPG-ALL IPGS              | 1,057     | 39.6                   | 25.4               | 30.9            | 55.5               | 3/99             | N/A      | 10% UP                   | 32% UP            | 6% UP   |
| IPG-I                     | 18,621    | 33.8                   | 22.6               | 28.1            | 45.4               | 0/99             | N/A      | 20% UP                   | 14% UP            | 10% UP  |
| IPG-II                    | 4,889     | 19.0                   | 18.8               | 12.2            | 22.6               | 0/99             | N/A      | 3% DN                    | 27% DN            | 31% DN  |
| IPG-III                   | 14        | 35.4                   | 32.5               | 19.5            | 75.5               | 4/89             | N/A      | 43% DN                   | 37% DN            | 23% DN  |
| IPG-CASREP                | 7         | 45.1                   | 38.9               | 19.5            | 84.2               | 4/89             | N/A      | 10% DN                   | 19% DN            | 13% DN  |
| IPG-I-CASREP              | 7         | 25.7                   | 23.4               | 19.5            | 23.6               | 7/77             | 3        | N/A                      | N/A               | 186% UP |
| IPANZ-MODEL SURFACE       | 6,784     | 32.6                   | 24.0               | 24.5            | 47.3               | 0/99             | N/A      | 4% UP                    | 23% UP            | 4% UP   |
| IPG-ALL IPGS              | 31        | 30.3                   | 21.0               | 23.0            | 46.1               | 10/87            | N/A      | 25% DN                   | 34% DN            | 11% UP  |
| IPG-I                     | 1,063     | 41.2                   | 27.5               | 33.7            | 66.8               | 2/99             | N/A      | 5% DN                    | 1% UP             | 9% UP   |
| IPG-II                    | 5,662     | 31.0                   | 23.0               | 23.3            | 43.5               | 0/99             | N/A      | 26% UP                   | 21% UP            | 1% UP   |
| IPANZ-MODEL LOCAL DELIVER | 63,062    | 32.2                   | 22.9               | 25.3            | 44.4               | 0/99             | N/A      | 8% UP                    | 14% UP            | 12% UP  |
| IPG-ALL IPGS              | 1,364     | 35.5                   | 25.5               | 29.6            | 41.3               | 4/93             | N/A      | 17% UP                   | 9% DN             | 16% DN  |
| IPG-I                     | 34,337    | 35.3                   | 23.8               | 20.5            | 47.4               | 0/99             | N/A      | 23% UP                   | 34% UP            | 26% UP  |
| IPG-II                    | 26,681    | 27.8                   | 20.8               | 21.5            | 39.7               | 0/99             | N/A      | 8% UP                    | 7% UP             | 1% UP   |



PRIMIS II TRANSPORTATION TIME REPORT FOR FLEETS

REPORT PERIOD OCT 1984 DEC 1984

| FLEET | MODE | TYPE    | RUNS   | AVERAGE |      |      | STANDARD |       |      | 75TH PERCENTILE |         |         | RANGE   | UMNIPS  | STANDARD | UMNIPS | % CHANGE IN MEAN |          |           |          |
|-------|------|---------|--------|---------|------|------|----------|-------|------|-----------------|---------|---------|---------|---------|----------|--------|------------------|----------|-----------|----------|
|       |      |         |        | VALUE   | DEVI | ATTN | VALUE    | DEVI  | ATTN | VALUE           | DEVI    | ATTN    |         |         |          |        | THIS QTR         | LAST QTR | TO YR AGO | THIS QTR |
| 1000  | ALL  | IPGS    | 41,781 | 32.9    | 21.9 | 27.3 | 43.1     | 0/99  | N/A  | 3.6%            | 11% DN  | 10% DN  | 19% DN  | 19% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 4,561  | 23.8    | 15.0 | 21.1 | 28.6     | 0/98  | N/A  | 7%              | 61% DN* | 19% DN  | 49% DN  | 49% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 28,395 | 35.4    | 22.5 | 30.4 | 46.9     | 0/99  | N/A  | 1.9%            | 1% UP   | 2% DN   | 13% DN  | 13% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 8,067  | 28.9    | 20.8 | 22.8 | 39.1     | 0/99  | N/A  | 10.2%           | 23% DN  | 17% DN  | 26% DN  | 26% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 116    | 31.7    | 23.9 | 22.3 | 39.4     | 1/97  | N/A  | 1.7%            | 30% DN  | 2% DN   | 2% DN   | 2% DN   |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 99     | 30.0    | 23.3 | 20.4 | 37.5     | 1/97  | N/A  | 2.6%            | 6% UP   | 135% UP | 12% DN  | 12% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 17     | 41.5    | 25.6 | 34.2 | 64.2     | 8/81  | N/A  | N/A             | 1% UP   | N/A     | 24% UP  | 24% UP  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 16,817 | 32.9    | 20.0 | 28.5 | 40.4     | 0/99  | N/A  | 6%              | 8% DN   | 19% DN  | 16% DN  | 16% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 2,420  | 24.1    | 14.5 | 21.5 | 28.2     | 1/98  | N/A  | 1%              | 48% DN  | 2% DN   | 39% DN  | 39% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 13,738 | 34.2    | 20.2 | 30.6 | 42.7     | 0/99  | N/A  | 7%              | 8% UP   | 8% DN   | 9% DN   | 9% DN   |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 255    | 37.0    | 26.5 | 28.1 | 48.4     | 5/99  | N/A  | N/A             | 15% DN  | 40% DN  | 21% DN  | 21% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 93     | 31.4    | 23.8 | 20.8 | 39.2     | 1/94  | N/A  | 1.1%            | 13% DN  | 3% DN   | 12% DN  | 12% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 79     | 28.8    | 22.6 | 20.1 | 34.6     | 1/94  | N/A  | 1.3%            | 17% UP  | 1% DN   | 1% DN   | 1% DN   |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 14     | 45.7    | 26.0 | 40.5 | 68.0     | 10/81 | N/A  | N/A             | 12% UP  | 126% UP | 31% UP  | 31% UP  |          |        |                  |          |           |          |
| 1000  | ALL  | SURFACE | 6,041  | 35.1    | 20.4 | 30.4 | 43.7     | 0/99  | N/A  | 10.4%           | 17% DN  | 14% DN  | 28% DN  | 28% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 130    | 24.2    | 19.6 | 17.3 | 24.6     | 8/97  | N/A  | 6.9%            | 72% DN* | 50% DN  | 66% DN* | 66% DN* |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 2,438  | 38.6    | 19.7 | 35.7 | 44.7     | 0/98  | N/A  | 7.3%            | 1% DN   | 24% DN  | 28% DN  | 28% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 3,439  | 32.9    | 20.5 | 28.0 | 42.7     | 0/99  | N/A  | 12.6%           | 17% DN  | 13% DN  | 24% DN  | 24% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 2      | 30.0    | 11.3 | 30.5 | 37.0     | 22/38 | 6    | 0%              | 76% UP  | N/A     | 76% UP  | 76% UP  |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 2      | 30.0    | 11.3 | 30.5 | 37.0     | 22/38 | 6    | 0%              | 76% UP  | N/A     | 76% UP  | 76% UP  |          |        |                  |          |           |          |
| 1000  | ALL  | LOCAL   | 18,608 | 32.0    | 23.8 | 24.3 | 44.8     | 0/99  | N/A  | 4.1%            | 11% DN  | 3% DN   | 17% DN  | 17% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 1,394  | 23.5    | 15.2 | 20.9 | 29.2     | 0/98  | N/A  | 1.1%            | 59% DN* | 7% DN   | 54% DN* | 54% DN* |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 11,964 | 35.8    | 25.2 | 28.1 | 54.4     | 0/99  | N/A  | 2.2%            | NO CHG  | 11% UP  | 9% DN   | 9% DN   |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 4,332  | 25.1    | 19.8 | 17.2 | 34.0     | 0/99  | N/A  | 9.0%            | 28% DN  | 17% DN  | 31% DN  | 31% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 21     | 33.1    | 23.7 | 26.7 | 40.1     | 2/97  | N/A  | 4.8%            | 39% DN  | N/A     | 30% DN  | 30% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 18     | 34.9    | 27.1 | 28.0 | 55.5     | 2/97  | N/A  | 5.6%            | 11% DN  | N/A     | 24% DN  | 24% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 3      | 22.0    | 12.1 | 26.5 | 28.0     | 8/29  | 3    | 0%              | N/A     | N/A     | 16% DN  | 16% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 30,783 | 32.8    | 22.1 | 27.6 | 43.3     | 0/99  | N/A  | 3.6%            | 5% DN   | 8% DN   | 14% DN  | 14% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 3,044  | 24.5    | 16.3 | 21.2 | 29.8     | 0/98  | N/A  | 9%              | 53% DN* | 18% DN  | 44% DN  | 44% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 20,778 | 35.2    | 22.5 | 30.9 | 46.4     | 0/99  | N/A  | 1.8%            | 9% UP   | 3% UP   | 7% UP   | 7% UP   |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 6,283  | 28.2    | 21.2 | 21.6 | 39.2     | 0/99  | N/A  | 9.8%            | 21% DN  | 17% DN  | 25% DN  | 25% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 80     | 33.8    | 24.3 | 27.4 | 42.2     | 1/97  | N/A  | 2.5%            | 28% DN  | 29% UP  | 18% DN  | 18% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 67     | 33.7    | 24.8 | 26.0 | 41.1     | 1/97  | N/A  | 3.0%            | 22% UP  | 164% UP | 1% DN   | 1% DN   |          |        |                  |          |           |          |
| 1000  | ALL  | CASREP  | 13     | 34.4    | 22.6 | 29.7 | 44.2     | 8/76  | N/A  | N/A             | 20% DN  | N/A     | 3% DN   | 3% DN   |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 9,411  | 33.3    | 18.9 | 31.2 | 40.2     | 1/99  | N/A  | 5%              | 1% UP   | 21% DN  | 13% DN  | 13% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 1,008  | 26.4    | 17.5 | 22.2 | 31.5     | 1/98  | N/A  | 3%              | 36% DN  | 16% DN  | 31% DN  | 31% DN  |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 7,902  | 33.8    | 18.5 | 31.9 | 40.8     | 1/99  | N/A  | 5%              | 22% UP  | 8% DN   | 5% DN   | 5% DN   |          |        |                  |          |           |          |
| 1000  | ALL  | IPGS    | 173    | 42.2    | 28.7 | 32.9 | 61.2     | 5/99  | N/A  | N/A             | 2% DN   | 3% DN   | 9% DN   | 9% DN   |          |        |                  |          |           |          |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)



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 \* RRIMIS II - TRANSPORTATION TIME REPORT - FOR FLEETS \*  
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ISSUE 1111 - RTIMIS  
 PERIODICITY - QUARTERLY  
 TIME PERIOD - OCT 1984 - INF - 1984

| FLEET - NUMBER EMPLOYED<br>COMPONENT - PACIFIC GROUPS                                 | NUMBER AVERAGE STANDARD<br>OF OR MEAN DEVI - 75%<br>RONS VALUE ATTION VALUE |      |      |      | DESCRIPTIVE STATISTICS<br>MEDIAN PERCENT - RANGE = UMMIPS<br>TITLE MIN/MAX STANDARD UMMIPS |        |     |       | % CHANGE IN MEAN -<br>LAST QTR SAME QTR LAST FOUR<br>TO YR AGO TO QTRS TO<br>THIS QTR THIS QTR THIS QTR |         |         |       |         |         |         |
|---|---|------|------|------|--|--------|-----|-------|---|---------|---------|-------|---------|---------|---------|
|   | 59  | 34.0 | 24.0 | 27.6 | 42.6   | 1/ 94  | N/A | 1.7%  | 8% DN   | 30% UP  | 4% DN   | 1.7%  | 8% DN   | 30% UP  | 4% DN   |
| TRANS MODE - AIR  | 49  | 33.2 | 24.2 | 26.0 | 40.2   | 1/ 94  | N/A | 2.0%  | 56% UP  | 160% UP | 23% UP  | 2.0%  | 56% UP  | 160% UP | 23% UP  |
| IPGS - I CASREP   | 10  | 38.1 | 24.1 | 35.5 | 55.5   | 10/ 76 | N/A | N/A   | 12% DN  | N/A     | 2% UP   | N/A   | 12% DN  | N/A     | 2% UP   |
| TRANS MODE - SURFACE  | 2,844   | 35.8 | 19.6 | 34.7 | 44.2   | 1/ 99  | N/A | 11.3% | 24% UP  | 6% DN   | 3% DN   | 11.3% | 24% UP  | 6% DN   | 3% DN   |
| IPGS - I  | 27  | 33.0 | 30.9 | 12.4 | 66.7   | 9/ 95  | N/A | 7.4%  | N/A   | 32% DN  | 46% DN  | 7.4%  | N/A     | 32% DN  | 46% DN  |
| IPGS - II   | 1,007   | 38.8 | 14.7 | 38.1 | 43.6   | 4/ 96  | N/A | 7.7%  | 82% UP*   | 7% UP   | 4% UP   | 7.7%  | 82% UP* | 7% UP   | 4% UP   |
| IPGS - III  | 1,780   | 34.0 | 21.5 | 29.5 | 44.9   | 2/ 99  | N/A | 12.9% | 3% UP   | 10% DN  | 12% DN  | 12.9% | 3% UP   | 10% DN  | 12% DN  |
| TRANS MODE - LOCAL DELIVERY   | 18,475  | 32.0 | 23.8 | 24.2 | 44.9   | 0/ 99  | N/A | 4.0%  | 11% DN  | 3% DN   | 16% DN  | 4.0%  | 11% DN  | 3% DN   | 16% DN  |
| IPGS - I  | 1,994   | 23.5 | 15.2 | 20.9 | 29.2   | 0/ 98  | N/A | 1.1%  | 59% DN*   | 7% DN   | 54% DN* | 1.1%  | 59% DN* | 7% DN   | 54% DN* |
| IPGS - II   | 11,851  | 35.9 | 25.3 | 28.0 | 54.8   | 0/ 99  | N/A | 2.2%  | NO CHG  | 12% UP  | 9% DN   | 2.2%  | NO CHG  | 12% UP  | 9% DN   |
| IPGS - III  | 4,312   | 25.0 | 19.7 | 17.2 | 33.9   | 0/ 99  | N/A | 8.9%  | 28% DN  | 17% DN  | 31% DN  | 8.9%  | 28% DN  | 17% DN  | 31% DN  |
| TRANS MODE - AIR  | 21  | 33.1 | 25.7 | 26.7 | 40.1   | 2/ 97  | N/A | 4.8%  | 39% DN  | N/A     | 30% DN  | 4.8%  | 39% DN  | N/A     | 30% DN  |
| IPGS - I CASREP   | 18  | 34.9 | 27.1 | 28.0 | 55.5   | 2/ 97  | N/A | 5.6%  | 11% DN  | N/A     | 24% DN  | 5.6%  | 11% DN  | N/A     | 24% DN  |
| IPGS - II CASREP  | 3   | 22.0 | 12.1 | 26.5 | 28.0   | 8/ 29  | 3   | .0%   | N/A   | N/A     | 16% DN  | .0%   | N/A     | N/A     | 16% DN  |
| ISSUE 1111 - RTIMIS<br>PERIODICITY - QUARTERLY<br>TIME PERIOD - OCT 1984 - INF - 1984 | 32,408  | 33.9 | 22.8 | 28.5 | 45.0   | 0/ 99  | N/A | 3.5%  | 1% DN   | 5% DN   | 11% DN  | 3.5%  | 1% DN   | 5% DN   | 11% DN  |
| TRANS MODE - ALL MODES  | 3,139   | 24.7 | 16.5 | 21.4 | 30.0   | 0/ 98  | N/A | 8%    | 52% DN*   | 17% DN  | 44% DN  | 8%    | 52% DN* | 17% DN  | 44% DN  |
| IPGS - I  | 22,147  | 26.7 | 23.3 | 31.9 | 50.3   | 0/ 99  | N/A | 1.8%  | 14% UP  | 7% UP   | 3% DN   | 1.8%  | 14% UP  | 7% UP   | 3% DN   |
| IPGS - II   | 6,364   | 28.3 | 21.2 | 21.7 | 39.4   | 0/ 99  | N/A | 9.8%  | 21% DN  | 17% DN  | 25% DN  | 9.8%  | 21% DN  | 17% DN  | 25% DN  |
| IPGS - III  | 81  | 34.2 | 24.5 | 27.7 | 43.4   | 1/ 97  | N/A | 2.5%  | 27% DN  | 31% UP  | 17% DN  | 2.5%  | 27% DN  | 31% UP  | 17% DN  |
| TRANS MODE - SURFACE  | 67  | 33.7 | 24.8 | 26.0 | 41.1   | 1/ 97  | N/A | 3.0%  | 22% UP  | 164% UP | 4% UP   | 3.0%  | 22% UP  | 164% UP | 4% UP   |
| IPGS - I CASREP   | 14  | 36.9 | 23.7 | 30.5 | 55.5   | 8/ 76  | N/A | N/A   | 15% DN  | N/A     | 7% DN   | N/A   | 15% DN  | N/A     | 7% DN   |
| IPGS - II CASREP  | 10,672  | 36.0 | 20.9 | 32.2 | 44.5   | 1/ 99  | N/A | .4%   | 9% UP   | 15% DN  | 7% DN   | .4%   | 9% UP   | 15% DN  | 7% DN   |
| IPGS - III  | 1,092   | 26.7 | 17.8 | 22.4 | 32.1   | 1/ 98  | N/A | .3%   | 36% DN  | 15% DN  | 30% DN  | .3%   | 36% DN  | 15% DN  | 30% DN  |
| TRANS MODE - AIR  | 8,989   | 36.9 | 20.7 | 33.0 | 45.5   | 1/ 99  | N/A | .5%   | 32% UP  | NO CHG  | 3% UP   | .5%   | 32% UP  | NO CHG  | 3% UP   |
| IPGS - I  | 187   | 41.9 | 28.1 | 32.9 | 59.7   | 5/ 99  | N/A | N/A   | 3% DN   | 32% DN  | 10% DN  | N/A   | 3% DN   | 32% DN  | 10% DN  |
| IPGS - II   | 60  | 34.6 | 24.3 | 28.0 | 43.8   | 1/ 94  | N/A | 1.7%  | 6% DN   | 33% UP  | 2% DN   | 1.7%  | 6% DN   | 33% UP  | 2% DN   |
| IPGS - III  | 49  | 33.2 | 24.2 | 26.0 | 40.2   | 1/ 94  | N/A | 2.0%  | 56% UP  | 160% UP | 23% UP  | 2.0%  | 56% UP  | 160% UP | 23% UP  |
| TRANS MODE - SURFACE  | 11  | 41.0 | 24.8 | 38.0 | 61.7   | 10/ 76 | N/A | N/A   | 5% DN   | N/A     | 10% UP  | N/A   | 5% DN   | N/A     | 10% UP  |
| IPGS - I  | 3,055   | 37.0 | 20.6 | 35.4 | 45.3   | 0/ 99  | N/A | 11.0% | 27% UP  | 3% DN   | NO CHG  | 11.0% | 27% UP  | 3% DN   | NO CHG  |
| IPGS - II   | 36  | 33.2 | 29.2 | 18.5 | 54.2   | 9/ 97  | N/A | 5.6%  | N/A   | 32% DN  | 46% DN  | 5.6%  | N/A     | 32% DN  | 46% DN  |
| IPGS - III  | 1,164   | 41.5 | 17.8 | 38.8 | 45.3   | 0/ 96  | N/A | 7.8%  | 90% UP*   | 15% UP  | 46% UP  | 7.8%  | 90% UP* | 15% UP  | 46% UP  |
| TRANS MODE - LOCAL DELIVERY   | 1,821   | 34.2 | 21.6 | 29.6 | 45.1   | 2/ 99  | N/A | 12.9% | 3% UP   | 10% DN  | 12% DN  | 12.9% | 3% UP   | 10% DN  | 12% DN  |
| IPGS - I  | 18,525  | 32.0 | 23.8 | 24.2 | 44.9   | 0/ 99  | N/A | 4.1%  | 11% DN  | 3% DN   | 16% DN  | 4.1%  | 11% DN  | 3% DN   | 16% DN  |
| IPGS - II   | 1,994   | 23.5 | 15.2 | 20.9 | 29.2   | 0/ 98  | N/A | 1.1%  | 59% DN*   | 7% DN   | 54% DN* | 1.1%  | 59% DN* | 7% DN   | 54% DN* |
| IPGS - III  | 11,882  | 35.9 | 25.3 | 28.1 | 54.7   | 0/ 99  | N/A | 2.2%  | NO CHG  | 12% UP  | 9% DN   | 2.2%  | NO CHG  | 12% UP  | 9% DN   |
| TRANS MODE - AIR  | 4,331   | 25.1 | 19.8 | 17.2 | 34.0   | 0/ 90  | N/A | 9.0%  | 28% DN  | 17% DN  | 31% DN  | 9.0%  | 28% DN  | 17% DN  | 31% DN  |
| IPGS - I CASREP   | 21  | 33.1 | 25.7 | 26.7 | 40.1   | 2/ 97  | N/A | 4.8%  | 39% DN  | N/A     | 30% DN  | 4.8%  | 39% DN  | N/A     | 30% DN  |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

REPORT TITLE: RIMS  
 REPORTING QUARTER: 11/85  
 TIME PERIOD: OCT 1984 - DEC 1984

REPORTING QUARTER: 11/85  
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INPUT FILE: RRIMIS  
 PERIODICITY: QUARTERLY  
 TIME PERIOD: OCT 1984 DEC 1984

PAGE: 42  
 CODE: ( 8, 1, )  
 DATE: 09/11/85

RRIMIS II: TRANSPORTATION TIME REPORT FOR FLEETS

FLEET: 2ND FLEET  
 CONSIGNEE: ALL CONSIGNEES

DESCRIPTIVE STATISTICS

% CHANGES IN MEAN  
 LAST QTR SAME QTR LAST FOUR  
 TO YR AGO TO QTRS TO

% ROWS WITHIN UMMIPS  
 THIS QTR THIS QTR THIS QTR

NUMBER AVERAGE STANDARD  
 OF OR MEAN DEVIATION

75TH PERCENTILE RANGE  
 UMMIPS MIN/MAX STANDARD

| ISSUE   | SHIP | TYPE | ALL  | STK  | PES   | TRANS | MODE   | ALL     | MOVES   | UMMIPS | RANGE  | MIN | MAX | STANDARD | % ROWS WITHIN UMMIPS | THIS QTR | THIS QTR | THIS QTR | THIS QTR | % CHANGES IN MEAN |
|---------|------|------|------|------|-------|-------|--------|---------|---------|--------|--------|-----|-----|----------|----------------------|----------|----------|----------|----------|-------------------|
| 113,946 | 32.3 | 22.5 | 26.3 | 43.7 | 0/99  | N/A   | 8.4%   | 10% UP  | 7% UP   | 10% UP | 3% UP  |     |     |          |                      |          |          |          |          |                   |
| 3,275   | 34.7 | 24.1 | 27.4 | 45.8 | 3/99  | N/A   | 9%     | 9% UP   | 14% DN  | 9% UP  | 11% DN |     |     |          |                      |          |          |          |          |                   |
| 66,864  | 34.8 | 22.9 | 29.6 | 45.9 | 0/99  | N/A   | 2.0%   | 20% UP  | 12% UP  | 20% UP | 11% UP |     |     |          |                      |          |          |          |          |                   |
| 42,407  | 27.9 | 21.1 | 21.6 | 38.6 | 0/99  | N/A   | 18.6%  | 3% UP   | 7% DN   | 3% UP  | 7% DN  |     |     |          |                      |          |          |          |          |                   |
| 51      | 34.1 | 27.2 | 21.9 | 56.7 | 4/92  | N/A   | 8% UP  | 8% UP   | 9% UP   | 8% UP  | 11% DN |     |     |          |                      |          |          |          |          |                   |
| 30      | 40.3 | 29.2 | 24.2 | 65.5 | 4/92  | N/A   | 3.3%   | 40% UP  | 19% DN  | 40% UP | 9% DN  |     |     |          |                      |          |          |          |          |                   |
| 21      | 25.4 | 21.8 | 20.0 | 25.2 | 5/77  | N/A   | N/A    | 17% DN  | 17% DN  | N/A    | 2% UP  |     |     |          |                      |          |          |          |          |                   |
| 36,448  | 31.4 | 21.7 | 26.6 | 41.2 | 0/99  | N/A   | 1.1%   | 7% UP   | 5% UP   | 7% UP  | 2% DN  |     |     |          |                      |          |          |          |          |                   |
| 1,797   | 34.5 | 23.3 | 26.6 | 45.1 | 3/99  | N/A   | N/A    | 11% DN  | 11% DN  | 22% UP | 8% DN  |     |     |          |                      |          |          |          |          |                   |
| 28,304  | 33.2 | 21.4 | 28.5 | 43.1 | 0/99  | N/A   | 6%     | 11% UP  | 6% UP   | 11% UP | 2% UP  |     |     |          |                      |          |          |          |          |                   |
| 5,653   | 20.4 | 19.0 | 13.3 | 26.3 | 0/99  | N/A   | 4.5%   | NO CHG  | NO CHG  | 22% DN | 26% DN |     |     |          |                      |          |          |          |          |                   |
| 31      | 30.0 | 27.1 | 19.2 | 46.7 | 4/89  | N/A   | N/A    | 8% UP   | 22% UP  | 8% UP  | 5% DN  |     |     |          |                      |          |          |          |          |                   |
| 14      | 38.0 | 31.5 | 19.5 | 58.0 | 4/89  | N/A   | N/A    | 24% DN  | 24% DN  | 16% UP | 17% DN |     |     |          |                      |          |          |          |          |                   |
| 17      | 23.5 | 21.6 | 19.0 | 25.1 | 5/77  | 3     | .0%    | 68% UP  | 68% UP  | N/A    | 47% UP |     |     |          |                      |          |          |          |          |                   |
| 13,810  | 34.9 | 22.9 | 28.8 | 45.5 | 0/99  | N/A   | 25.0%  | 9% DN   | 9% DN   | 10% UP | 6% DN  |     |     |          |                      |          |          |          |          |                   |
| 92      | 27.6 | 18.0 | 22.4 | 33.0 | 5/98  | N/A   | 28.3%  | 37% DN  | 37% DN  | 19% DN | 8% DN  |     |     |          |                      |          |          |          |          |                   |
| 3,779   | 41.8 | 23.3 | 38.4 | 54.0 | 2/99  | N/A   | 22.2%  | 8% DN   | 8% DN   | 15% UP | 2% DN  |     |     |          |                      |          |          |          |          |                   |
| 9,911   | 32.4 | 22.2 | 25.7 | 42.7 | 0/99  | N/A   | 26.0%  | 10% UP  | 10% UP  | 10% UP | 8% DN  |     |     |          |                      |          |          |          |          |                   |
| 2       | 20.5 | 4.9  | 19.5 | 22.5 | 17/24 | N/A   | 50.0%  | N/A     | N/A     | N/A    | N/A    |     |     |          |                      |          |          |          |          |                   |
| 1       | 17.0 | 0    | 17.0 | 17.0 | 17/17 | 43    | 100.0% | N/A     | N/A     | N/A    | N/A    |     |     |          |                      |          |          |          |          |                   |
| 1       | 24.0 | 0    | 24.0 | 24.0 | 24/24 | 6     | 0%     | N/A     | N/A     | N/A    | N/A    |     |     |          |                      |          |          |          |          |                   |
| 62,831  | 32.1 | 22.8 | 25.2 | 44.3 | 0/99  | N/A   | 8.9%   | 16% UP  | 16% UP  | 14% UP | 12% UP |     |     |          |                      |          |          |          |          |                   |
| 1,364   | 35.5 | 25.5 | 29.6 | 47.3 | 4/99  | N/A   | 1%     | 17% DN  | 17% DN  | 8% DN  | 16% DN |     |     |          |                      |          |          |          |          |                   |
| 34,215  | 35.2 | 23.8 | 29.5 | 47.3 | 0/99  | N/A   | 9%     | 22% UP  | 22% UP  | 34% UP | 26% UP |     |     |          |                      |          |          |          |          |                   |
| 26,574  | 27.8 | 20.7 | 21.5 | 39.6 | 0/99  | N/A   | 18.8%  | 7% UP   | 7% UP   | 7% UP  | NO CHG |     |     |          |                      |          |          |          |          |                   |
| 18      | 42.7 | 27.3 | 25.5 | 66.7 | 10/92 | N/A   | N/A    | 4% UP   | 4% UP   | 19% UP | 8% DN  |     |     |          |                      |          |          |          |          |                   |
| 15      | 43.9 | 28.0 | 28.0 | 68.0 | 10/92 | N/A   | N/A    | 251% UP | 251% UP | N/A    | 13% UP |     |     |          |                      |          |          |          |          |                   |
| 3       | 36.7 | 28.4 | 23.0 | 62.7 | 16/69 | N/A   | N/A    | 22% DN  | 22% DN  | N/A    | 9% DN  |     |     |          |                      |          |          |          |          |                   |
| 92,557  | 31.5 | 22.7 | 24.8 | 43.5 | 0/99  | N/A   | 8.3%   | 14% UP  | 14% UP  | 12% UP | 7% UP  |     |     |          |                      |          |          |          |          |                   |
| 2,359   | 36.8 | 25.2 | 29.8 | 49.4 | 3/99  | N/A   | 3%     | 8% DN   | 8% DN   | 9% UP  | 7% DN  |     |     |          |                      |          |          |          |          |                   |
| 52,305  | 34.4 | 23.3 | 28.5 | 46.4 | 0/99  | N/A   | 1.1%   | 20% UP  | 20% UP  | 21% UP | 17% UP |     |     |          |                      |          |          |          |          |                   |
| 36,641  | 26.8 | 20.9 | 20.2 | 37.3 | 0/99  | N/A   | 1R.4%  | 4% UP   | 4% UP   | 4% UP  | 5% DN  |     |     |          |                      |          |          |          |          |                   |
| 31      | 37.9 | 28.4 | 23.0 | 66.1 | 4/92  | N/A   | N/A    | 17% DN  | 17% DN  | 2% UP  | 16% DN |     |     |          |                      |          |          |          |          |                   |
| 21      | 42.2 | 30.0 | 24.9 | 69.7 | 4/92  | N/A   | N/A    | 56% UP  | 56% UP  | N/A    | 9% DN  |     |     |          |                      |          |          |          |          |                   |
| 10      | 29.0 | 23.9 | 20.5 | 24.7 | 7/77  | N/A   | N/A    | 39% DN  | 39% DN  | N/A    | 23% DN |     |     |          |                      |          |          |          |          |                   |
| 24,085  | 30.6 | 22.5 | 24.7 | 41.8 | 0/99  | N/A   | 1.6%   | 15% UP  | 15% UP  | 6% UP  | 1% UP  |     |     |          |                      |          |          |          |          |                   |
| 994     | 39.8 | 25.4 | 31.1 | 56.0 | 3/99  | N/A   | N/A    | 13% UP  | 13% UP  | 33% UP | 8% UP  |     |     |          |                      |          |          |          |          |                   |
| 17,722  | 33.0 | 22.2 | 27.5 | 44.6 | 0/99  | N/A   | 7%     | 18% UP  | 18% UP  | 12% UP | 8% UP  |     |     |          |                      |          |          |          |          |                   |

| ISSUE  | SHIP | TYPE | ALL  | STK  | PES  | TRANS | MODE  | ALL    | MOVES  | UMMIPS | RANGE  | MIN | MAX | STANDARD | % ROWS WITHIN UMMIPS | THIS QTR | THIS QTR | THIS QTR | THIS QTR | % CHANGES IN MEAN |
|--------|------|------|------|------|------|-------|-------|--------|--------|--------|--------|-----|-----|----------|----------------------|----------|----------|----------|----------|-------------------|
| 92,557 | 31.5 | 22.7 | 24.8 | 43.5 | 0/99 | N/A   | 8.3%  | 14% UP | 14% UP | 12% UP | 7% UP  |     |     |          |                      |          |          |          |          |                   |
| 2,359  | 36.8 | 25.2 | 29.8 | 49.4 | 3/99 | N/A   | 3%    | 8% DN  | 8% DN  | 9% UP  | 7% DN  |     |     |          |                      |          |          |          |          |                   |
| 52,305 | 34.4 | 23.3 | 28.5 | 46.4 | 0/99 | N/A   | 1.1%  | 20% UP | 20% UP | 21% UP | 17% UP |     |     |          |                      |          |          |          |          |                   |
| 36,641 | 26.8 | 20.9 | 20.2 | 37.3 | 0/99 | N/A   | 1R.4% | 4% UP  | 4% UP  | 4% UP  | 5% DN  |     |     |          |                      |          |          |          |          |                   |
| 31     | 37.9 | 28.4 | 23.0 | 66.1 | 4/92 | N/A   | N/A   | 17% DN | 17% DN | 2% UP  | 16% DN |     |     |          |                      |          |          |          |          |                   |
| 21     | 42.2 | 30.0 | 24.9 | 69.7 | 4/92 | N/A   | N/A   | 56% UP | 56% UP | N/A    | 9% DN  |     |     |          |                      |          |          |          |          |                   |
| 10     | 29.0 | 23.9 | 20.5 | 24.7 | 7/77 | N/A   | N/A   | 39% DN | 39% DN | N/A    | 23% DN |     |     |          |                      |          |          |          |          |                   |
| 24,085 | 30.6 | 22.5 | 24.7 | 41.8 | 0/99 | N/A   | 1.6%  | 15% UP | 15% UP | 6% UP  | 1% UP  |     |     |          |                      |          |          |          |          |                   |
| 994    | 39.8 | 25.4 | 31.1 | 56.0 | 3/99 | N/A   | N/A   | 13% UP | 13% UP | 33% UP | 8% UP  |     |     |          |                      |          |          |          |          |                   |
| 17,722 | 33.0 | 22.2 | 27.5 | 44.6 | 0/99 | N/A   | 7%    | 18% UP | 18% UP | 12% UP | 8% UP  |     |     |          |                      |          |          |          |          |                   |

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 + RTMIS II - TRANSPORTATION TIME REPORT --- FOR FLEETS ---  
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FLEET 2ND FLEET  
 PERIOD 3RD QUARTER  
 TIME PERIOD OCT 1984 DE 1984

| FLEET CODE | PERIOD | TIME PERIOD    | DESCRIPTIVE STATISTICS |                 |                    |                |             |             |                 |       |        |         | % CHANGE IN MEAN |          |          |                |             |             |             |
|------------|--------|----------------|------------------------|-----------------|--------------------|----------------|-------------|-------------|-----------------|-------|--------|---------|------------------|----------|----------|----------------|-------------|-------------|-------------|
|            |        |                | NUMBER OF RONS         | AVERAGE DR MEAN | STANDARD DEVIATION | STANDARD TITLE | PERCENT MIN | PERCENT MAX | 75TH PERCENTILE | RANGE | UMIN   | UMAX    | STANDARD         | LAST QTR | SAME QTR | LAST FOUR QTRS | TO THIS QTR | TO THIS QTR | TO THIS QTR |
| 1500R      | UP     | PL - MSC/NSD   | 4,821                  | 19.5            | 18.4               | 12.1           | 21.8        | 0/99        | N/A             | 5.3%  | 4% DN  | 29% DN  | 32% DN           |          |          |                |             |             |             |
| 1500R      | MODE   | AIR            | 13                     | 31.3            | 29.7               | 19.0           | 24.9        | 4/86        | N/A             | N/A   | 50% DN | 44% DN  | 37% DN           |          |          |                |             |             |             |
| 1500R      | PL     | CASREP         | 6                      | 37.8            | 37.0               | 18.5           | 82.0        | 4/86        | N/A             | N/A   | 24% DN | 32% DN  | 27% DN           |          |          |                |             |             |             |
| 1500R      | PL     | CASREP         | 7                      | 25.7            | 23.4               | 19.5           | 23.6        | 7/77        | 3               | .0%   | N/A    | N/A     | 186% UP          |          |          |                |             |             |             |
| 1500R      | MODE   | SURFACE        | 6,339                  | 31.7            | 23.7               | 23.7           | 45.8        | 0/99        | N/A             | 26.1% | 1% UP  | 22% UP  | 1% UP            |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 21                     | 34.9            | 22.9               | 29.2           | 53.0        | 10/87       | N/A             | 14.3% | 14% DN | 12% DN  | 33% UP           |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 824                    | 37.8            | 27.4               | 30.6           | 59.4        | 3/99        | N/A             | 18.3% | 14% DN | 9% DN   | NO CHG           |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 5,468                  | 30.7            | 23.0               | 22.9           | 43.3        | 0/99        | N/A             | 27.3% | 3% UP  | 21% UP  | 1% UP            |          |          |                |             |             |             |
| 1500R      | MODE   | LOCAL DELIVERY | 62,004                 | 31.7            | 22.6               | 24.9           | 43.8        | 0/99        | N/A             | 9.0%  | 16% UP | 13% UP  | 11% UP           |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 1,336                  | 34.7            | 25.0               | 28.9           | 46.0        | 4/99        | N/A             | .1%   | 22% DN | 10% DN  | 20% DN           |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 33,650                 | 34.9            | 23.6               | 29.2           | 46.8        | 0/99        | N/A             | .9%   | 23% UP | 34% UP  | 26% UP           |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 26,340                 | 27.5            | 20.5               | 21.3           | 39.0        | 0/99        | N/A             | 19.0% | 8% UP  | 6% UP   | NO CHG           |          |          |                |             |             |             |
| 1500R      | MODE   | CASREP         | 18                     | 42.7            | 27.3               | 25.5           | 66.7        | 10/92       | N/A             | 4% UP | 4% UP  | 19% UP  | 8% DN            |          |          |                |             |             |             |
| 1500R      | PL     | CASREP         | 15                     | 43.9            | 28.0               | 28.0           | 68.0        | 10/92       | N/A             | N/A   | N/A    | 251% UP | 13% UP           |          |          |                |             |             |             |
| 1500R      | PL     | CASREP         | 3                      | 36.7            | 28.4               | 23.0           | 62.7        | 16/69       | N/A             | N/A   | 22% DN | N/A     | 9% DN            |          |          |                |             |             |             |
| 1500R      | MODE   | ALL NAVY       | 95,017                 | 32.0            | 22.9               | 25.3           | 44.1        | 0/99        | N/A             | 8.1%  | 14% UP | 13% UP  | 8% UP            |          |          |                |             |             |             |
| 1500R      | MODE   | ALL NAVY       | 2,464                  | 37.1            | 25.4               | 29.9           | 49.9        | 3/99        | N/A             | .2%   | 6% DN  | 10% UP  | 6% DN            |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 54,013                 | 34.9            | 23.5               | 29.0           | 47.2        | 0/99        | N/A             | 1.1%  | 20% UP | 23% UP  | 18% UP           |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 37,140                 | 27.1            | 21.1               | 20.4           | 38.0        | 0/99        | N/A             | 18.3% | 4% UP  | 4% UP   | 4% DN            |          |          |                |             |             |             |
| 1500R      | MODE   | CASREP         | 32                     | 39.5            | 29.4               | 23.4           | 68.0        | 4/92        | N/A             | N/A   | 14% DN | 6% UP   | 15% DN           |          |          |                |             |             |             |
| 1500R      | PL     | CASREP         | 22                     | 44.3            | 30.9               | 25.5           | 75.5        | 4/92        | N/A             | N/A   | 11% DN | 64% UP  | 5% DN            |          |          |                |             |             |             |
| 1500R      | PL     | CASREP         | 10                     | 29.0            | 23.9               | 20.5           | 24.7        | 7/77        | N/A             | N/A   | 39% DN | N/A     | 23% DN           |          |          |                |             |             |             |
| 1500R      | MODE   | AIR            | 25,151                 | 31.3            | 22.8               | 25.5           | 42.6        | 0/99        | N/A             | 1.5%  | 16% UP | 8% UP   | 3% UP            |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 1,052                  | 39.5            | 25.3               | 30.8           | 55.2        | 3/99        | N/A             | N/A   | 10% UP | 32% UP  | 6% UP            |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 18,516                 | 33.7            | 22.5               | 28.0           | 45.2        | 0/99        | N/A             | 7%    | 20% UP | 14% UP  | 10% UP           |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 4,889                  | 19.0            | 18.8               | 12.2           | 22.6        | 0/99        | N/A             | 5.2%  | 3% DN  | 37% DN  | 31% DN           |          |          |                |             |             |             |
| 1500R      | MODE   | CASREP         | 14                     | 39.4            | 32.5               | 19.5           | 75.5        | 4/89        | N/A             | N/A   | 43% DN | 37% DN  | 23% DN           |          |          |                |             |             |             |
| 1500R      | PL     | CASREP         | 7                      | 45.1            | 38.9               | 19.5           | 84.2        | 4/89        | N/A             | N/A   | 10% DN | 19% DN  | 13% DN           |          |          |                |             |             |             |
| 1500R      | PL     | CASREP         | 7                      | 25.7            | 23.4               | 19.5           | 23.6        | 7/77        | 3               | .0%   | N/A    | N/A     | 186% UP          |          |          |                |             |             |             |
| 1500R      | MODE   | SURFACE        | 6,742                  | 32.6            | 24.0               | 24.5           | 47.3        | 0/99        | N/A             | 25.4% | 3% UP  | 23% UP  | 3% UP            |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 31                     | 30.3            | 21.0               | 23.0           | 46.1        | 10/87       | N/A             | 9.7%  | 25% DN | 34% DN  | 11% UP           |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 1,056                  | 40.9            | 27.4               | 33.5           | 66.2        | 2/99        | N/A             | 17.0% | 6% DN  | NO CHG  | 9% UP            |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 5,627                  | 31.0            | 23.0               | 23.2           | 43.6        | 0/99        | N/A             | 27.0% | 4% UP  | 21% UP  | 1% UP            |          |          |                |             |             |             |
| 1500R      | MODE   | LOCAL DELIVERY | 62,830                 | 32.1            | 22.8               | 25.2           | 44.3        | 0/99        | N/A             | 8%    | 16% UP | 14% UP  | 12% UP           |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 1,364                  | 35.5            | 25.5               | 29.6           | 47.3        | 4/99        | N/A             | 1%    | 17% DN | 16% DN  | 8% DN            |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 34,214                 | 35.2            | 23.8               | 29.5           | 47.3        | 0/99        | N/A             | 9%    | 22% UP | 34% UP  | 26% UP           |          |          |                |             |             |             |
| 1500R      | PL     | IPGS           | 26,574                 | 27.8            | 20.7               | 21.5           | 39.6        | 0/99        | N/A             | 18.8% | 8% UP  | 7% UP   | NO CHG           |          |          |                |             |             |             |

PRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS \*

PRIMIS II: TRANSPORTATION TIME REPORT -- FOR FLEETS \*  
 PERIODICALLY QUARTERLY  
 TIME PERIOD OCT 1984 DEC 1984

DESCRIPTIVE STATISTICS  
 NUMBER AVERAGE STANDARD 75TH  
 OF OR MEAN DEVI. MEDIAN PERCENT RANGE = UMHIPS WITHIN  
 RONS VALUE ATTION VALUE TILE MIN/MAX STANDORD UMHIPS THIS QTR LAST FOUR QTRS TO THIS QTR

DESCRIPTIVE STATISTICS  
 NUMBER AVERAGE STANDARD 75TH  
 OF OR MEAN DEVI. MEDIAN PERCENT RANGE = UMHIPS WITHIN  
 RONS VALUE ATTION VALUE TILE MIN/MAX STANDORD UMHIPS THIS QTR LAST FOUR QTRS TO THIS QTR

| ROUNDS | AVERAGE VALUE | STANDARD DEVIATION | 75TH PERCENTILE | MEDIAN | RANGE | UMHIPS | THIS QTR | LAST QTR | 4 QTRS AGO | PERCENTAGE CHANGE |
|--------|---------------|--------------------|-----------------|--------|-------|--------|----------|----------|------------|-------------------|
| 18     | 42.7          | 27.3               | 25.5            | 66.7   | 10/92 | N/A    | 4%       | 19%      | UP         | 8% DN             |
| 15     | 43.9          | 28.0               | 28.0            | 68.0   | 10/92 | N/A    | N/A      | 25%      | UP         | 13% UP            |
| 3      | 36.7          | 28.4               | 23.0            | 62.7   | 16/69 | N/A    | 22%      | DN       | N/A        | 9% DN             |

ISSUE SUPPLY ALL NAVY  
 LOCAL DELIVERY  
 CASREP  
 CASREP  
 CASREP

PRIMIS II TRANSPORTATION TIME REPORT FOR FLEETS

PRIMIS II TRANSPORTATION TIME REPORT FOR FLEETS  
 DATE 09/11/85

| FLEET   | 2ND FLEET | COMPOSITE | ATLANTIC SHIPPING | DESCRIPTIVE STATISTICS |         |          |         |        |          |         |         |          |          | % CHANGE IN MEAN |        |          |          |           |           |
|---------|-----------|-----------|-------------------|------------------------|---------|----------|---------|--------|----------|---------|---------|----------|----------|------------------|--------|----------|----------|-----------|-----------|
|         |           |           |                   | NUMBER OF DR           | AVERAGE | STANDARD | DEVI-   | MEDIAN | PERCENT- | RANGE-  | UMINPTS | MAX      | STANDARD | UMINPTS          | WITHIN | % RIMS   | LAST OTR | SAME OTR  | LAST FOUR |
| RONS    | VALUE     | ATTION    | VALUE             | VALUE                  | ATTION  | VALUE    | PERCENT | MIN    | MAX      | UMINPTS | MAX     | STANDARD | UMINPTS  | WITHIN           | % RIMS | LAST OTR | SAME OTR | LAST FOUR | TO OTRS   |
| 113,946 | 32.3      | 22.5      | 26.3              | 43.7                   | 0/99    | N/A      | 8.4%    | 7% UP  | 10% UP   | 3% UP   |         |          |          |                  |        |          |          |           |           |
| 3,275   | 34.7      | 24.1      | 27.4              | 45.8                   | 3/99    | N/A      | 9%      | 14% DN | 9% UP    | 11% DN  |         |          |          |                  |        |          |          |           |           |
| 66,864  | 34.8      | 22.9      | 29.6              | 45.9                   | 0/99    | N/A      | 2.0%    | 12% UP | 20% UP   | 11% UP  |         |          |          |                  |        |          |          |           |           |
| 42,407  | 27.9      | 21.1      | 21.6              | 38.6                   | 0/99    | N/A      | 18.6%   | 1% DN  | 3% UP    | 7% DN   |         |          |          |                  |        |          |          |           |           |
| 51      | 34.1      | 27.2      | 21.9              | 56.7                   | 4/92    | N/A      | 2.0%    | 9% UP  | 8% UP    | 11% DN  |         |          |          |                  |        |          |          |           |           |
| 30      | 40.3      | 29.2      | 24.2              | 65.5                   | 4/92    | N/A      | 3.3%    | 19% DN | 40% UP   | 9% DN   |         |          |          |                  |        |          |          |           |           |
| 21      | 25.4      | 21.8      | 20.0              | 25.2                   | 5/77    | N/A      | N/A     | 17% DN | N/A      | 2% UP   |         |          |          |                  |        |          |          |           |           |
| 36,448  | 31.4      | 21.7      | 26.6              | 41.2                   | 0/99    | N/A      | 1.1%    | 5% UP  | 7% UP    | 2% DN   |         |          |          |                  |        |          |          |           |           |
| 1,797   | 34.5      | 23.3      | 26.6              | 45.1                   | 3/99    | N/A      | N/A     | 11% DN | 22% DN   | 8% DN   |         |          |          |                  |        |          |          |           |           |
| 28,304  | 33.2      | 21.4      | 28.5              | 43.1                   | 0/99    | N/A      | 6%      | 6% UP  | 11% UP   | 2% UP   |         |          |          |                  |        |          |          |           |           |
| 5,653   | 20.4      | 19.0      | 13.3              | 26.3                   | 0/99    | N/A      | 4.5%    | ND CHG | 22% DN   | 26% DN  |         |          |          |                  |        |          |          |           |           |
| 31      | 30.0      | 27.1      | 19.2              | 46.7                   | 4/89    | N/A      | N/A     | 22% UP | 8% UP    | 5% DN   |         |          |          |                  |        |          |          |           |           |
| 14      | 38.0      | 31.5      | 19.5              | 58.0                   | 4/89    | N/A      | N/A     | 24% DN | 16% UP   | 17% DN  |         |          |          |                  |        |          |          |           |           |
| 17      | 23.5      | 21.6      | 19.0              | 25.1                   | 5/77    | 3        | 0%      | 58% UP | N/A      | 47% UP  |         |          |          |                  |        |          |          |           |           |
| 13,810  | 34.9      | 22.9      | 28.8              | 45.5                   | 0/99    | N/A      | 25.0%   | 9% DN  | 10% UP   | 6% DN   |         |          |          |                  |        |          |          |           |           |
| 92      | 27.6      | 18.0      | 22.4              | 33.0                   | 5/98    | N/A      | 28.3%   | 33% DN | 19% DN   | 8% DN   |         |          |          |                  |        |          |          |           |           |
| 3,779   | 41.8      | 23.3      | 38.4              | 54.0                   | 2/99    | N/A      | 22.2%   | 8% DN  | 15% UP   | 2% DN   |         |          |          |                  |        |          |          |           |           |
| 9,911   | 32.4      | 22.2      | 25.7              | 42.7                   | 0/99    | N/A      | 26.0%   | 10% DN | 10% UP   | 8% DN   |         |          |          |                  |        |          |          |           |           |
| 2       | 20.5      | 4.9       | 19.5              | 22.5                   | 17/24   | N/A      | 50.0%   | N/A    | N/A      | N/A     |         |          |          |                  |        |          |          |           |           |
| 1       | 17.0      | 17.0      | 17.0              | 17.0                   | 17/17   | 43       | 100.0%  | N/A    | N/A      | N/A     |         |          |          |                  |        |          |          |           |           |
| 1       | 24.0      | 24.0      | 24.0              | 24.0                   | 24/24   | 6        | 100.0%  | N/A    | N/A      | N/A     |         |          |          |                  |        |          |          |           |           |
| 62,831  | 32.1      | 22.8      | 25.2              | 44.3                   | 0/99    | N/A      | 8.9%    | 16% UP | 14% UP   | 12% UP  |         |          |          |                  |        |          |          |           |           |
| 1,364   | 35.5      | 25.5      | 29.6              | 47.3                   | 4/99    | N/A      | 1.1%    | 17% DN | 8% DN    | 16% DN  |         |          |          |                  |        |          |          |           |           |
| 34,215  | 35.2      | 23.8      | 29.5              | 47.3                   | 0/99    | N/A      | 9%      | 22% UP | 34% UP   | 26% UP  |         |          |          |                  |        |          |          |           |           |
| 26,574  | 27.8      | 20.7      | 21.5              | 39.6                   | 0/99    | N/A      | 18.8%   | 7% UP  | 7% UP    | ND CHG  |         |          |          |                  |        |          |          |           |           |
| 18      | 42.7      | 27.3      | 25.5              | 66.7                   | 10/92   | N/A      | N/A     | 4% UP  | 19% UP   | 8% DN   |         |          |          |                  |        |          |          |           |           |
| 15      | 43.9      | 28.0      | 28.0              | 68.0                   | 10/92   | N/A      | N/A     | N/A    | 25.1% UP | 13% UP  |         |          |          |                  |        |          |          |           |           |
| 3       | 36.7      | 28.4      | 23.0              | 62.7                   | 16/69   | N/A      | N/A     | 22% DN | N/A      | 9% DN   |         |          |          |                  |        |          |          |           |           |
| 92,557  | 31.5      | 22.7      | 24.8              | 43.5                   | 0/99    | N/A      | 8.3%    | 14% UP | 12% UP   | 7% UP   |         |          |          |                  |        |          |          |           |           |
| 2,359   | 36.8      | 25.2      | 29.8              | 49.4                   | 3/99    | N/A      | 3%      | 8% DN  | 9% UP    | 7% DN   |         |          |          |                  |        |          |          |           |           |
| 52,305  | 31.4      | 23.3      | 28.5              | 46.4                   | 0/99    | N/A      | 1.1%    | 20% UP | 2% UP    | 17% UP  |         |          |          |                  |        |          |          |           |           |
| 36,641  | 26.8      | 20.9      | 20.2              | 37.3                   | 0/99    | N/A      | 18.4%   | 4% UP  | 4% UP    | 5% DN   |         |          |          |                  |        |          |          |           |           |
| 31      | 37.9      | 28.4      | 23.0              | 66.1                   | 4/92    | N/A      | N/A     | 17% DN | 2% UP    | 18% DN  |         |          |          |                  |        |          |          |           |           |
| 21      | 42.2      | 30.0      | 24.9              | 69.7                   | 4/92    | N/A      | N/A     | 16% DN | 56% UP   | 9% DN   |         |          |          |                  |        |          |          |           |           |
| 10      | 29.0      | 23.9      | 20.5              | 24.7                   | 7/77    | N/A      | N/A     | 39% DN | N/A      | 23% DN  |         |          |          |                  |        |          |          |           |           |
| 24,085  | 30.6      | 22.5      | 24.7              | 41.8                   | 0/99    | N/A      | 1.6%    | 15% UP | 6% UP    | 1% UP   |         |          |          |                  |        |          |          |           |           |
| 994     | 39.8      | 25.4      | 31.1              | 56.0                   | 3/99    | N/A      | N/A     | 13% UP | 3% UP    | 8% UP   |         |          |          |                  |        |          |          |           |           |
| 17,722  | 33.0      | 22.2      | 27.5              | 44.6                   | 0/99    | N/A      | 7%      | 18% UP | 12% UP   | 8% UP   |         |          |          |                  |        |          |          |           |           |

PRIMIS II - TRANSPORTATION TIME REPORT - FOR FLEETS  
 REPORTING QUARTER: OCT 1981  
 TIME PERIOD: OCT 1981

FLEETS AND FEET  
 CODE: 000 ATLANTIC OCEAN

ISSUE: 000 FT - NSC/NSD  
 TRANS MODE: AIR

| FEET   | NUMBER OF RONS | AVERAGE OR MEAN VALUE | STANDARD DEVIATION | 75TH PERCENTILE | RANGE MIN/MAX | UMMIPS WITHIN STANDARD | % CHANGES IN MEAN |
|--------|----------------|-----------------------|--------------------|-----------------|---------------|------------------------|-------------------|
| 100-1  | 4,821          | 18.6                  | 18.4               | 12.1            | 21.8          | N/A                    | 4% DN             |
| 100-2  | 13             | 31.3                  | 29.7               | 19.0            | 24.9          | N/A                    | 50% DN            |
| 100-3  | 6              | 37.8                  | 37.0               | 18.5            | 82.0          | N/A                    | 24% DN            |
| 100-4  | 7              | 25.7                  | 23.4               | 19.5            | 23.6          | 3                      | N/A               |
| 100-5  | 6,339          | 31.7                  | 23.7               | 23.7            | 45.8          | N/A                    | 1% UP             |
| 100-6  | 21             | 34.9                  | 22.9               | 29.2            | 53.0          | N/A                    | 14% DN            |
| 100-7  | 824            | 37.8                  | 27.4               | 30.6            | 59.4          | N/A                    | 14% DN            |
| 100-8  | 5,468          | 30.7                  | 23.0               | 22.9            | 43.3          | N/A                    | 3% UP             |
| 100-9  | 62,004         | 31.7                  | 22.6               | 24.9            | 43.8          | N/A                    | 16% UP            |
| 100-10 | 1,336          | 34.7                  | 25.0               | 28.9            | 46.0          | N/A                    | 22% DN            |
| 100-11 | 33,650         | 34.9                  | 23.6               | 29.2            | 46.8          | N/A                    | 23% UP            |
| 100-12 | 26,340         | 27.5                  | 20.5               | 21.3            | 39.0          | N/A                    | 8% UP             |
| 100-13 | 18             | 42.7                  | 27.3               | 25.5            | 66.7          | N/A                    | 4% UP             |
| 100-14 | 15             | 43.9                  | 28.0               | 28.0            | 68.0          | N/A                    | 251% UP           |
| 100-15 | 3              | 36.7                  | 28.4               | 23.0            | 62.7          | N/A                    | 22% DN            |

ISSUE: 000 FT - ALL NAVY  
 TRANS MODE: ALL MODES

| FEET   | NUMBER OF RONS | AVERAGE OR MEAN VALUE | STANDARD DEVIATION | 75TH PERCENTILE | RANGE MIN/MAX | UMMIPS WITHIN STANDARD | % CHANGES IN MEAN |
|--------|----------------|-----------------------|--------------------|-----------------|---------------|------------------------|-------------------|
| 100-1  | 95,017         | 32.0                  | 22.9               | 25.3            | 44.1          | N/A                    | 14% UP            |
| 100-2  | 2,464          | 37.1                  | 25.4               | 29.9            | 49.9          | N/A                    | 6% DN             |
| 100-3  | 54,013         | 34.9                  | 23.5               | 29.0            | 47.2          | N/A                    | 20% UP            |
| 100-4  | 37,140         | 27.1                  | 21.1               | 20.4            | 38.0          | N/A                    | 4% UP             |
| 100-5  | 32             | 39.5                  | 29.4               | 23.4            | 68.0          | N/A                    | 14% DN            |
| 100-6  | 22             | 44.3                  | 30.9               | 25.5            | 75.5          | N/A                    | 11% DN            |
| 100-7  | 10             | 29.0                  | 23.9               | 20.5            | 24.7          | N/A                    | 39% DN            |
| 100-8  | 25,151         | 31.3                  | 22.8               | 25.5            | 42.6          | N/A                    | 16% UP            |
| 100-9  | 1,052          | 39.5                  | 25.3               | 30.8            | 55.2          | N/A                    | 10% UP            |
| 100-10 | 18,516         | 33.7                  | 22.5               | 28.0            | 45.2          | N/A                    | 20% UP            |
| 100-11 | 4,889          | 19.0                  | 18.8               | 12.2            | 22.6          | N/A                    | 5% DN             |
| 100-12 | 14             | 35.4                  | 32.5               | 19.5            | 75.5          | N/A                    | 43% DN            |
| 100-13 | 7              | 45.1                  | 38.9               | 19.5            | 84.2          | N/A                    | 10% DN            |
| 100-14 | 7              | 25.1                  | 23.4               | 19.5            | 23.6          | 3                      | N/A               |
| 100-15 | 6,742          | 32.6                  | 24.0               | 24.5            | 47.3          | N/A                    | 3% UP             |
| 100-16 | 31             | 30.3                  | 21.0               | 23.0            | 46.1          | N/A                    | 25% DN            |
| 100-17 | 1,056          | 40.9                  | 27.4               | 33.5            | 66.2          | N/A                    | 9% DN             |
| 100-18 | 5,627          | 31.0                  | 23.0               | 23.2            | 43.6          | N/A                    | 27% UP            |
| 100-19 | 62,830         | 32.1                  | 22.8               | 25.2            | 44.3          | N/A                    | 8% UP             |
| 100-20 | 1,364          | 35.5                  | 25.5               | 29.6            | 47.3          | N/A                    | 17% DN            |
| 100-21 | 34,214         | 35.2                  | 23.8               | 29.5            | 47.3          | N/A                    | 22% UP            |
| 100-22 | 26,574         | 27.8                  | 20.7               | 21.5            | 39.6          | N/A                    | 8% UP             |

ISSUE: 000 FT - LOCAL DELIVERY

| FEET   | NUMBER OF RONS | AVERAGE OR MEAN VALUE | STANDARD DEVIATION | 75TH PERCENTILE | RANGE MIN/MAX | UMMIPS WITHIN STANDARD | % CHANGES IN MEAN |
|--------|----------------|-----------------------|--------------------|-----------------|---------------|------------------------|-------------------|
| 100-1  | 13             | 31.3                  | 29.7               | 19.0            | 24.9          | N/A                    | 5% UP             |
| 100-2  | 6              | 37.8                  | 37.0               | 18.5            | 82.0          | N/A                    | N/A               |
| 100-3  | 7              | 25.7                  | 23.4               | 19.5            | 23.6          | 3                      | N/A               |
| 100-4  | 6,339          | 31.7                  | 23.7               | 23.7            | 45.8          | N/A                    | 26% UP            |
| 100-5  | 21             | 34.9                  | 22.9               | 29.2            | 53.0          | N/A                    | 14% DN            |
| 100-6  | 824            | 37.8                  | 27.4               | 30.6            | 59.4          | N/A                    | 14% DN            |
| 100-7  | 5,468          | 30.7                  | 23.0               | 22.9            | 43.3          | N/A                    | 3% UP             |
| 100-8  | 62,004         | 31.7                  | 22.6               | 24.9            | 43.8          | N/A                    | 9% UP             |
| 100-9  | 1,336          | 34.7                  | 25.0               | 28.9            | 46.0          | N/A                    | 1% UP             |
| 100-10 | 33,650         | 34.9                  | 23.6               | 29.2            | 46.8          | N/A                    | 9% UP             |
| 100-11 | 26,340         | 27.5                  | 20.5               | 21.3            | 39.0          | N/A                    | 19% UP            |
| 100-12 | 18             | 42.7                  | 27.3               | 25.5            | 66.7          | N/A                    | 4% UP             |
| 100-13 | 15             | 43.9                  | 28.0               | 28.0            | 68.0          | N/A                    | 251% UP           |
| 100-14 | 3              | 36.7                  | 28.4               | 23.0            | 62.7          | N/A                    | 22% DN            |

UNIT FILE: RTIMIS  
 PERIODICITY: QUARTERLY  
 TIME PERIOD: OCT 1984 DEC 1984

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 RTIMIS II: TRANSPORTATION TIME REPORT FOR FLEETS  
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FLEET: 2RD FLEET  
 CONSIGNEE: ATLANTIC SHIPS

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 DESCRIPTIVE STATISTICS  
 NUMBER AVERAGE STANDARD 75TH PERCENTILE RANGE  
 OF OR MEAN DEVI. VALUE MIN/MAX STANDARD UMMIPS  
 ROWS VALUE ATION VALUE TLE MIN/MAX STANDARD UMMIPS  
 \*\*\*\*\*

ISSUE SET: ALL NAVY LOCAL DELIVERY  
 TRAN: NONE LOCAL DELIVERY  
 LOG: CASREP  
 LOG: I CASREP  
 LOG: II CASREP

| ROWS | VALUE | ATION | VALUE | TLE  | MIN/MAX | STANDARD | UMMIPS | % ROWS WITHIN THIS OTR | LAST OTR TO VP AGO TO THIS OTR | SAME OTR LAST FOUR OTRS TO THIS OTR | % CHANGE IN MEAN |
|------|-------|-------|-------|------|---------|----------|--------|------------------------|--------------------------------|-------------------------------------|------------------|
| 18   | 42.7  | 27.3  | 25.5  | 66.7 | 10/92   | N/A      | N/A    | 4% UP                  | 19% UP                         | 8% DN                               |                  |
| 15   | 43.9  | 28.0  | 28.0  | 68.0 | 10/92   | N/A      | N/A    | N/A                    | 25% UP                         | 13% UP                              |                  |
| 3    | 36.7  | 28.4  | 23.0  | 62.7 | 16/69   | N/A      | N/A    | 22% DN                 | N/A                            | 9% DN                               |                  |



PRIMIS II TRANSPORTATION TIME REPORT FOR FLEETS  
 TIME PERIOD: Q4 1984 DEC 1984

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ISSUE SIX PT - ALL SIX PTS  
 TRANSMODE - ALL MODES

ISSUE SIX PT - ALL SIX PTS  
 TRANSMODE - ALL MODES

ISSUE SIX PT - ALL SIX PTS  
 TRANSMODE - ALL MODES

| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | DESCRIPTIVE STATISTICS |                            |        |            | RONS |       | % RONS WITHIN |         | % CHANGE IN MEAN |          |                   |
|----------------------------|-----------------------|------------------------|----------------------------|--------|------------|------|-------|---------------|---------|------------------|----------|-------------------|
|                            |                       | NUMBER OF RONS         | AVERAGE STANDARD DEVIATION | MEDIAN | PERCENTAGE | MIN  | MAX   | UMMIPS        | STANDRO | LAST QTR         | SAME QTR | LAST FOUR QTRS TO |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 37,281                 | 33.9                       | 19.8   | 27.6       | 41.0 | 0/99  | N/A           | 6.8%    | 2% UP            | 2% UP    | 3% DN             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 3,795                  | 28.1                       | 15.4   | 24.4       | 33.2 | 3/99  | N/A           | 1.7%    | 1% UP            | 1% DN    | 11% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 21,832                 | 31.1                       | 18.0   | 26.6       | 35.4 | 0/99  | N/A           | .8%     | 5% DN            | 7% DN    | 11% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 10,484                 | 40.4                       | 22.5   | 32.6       | 59.5 | 0/99  | N/A           | 21.8%   | 1% UP            | 1% DN    | 8% DN             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 42                     | 28.1                       | 21.3   | 21.6       | 34.2 | 5/93  | N/A           | N/A     | 25% DN           | 43% DN   | 24% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 27,628                 | 30.7                       | 17.3   | 26.3       | 35.4 | 0/99  | N/A           | 1%      | 2% DN            | 5% DN    | 8% DN             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 3,661                  | 28.0                       | 15.4   | 24.4       | 33.2 | 3/99  | N/A           | N/A     | 1% DN            | 1% DN    | 12% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 19,872                 | 30.2                       | 17.0   | 26.4       | 34.5 | 0/99  | N/A           | 1%      | 3% DN            | 9% DN    | 12% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 2,967                  | 31.3                       | 17.6   | 25.0       | 36.3 | 3/98  | N/A           | .0%     | 4% DN            | 22% DN   | 3% UP             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 37                     | 29.0                       | 22.5   | 21.0       | 39.2 | 5/93  | N/A           | N/A     | 22% DN           | 41% DN   | 18% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 37                     | 29.0                       | 22.5   | 21.0       | 39.2 | 5/93  | N/A           | N/A     | 22% DN           | 41% DN   | 18% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 8,336                  | 41.3                       | 23.0   | 34.3       | 60.4 | 0/99  | N/A           | 28.5%   | 3% DN            | 18% UP   | 4% UP             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 1,110                  | 30.0                       | 15.2   | 24.2       | 35.1 | 7/86  | N/A           | 6%      | 3% DN            | 30% DN   | 18% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 1,525                  | 36.9                       | 23.2   | 28.7       | 52.0 | 1/99  | N/A           | 10.9%   | 24% DN           | 32% DN   | 10% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 6,675                  | 42.4                       | 22.9   | 37.0       | 62.0 | 0/99  | N/A           | 31.9%   | 7% UP            | 16% UP   | 10% UP            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 1                      | 17.0                       | .0     | 17.0       | 17.0 | 17/17 | 6             | .0%     | N/A              | N/A      | N/A               |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 1,250                  | 53.5                       | 23.2   | 52.4       | 74.5 | 1/99  | N/A           | 11.9%   | 4% UP            | 17% DN   | NO CHG            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 24                     | 27.5                       | 23.8   | 19.7       | 23.8 | 6/91  | N/A           | N/A     | 5% UP            | 20% DN   | 3% DN             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 412                    | 50.4                       | 23.7   | 50.5       | 72.8 | 7/99  | N/A           | N/A     | 6% DN            | 18% DN   | 21% UP            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 798                    | 56.0                       | 22.3   | 55.7       | 77.0 | 1/99  | N/A           | 18.2%   | 1% DN            | 20% DN   | 30% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 4                      | 22.7                       | 5      | 22.0       | 22.7 | 22/23 | 2             | .0%     | N/A              | N/A      | N/A               |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 4                      | 22.7                       | 5      | 22.0       | 22.7 | 22/23 | 2             | .0%     | N/A              | N/A      | N/A               |

| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | DESCRIPTIVE STATISTICS |                            |        |            | RONS |      | % RONS WITHIN |         | % CHANGE IN MEAN |          |                   |
|----------------------------|-----------------------|------------------------|----------------------------|--------|------------|------|------|---------------|---------|------------------|----------|-------------------|
|                            |                       | NUMBER OF RONS         | AVERAGE STANDARD DEVIATION | MEDIAN | PERCENTAGE | MIN  | MAX  | UMMIPS        | STANDRO | LAST QTR         | SAME QTR | LAST FOUR QTRS TO |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 31,202                 | 33.9                       | 19.6   | 27.6       | 40.7 | 0/99 | N/A           | 7.1%    | 7% UP            | 3% DN    | 1% DN             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 2,879                  | 28.8                       | 15.8   | 24.9       | 34.0 | 3/98 | N/A           | 1.0%    | 6% UP            | 4% DN    | 9% DN             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 18,018                 | 31.2                       | 17.5   | 26.8       | 35.3 | 1/99 | N/A           | .7%     | 3% UP            | 12% DN   | 9% DN             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 9,333                  | 39.4                       | 22.4   | 30.7       | 57.7 | 0/99 | N/A           | 22.1%   | 4% UP            | 6% DN    | 8% DN             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 36                     | 28.8                       | 22.2   | 21.7       | 35.5 | 5/93 | N/A           | N/A     | 21% DN           | 41% DN   | 17% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 36                     | 28.8                       | 22.2   | 21.7       | 35.5 | 5/93 | N/A           | N/A     | 20% DN           | 41% DN   | 15% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 22,933                 | 30.9                       | 17.0   | 26.5       | 35.4 | 1/99 | N/A           | .0%     | 4% UP            | 10% DN   | 6% DN             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 2,792                  | 28.7                       | 15.7   | 24.9       | 33.9 | 3/98 | N/A           | N/A     | 6% DN            | 4% DN    | 10% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 16,363                 | 30.3                       | 16.5   | 26.6       | 34.3 | 1/99 | N/A           | .0%     | 4% UP            | 14% DN   | 10% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 2,834                  | 31.2                       | 17.4   | 24.9       | 35.9 | 3/98 | N/A           | .0%     | 3% DN            | 20% DN   | 5% UP             |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 31                     | 29.8                       | 23.7   | 21.1       | 46.7 | 5/93 | N/A           | N/A     | 18% DN           | 39% DN   | 13% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 31                     | 29.8                       | 23.7   | 21.1       | 46.7 | 5/93 | N/A           | N/A     | 17% DN           | 39% DN   | 12% DN            |
| ISSUE SIX PT - ALL SIX PTS | TRANSMODE - ALL MODES | 7,013                  | 40.3                       | 22.9   | 32.4       | 58.7 | 0/99 | N/A           | 29.5%   | 4% UP            | 22% UP   | 11% UP            |

PRIMIS II TRANSPORTATION TIME REPORT FOR TLEETS

PERIOD: Q1 1984 TO Q1 1984

| ISSUE                  | TRANSP. MODE            | RONS  | DESCRIPTIVE STATISTICS |          |         |       | UMMIPS | STANDARD | % CHANGE IN MEAN |          |          |           |
|------------------------|-------------------------|-------|------------------------|----------|---------|-------|--------|----------|------------------|----------|----------|-----------|
|                        |                         |       | AVG                    | STANDARD | PERCENT | RANGE |        |          | THIS QTR         | LAST QTR | SAME QTR | LAST FOUR |
| ISSUE: TRK PR - MSCNSP | TRK PR - SURFACE        | 63    | 35.1                   | 14.0     | 29.1    | 50.7  | 15/ 69 | N/A      | 47.6%            | 25% UP   | N/A      | 95% UP    |
|                        | TRK PR - AIR            | 1,243 | 36.4                   | 22.3     | 28.5    | 50.9  | 1/ 99  | N/A      | 9.1%             | 31% DN   | 47% UP   | NO CHG    |
|                        | TRK PR - CASREP         | 5,691 | 41.1                   | 23.0     | 34.0    | 60.7  | 0/ 99  | N/A      | 33.7%            | 11% UP   | 15% UP   | 14% UP    |
|                        | TRK PR - LOCAL DELIVERY | 1     | 17.0                   | .0       | 17.0    | 17.0  | 17/ 17 | 6        | .0%              | N/A      | N/A      | N/A       |
|                        | TRK PR - ALL TRGS       | 1,243 | 53.7                   | 23.1     | 52.9    | 74.6  | 1/ 99  | N/A      | 11.7%            | 4% UP    | 17% DN   | 1% UP     |
|                        | TRK PR - SURFACE        | 24    | 27.5                   | 23.8     | 19.7    | 23.8  | 6/ 91  | N/A      | N/A              | 5% UP    | 20% DN   | 3% DN     |
|                        | TRK PR - AIR            | 410   | 50.5                   | 23.7     | 50.9    | 72.9  | 7/ 99  | N/A      | N/A              | 5% DN    | 18% DN   | 21% UP    |
|                        | TRK PR - CASREP         | 797   | 56.1                   | 22.2     | 55.8    | 77.0  | 1/ 99  | N/A      | 18.2%            | 1% DN    | 20% DN   | 30% DN    |
|                        | TRK PR - LOCAL DELIVERY | 4     | 22.7                   | .5       | 22.0    | 22.7  | 22/ 23 | 2        | .0%              | N/A      | N/A      | N/A       |
|                        | TRK PR - ALL TRGS       | 4     | 22.7                   | .5       | 22.0    | 22.7  | 22/ 23 | 2        | .0%              | N/A      | N/A      | N/A       |

| ISSUE                    | TRANSP. MODE            | RONS   | DESCRIPTIVE STATISTICS |          |         |       | UMMIPS | STANDARD | % CHANGE IN MEAN |          |          |           |
|--------------------------|-------------------------|--------|------------------------|----------|---------|-------|--------|----------|------------------|----------|----------|-----------|
|                          |                         |        | AVG                    | STANDARD | PERCENT | RANGE |        |          | THIS QTR         | LAST QTR | SAME QTR | LAST FOUR |
| ISSUE: TRK PR - ALL NAVY | TRK PR - ALL TRGS       | 31,896 | 34.0                   | 19.7     | 27.6    | 43.1  | 0/ 99  | N/A      | 7.0%             | 8% UP    | 2% DN    | 1% DN     |
|                          | TRK PR - SURFACE        | 3,005  | 29.2                   | 16.4     | 25.0    | 34.4  | 3/ 99  | N/A      | 1.0%             | 8% UP    | 2% DN    | 8% DN     |
|                          | TRK PR - AIR            | 18,332 | 31.2                   | 17.6     | 26.8    | 35.3  | 1/ 99  | N/A      | .7%              | 3% UP    | 12% DN   | 9% DN     |
|                          | TRK PR - CASREP         | 9,989  | 39.5                   | 22.4     | 30.8    | 57.7  | 0/ 99  | N/A      | 22.1%            | 4% UP    | 6% DN    | 8% DN     |
|                          | TRK PR - LOCAL DELIVERY | 37     | 28.5                   | 21.9     | 21.4    | 34.2  | 5/ 93  | N/A      | N/A              | 22% DN   | 42% DN   | 16% DN    |
|                          | TRK PR - ALL TRGS       | 23,541 | 31.1                   | 17.2     | 26.5    | 35.7  | 1/ 99  | N/A      | .0%              | 5% UP    | 9% DN    | 5% DN     |
|                          | TRK PR - SURFACE        | 2,917  | 29.0                   | 16.3     | 25.0    | 34.3  | 3/ 99  | N/A      | N/A              | 7% UP    | 2% DN    | 8% DN     |
|                          | TRK PR - AIR            | 16,650 | 30.3                   | 16.6     | 26.5    | 34.4  | 1/ 99  | N/A      | .0%              | 4% UP    | 14% DN   | 10% DN    |
|                          | TRK PR - CASREP         | 2,846  | 31.2                   | 17.4     | 24.9    | 36.0  | 3/ 98  | N/A      | .0%              | 2% DN    | 23% DN   | 4% UP     |
|                          | TRK PR - LOCAL DELIVERY | 32     | 29.5                   | 23.4     | 20.5    | 44.2  | 5/ 93  | N/A      | N/A              | 19% DN   | 40% DN   | 14% DN    |
|                          | TRK PR - ALL TRGS       | 7,091  | 40.3                   | 22.9     | 32.5    | 58.8  | 0/ 99  | N/A      | 29.4%            | 4% UP    | 22% UP   | 11% UP    |
|                          | TRK PR - SURFACE        | 1,267  | 35.9                   | 15.3     | 29.4    | 51.3  | 15/ 86 | N/A      | 46.9%            | 27% UP   | N/A      | 27% UP    |
|                          | TRK PR - AIR            | 5,734  | 41.2                   | 23.0     | 34.1    | 60.8  | 0/ 99  | N/A      | 9.2%             | 31% DN   | 47% UP   | 1% DN     |
|                          | TRK PR - CASREP         | 1      | 17.0                   | .0       | 17.0    | 17.0  | 17/ 17 | 6        | .0%              | 11% UP   | 15% UP   | 14% UP    |
|                          | TRK PR - LOCAL DELIVERY | 1      | 17.0                   | .0       | 17.0    | 17.0  | 17/ 17 | 6        | .0%              | N/A      | N/A      | N/A       |
|                          | TRK PR - ALL TRGS       | 1,250  | 53.5                   | 23.2     | 52.4    | 74.5  | 1/ 99  | N/A      | 11.9%            | 4% UP    | 17% DN   | NO CHG    |
|                          | TRK PR - SURFACE        | 412    | 50.4                   | 23.7     | 50.5    | 72.8  | 7/ 99  | N/A      | N/A              | 5% DN    | 20% DN   | 5% DN     |
|                          | TRK PR - AIR            | 798    | 56.0                   | 22.3     | 55.7    | 77.0  | 1/ 99  | N/A      | 18.2%            | 1% DN    | 20% DN   | 30% DN    |
|                          | TRK PR - CASREP         | 4      | 22.7                   | .5       | 22.0    | 22.7  | 22/ 23 | 2        | .0%              | N/A      | N/A      | N/A       |
|                          | TRK PR - LOCAL DELIVERY | 4      | 22.7                   | .5       | 22.0    | 22.7  | 22/ 23 | 2        | .0%              | N/A      | N/A      | N/A       |

PRIMIS II TRANSPORTATION TIME REPORT FOR FLEETS

ISSUE DATE: 09/11/85  
 PERIOD: 09/11/85

FLEET: 600 FLEET  
 CONSORTIUM: ATLANTIC SHIPS

ISSUE DATE: 09/11/85  
 PERIOD: 09/11/85

| TRANS MODE                 | RONS   | AVERAGE VALUE | STANDARD DEVIATION | MEDIAN VALUE | PERCENTILE | 75TH PERCENTILE |     | RANGE | UMMIPS | STANDARD | UMMIPS | % CHANGE IN MEAN |          |                |           |
|----------------------------|--------|---------------|--------------------|--------------|------------|-----------------|-----|-------|--------|----------|--------|------------------|----------|----------------|-----------|
|                            |        |               |                    |              |            | MIN             | MAX |       |        |          |        | LAST QTR         | SAME QTR | LAST FOUR QTRS | TO YR AGO |
| TRANS MODE: ALL SHIPS      | 37,281 | 33.9          | 19.8               | 27.6         | 41.0       | 0/99            | N/A | 6.8%  | N/A    | 2%       | 2%     | 2%               | 2%       | 3%             | DN        |
| IFG: I                     | 3,795  | 28.1          | 15.4               | 24.4         | 33.2       | 3/99            | N/A | 1.7%  | N/A    | 1%       | 1%     | 1%               | 1%       | 1%             | DN        |
| IFG: II                    | 21,832 | 31.1          | 18.0               | 26.6         | 35.4       | 0/99            | N/A | .8%   | N/A    | 5%       | 5%     | 5%               | 5%       | 7%             | DN        |
| IFG: III                   | 10,484 | 40.4          | 22.5               | 32.6         | 59.5       | 0/99            | N/A | 21.8% | N/A    | 1%       | 1%     | 1%               | 1%       | 1%             | DN        |
| IFG: CASREP                | 42     | 28.1          | 21.3               | 21.6         | 34.2       | 5/93            | N/A | N/A   | N/A    | 25%      | 25%    | 25%              | 25%      | 43%            | DN        |
| IFG: I CASREP              | 42     | 28.1          | 21.3               | 21.6         | 34.2       | 5/93            | N/A | N/A   | N/A    | 24%      | 24%    | 24%              | 24%      | 43%            | DN        |
| TRANS MODE: AIR            | 27,628 | 30.7          | 17.3               | 26.3         | 35.4       | 0/99            | N/A | 1%    | N/A    | 2%       | 2%     | 2%               | 2%       | 5%             | DN        |
| IFG: I                     | 3,661  | 28.0          | 15.4               | 24.4         | 33.2       | 3/99            | N/A | 1%    | N/A    | 1%       | 1%     | 1%               | 1%       | 1%             | DN        |
| IFG: II                    | 19,872 | 30.2          | 17.0               | 26.4         | 34.5       | 0/99            | N/A | 1%    | N/A    | 3%       | 3%     | 3%               | 3%       | 9%             | DN        |
| IFG: III                   | 2,967  | 31.3          | 17.6               | 25.0         | 36.3       | 3/98            | N/A | .0%   | N/A    | 4%       | 4%     | 4%               | 4%       | 22%            | DN        |
| IFG: CASREP                | 37     | 29.0          | 22.5               | 21.0         | 39.2       | 5/93            | N/A | N/A   | N/A    | 22%      | 22%    | 22%              | 22%      | 41%            | DN        |
| IFG: I CASREP              | 37     | 29.0          | 22.5               | 21.0         | 39.2       | 5/93            | N/A | N/A   | N/A    | 22%      | 22%    | 22%              | 22%      | 41%            | DN        |
| TRANS MODE: SURFACE        | 8,336  | 41.3          | 23.0               | 34.3         | 60.4       | 0/99            | N/A | 28.5% | N/A    | 3%       | 3%     | 3%               | 3%       | 18%            | UP        |
| IFG: ALL IPGS              | 110    | 36.0          | 15.2               | 24.2         | 35.1       | 7/86            | N/A | 60.0% | N/A    | 6%       | 6%     | 6%               | 6%       | 30%            | DN        |
| IFG: I                     | 1,525  | 36.9          | 23.2               | 28.7         | 52.0       | 1/99            | N/A | 10.9% | N/A    | 24%      | 24%    | 24%              | 24%      | 32%            | UP        |
| IFG: II                    | 6,675  | 42.4          | 22.9               | 37.0         | 62.0       | 0/99            | N/A | 31.9% | N/A    | 7%       | 7%     | 7%               | 7%       | 16%            | UP        |
| IFG: CASREP                | 1      | 17.0          | .0                 | 17.0         | 17.0       | 17/17           | 6   | .0%   | N/A    | N/A      | N/A    | N/A              | N/A      | N/A            | N/A       |
| IFG: I CASREP              | 1      | 17.0          | .0                 | 17.0         | 17.0       | 17/17           | 6   | .0%   | N/A    | N/A      | N/A    | N/A              | N/A      | N/A            | N/A       |
| TRANS MODE: LOCAL DELIVERY | 1,250  | 53.5          | 23.2               | 52.4         | 74.5       | 1/99            | N/A | 11.9% | N/A    | 4%       | 4%     | 4%               | 4%       | 17%            | DN        |
| IFG: ALL IPGS              | 24     | 27.5          | 23.8               | 19.7         | 23.8       | 6/91            | N/A | N/A   | N/A    | 5%       | 5%     | 5%               | 5%       | 20%            | DN        |
| IFG: I                     | 412    | 50.4          | 23.7               | 50.5         | 72.8       | 7/99            | N/A | N/A   | N/A    | 6%       | 6%     | 6%               | 6%       | 18%            | DN        |
| IFG: II                    | 798    | 56.0          | 22.3               | 55.7         | 77.0       | 1/99            | N/A | 18.2% | N/A    | 1%       | 1%     | 1%               | 1%       | 20%            | DN        |
| IFG: III                   | 4      | 22.7          | .5                 | 22.0         | 22.7       | 22/23           | 2   | .0%   | N/A    | N/A      | N/A    | N/A              | N/A      | N/A            | N/A       |
| IFG: CASREP                | 4      | 22.7          | .5                 | 22.0         | 22.7       | 22/23           | 2   | .0%   | N/A    | N/A      | N/A    | N/A              | N/A      | N/A            | N/A       |
| IFG: I CASREP              | 4      | 22.7          | .5                 | 22.0         | 22.7       | 22/23           | 2   | .0%   | N/A    | N/A      | N/A    | N/A              | N/A      | N/A            | N/A       |

| TRANS MODE            | RONS   | AVERAGE VALUE | STANDARD DEVIATION | MEDIAN VALUE | PERCENTILE | 75TH PERCENTILE |     | RANGE | UMMIPS | STANDARD | UMMIPS | % CHANGE IN MEAN |          |                |           |
|-----------------------|--------|---------------|--------------------|--------------|------------|-----------------|-----|-------|--------|----------|--------|------------------|----------|----------------|-----------|
|                       |        |               |                    |              |            | MIN             | MAX |       |        |          |        | LAST QTR         | SAME QTR | LAST FOUR QTRS | TO YR AGO |
| TRANS MODE: ALL SHIPS | 31,202 | 33.9          | 19.6               | 27.6         | 40.7       | 0/99            | N/A | 7.1%  | N/A    | 7%       | 7%     | 7%               | 7%       | 3%             | DN        |
| IFG: I                | 2,879  | 28.8          | 15.8               | 24.9         | 34.0       | 3/98            | N/A | 1.0%  | N/A    | 6%       | 6%     | 6%               | 6%       | 4%             | DN        |
| IFG: II               | 18,018 | 31.2          | 17.5               | 26.8         | 35.3       | 1/99            | N/A | .7%   | N/A    | 3%       | 3%     | 3%               | 3%       | 12%            | DN        |
| IFG: III              | 9,333  | 39.4          | 22.4               | 30.7         | 57.7       | 0/99            | N/A | 22.1% | N/A    | 4%       | 4%     | 4%               | 4%       | 6%             | DN        |
| IFG: CASREP           | 36     | 28.8          | 22.2               | 21.7         | 35.5       | 5/93            | N/A | N/A   | N/A    | 21%      | 21%    | 21%              | 21%      | 41%            | DN        |
| IFG: I CASREP         | 36     | 28.8          | 22.2               | 21.7         | 35.5       | 5/93            | N/A | N/A   | N/A    | 20%      | 20%    | 20%              | 20%      | 41%            | DN        |
| TRANS MODE: AIR       | 22,933 | 30.9          | 17.0               | 26.5         | 35.4       | 1/99            | N/A | .0%   | N/A    | 4%       | 4%     | 4%               | 4%       | 10%            | DN        |
| IFG: ALL IPGS         | 2,792  | 28.7          | 15.7               | 24.9         | 33.9       | 3/98            | N/A | 4%    | N/A    | 6%       | 6%     | 6%               | 6%       | 4%             | DN        |
| IFG: I                | 16,363 | 30.3          | 16.5               | 26.6         | 34.3       | 1/99            | N/A | .0%   | N/A    | 4%       | 4%     | 4%               | 4%       | 14%            | DN        |
| IFG: II               | 2,834  | 31.2          | 17.4               | 24.9         | 35.9       | 3/98            | N/A | .0%   | N/A    | 3%       | 3%     | 3%               | 3%       | 20%            | DN        |
| IFG: III              | 31     | 29.9          | 23.7               | 21.1         | 46.7       | 5/93            | N/A | N/A   | N/A    | 18%      | 18%    | 18%              | 18%      | 39%            | DN        |
| IFG: CASREP           | 31     | 29.9          | 23.7               | 21.1         | 46.7       | 5/93            | N/A | N/A   | N/A    | 17%      | 17%    | 17%              | 17%      | 39%            | DN        |
| IFG: I CASREP         | 31     | 29.9          | 23.7               | 21.1         | 46.7       | 5/93            | N/A | N/A   | N/A    | 17%      | 17%    | 17%              | 17%      | 39%            | DN        |
| TRANS MODE: SURFACE   | 7,013  | 40.3          | 22.9               | 32.4         | 58.7       | 0/99            | N/A | 29.5% | N/A    | 4%       | 4%     | 4%               | 4%       | 22%            | UP        |
| IFG: ALL IPGS         |        |               |                    |              |            |                 |     |       |        |          |        |                  |          |                |           |

PRIMS II: TRANSPORTATION TIME REPORT FOR FLEETS

FLEET 600 FLEET  
 PERIOD: Q1 1984  
 TIME PERIOD: OCT 1984

| MODE                      | TYPE      | RSC/MSD | DESCRIPTIVE STATISTICS |               |                    |              |               |            |           |           |        |          | % CHANGE IN MEAN |          |          |                |
|---------------------------|-----------|---------|------------------------|---------------|--------------------|--------------|---------------|------------|-----------|-----------|--------|----------|------------------|----------|----------|----------------|
|                           |           |         | NUMBER OF RONS         | AVERAGE VALUE | STANDARD DEVIATION | MEDIAN VALUE | PERCENT VALUE | 75TH VALUE | RANGE MIN | RANGE MAX | UMMIPS | STANDARD | % WITHIN         | LAST QTR | SAME QTR | LAST FOUR QTRS |
| TRANS MODE SURFACE        |           |         |                        |               |                    |              |               |            |           |           |        |          |                  |          |          |                |
| LEG                       | I         |         | 63                     | 35.1          | 14.0               | 29.1         | 50.7          | 15/69      | N/A       | 47.6%     | 25% UP | N/A      | 25% UP           | N/A      | 25% UP   |                |
| LEG                       | II        |         | 1,243                  | 36.4          | 22.3               | 28.5         | 50.9          | 1/99       | N/A       | 9.1%      | 31% DN | 47% UP   | 14% UP           | NO CHG   |          |                |
| LEG                       | III       |         | 5,691                  | 41.1          | 23.0               | 34.0         | 60.7          | 0/99       | N/A       | 33.7%     | 11% UP | 15% UP   | 14% UP           | N/A      |          |                |
| LEG                       | CASREP    |         | 1                      | 17.0          | .0                 | 17.0         | 17.0          | 17/17      | 6         | .0%       | N/A    | N/A      | N/A              | N/A      |          |                |
| LEG                       | I CASREP  |         | 1                      | 17.0          | .0                 | 17.0         | 17.0          | 17/17      | 6         | .0%       | N/A    | N/A      | N/A              | N/A      |          |                |
| TRANS MODE LOCAL DELIVERY |           |         |                        |               |                    |              |               |            |           |           |        |          |                  |          |          |                |
| LEG                       | ALL IPGS  |         | 1,243                  | 53.7          | 23.1               | 52.9         | 74.6          | 1/99       | N/A       | 11.7%     | 4% UP  | 17% DN   | 1% UP            | N/A      |          |                |
| LEG                       | I         |         | 24                     | 27.5          | 23.8               | 19.7         | 23.8          | 6/91       | N/A       | N/A       | 5% UP  | 20% DN   | 3% DN            | N/A      |          |                |
| LEG                       | II        |         | 410                    | 50.5          | 23.7               | 50.9         | 72.9          | 7/99       | N/A       | N/A       | 18% DN | 18% DN   | 21% UP           | N/A      |          |                |
| LEG                       | III       |         | 797                    | 56.1          | 22.2               | 55.8         | 77.0          | 1/99       | N/A       | 18.2%     | 1% DN  | 20% DN   | 30% DN           | N/A      |          |                |
| LEG                       | I CASREP  |         | 4                      | 22.7          | .5                 | 22.0         | 22.7          | 22/23      | 2         | .0%       | N/A    | N/A      | N/A              | N/A      |          |                |
| LEG                       | II CASREP |         | 4                      | 22.7          | .5                 | 22.0         | 22.7          | 22/23      | 2         | .0%       | N/A    | N/A      | N/A              | N/A      |          |                |
| ISSUE CLK PL: ALL NAVY    |           |         |                        |               |                    |              |               |            |           |           |        |          |                  |          |          |                |
| TRANS MODE ALL MIPGS      |           |         |                        |               |                    |              |               |            |           |           |        |          |                  |          |          |                |
| LEG                       | ALL IPGS  |         | 31,896                 | 34.0          | 19.7               | 27.6         | 41.1          | 0/99       | N/A       | 7.0%      | 8% UP  | 2% DN    | 1% DN            | N/A      |          |                |
| LEG                       | I         |         | 3,005                  | 29.2          | 16.4               | 25.0         | 34.4          | 3/99       | N/A       | 1.0%      | 8% UP  | 2% DN    | 8% DN            | N/A      |          |                |
| LEG                       | II        |         | 18,332                 | 31.2          | 17.6               | 26.8         | 35.3          | 1/99       | N/A       | 7.4%      | 3% UP  | 12% DN   | 9% DN            | N/A      |          |                |
| LEG                       | III       |         | 9,389                  | 39.5          | 22.4               | 30.8         | 57.7          | 0/99       | N/A       | 22.1%     | 4% UP  | 6% DN    | 8% DN            | N/A      |          |                |
| LEG                       | CASREP    |         | 37                     | 28.5          | 21.9               | 21.4         | 34.2          | 5/93       | N/A       | N/A       | 2% DN  | 42% DN   | 16% DN           | N/A      |          |                |
| LEG                       | I CASREP  |         | 37                     | 28.5          | 21.9               | 21.4         | 34.2          | 5/93       | N/A       | N/A       | 2% DN  | 42% DN   | 16% DN           | N/A      |          |                |
| TRANS MODE AIR            |           |         |                        |               |                    |              |               |            |           |           |        |          |                  |          |          |                |
| LEG                       | ALL IPGS  |         | 23,541                 | 31.1          | 17.2               | 26.5         | 35.7          | 1/99       | N/A       | .0%       | 5% UP  | 9% DN    | 5% DN            | N/A      |          |                |
| LEG                       | I         |         | 2,917                  | 29.0          | 16.3               | 25.0         | 34.3          | 3/99       | N/A       | N/A       | 7% UP  | 2% DN    | 8% DN            | N/A      |          |                |
| LEG                       | II        |         | 16,650                 | 30.3          | 16.6               | 26.5         | 34.4          | 1/99       | N/A       | .0%       | 4% UP  | 2% DN    | 10% DN           | N/A      |          |                |
| LEG                       | III       |         | 2,846                  | 31.2          | 17.4               | 24.9         | 36.0          | 3/98       | N/A       | N/A       | 2% DN  | 2% DN    | 4% UP            | N/A      |          |                |
| LEG                       | CASREP    |         | 32                     | 29.5          | 23.4               | 20.5         | 44.2          | 5/93       | N/A       | N/A       | 19% DN | 40% DN   | 14% DN           | N/A      |          |                |
| LEG                       | I CASREP  |         | 32                     | 29.5          | 23.4               | 20.5         | 44.2          | 5/93       | N/A       | N/A       | 18% DN | 40% DN   | 13% DN           | N/A      |          |                |
| TRANS MODE SURFACE        |           |         |                        |               |                    |              |               |            |           |           |        |          |                  |          |          |                |
| LEG                       | ALL IPGS  |         | 7,091                  | 40.3          | 22.9               | 32.5         | 58.8          | 0/99       | N/A       | 29.4%     | 4% UP  | 22% UP   | 11% UP           | N/A      |          |                |
| LEG                       | I         |         | 64                     | 35.9          | 15.3               | 29.4         | 51.3          | 15/86      | N/A       | 46.9%     | 27% UP | N/A      | 27% UP           | N/A      |          |                |
| LEG                       | II        |         | 1,267                  | 36.2          | 22.4               | 28.3         | 50.8          | 1/99       | N/A       | 9.2%      | 31% DN | 47% UP   | 1% DN            | N/A      |          |                |
| LEG                       | III       |         | 5,734                  | 41.2          | 23.0               | 34.1         | 60.8          | 0/99       | N/A       | 33.6%     | 11% UP | 15% UP   | 14% UP           | N/A      |          |                |
| LEG                       | CASREP    |         | 1                      | 17.0          | .0                 | 17.0         | 17.0          | 17/17      | 6         | .0%       | N/A    | N/A      | N/A              | N/A      |          |                |
| LEG                       | I CASREP  |         | 1                      | 17.0          | .0                 | 17.0         | 17.0          | 17/17      | 6         | .0%       | N/A    | N/A      | N/A              | N/A      |          |                |
| TRANS MODE LOCAL DELIVERY |           |         |                        |               |                    |              |               |            |           |           |        |          |                  |          |          |                |
| LEG                       | ALL IPGS  |         | 1,250                  | 53.5          | 23.2               | 52.4         | 74.5          | 1/99       | N/A       | 11.9%     | 4% UP  | 17% DN   | NO CHG           | N/A      |          |                |
| LEG                       | I         |         | 24                     | 27.5          | 23.8               | 19.7         | 23.8          | 6/91       | N/A       | N/A       | 5% UP  | 20% DN   | 3% DN            | N/A      |          |                |
| LEG                       | II        |         | 412                    | 50.4          | 23.7               | 50.5         | 72.8          | 7/99       | N/A       | N/A       | 18% DN | 18% DN   | 21% UP           | N/A      |          |                |
| LEG                       | III       |         | 798                    | 56.0          | 22.3               | 55.7         | 77.0          | 1/99       | N/A       | 18.2%     | 1% DN  | 20% DN   | 30% DN           | N/A      |          |                |
| LEG                       | I CASREP  |         | 4                      | 22.7          | .5                 | 22.0         | 22.7          | 22/23      | 2         | .0%       | N/A    | N/A      | N/A              | N/A      |          |                |
| LEG                       | II CASREP |         | 4                      | 22.7          | .5                 | 22.0         | 22.7          | 22/23      | 2         | .0%       | N/A    | N/A      | N/A              | N/A      |          |                |

RRIMIS II TRANSPORTATION TIME REPORT FOR FLEETS

PERIOD: 1984 Q4  
 REPORT: ALL CONSISTENT

| FLEET | MODE | TRIP           | DESCRIPTIVE STATISTICS |               |                    |                    |                 |       |        |          |        |        | % CHANGE IN MEAN |          |                |          |          |                |
|-------|------|----------------|------------------------|---------------|--------------------|--------------------|-----------------|-------|--------|----------|--------|--------|------------------|----------|----------------|----------|----------|----------------|
|       |      |                | NUMBER OF RONS         | AVERAGE VALUE | STANDARD DEVIATION | STANDARD DEVIATION | 75TH PERCENTILE | RANGE | UMMIPS | STANDARD | UMMIPS | WITHIN | LAST OTR         | SAME OTR | LAST FOUR OTRS | LAST OTR | SAME OTR | LAST FOUR OTRS |
| TRAF  | TRAF | ALL            | 46,658                 | 36.1          | 24.0               | 23.4               | 50.2            | 0/99  | N/A    | 3.2%     | 2%     | DN     | 1%               | DN       | 11%            | DN       | 11%      | DN             |
| TRAF  | TRAF | ALL            | 4,570                  | 23.9          | 15.1               | 21.2               | 28.6            | 0/98  | N/A    | 7%       | 60%    | DN*    | 19%              | DN       | 49%            | DN       | 19%      | DN             |
| TRAF  | TRAF | ALL            | 32,739                 | 39.3          | 24.7               | 32.5               | 59.5            | 0/99  | N/A    | 1.7%     | 14%    | UP     | 8%               | UP       | 3%             | DN       | 3%       | DN             |
| TRAF  | TRAF | CASREP         | 8,591                  | 30.5          | 21.9               | 24.0               | 42.0            | 0/99  | N/A    | 9.6%     | 18%    | DN     | 12%              | DN       | 22%            | DN       | 22%      | DN             |
| TRAF  | TRAF | CASREP         | 116                    | 31.7          | 23.9               | 22.2               | 39.4            | 1/97  | N/A    | 1.7%     | 30%    | DN     | 2%               | DN       | 21%            | DN       | 21%      | DN             |
| TRAF  | TRAF | CASREP         | 99                     | 30.0          | 23.3               | 20.4               | 37.5            | 1/97  | N/A    | 2.0%     | 6%     | UP     | 135%             | UP       | 12%            | DN       | 12%      | DN             |
| TRAF  | TRAF | CASREP         | 17                     | 41.5          | 25.6               | 34.2               | 64.2            | 8/81  | N/A    | N/A      | 1%     | UP     | N/A              | N/A      | 24%            | UP       | 24%      | UP             |
| TRAF  | TRAF | AIR            | 17,472                 | 34.2          | 21.0               | 29.3               | 42.9            | 0/99  | N/A    | 6%       | 4%     | DN     | 16%              | DN       | 13%            | DN       | 13%      | DN             |
| TRAF  | TRAF | AIR            | 2,429                  | 24.2          | 14.7               | 21.5               | 28.3            | 1/98  | N/A    | 1%       | 47%    | DN     | 21%              | DN       | 39%            | DN       | 21%      | DN             |
| TRAF  | TRAF | AIR            | 14,959                 | 35.7          | 21.2               | 31.3               | 45.3            | 0/99  | N/A    | 7%       | 11%    | UP     | 5%               | DN       | 6%             | DN       | 6%       | DN             |
| TRAF  | TRAF | ALL            | 280                    | 38.9          | 26.8               | 29.6               | 56.2            | 5/99  | N/A    | N/A      | 11%    | DN     | 37%              | DN       | 17%            | DN       | 17%      | DN             |
| TRAF  | TRAF | CASREP         | 93                     | 31.4          | 23.8               | 20.8               | 39.2            | 1/94  | N/A    | 1.1%     | 13%    | DN     | 3%               | DN       | 12%            | DN       | 12%      | DN             |
| TRAF  | TRAF | CASREP         | 79                     | 28.8          | 22.6               | 20.1               | 34.6            | 1/94  | N/A    | 1.3%     | 17%    | UP     | 126%             | UP       | 1%             | DN       | 1%       | DN             |
| TRAF  | TRAF | CASREP         | 14                     | 45.7          | 26.0               | 40.5               | 68.0            | 10/81 | N/A    | N/A      | 12%    | UP     | N/A              | N/A      | 31%            | UP       | 31%      | UP             |
| TRAF  | TRAF | SURFACE        | 9,586                  | 45.6          | 25.6               | 37.3               | 72.8            | 0/99  | N/A    | 6.6%     | 9%     | UP     | 12%              | UP       | 5%             | DN       | 5%       | DN             |
| TRAF  | TRAF | ALL            | 130                    | 24.2          | 19.6               | 17.3               | 24.6            | 8/97  | N/A    | 6.9%     | 72%    | DN*    | 50%              | DN       | 66%            | DN       | 66%      | DN             |
| TRAF  | TRAF | ALL            | 5,629                  | 53.4          | 25.5               | 50.2               | 77.6            | 0/98  | N/A    | 3.2%     | 37%    | UP     | 6%               | UP       | 1%             | DN       | 1%       | DN             |
| TRAF  | TRAF | ALL            | 3,793                  | 34.9          | 21.5               | 29.2               | 47.8            | 0/99  | N/A    | 11.4%    | 10%    | DN     | 8%               | DN       | 19%            | DN       | 19%      | DN             |
| TRAF  | TRAF | CASREP         | 2                      | 30.0          | 11.3               | 30.5               | 37.0            | 22/38 | 6      | 0%       | 76%    | UP     | N/A              | N/A      | 76%            | UP       | 76%      | UP             |
| TRAF  | TRAF | CASREP         | 2                      | 30.0          | 11.3               | 30.5               | 37.0            | 22/38 | 6      | 0%       | 76%    | UP     | N/A              | N/A      | 76%            | UP       | 76%      | UP             |
| TRAF  | TRAF | LOCAL DELIVERY | 18,840                 | 32.3          | 24.0               | 24.5               | 45.2            | 0/99  | N/A    | 4.0%     | 9%     | DN     | 2%               | DN       | 15%            | DN       | 15%      | DN             |
| TRAF  | TRAF | ALL            | 1,994                  | 23.5          | 15.2               | 20.9               | 29.2            | 0/98  | N/A    | 1.1%     | 59%    | DN*    | 7%               | DN       | 54%            | DN       | 54%      | DN             |
| TRAF  | TRAF | ALL            | 12,087                 | 36.1          | 25.4               | 28.3               | 54.9            | 0/99  | N/A    | 2.2%     | 3%     | UP     | 12%              | UP       | 7%             | DN       | 7%       | DN             |
| TRAF  | TRAF | ALL            | 4,441                  | 25.8          | 20.5               | 17.7               | 35.3            | 0/99  | N/A    | 8.8%     | 25%    | DN     | 15%              | DN       | 29%            | DN       | 29%      | DN             |
| TRAF  | TRAF | CASREP         | 21                     | 33.1          | 25.7               | 26.7               | 40.1            | 2/97  | N/A    | 4.8%     | 39%    | DN     | N/A              | N/A      | 30%            | DN       | 30%      | DN             |
| TRAF  | TRAF | CASREP         | 18                     | 34.9          | 27.1               | 28.0               | 55.5            | 2/97  | N/A    | 5.6%     | 11%    | DN     | N/A              | N/A      | 24%            | DN       | 24%      | DN             |
| TRAF  | TRAF | CASREP         | 3                      | 22.0          | 12.1               | 26.5               | 28.0            | 8/29  | 3      | 0%       | N/A    | N/A    | N/A              | N/A      | 16%            | DN       | 16%      | DN             |
| TRAF  | TRAF | ALL            | 31,138                 | 33.0          | 22.3               | 27.7               | 43.6            | 0/99  | N/A    | 3.6%     | 3%     | DN     | 7%               | DN       | 13%            | DN       | 13%      | DN             |
| TRAF  | TRAF | ALL            | 3,048                  | 24.6          | 16.4               | 21.3               | 29.8            | 0/98  | N/A    | 9%       | 52%    | DN*    | 18%              | DN       | 44%            | DN       | 44%      | DN             |
| TRAF  | TRAF | ALL            | 20,886                 | 35.5          | 22.7               | 31.0               | 46.7            | 0/99  | N/A    | 1.8%     | 11%    | UP     | 4%               | UP       | 5%             | DN       | 5%       | DN             |
| TRAF  | TRAF | ALL            | 6,426                  | 28.7          | 21.6               | 22.0               | 39.7            | 0/99  | N/A    | 9.5%     | 20%    | DN     | 16%              | DN       | 23%            | DN       | 23%      | DN             |
| TRAF  | TRAF | CASREP         | 80                     | 33.8          | 24.3               | 27.4               | 42.2            | 1/97  | N/A    | 2.5%     | 28%    | DN     | 29%              | UP       | 18%            | DN       | 18%      | DN             |
| TRAF  | TRAF | CASREP         | 67                     | 33.7          | 24.8               | 26.0               | 41.1            | 1/97  | N/A    | 3.0%     | 22%    | UP     | 164%             | UP       | 1%             | DN       | 1%       | DN             |
| TRAF  | TRAF | CASREP         | 13                     | 34.4          | 22.6               | 29.7               | 44.2            | 8/76  | N/A    | N/A      | 20%    | DN     | N/A              | N/A      | 3%             | DN       | 3%       | DN             |
| TRAF  | TRAF | AIR            | 9,497                  | 33.5          | 19.1               | 31.2               | 40.4            | 1/99  | N/A    | 5%       | 2%     | UP     | 21%              | DN       | 13%            | DN       | 13%      | DN             |
| TRAF  | TRAF | ALL            | 1,012                  | 26.6          | 17.9               | 22.2               | 31.6            | 1/98  | N/A    | 3%       | 36%    | DN     | 16%              | DN       | 30%            | DN       | 30%      | DN             |
| TRAF  | TRAF | ALL            | 7,984                  | 34.0          | 18.7               | 31.9               | 41.0            | 1/99  | N/A    | 5%       | 22%    | UP     | 8%               | DN       | 5%             | DN       | 5%       | DN             |
| TRAF  | TRAF | ALL            | 173                    | 42.2          | 28.7               | 32.9               | 61.2            | 5/99  | N/A    | N/A      | 22%    | UP     | 32%              | DN       | 32%            | DN       | 32%      | DN             |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

RRIMIS II TRANSPORTATION TIME REPORT FOR FLEETS

UNIT TIME POINTS  
REPORTING QUARTER  
TIME PERIOD OCT 1984 DEC 1984

| FLEET | MODE  | LOCAL | THRUWAY | DESCRIPTIVE STATISTICS |                  |                  |                 | RANGE<br>MIN/MAX | UMATOS<br>STANDRO | % RUMS<br>WITHIN<br>UMMIPS | % CHANGE IN MEAN  |                      |
|-------|-------|-------|---------|------------------------|------------------|------------------|-----------------|------------------|-------------------|----------------------------|-------------------|----------------------|
|       |       |       |         | NUMBER<br>OF RONS      | AVERAGE<br>VALUE | STANDRO<br>DEVIL | MEDIAN<br>VALUE |                  |                   |                            | PERCENT<br>ATTION | LAST QTR<br>THIS QTR |
| TRUCK | TRUCK | ALL   | TRUCK   | 59                     | 34.0             | 24.0             | 27.6            | 42.6             | 1/94              | N/A                        | 8% DN             | 30% UP               |
|       |       |       |         | 49                     | 33.2             | 24.2             | 26.0            | 40.2             | 1/94              | N/A                        | 56% UP            | 160% UP              |
|       |       |       |         | 10                     | 38.1             | 24.1             | 35.5            | 55.5             | 10/76             | N/A                        | 12% DN            | N/A                  |
|       |       |       |         | 2,880                  | 35.8             | 19.7             | 34.5            | 44.1             | 1/99              | N/A                        | 25% UP            | 6% DN                |
|       |       |       |         | 27                     | 33.0             | 30.9             | 12.4            | 66.7             | 9/95              | N/A                        | 7.4%              | N/A                  |
|       |       |       |         | 1,009                  | 38.9             | 14.8             | 38.1            | 47.6             | 4/96              | N/A                        | 8% UP*            | 32% DN               |
|       |       |       |         | 1,814                  | 34.0             | 21.5             | 29.2            | 44.8             | 2/99              | N/A                        | 7.7%              | 43% UP               |
|       |       |       |         | 18,707                 | 32.3             | 24.1             | 24.4            | 45.3             | 0/99              | N/A                        | 5% UP             | 10% DN               |
|       |       |       |         | 1,994                  | 23.5             | 15.2             | 20.9            | 29.2             | 0/98              | N/A                        | 4.0%              | 9% DN                |
|       |       |       |         | 11,974                 | 36.1             | 25.5             | 28.2            | 55.3             | 0/99              | N/A                        | 1.1%              | 7% DN                |
|       |       |       |         | 4,421                  | 25.8             | 20.5             | 17.7            | 35.3             | 0/99              | N/A                        | 2.2%              | 54% DN*              |
|       |       |       |         | 21                     | 33.1             | 25.7             | 26.7            | 40.1             | 2/97              | N/A                        | 8.7%              | 7% DN                |
|       |       |       |         | 18                     | 34.9             | 27.1             | 28.0            | 55.5             | 2/97              | N/A                        | 35% DN            | 30% DN               |
|       |       |       |         | 3                      | 22.0             | 12.1             | 26.5            | 28.0             | 8/29              | 3                          | 11%               | 24% DN               |
|       |       |       |         |                        |                  |                  |                 |                  |                   |                            | 0%                | N/A                  |
|       |       |       |         | 32,793                 | 34.2             | 23.0             | 28.7            | 45.4             | 0/99              | N/A                        | 4.0%              | 2% DN                |
|       |       |       |         | 3,144                  | 21.8             | 16.6             | 21.4            | 30.1             | 0/98              | N/A                        | NO CHG            | 47% DN               |
|       |       |       |         | 22,383                 | 37.0             | 23.5             | 32.0            | 50.9             | 0/99              | N/A                        | 52% DN*           | 17% DN               |
|       |       |       |         | 6,508                  | 28.8             | 21.6             | 22.1            | 39.9             | 0/99              | N/A                        | 16% UP            | 44% DN               |
|       |       |       |         | 81                     | 34.2             | 24.5             | 27.7            | 43.4             | 1/97              | N/A                        | 18% DN            | 8% UP                |
|       |       |       |         | 67                     | 33.7             | 24.8             | 26.0            | 41.1             | 1/97              | N/A                        | 31% UP            | 23% DN               |
|       |       |       |         | 14                     | 36.9             | 23.7             | 30.5            | 55.5             | 8/76              | N/A                        | 164% UP           | 17% DN               |
|       |       |       |         | 10,282                 | 36.2             | 21.1             | 32.3            | 44.9             | 1/99              | N/A                        | 15% DN            | 4% UP                |
|       |       |       |         | 1,097                  | 26.9             | 18.1             | 22.5            | 32.2             | 1/98              | N/A                        | 10% UP            | 6% DN                |
|       |       |       |         | 9,084                  | 37.1             | 21.0             | 33.1            | 46.1             | 1/99              | N/A                        | 36% DN            | 30% DN               |
|       |       |       |         | 187                    | 41.9             | 28.1             | 32.9            | 59.7             | 5/99              | N/A                        | NO CHG            | 33% UP               |
|       |       |       |         | 60                     | 34.6             | 24.3             | 28.0            | 43.8             | 1/94              | N/A                        | 3% DN             | 10% DN               |
|       |       |       |         | 49                     | 33.2             | 24.2             | 26.0            | 40.2             | 1/94              | N/A                        | 33% UP            | 2% DN                |
|       |       |       |         | 11                     | 41.0             | 24.8             | 38.0            | 61.7             | 10/76             | N/A                        | 56% UP            | 23% UP               |
|       |       |       |         | 3,097                  | 37.1             | 20.8             | 35.2            | 45.4             | 0/99              | N/A                        | 5% DN             | 10% UP               |
|       |       |       |         | 36                     | 33.2             | 29.2             | 18.5            | 54.2             | 9/97              | N/A                        | 28% UP            | 1% UP                |
|       |       |       |         | 1,171                  | 41.7             | 18.0             | 38.8            | 45.5             | 0/96              | N/A                        | 32% DN            | 46% DN               |
|       |       |       |         | 1,856                  | 34.2             | 21.6             | 29.4            | 44.9             | 2/99              | N/A                        | 91% UP*           | 16% UP               |
|       |       |       |         | 18,757                 | 32.3             | 24.1             | 24.4            | 45.2             | 0/99              | N/A                        | 5% UP             | 11% DN               |
|       |       |       |         | 1,994                  | 23.5             | 15.2             | 20.9            | 29.2             | 0/98              | N/A                        | 4.0%              | 2% DN                |
|       |       |       |         | 12,005                 | 36.1             | 25.5             | 28.3            | 55.2             | 0/98              | N/A                        | 1.1%              | 7% DN                |
|       |       |       |         | 4,440                  | 25.8             | 20.5             | 17.7            | 35.3             | 0/99              | N/A                        | 2.2%              | 12% UP               |
|       |       |       |         | 21                     | 33.1             | 25.7             | 26.7            | 40.1             | 2/97              | N/A                        | 8.6%              | 15% DN               |
|       |       |       |         |                        |                  |                  |                 |                  |                   |                            | 4.8%              | 30% DN               |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

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 DATE 09/11/85

RRIMIS II: TRANSPORTATION TIME REPORT FOR FLEETS

PERIOD: Q1 1984  
 QUARTER: OCT 1984  
 TIME PERIOD: DEC 1984

FLEET AND FLEET CONSISTENCY ALL CONSISTENTS

USAVE SER PT ALL NAVA  
 IPADJ: MODE LOCAL DELIVER  
 11: 1 CASREP  
 11: 1 CASREP

DESCRIPTIVE STATISTICS

| NUMBER AVERAGE STANDRD | OF OR MEAN DEVI | 75TH | MEDIAN PERCENT | RANGE | UMMIPS | STANDRD | UMMIPS | THIS QTR | THIS QTR | THIS QTR | CHANGE IN MEAN |
|------------------------|-----------------|------|----------------|-------|--------|---------|--------|----------|----------|----------|----------------|
| 18                     | 34.9            | 27.1 | 28.0           | 55.5  | 2/97   | N/A     | 5.6%   | 11%      | DN       | N/A      | 24% DN         |
| 3                      | 22.0            | 12.1 | 26.5           | 28.0  | 8/29   | 3       | .0%    | N/A      | N/A      | N/A      | 16% DN         |

% RONS LAST QTR SAME QTR LAST FOUR  
 WITHIN TO YR AGO TO QTRS TO

TILE MIN/MAX STANDRD UMMIPS THIS QTR THIS QTR THIS QTR

\*\*\*\*\* TRANSPORTATION TIME REPORT FOR FLEETS \*\*\*\*\*

ISSUE PERIOD: OCT 1981 - QTR 1984

| FLEET        | PERIOD   | QTR      | DESCRIPTIVE STATISTICS |         |          |           | RANGE | UMMIPS | STANDRO | UMMIPS | STANDRO | UMMIPS | STANDRO | % CHANGE IN MEAN |      |
|--------------|----------|----------|------------------------|---------|----------|-----------|-------|--------|---------|--------|---------|--------|---------|------------------|------|
|              |          |          | NUMBER                 | AVERAGE | STANDARD | DEVIATION |       |        |         |        |         |        |         | OF OR            | MEAN |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 4,877                  | 63.7    | 23.2     | 73.5      | 80.4  | 3/99   | N/A     | 0%     | 133%    | UP*    | N/A     | 93%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 9                      | 63.0    | 28.5     | 55.5      | 85.7  | 28/92  | 2       | 0%     | 55%     | UP*    | N/A     | 54%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 4,344                  | 64.7    | 23.1     | 74.3      | 80.9  | 3/98   | N/A     | 0%     | 144%    | UP*    | N/A     | 98%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 524                    | 59.9    | 22.5     | 55.7      | 73.5  | 15/99  | N/A     | 0%     | 102%    | UP*    | N/A     | 71%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 655                    | 66.8    | 18.5     | 72.0      | 78.4  | 3/98   | N/A     | 2%     | 78%     | UP*    | N/A     | 70%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 9                      | 63.0    | 28.5     | 55.5      | 85.7  | 28/92  | 2       | 0%     | 55%     | UP*    | N/A     | 54%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 621                    | 67.2    | 18.1     | 72.2      | 78.3  | 3/98   | 3       | 2%     | 81%     | UP*    | N/A     | 73%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 25                     | 58.0    | 21.5     | 62.4      | 70.2  | 27/90  | 3       | 0%     | 56%     | UP*    | N/A     | 52%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 3,545                  | 63.6    | 23.5     | 74.1      | 81.1  | 15/99  | 6       | 0%     | 132%    | UP*    | N/A     | 88%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 3,191                  | 64.7    | 23.5     | 74.9      | 81.6  | 17/94  | 6       | 0%     | 72%     | UP*    | N/A     | 20%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 354                    | 54.3    | 21.2     | 54.9      | 69.5  | 15/99  | 6       | 0%     | 100%    | UP*    | N/A     | 73%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 232                    | 58.4    | 28.8     | 51.8      | 86.4  | 15/99  | N/A     | N/A    | 125%    | UP*    | N/A     | 93%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 123                    | 61.3    | 29.7     | 54.1      | 88.4  | 21/98  | 3       | 0%     | 144%    | UP*    | N/A     | 109%             | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 109                    | 55.3    | 27.6     | 50.8      | 81.6  | 15/99  | 6       | 0%     | 95%     | UP*    | N/A     | 59%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 355                    | 55.0    | 29.1     | 45.4      | 83.7  | 15/99  | N/A     | N/A    | 112%    | UP*    | N/A     | 76%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 4                      | 75.5    | 31.7     | 84.5      | 88.5  | 28/92  | 2       | 0%     | 173%    | UP*    | N/A     | 98%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 208                    | 57.9    | 29.4     | 54.9      | 85.3  | 21/98  | N/A     | N/A    | 126%    | UP*    | N/A     | 87%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 143                    | 50.2    | 28.1     | 41.4      | 69.6  | 15/99  | 6       | 0%     | 100%    | UP*    | N/A     | 63%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 86                     | 53.2    | 28.7     | 55.5      | 78.6  | 21/98  | N/A     | N/A    | 69%     | UP*    | N/A     | 38%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 4                      | 75.5    | 31.7     | 84.5      | 88.5  | 28/92  | 2       | 0%     | 173%    | UP*    | N/A     | 98%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 82                     | 52.1    | 28.3     | 48.0      | 77.4  | 21/98  | 3       | 0%     | 64%     | UP*    | N/A     | 36%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 36                     | 36.3    | 25.8     | 23.8      | 28.8  | 20/99  | 6       | 0%     | 55%     | UP*    | N/A     | 32%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 2                      | 83.5    | 9.2      | 80.5      | 85.5  | 77/90  | 6       | 0%     | N/A     | N/A    | N/A     | N/A              |      |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 34                     | 34.1    | 23.8     | 23.6      | 26.3  | 20/99  | 6       | 0%     | 44%     | UP*    | N/A     | 23%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 232                    | 58.4    | 28.8     | 51.8      | 86.4  | 15/99  | N/A     | N/A    | 125%    | UP*    | N/A     | 93%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 123                    | 61.3    | 29.7     | 54.1      | 88.4  | 21/98  | 3       | 0%     | 144%    | UP*    | N/A     | 109%             | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 109                    | 55.3    | 27.6     | 50.8      | 81.6  | 15/99  | 6       | 0%     | 95%     | UP*    | N/A     | 59%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 385                    | 57.0    | 28.0     | 53.0      | 84.5  | 15/99  | N/A     | N/A    | 119%    | UP*    | N/A     | 82%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 5                      | 69.8    | 30.2     | 82.5      | 87.5  | 28/92  | 2       | 0%     | 152%    | UP*    | N/A     | 83%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 236                    | 60.8    | 28.7     | 71.1      | 86.2  | 21/98  | N/A     | N/A    | 137%    | UP*    | N/A     | 95%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 144                    | 50.2    | 28.0     | 41.6      | 69.2  | 15/99  | 6       | 0%     | 99%     | UP*    | N/A     | 63%              | UP*  |
| ISSUE PERIOD | OCT 1981 | QTR 1984 | 110                    | 59.3    | 28.2     | 72.0      | 83.0  | 21/98  | N/A     | N/A    | 89%     | UP*    | N/A     | 52%              | UP*  |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)



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 \* RRIMIS II - TRANSPORTATION TIME REPORT - FOR FLEETS \*  
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 \* RRIMIS II - TRANSPORTATION TIME REPORT - FOR FLEETS \*  
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| FLEET / QTR                | DESCRIPTIVE STATISTICS |       |      |       | RONS     |          | % RONS WITHIN UMMIPS |          | % CHANGE IN MEAN |          |
|----------------------------|------------------------|-------|------|-------|----------|----------|----------------------|----------|------------------|----------|
|                            | MEAN                   | STDEV | MIN  | MAX   | THIS QTR | LAST QTR | THIS QTR             | LAST QTR | THIS QTR         | LAST QTR |
| TRANSPORT - ATLANTIC SHIPS | 69.8                   | 30.2  | 82.5 | 28/92 | 2        | 0%       | 152% UP              | N/A      | 83% UP           |          |
| TRANSPORT - ALL NAVY       | 58.8                   | 28.1  | 71.8 | 21/98 | 3        | 0%       | 86% UP               | N/A      | 52% UP           |          |
| TRANSPORT - SURFACE        | 42.1                   | 27.7  | 24.5 | 20/99 | 6        | 0%       | 77% UP               | N/A      | 51% UP           |          |
| TRANSPORT - LOCAL DELIVER  | 80.7                   | 5.3   | 77.5 | 75/90 | 6        | 0%       | N/A                  | N/A      | N/A              |          |
| TRANSPORT - AIR            | 34.4                   | 23.4  | 23.7 | 20/99 | 6        | 0%       | 45% UP               | N/A      | 24% UP           |          |
| TRANSPORT - ALL            | 58.4                   | 28.8  | 51.8 | 15/99 | N/A      | N/A      | 125% UP              | N/A      | 93% UP           |          |
| TRANSPORT - SURFACE        | 61.3                   | 29.7  | 54.1 | 21/98 | 3        | 0%       | 144% UP              | N/A      | 109% UP          |          |
| TRANSPORT - LOCAL DELIVER  | 55.3                   | 27.6  | 50.8 | 15/99 | 6        | 0%       | 95% UP               | N/A      | 59% UP           |          |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

PRIMS II TRANSPORTATION TIME REPORT FOR FLEETS

| FLEET  | MODE | RONS | DESCRIPTIVE STATISTICS |        |       |      | UMHIPS | STANDRD | RANGE   | MIN/MAX | PERCENT | 75TH | % CHG IN MEAN |           |
|--------|------|------|------------------------|--------|-------|------|--------|---------|---------|---------|---------|------|---------------|-----------|
|        |      |      | AVRG                   | STANDR | DEVI  | MEAN |        |         |         |         |         |      | LAST QTR      | TO YR AGO |
| 41,781 | 32.9 | 21.9 | 27.3                   | 43.1   | 0/99  | N/A  | 3.6%   | 11% DN  | 10% DN  | 19% DN  |         |      |               |           |
| 4,561  | 23.8 | 15.0 | 21.1                   | 28.6   | 0/98  | N/A  | 1.9%   | 61% DN* | 19% DN  | 49% DN  |         |      |               |           |
| 28,395 | 35.4 | 22.5 | 30.4                   | 46.9   | 0/99  | N/A  | 1.9%   | 1% UP   | 2% DN   | 13% DN  |         |      |               |           |
| 8,067  | 28.9 | 20.8 | 22.8                   | 39.1   | 0/99  | N/A  | 10.2%  | 23% DN  | 17% DN  | 26% DN  |         |      |               |           |
| 116    | 31.7 | 23.9 | 22.3                   | 39.4   | 1/97  | N/A  | 1.7%   | 30% DN  | 2% DN   | 21% DN  |         |      |               |           |
| 99     | 30.0 | 23.3 | 20.4                   | 37.5   | 1/97  | N/A  | 2.0%   | 6% UP   | 135% UP | 12% DN  |         |      |               |           |
| 17     | 41.5 | 25.6 | 34.2                   | 64.2   | 8/81  | N/A  | N/A    | 1% UP   | N/A     | 24% UP  |         |      |               |           |
| 16,817 | 32.9 | 20.0 | 28.5                   | 40.4   | 0/99  | N/A  | 6%     | 8% DN   | 19% DN  | 16% DN  |         |      |               |           |
| 2,420  | 24.1 | 14.5 | 21.5                   | 28.2   | 1/98  | N/A  | 1%     | 48% DN  | 21% DN  | 39% DN  |         |      |               |           |
| 13,738 | 34.2 | 20.2 | 30.6                   | 42.7   | 0/99  | N/A  | 7%     | 6% UP   | 8% DN   | 9% DN   |         |      |               |           |
| 255    | 37.0 | 26.5 | 28.1                   | 48.4   | 5/99  | N/A  | N/A    | 15% DN  | 40% DN  | 21% DN  |         |      |               |           |
| 93     | 31.4 | 23.8 | 20.8                   | 39.2   | 1/94  | N/A  | 1.1%   | 13% DN  | 3% DN   | 12% DN  |         |      |               |           |
| 79     | 28.8 | 22.6 | 20.1                   | 34.6   | 1/94  | N/A  | 1.3%   | 17% UP  | 126% UP | 1% DN   |         |      |               |           |
| 14     | 45.7 | 26.0 | 40.5                   | 68.0   | 10/81 | N/A  | N/A    | 12% UP  | N/A     | 31% UP  |         |      |               |           |
| 6,041  | 35.1 | 20.4 | 30.4                   | 43.7   | 0/99  | N/A  | 10.4%  | 17% DN  | 14% DN  | 28% DN  |         |      |               |           |
| 130    | 24.2 | 19.6 | 17.3                   | 24.6   | 8/97  | N/A  | 6.9%   | 72% DN* | 50% DN  | 66% DN  |         |      |               |           |
| 2,438  | 38.6 | 19.7 | 35.7                   | 44.7   | 0/98  | N/A  | 7.3%   | 1% DN   | 24% DN  | 28% DN  |         |      |               |           |
| 3,439  | 32.9 | 20.5 | 28.0                   | 42.7   | 0/99  | N/A  | 12.6%  | 17% DN  | 13% DN  | 24% DN  |         |      |               |           |
| 2      | 30.0 | 11.3 | 30.5                   | 37.0   | 22/38 | 6    | 0%     | 76% UP  | N/A     | 76% UP  |         |      |               |           |
| 2      | 30.0 | 11.3 | 30.5                   | 37.0   | 22/38 | 6    | 0%     | 76% UP  | N/A     | 76% UP  |         |      |               |           |
| 18,608 | 32.0 | 23.8 | 24.3                   | 44.8   | 0/99  | N/A  | 4.1%   | 11% DN  | 3% DN   | 17% DN  |         |      |               |           |
| 1,994  | 23.5 | 15.2 | 20.9                   | 29.2   | 0/98  | N/A  | 1.1%   | 59% DN* | 7% DN   | 54% DN  |         |      |               |           |
| 11,964 | 35.8 | 25.2 | 28.1                   | 54.4   | 0/99  | N/A  | 2.2%   | NO CHG  | 11% UP  | 9% DN   |         |      |               |           |
| 4,332  | 25.1 | 19.8 | 17.2                   | 34.0   | 0/99  | N/A  | 9.0%   | 28% DN  | 17% DN  | 31% DN  |         |      |               |           |
| 21     | 33.1 | 25.7 | 26.7                   | 40.1   | 2/97  | N/A  | 4.8%   | 39% DN  | N/A     | 30% DN  |         |      |               |           |
| 18     | 34.9 | 27.1 | 28.0                   | 55.5   | 2/97  | N/A  | 5.6%   | 11% DN  | N/A     | 24% DN  |         |      |               |           |
| 3      | 22.0 | 12.1 | 26.5                   | 28.0   | 9/29  | 3    | 0%     | N/A     | N/A     | 16% DN  |         |      |               |           |
| 30,783 | 32.8 | 22.1 | 27.6                   | 43.3   | 0/99  | N/A  | 3.6%   | 5% DN   | 8% DN   | 14% DN  |         |      |               |           |
| 3,044  | 24.5 | 16.3 | 21.2                   | 29.8   | 0/98  | N/A  | 1.9%   | 53% DN* | 18% DN  | 43% DN  |         |      |               |           |
| 20,778 | 35.2 | 22.5 | 30.9                   | 46.4   | 0/99  | N/A  | 1.8%   | 3% UP   | 3% UP   | 7% DN   |         |      |               |           |
| 6,283  | 28.2 | 21.2 | 21.6                   | 39.2   | 0/99  | N/A  | 9.8%   | 21% DN  | 17% DN  | 25% DN  |         |      |               |           |
| 80     | 33.8 | 24.3 | 27.4                   | 42.2   | 1/97  | N/A  | 2.5%   | 28% DN  | 29% DN  | 18% DN  |         |      |               |           |
| 67     | 33.7 | 24.8 | 26.0                   | 41.1   | 1/97  | N/A  | 3.0%   | 22% UP  | 164% UP | 1% DN   |         |      |               |           |
| 13     | 34.4 | 22.6 | 29.7                   | 44.2   | 8/76  | N/A  | N/A    | 20% DN  | N/A     | 3% DN   |         |      |               |           |
| 9,411  | 33.3 | 18.9 | 31.2                   | 40.2   | 1/99  | N/A  | 5%     | 1% UP   | 21% DN  | 13% DN  |         |      |               |           |
| 1,008  | 26.4 | 17.5 | 22.2                   | 31.5   | 1/98  | N/A  | 3%     | 36% DN  | 16% DN  | 31% DN  |         |      |               |           |
| 7,902  | 33.8 | 18.5 | 31.9                   | 40.8   | 1/99  | N/A  | 5%     | 22% UP  | 8% DN   | 5% DN   |         |      |               |           |
| 173    | 42.2 | 28.7 | 37.9                   | 61.2   | 5/99  | N/A  | N/A    | 2% DN   | 32% DN  | 9% DN   |         |      |               |           |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

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 REPORT II: TRANSPORTATION TIME REPORT -- FOR FLEETS  
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PERIOD: OCT 1984 DEC 1984  
 PERIOD: OCT 1984 DEC 1984

| FLEET - 3RD FLEET<br>COMPENSATION: PACIFIC SHIPS | DESCRIPTIVE STATISTICS |                    |                    |                 | % HONS WITHIN UMHIPS |       |               |                 | % CHANGE IN MEAN     |                      |                      |                      |
|--|------------------------|--------------------|--------------------|-----------------|----------------------|-------|---------------|-----------------|----------------------|----------------------|----------------------|----------------------|
|  | NUMER OF RONS          | AVERAGE MEAN VALUE | STANDARD DEVIATION | 75TH PERCENTILE | MINIMUM VALUE        | RANGE | MAXIMUM VALUE | STANDARD UMHIPS | LAST OTR TO THIS OTR | SAME OTR TO THIS OTR | LAST OTR TO THIS OTR | SAME OTR TO THIS OTR |
| ISSUE: SEP 85                                    | 59                     | 34.0               | 24.0               | 27.6            | 1/94                 | 1/94  | 1/94          | 1.7%            | 8%                   | 30%                  | 4%                   |                      |
| TRANS MODE: AIR                                  | 49                     | 33.2               | 24.2               | 26.0            | 1/94                 | 1/94  | 1/94          | 2.0%            | 56%                  | 160%                 | 23%                  |                      |
| FIG: CASREP                                      | 10                     | 38.1               | 24.1               | 35.5            | 10/76                | 10/76 | 10/76         | N/A             | 12%                  | N/A                  | 2%                   |                      |
| TRANS MODE: SURFACE                              | 2,844                  | 35.8               | 19.6               | 34.7            | 1/99                 | 1/99  | 1/99          | 11.3%           | 24%                  | 6%                   | 3%                   |                      |
| FIG: ALL FIGS                                    | 27                     | 33.0               | 30.9               | 12.4            | 9/95                 | 9/95  | 9/95          | 7.4%            | 32%                  | 32%                  | 46%                  |                      |
| FIG: I   | 1,007                  | 38.8               | 14.7               | 38.1            | 4/96                 | 4/96  | 4/96          | 7.7%            | 82%                  | 7%                   | 43%                  |                      |
| FIG: II  | 1,780                  | 34.0               | 21.5               | 29.5            | 2/99                 | 2/99  | 2/99          | 12.9%           | 3%                   | 10%                  | 12%                  |                      |
| FIG: III   | 18,475                 | 32.0               | 23.8               | 24.2            | 0/99                 | 0/99  | 0/99          | 4.0%            | 11%                  | 3%                   | 16%                  |                      |
| TRANS MODE: LOCAL DELIVERY                       | 11,994                 | 23.5               | 15.2               | 20.9            | 0/98                 | 0/98  | 0/98          | 1.1%            | 59%                  | 7%                   | 54%                  |                      |
| FIG: ALL FIGS                                    | 11,851                 | 35.9               | 25.3               | 28.0            | 0/99                 | 0/99  | 0/99          | 2.2%            | NO CHG               | 12%                  | 9%                   |                      |
| FIG: I   | 4,312                  | 25.0               | 19.7               | 17.2            | 0/99                 | 0/99  | 0/99          | 8.9%            | 28%                  | 17%                  | 31%                  |                      |
| FIG: II  | 21                     | 33.1               | 25.7               | 26.7            | 2/97                 | 2/97  | 2/97          | 4.8%            | 39%                  | N/A                  | 30%                  |                      |
| FIG: CASREP                                      | 18                     | 34.9               | 27.1               | 28.0            | 2/97                 | 2/97  | 2/97          | 5.6%            | 11%                  | N/A                  | 24%                  |                      |
| FIG: I CASREP                                    | 3                      | 22.0               | 12.1               | 26.5            | 8/29                 | 8/29  | 8/29          | 3.0%            | N/A                  | N/A                  | 16%                  |                      |
| FIG: II CASREP                                   | 32,408                 | 33.9               | 22.8               | 28.5            | 0/99                 | 0/99  | 0/99          | N/A             | 1%                   | 5%                   | 11%                  |                      |
| ISSUE: SEP 85                                    | 3,139                  | 24.7               | 16.5               | 21.4            | 0/98                 | 0/98  | 0/98          | N/A             | 8%                   | 17%                  | 44%                  |                      |
| TRANS MODE: ALL MINES                            | 22,147                 | 36.7               | 23.3               | 31.9            | 0/99                 | 0/99  | 0/99          | N/A             | 1%                   | 7%                   | 3%                   |                      |
| FIG: ALL FIGS                                    | 6,364                  | 28.3               | 21.2               | 21.7            | 0/99                 | 0/99  | 0/99          | N/A             | 9%                   | 2%                   | 25%                  |                      |
| FIG: I   | 81                     | 34.2               | 24.5               | 27.7            | 1/97                 | 1/97  | 1/97          | 2.5%            | 2%                   | 31%                  | 17%                  |                      |
| FIG: CASREP                                      | 67                     | 33.7               | 24.8               | 26.0            | 1/97                 | 1/97  | 1/97          | 3.0%            | 22%                  | 164%                 | 1%                   |                      |
| FIG: I CASREP                                    | 14                     | 36.9               | 23.7               | 30.5            | 8/76                 | 8/76  | 8/76          | N/A             | 15%                  | N/A                  | 4%                   |                      |
| TRANS MODE: AIR                                  | 10,672                 | 36.0               | 20.9               | 32.2            | 1/99                 | 1/99  | 1/99          | N/A             | 4%                   | 9%                   | 7%                   |                      |
| FIG: ALL FIGS                                    | 1,092                  | 26.7               | 17.8               | 22.4            | 1/98                 | 1/98  | 1/98          | N/A             | 3%                   | 15%                  | 30%                  |                      |
| FIG: I   | 8,989                  | 36.9               | 20.7               | 33.0            | 1/99                 | 1/99  | 1/99          | N/A             | 5%                   | 32%                  | 3%                   |                      |
| FIG: II  | 187                    | 41.9               | 28.1               | 32.9            | 5/99                 | 5/99  | 5/99          | N/A             | N/A                  | NO CHG               | 3%                   |                      |
| FIG: III   | 60                     | 34.6               | 24.3               | 28.0            | 1/94                 | 1/94  | 1/94          | N/A             | 1.7%                 | 32%                  | 10%                  |                      |
| TRANS MODE: SURFACE                              | 49                     | 33.2               | 24.2               | 26.0            | 1/94                 | 1/94  | 1/94          | N/A             | 2.0%                 | 56%                  | 2%                   |                      |
| FIG: ALL FIGS                                    | 11                     | 41.0               | 24.8               | 38.0            | 10/76                | 10/76 | 10/76         | N/A             | 5%                   | 160%                 | 10%                  |                      |
| FIG: I   | 3,055                  | 37.0               | 20.6               | 35.4            | 0/99                 | 0/99  | 0/99          | N/A             | 11%                  | 3%                   | NO CHG               |                      |
| FIG: II  | 36                     | 33.2               | 29.2               | 18.5            | 9/97                 | 9/97  | 9/97          | N/A             | 5.6%                 | 32%                  | 46%                  |                      |
| FIG: III   | 1,164                  | 41.5               | 17.8               | 38.8            | 0/96                 | 0/96  | 0/96          | N/A             | 7.8%                 | 15%                  | 46%                  |                      |
| TRANS MODE: LOCAL DELIVERY                       | 1,821                  | 34.2               | 21.6               | 29.6            | 2/99                 | 2/99  | 2/99          | N/A             | 12.9%                | 3%                   | 12%                  |                      |
| FIG: ALL FIGS                                    | 18,525                 | 32.0               | 23.8               | 24.2            | 0/99                 | 0/99  | 0/99          | N/A             | 4.1%                 | 11%                  | 16%                  |                      |
| FIG: I   | 11,994                 | 23.5               | 15.2               | 20.9            | 0/98                 | 0/98  | 0/98          | N/A             | 1.1%                 | 59%                  | 7%                   |                      |
| FIG: II  | 11,882                 | 35.9               | 25.3               | 28.1            | 0/99                 | 0/99  | 0/99          | N/A             | 2.2%                 | NO CHG               | 54%                  |                      |
| FIG: III   | 4,331                  | 25.1               | 19.8               | 17.2            | 0/99                 | 0/99  | 0/99          | N/A             | 9.0%                 | 12%                  | 9%                   |                      |
| FIG: CASREP                                      | 21                     | 33.1               | 25.7               | 26.7            | 2/97                 | 2/97  | 2/97          | N/A             | 4.8%                 | 17%                  | 31%                  |                      |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

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 \* RRIMIS II - TRANSPORTATION TIME REPORT - FOR FLEETS \*  
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UNIT: 3RD FLEET  
 CENTER: 11 - PACIFIC  
 TIME PERIOD: 01 1984 - DEC 1984

| DESCRIPTIVE STATISTICS |               | % RONS          |         | % CHANGE IN MEAN |                       |
|------------------------|---------------|-----------------|---------|------------------|-----------------------|
| NUMBER OF PONS         | AVERAGE VALUE | 75TH PERCENTILE | RANGE   | LAST QTR         | SAME QTR LAST FOUR    |
|                        |               | DEVIATION       | MIN/MAX | THIS QTR         | TO YR AGO TO THIS QTR |
| 18                     | 34.9          | 27.1            | 28.0    | 5.6%             | 11% DN                |
| 3                      | 22.0          | 12.1            | 28.0    | 8/29             | N/A                   |
|                        |               |                 |         | 3                | N/A                   |
|                        |               |                 |         | 0%               | 24% DN                |
|                        |               |                 |         |                  | 16% DN                |

ISSUE SET BY: ALL NAVY  
 TRAMP: NONE LOCAL DELIVERED  
 TRG: 1 CASREP  
 TRG: 11 CASREP

PRIMS II: TRANSPORTATION TIME REPORT FOR FLEETS  
 PERIOD: OCT 1984 DEC 1984

FLEET: 700 FLEET  
 CONSIST: ALL CONSIGNEES

| ISSUE  | STK  | PT   | ALL  | STK  | PTS   | DESCRIPTIVE STATISTICS |         |          |       | % RONS |         | % CHANGE IN MEAN |         |          |        |          |        |      |        |      |       |      |       |      |       |      |       |     |       |     |       |     |     |    |
|--------|------|------|------|------|-------|------------------------|---------|----------|-------|--------|---------|------------------|---------|----------|--------|----------|--------|------|--------|------|-------|------|-------|------|-------|------|-------|-----|-------|-----|-------|-----|-----|----|
|        |      |      |      |      |       | NUMBER                 | AVERAGE | STANDARD | 75TH  | OF     | PERCENT | RANGE            | MIN/MAX | STANDARD | UMMIPS | WITHIN   | LAST   | SAME | LAST   | FOUR |       |      |       |      |       |      |       |     |       |     |       |     |     |    |
| TRANS  | MODE | ALL  | IPGS | IPGS | IPGS  | RONS                   | VALUE   | ATTN     | VALUE | DEV.   | MEAN    | PERCENT          | RANGE   | MIN      | MAX    | STANDARD | UMMIPS | THIS | QTR    | THIS | QTR   | THIS | QTR   | THIS | QTR   | THIS | QTR   |     |       |     |       |     |     |    |
| 25.692 | 38.5 | 22.2 | 30.1 | 53.2 | 0/99  | N/A                    | 12.9%   | 27%      | UP    | 4%     | UP      | 21%              | UP      | NO       | CHG    | N/A      | 14%    | UP   | NO     | CHG  | 21%   | UP   | NO    | CHG  | 21%   | UP   | NO    | CHG |       |     |       |     |     |    |
| 3.290  | 33.7 | 23.3 | 23.5 | 46.5 | 2/99  | N/A                    | 4.0%    | 48%      | UP    | 2%     | DN      | 2%               | DN      | 15%      | UP     | N/A      | 17%    | UP   | 15%    | UP   | 2%    | DN   | 2%    | DN   | 15%   | UP   | 2%    | DN  |       |     |       |     |     |    |
| 9.695  | 34.6 | 22.0 | 26.3 | 45.2 | 0/99  | N/A                    | 6.8%    | 4%       | UP    | 0%     | UP      | 28%              | UP      | 2%       | DN     | N/A      | 11%    | UP   | 28%    | UP   | 2%    | DN   | 2%    | DN   | 15%   | UP   | 2%    | DN  |       |     |       |     |     |    |
| 11.339 | 41.9 | 21.4 | 35.0 | 57.4 | 0/99  | N/A                    | 20.5%   | 43%      | UP    | 6%     | UP      | 3%               | UP      | 5%       | UP     | N/A      | 2%     | UP   | 3%     | UP   | 1%    | DN   | 1%    | DN   | 3%    | UP   | 5%    | UP  | 5%    | UP  |       |     |     |    |
| 73     | 32.5 | 22.1 | 23.7 | 46.4 | 2/94  | N/A                    | 2.7%    | 5%       | UP    | 1%     | DN      | 14%              | UP      | NO       | CHG    | N/A      | 152%   | UP   | 14%    | UP   | NO    | CHG  | 14%   | UP   | 5%    | UP   | 5%    | UP  | 5%    | UP  |       |     |     |    |
| 67     | 32.9 | 21.1 | 24.2 | 47.1 | 2/88  | N/A                    | 1.5%    | NO       | CHG   | N/A    | N/A     | 16.7%            | N/A     | 16.7%    | N/A    | N/A      | 152%   | UP   | 14%    | UP   | NO    | CHG  | 14%   | UP   | 5%    | UP   | 5%    | UP  | 5%    | UP  |       |     |     |    |
| 6      | 27.7 | 33.9 | 15.5 | 33.0 | 2/94  | N/A                    | 16.7%   | N/A      | 16.7% | N/A    | N/A     | 16.7%            | N/A     | 16.7%    | N/A    | N/A      | 152%   | UP   | 14%    | UP   | NO    | CHG  | 14%   | UP   | 5%    | UP   | 5%    | UP  | 5%    | UP  |       |     |     |    |
| 16.550 | 35.0 | 20.2 | 27.5 | 45.9 | 0/99  | N/A                    | 2%      | 20%      | UP    | 2%     | UP      | 2%               | UP      | 2%       | UP     | N/A      | 14%    | UP   | 2%     | UP   | 2%    | UP   | 2%    | UP   | 2%    | UP   | 2%    | UP  | 2%    | UP  | 2%    | UP  |     |    |
| 3.042  | 33.4 | 23.2 | 23.2 | 46.0 | 2/99  | N/A                    | 0%      | 25%      | DN    | 3%     | DN      | 3%               | DN      | 3%       | DN     | N/A      | 17%    | UP   | 3%     | DN   | 3%    | DN   | 3%    | DN   | 3%    | DN   | 3%    | DN  | 3%    | DN  | 3%    | DN  |     |    |
| 7.469  | 33.9 | 21.1 | 25.5 | 43.5 | 0/99  | N/A                    | 5%      | 21%      | UP    | 5%     | UP      | 5%               | UP      | 5%       | UP     | N/A      | 11%    | UP   | 5%     | UP   | 5%    | UP   | 5%    | UP   | 5%    | UP   | 5%    | UP  | 5%    | UP  | 5%    | UP  |     |    |
| 4.983  | 33.8 | 15.1 | 28.0 | 39.7 | 4/99  | N/A                    | 1.0%    | 16%      | UP    | 1.0%   | UP      | 1.0%             | UP      | 1.0%     | UP     | N/A      | 2%     | UP   | 1.0%   | UP   | 1.0%  | UP   | 1.0%  | UP   | 1.0%  | UP   | 1.0%  | UP  | 1.0%  | UP  | 1.0%  | UP  |     |    |
| 69     | 32.2 | 21.9 | 23.2 | 45.3 | 2/94  | N/A                    | 1.4%    | 4%       | UP    | 1.4%   | UP      | 1.4%             | UP      | 1.4%     | UP     | N/A      | 2%     | UP   | 1.4%   | UP   | 1.4%  | UP   | 1.4%  | UP   | 1.4%  | UP   | 1.4%  | UP  | 1.4%  | UP  | 1.4%  | UP  |     |    |
| 63     | 32.7 | 20.8 | 23.7 | 45.9 | 7/88  | N/A                    | 16.7%   | N/A      | 16.7% | N/A    | N/A     | 16.7%            | N/A     | 16.7%    | N/A    | N/A      | 152%   | UP   | 16.7%  | N/A  | 16.7% | N/A  | 16.7% | N/A  | 16.7% | N/A  | 16.7% | N/A | 16.7% | N/A | 16.7% | N/A |     |    |
| 6      | 27.7 | 33.9 | 15.5 | 33.0 | 2/94  | N/A                    | 16.7%   | N/A      | 16.7% | N/A    | N/A     | 16.7%            | N/A     | 16.7%    | N/A    | N/A      | 152%   | UP   | 16.7%  | N/A  | 16.7% | N/A  | 16.7% | N/A  | 16.7% | N/A  | 16.7% | N/A | 16.7% | N/A | 16.7% | N/A |     |    |
| 6.433  | 51.2 | 22.4 | 52.0 | 56.7 | 1/99  | N/A                    | 41.6%   | 43%      | UP    | 25%    | UP      | 41%              | UP      | 41%      | UP     | N/A      | 11%    | UP   | 43%    | UP   | 25%   | UP   | 41%   | UP   | 41%   | UP   | 41%   | UP  | 41%   | UP  | 41%   | UP  |     |    |
| 183    | 35.7 | 21.4 | 26.5 | 48.3 | 2/97  | N/A                    | 71.6%   | 49%      | UP    | 13%    | UP      | 11%              | UP      | 11%      | UP     | N/A      | 33%    | UP   | 49%    | UP   | 13%   | UP   | 11%   | UP   | 11%   | UP   | 11%   | UP  | 11%   | UP  | 11%   | UP  |     |    |
| 1.116  | 46.6 | 23.6 | 41.4 | 65.4 | 6/99  | N/A                    | 53.4%   | 18%      | UP    | 19%    | UP      | 33%              | UP      | 33%      | UP     | N/A      | 40%    | UP   | 53.4%  | UP   | 19%   | UP   | 33%   | UP   | 33%   | UP   | 33%   | UP  | 33%   | UP  | 33%   | UP  |     |    |
| 4.988  | 52.8 | 21.7 | 54.3 | 67.1 | 1/99  | N/A                    | 37.2%   | 54%      | UP    | 26%    | UP      | 40%              | UP      | 40%      | UP     | N/A      | 40%    | UP   | 37.2%  | UP   | 26%   | UP   | 40%   | UP   | 40%   | UP   | 40%   | UP  | 40%   | UP  | 40%   | UP  |     |    |
| 1      | 2.0  | 2.0  | 2.0  | 2.0  | 2/2   | 6                      | 100.0%  | N/A      | N/A   | N/A    | N/A     | N/A              | N/A     | N/A      | N/A    | N/A      | N/A    | N/A  | 100.0% | N/A  | N/A   | N/A  | N/A   | N/A  | N/A   | N/A  | N/A   | N/A | N/A   | N/A | N/A   | N/A |     |    |
| 1      | 2.0  | 2.0  | 2.0  | 2.0  | 2/2   | 6                      | 100.0%  | N/A      | N/A   | N/A    | N/A     | N/A              | N/A     | N/A      | N/A    | N/A      | N/A    | N/A  | 100.0% | N/A  | N/A   | N/A  | N/A   | N/A  | N/A   | N/A  | N/A   | N/A | N/A   | N/A | N/A   | N/A |     |    |
| 2.681  | 29.6 | 21.7 | 25.1 | 41.1 | 0/99  | N/A                    | 21.9%   | 7%       | UP    | 7%     | UP      | 24%              | UP      | 24%      | UP     | N/A      | 14%    | UP   | 21.9%  | UP   | 7%    | UP   | 7%    | UP   | 7%    | UP   | 7%    | UP  | 7%    | UP  | 7%    | UP  |     |    |
| 62     | 40.7 | 31.9 | 23.0 | 63.0 | 9/99  | N/A                    | N/A     | 53%      | UP    | 53%    | UP      | 12%              | UP      | 12%      | UP     | N/A      | 44%    | UP   | N/A    | 53%  | UP    | 53%  | UP    | 12%  | UP    | 12%  | UP    | 12% | UP    | 12% | UP    | 12% | UP  |    |
| 1.090  | 26.5 | 21.2 | 17.9 | 39.2 | 0/99  | N/A                    | 1.6%    | 14%      | DN    | 14%    | DN      | 1%               | DN      | 1%       | DN     | N/A      | 26%    | UP   | 1.6%   | DN   | 14%   | DN   | 1%    | DN   | 1%    | DN   | 1%    | DN  | 1%    | DN  | 1%    | DN  |     |    |
| 1.363  | 31.5 | 21.9 | 27.5 | 43.7 | 0/99  | N/A                    | 34.3%   | 33%      | UP    | 33%    | UP      | 11%              | UP      | 11%      | UP     | N/A      | 26%    | UP   | 34.3%  | UP   | 33%   | UP   | 33%   | UP   | 11%   | UP   | 11%   | UP  | 11%   | UP  | 11%   | UP  | 11% | UP |
| 3      | 48.7 | 19.6 | 48.0 | 62.7 | 30/69 | N/A                    | N/A     | N/A      | N/A   | N/A    | N/A     | N/A              | N/A     | N/A      | N/A    | N/A      | N/A    | N/A  | N/A    | N/A  | N/A   | N/A  | N/A   | N/A  | N/A   | N/A  | N/A   | N/A | N/A   | N/A | N/A   | N/A | N/A |    |
| 3      | 48.7 | 19.6 | 48.0 | 62.7 | 30/69 | N/A                    | N/A     | N/A      | N/A   | N/A    | N/A     | N/A              | N/A     | N/A      | N/A    | N/A      | N/A    | N/A  | N/A    | N/A  | N/A   | N/A  | N/A   | N/A  | N/A   | N/A  | N/A   | N/A | N/A   | N/A | N/A   | N/A | N/A |    |
| 21.585 | 39.4 | 22.4 | 31.2 | 54.6 | 0/99  | N/A                    | 12.9%   | 32%      | UP    | 8%     | UP      | 26%              | UP      | 26%      | UP     | N/A      | 4%     | UP   | 12.9%  | UP   | 8%    | UP   | 8%    | UP   | 8%    | UP   | 8%    | UP  | 8%    | UP  | 8%    | UP  |     |    |
| 2.352  | 35.2 | 24.8 | 23.7 | 49.8 | 2/99  | N/A                    | 1.5%    | 54%      | UP    | 54%    | UP      | 21%              | DN      | 21%      | DN     | N/A      | 18%    | UP   | 1.5%   | UP   | 54%   | UP   | 54%   | UP   | 21%   | DN   | 21%   | DN  | 21%   | DN  | 21%   | DN  |     |    |
| 7.090  | 35.8 | 23.2 | 27.1 | 48.2 | 0/99  | N/A                    | 5.5%    | 24%      | UP    | 24%    | UP      | 20%              | UP      | 20%      | UP     | N/A      | 20%    | UP   | 5.5%   | UP   | 24%   | UP   | 24%   | UP   | 20%   | UP   | 20%   | UP  | 20%   | UP  | 20%   | UP  |     |    |
| 10.795 | 41.3 | 21.0 | 33.9 | 56.4 | 0/99  | N/A                    | 20.0%   | 43%      | UP    | 43%    | UP      | 13%              | UP      | 13%      | UP     | N/A      | 31%    | UP   | 20.0%  | UP   | 43%   | UP   | 43%   | UP   | 13%   | UP   | 13%   | UP  | 13%   | UP  | 13%   | UP  |     |    |
| 55     | 34.7 | 22.7 | 25.1 | 50.9 | 2/84  | N/A                    | 1.9%    | 12%      | UP    | 12%    | UP      | 3%               | DN      | 3%       | DN     | N/A      | 5%     | UP   | 1.9%   | UP   | 12%   | UP   | 12%   | UP   | 3%    | DN   | 3%    | DN  | 3%    | DN  | 3%    | DN  |     |    |
| 52     | 34.2 | 21.5 | 25.5 | 50.5 | 2/82  | N/A                    | 1.9%    | 4%       | UP    | 4%     | UP      | 9%               | UP      | 9%       | UP     | N/A      | 6%     | UP   | 1.9%   | UP   | 4%    | UP   | 4%    | UP   | 9%    | UP   | 9%    | UP  | 9%    | UP  | 9%    | UP  |     |    |
| 3      | 41.7 | 45.3 | 16.0 | 84.0 | 15/94 | N/A                    | N/A     | N/A      | N/A   | N/A    | N/A     | N/A              | N/A     | N/A      | N/A    | N/A      | N/A    | N/A  | N/A    | N/A  | N/A   | N/A  | N/A   | N/A  | N/A   | N/A  | N/A   | N/A | N/A   | N/A | N/A   | N/A |     |    |
| 13.427 | 36.2 | 20.6 | 28.3 | 48.1 | 0/99  | N/A                    | 2%      | 25%      | UP    | 25%    | UP      | 7%               | UP      | 7%       | UP     | N/A      | 18%    | UP   | 2%     | UP   | 25%   | UP   | 25%   | UP   | 7%    | UP   | 7%    | UP  | 7%    | UP  | 7%    | UP  |     |    |
| 2.217  | 34.7 | 22.4 | 23.3 | 49.2 | 2/99  | N/A                    | 0%      | 58%      | UP    | 58%    | UP      | 25%              | DN      | 25%      | DN     | N/A      | 25%    | UP   | 0%     | UP   | 58%   | UP   | 58%   | UP   | 25%   | DN   | 25%   | DN  | 25%   | DN  | 25%   | DN  |     |    |
| 5.246  | 35.7 | 22.4 | 26.9 | 47.9 | 0/99  | N/A                    | 0%      | 32%      | UP    | 32%    | UP      | 17%              | UP      | 17%      | UP     | N/A      | 17%    | UP   | 0%     | UP   | 32%   | UP   | 32%   | UP   | 17%   | UP   | 17%   | UP  | 17%   | UP  | 17%   | UP  |     |    |
| 4.928  | 33.7 | 15.0 | 28.0 | 39.6 | 4/99  | N/A                    | 0%      | 16%      | UP    | 16%    | UP      | 3%               | DN      | 3%       | DN     | N/A      | 3%     | DN   | 0%     | UP   | 16%   | UP   | 16%   | UP   | 3%    | DN   | 3%    | DN  | 3%    | DN  | 3%    | DN  |     |    |
| 51     | 34.5 | 22.6 | 24.4 | 50.9 | 7/94  | N/A                    | N/A     | 11%      | UP    | 11%    | UP      | 4%               | DN      | 4%       | DN     | N/A      | 4%     | DN   | N/A    | 11%  | UP    | 11%  | UP    | 4%   | DN    | 4%   | DN    | 4%  | DN    | 4%  | DN    | 4%  | DN  |    |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)



PRMIS II - TRANSPORTATION TIME REPORT FOR FLEETS  
 TIME PERIOD: OCT 1984 - DEC 1984

FLEET TIME LEFT  
 CONSIGNED ALL CONSIGNERS

ESCUE 50K FT. ALL NAVY  
 TRANSMIDE LOCAL DELIVERY  
 IIC III  
 IIC CASREP  
 IIC CASREP

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 DATE 09/11/85

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 PRMIS II - TRANSPORTATION TIME REPORT FOR FLEETS  
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.....  
 DESCRIPTIVE STATISTICS  
 NUMBER AVERAGE STANDRD 75TH  
 OF OR MEAN DEVI- MEDIAN PERCENT- RANGE- UNMIPS  
 RONS VALUE ATION VALUE TIE MIN/MAX STANDRD UNMIPS

| RONS  | VALUE | ATION | VALUE | TIE  | MIN/MAX | STANDRD | UNMIPS |
|-------|-------|-------|-------|------|---------|---------|--------|
| 1,363 | 31.5  | 21.9  | 27.5  | 43.7 | 0/ 99   | N/A     | N/A    |
| 3     | 48.7  | 19.6  | 48.0  | 62.7 | 30/ 69  | N/A     | N/A    |
| 3     | 48.7  | 19.6  | 48.0  | 62.7 | 30/ 69  | N/A     | N/A    |

.....  
 X CHANGE IN MEAN-  
 LAST OTR SAME OTR LAST FOUR  
 TO YR AGO TO OTRS TO  
 THIS OTR THIS OTR THIS OTR

| RONS  | VALUE | ATION | VALUE | TIE  | MIN/MAX | STANDRD | UNMIPS |
|-------|-------|-------|-------|------|---------|---------|--------|
| 1,363 | 31.5  | 21.9  | 27.5  | 43.7 | 0/ 99   | N/A     | N/A    |
| 3     | 48.7  | 19.6  | 48.0  | 62.7 | 30/ 69  | N/A     | N/A    |
| 3     | 48.7  | 19.6  | 48.0  | 62.7 | 30/ 69  | N/A     | N/A    |

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 TRANSPORTATION TIME REPORT FOR FLEETS  
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TABLE FILE PERMITS  
 PERIODICITY QUARTERLY  
 TIME PERIOD OCT 1983 DEC 1984

| FLEET - TIME PERIOD       | DESCRIPTIVE STATISTICS |                       |                    |                 | % CHANGE IN MEAN |                  |                  |                  |
|---------------------------|------------------------|-----------------------|--------------------|-----------------|------------------|------------------|------------------|------------------|
|                           | NUMBER OF RONS         | AVERAGE OR MEAN VALUE | STANDARD DEVIATION | 75TH PERCENTILE | LAST QTR THIS YR | SAME QTR LAST YR | LAST QTR THIS YR | LAST QTR THIS YR |
| TRADE MODE ALL MODES      |                        |                       |                    |                 |                  |                  |                  |                  |
| IFG ALL IFGS              | 25,682                 | 38.5                  | 22.2               | 30.1            | 53.2             | 0/99             | N/A              | 12.9%            |
| IFG I                     | 3,290                  | 33.7                  | 23.3               | 23.5            | 46.5             | 2/99             | N/A              | 4.0%             |
| IFG II                    | 9,695                  | 34.6                  | 22.0               | 26.3            | 45.2             | 0/99             | N/A              | 6.8%             |
| IFG III                   | 11,339                 | 41.9                  | 21.4               | 35.0            | 57.4             | 0/99             | N/A              | 20.5%            |
| IFG CASREP                | 67                     | 32.9                  | 21.1               | 24.2            | 47.1             | 2/88             | N/A              | 2.7%             |
| IFG I CASREP              | 6                      | 27.7                  | 33.9               | 15.5            | 33.0             | 2/94             | N/A              | 1.5%             |
| IFG II CASREP             | 16,550                 | 35.0                  | 20.2               | 27.5            | 45.9             | 0/99             | N/A              | 16.7%            |
| IFG III CASREP            | 3,042                  | 33.4                  | 23.2               | 23.2            | 46.0             | 0/99             | N/A              | 2%               |
| IFG CASREP                | 7,469                  | 33.9                  | 21.1               | 25.5            | 43.5             | 0/99             | N/A              | 0%               |
| IFG I CASREP              | 4,983                  | 33.8                  | 15.1               | 28.0            | 39.7             | 4/99             | N/A              | 5%               |
| IFG II CASREP             | 69                     | 32.2                  | 21.9               | 23.2            | 45.3             | 2/94             | N/A              | 1.4%             |
| IFG III CASREP            | 63                     | 32.7                  | 20.8               | 23.7            | 45.9             | 7/88             | N/A              | 0%               |
| IFG CASREP                | 6                      | 27.7                  | 33.9               | 15.5            | 33.0             | 2/94             | N/A              | 16.7%            |
| TRANS MODE AIR            |                        |                       |                    |                 |                  |                  |                  |                  |
| IFG ALL IFGS              | 6,433                  | 51.2                  | 22.4               | 52.0            | 66.7             | 1/99             | N/A              | 41.6%            |
| IFG I                     | 183                    | 35.7                  | 21.4               | 26.5            | 48.3             | 2/97             | N/A              | 71.6%            |
| IFG II                    | 1,110                  | 46.6                  | 23.6               | 41.4            | 65.4             | 6/99             | N/A              | 53.4%            |
| IFG III                   | 4,988                  | 52.8                  | 21.7               | 54.3            | 67.1             | 1/99             | N/A              | 37.2%            |
| IFG CASREP                | 1                      | 2.0                   | 0                  | 2.0             | 2.0              | 2/2              | 6                | 100.0%           |
| IFG I CASREP              | 1                      | 2.0                   | 0                  | 2.0             | 2.0              | 2/2              | 6                | 100.0%           |
| IFG II CASREP             | 2,681                  | 29.6                  | 21.7               | 25.1            | 41.1             | 0/99             | N/A              | 21.9%            |
| IFG III CASREP            | 62                     | 40.7                  | 31.9               | 27.0            | 63.0             | 9/99             | N/A              | N/A              |
| IFG CASREP                | 1,090                  | 26.5                  | 21.2               | 17.9            | 39.2             | 0/99             | N/A              | 1.6%             |
| IFG I CASREP              | 1,363                  | 31.5                  | 21.9               | 27.5            | 43.7             | 0/99             | N/A              | 34.3%            |
| IFG II CASREP             | 3                      | 48.7                  | 19.6               | 48.0            | 62.7             | 30/69            | N/A              | N/A              |
| IFG III CASREP            | 3                      | 48.7                  | 19.6               | 48.0            | 62.7             | 30/69            | N/A              | N/A              |
| TRANS MODE LOCAL DELIVERY |                        |                       |                    |                 |                  |                  |                  |                  |
| IFG ALL IFGS              | 21,585                 | 39.4                  | 22.4               | 31.2            | 54.6             | 0/99             | N/A              | 12.9%            |
| IFG I                     | 2,352                  | 35.2                  | 24.8               | 23.7            | 49.8             | 2/99             | N/A              | 1.5%             |
| IFG II                    | 7,050                  | 35.8                  | 23.2               | 27.1            | 48.2             | 0/99             | N/A              | 5.5%             |
| IFG III                   | 10,799                 | 41.3                  | 21.0               | 33.9            | 56.4             | 0/99             | N/A              | 20.0%            |
| IFG CASREP                | 55                     | 34.7                  | 22.7               | 25.1            | 50.9             | 2/94             | N/A              | 1.8%             |
| IFG I CASREP              | 52                     | 34.2                  | 21.5               | 25.5            | 50.5             | 2/82             | N/A              | 1.9%             |
| IFG II CASREP             | 3                      | 41.7                  | 45.3               | 16.0            | 84.0             | 15/94            | N/A              | N/A              |
| IFG III CASREP            | 13,427                 | 36.2                  | 20.6               | 28.3            | 48.1             | 0/99             | N/A              | 2%               |
| IFG CASREP                | 2,217                  | 34.7                  | 24.5               | 23.3            | 49.2             | 2/99             | N/A              | 0%               |
| IFG I                     | 5,246                  | 35.7                  | 22.4               | 26.9            | 47.9             | 0/99             | N/A              | 16%              |
| IFG II                    | 4,928                  | 33.7                  | 15.0               | 28.0            | 39.6             | 4/99             | N/A              | 0%               |
| IFG III                   | 51                     | 34.5                  | 22.6               | 24.4            | 50.9             | 7/94             | N/A              | 11%              |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITHIN 90% CONFIDENCE)



PRIMIS III - TRANSPORTATION TIME REPORT - FOR FLEETS

ISSUE 51K PLT. REC/NOI  
 TRANSMODE - AIR

| ISSUE 51K PLT. REC/NOI | TRANSMODE | RONS | AVERAGE STANDARD OF OR MEAN | DESCRIPTIVE STATISTICS |        |       | 75TH PERCENTILE | RANGE = MIN/MAX | UMMIPS   | STANDARD | % CHANGE IN MEAN |       |          |          |
|------------------------|-----------|------|-----------------------------|------------------------|--------|-------|-----------------|-----------------|----------|----------|------------------|-------|----------|----------|
|                        |           |      |                             | VALUE                  | ATTN   | VALUE |                 |                 |          |          | VALUE            | VALUE | THIS QTR | LAST QTR |
| 48                     | 34.0      | 21.2 | 24.8                        | 50.5                   | 7/ 82  | N/A   | N/A             | N/A             | 4% UP    | 8% UP    | 5% UP            | N/A   |          |          |
| 5,472                  | 51.9      | 21.8 | 52.9                        | 66.7                   | 1/ 99  | N/A   | N/A             | 39.5%           | 53% UP*  | 35% UP   | 47% UP           |       |          |          |
| 70                     | 45.4      | 24.0 | 38.0                        | 57.4                   | 2/ 97  | N/A   | N/A             | 48.6%           | 104% UP* | 44% UP   | 41% UP           |       |          |          |
| 755                    | 49.9      | 23.9 | 44.3                        | 70.6                   | 8/ 99  | N/A   | N/A             | 45.0%           | 42% UP   | 27% UP   | 45% UP           |       |          |          |
| 4,501                  | 52.5      | 21.3 | 54.0                        | 66.4                   | 1/ 99  | N/A   | N/A             | 37.6%           | 57% UP*  | 34% UP   | 46% UP           |       |          |          |
| 1                      | 2.0       | .0   | 2.0                         | 2.0                    | 2/ 2   | 6     | 100.0%          | N/A             | N/A      | N/A      | N/A              |       |          |          |
| 1                      | 2.0       | .0   | 2.0                         | 2.0                    | 2/ 2   | 6     | 100.0%          | N/A             | N/A      | N/A      | N/A              |       |          |          |
| 2,677                  | 29.6      | 21.7 | 25.1                        | 41.0                   | 0/ 99  | N/A   | N/A             | 21.9%           | 7% UP    | 24% DN   | 14% UP           |       |          |          |
| 62                     | 40.7      | 31.9 | 23.0                        | 63.0                   | 9/ 99  | N/A   | N/A             | N/A             | 53% UP*  | 12% UP   | 44% UP           |       |          |          |
| 1,087                  | 26.5      | 21.3 | 17.9                        | 39.2                   | 0/ 99  | N/A   | N/A             | 1.6%            | 14% DN   | 47% DN   | 1% DN            |       |          |          |
| 1,362                  | 31.5      | 21.9 | 27.5                        | 43.7                   | 0/ 99  | N/A   | N/A             | 34.3%           | 33% UP   | 11% UP   | 26% UP           |       |          |          |
| 3                      | 48.7      | 19.6 | 48.0                        | 62.7                   | 30/ 69 | N/A   | N/A             | N/A             | N/A      | N/A      | N/A              |       |          |          |
| 3                      | 48.7      | 19.6 | 48.0                        | 62.7                   | 30/ 69 | N/A   | N/A             | N/A             | N/A      | N/A      | N/A              |       |          |          |

| ISSUE 51K PLT. REC/NOI | TRANSMODE | RONS | AVERAGE STANDARD OF OR MEAN | DESCRIPTIVE STATISTICS |        |       | 75TH PERCENTILE | RANGE = MIN/MAX | UMMIPS   | STANDARD | % CHANGE IN MEAN |       |          |          |
|------------------------|-----------|------|-----------------------------|------------------------|--------|-------|-----------------|-----------------|----------|----------|------------------|-------|----------|----------|
|                        |           |      |                             | VALUE                  | ATTN   | VALUE |                 |                 |          |          | VALUE            | VALUE | THIS QTR | LAST QTR |
| 21,869                 | 39.4      | 22.4 | 31.1                        | 54.6                   | 0/ 99  | N/A   | N/A             | 12.8%           | 32% UP   | 8% UP    | 26% UP           |       |          |          |
| 2,417                  | 35.4      | 24.9 | 23.8                        | 50.2                   | 2/ 99  | N/A   | N/A             | 1.5%            | 55% UP*  | 20% DN   | 5% UP            |       |          |          |
| 7,242                  | 35.7      | 23.1 | 27.0                        | 48.0                   | 0/ 99  | N/A   | N/A             | 5.6%            | 23% UP   | 1% UP    | 19% UP           |       |          |          |
| 10,842                 | 41.3      | 21.1 | 33.9                        | 56.5                   | 0/ 99  | N/A   | N/A             | 20.0%           | 43% UP   | 14% UP   | 31% UP           |       |          |          |
| 55                     | 34.7      | 22.7 | 25.1                        | 50.9                   | 2/ 94  | N/A   | N/A             | 1.8%            | 12% UP   | 3% DN    | 5% UP            |       |          |          |
| 52                     | 34.2      | 21.5 | 25.5                        | 50.5                   | 2/ 82  | N/A   | N/A             | 1.9%            | 4% UP    | 9% UP    | 6% UP            |       |          |          |
| 3                      | 41.7      | 45.3 | 16.0                        | 84.0                   | 15/ 94 | N/A   | N/A             | N/A             | N/A      | N/A      | N/A              |       |          |          |
| 13,661                 | 36.2      | 20.6 | 28.3                        | 48.0                   | 0/ 99  | N/A   | N/A             | .2%             | 25% UP   | 6% UP    | 16% UP           |       |          |          |
| 2,280                  | 34.9      | 24.6 | 23.4                        | 49.6                   | 2/ 99  | N/A   | N/A             | .0%             | 59% UP*  | 24% DN   | 1% UP            |       |          |          |
| 5,373                  | 35.6      | 22.3 | 26.7                        | 47.5                   | 0/ 99  | N/A   | N/A             | .6%             | 31% UP   | 16% UP   | 24% UP           |       |          |          |
| 4,952                  | 33.8      | 15.1 | 28.0                        | 39.7                   | 4/ 99  | N/A   | N/A             | .0%             | 16% UP   | 31% DN   | 11% UP           |       |          |          |
| 51                     | 34.5      | 22.6 | 24.4                        | 50.9                   | 7/ 94  | N/A   | N/A             | N/A             | 11% UP   | 4% DN    | 4% UP            |       |          |          |
| 48                     | 34.0      | 21.2 | 24.8                        | 50.5                   | 7/ 82  | N/A   | N/A             | N/A             | 4% UP    | 8% UP    | 5% UP            |       |          |          |
| 3                      | 41.7      | 45.3 | 16.0                        | 84.0                   | 15/ 94 | N/A   | N/A             | N/A             | N/A      | N/A      | N/A              |       |          |          |
| 5,520                  | 51.9      | 21.9 | 52.9                        | 66.9                   | 1/ 99  | N/A   | N/A             | 39.5%           | 53% UP*  | 35% UP   | 47% UP           |       |          |          |
| 72                     | 45.6      | 24.6 | 38.0                        | 58.0                   | 2/ 97  | N/A   | N/A             | 48.6%           | 105% UP* | 45% UP   | 41% UP           |       |          |          |
| 779                    | 49.9      | 24.1 | 44.3                        | 71.0                   | 8/ 99  | N/A   | N/A             | 45.2%           | 42% UP   | 27% UP   | 45% UP           |       |          |          |
| 4,523                  | 52.5      | 21.3 | 54.1                        | 66.5                   | 1/ 99  | N/A   | N/A             | 37.5%           | 57% UP*  | 34% UP   | 46% UP           |       |          |          |
| 1                      | 2.0       | .0   | 2.0                         | 2.0                    | 2/ 2   | 6     | 100.0%          | N/A             | N/A      | N/A      | N/A              |       |          |          |
| 1                      | 2.0       | .0   | 2.0                         | 2.0                    | 2/ 2   | 6     | 100.0%          | N/A             | N/A      | N/A      | N/A              |       |          |          |
| 2,679                  | 29.6      | 21.7 | 25.1                        | 41.1                   | 0/ 99  | N/A   | N/A             | 21.9%           | 7% UP    | 24% DN   | 14% UP           |       |          |          |
| 62                     | 40.7      | 31.9 | 23.0                        | 63.0                   | 9/ 99  | N/A   | N/A             | N/A             | 53% UP*  | 12% UP   | 44% UP           |       |          |          |
| 1,088                  | 26.5      | 21.3 | 17.9                        | 39.2                   | 0/ 99  | N/A   | N/A             | 1.6%            | 14% DN   | 47% DN   | 1% DN            |       |          |          |

\* INDICATES A SIGNIFICANT CHANGE IN THE MEAN VALUE (WITH 90% CONFIDENCE)

PAGE 65  
 CODE ( 11, 5.  
 DATE 09/11/85

PRIMIS II - TRANSPORTATION TIME REPORT FOR FLEETS

PRIMIS II - TRANSPORTATION TIME REPORT FOR FLEETS

| FLEET          | NUMBER OF RONS | DESCRIPTIVE STATISTICS |                    |        | 75TH PERCENTILE | RANGE | UNMIPS WITHIN | % RONS WITHIN | LAST QTR | SAME QTR | LAST FOUR | % CHANGE IN MEAN |
|----------------|----------------|------------------------|--------------------|--------|-----------------|-------|---------------|---------------|----------|----------|-----------|------------------|
|                |                | AVERAGE                | STANDARD DEVIATION | MEDIAN |                 |       |               |               |          |          |           |                  |
| ALL NAVY       | 1,063          | 31.5                   | 21.9               | 27.5   | 43.7            | 0/99  | N/A           | 33%           | UP       | 11%      | UP        | 26%              |
| LOCAL DELIVERY | 3              | 48.7                   | 19.6               | 48.0   | 62.7            | 30/69 | N/A           | N/A           | N/A      | N/A      | N/A       | N/A              |
| CASREP         | 3              | 48.7                   | 19.6               | 48.0   | 62.7            | 30/69 | N/A           | N/A           | N/A      | N/A      | N/A       | N/A              |

RRIMTS II: TRANSPORTATION TIME REPORT FOR FLEETS

THE FOLLOWING VARIABLES  
 ARE CONSIDERED  
 WITHIN A PAGE:  
 (#1) ISSUING STOCK POINT  
 (#2) TRANSPORTATION MODF  
 (#4) ISSUE PRIORITY GROUP

NOTE: AN ASTERISK  
 BELOW DENOTES THAT AT  
 LEAST ONE SIGNIFICANT  
 CHANGE IS ON THE PAGE.

NOTE: A MAXIMUM OF THREE VARIABLES  
 CAN BE CONSIDERED WITHIN A PAGE.  
 A MAXIMUM OF FOUR VARIABLES CAN BE  
 CONSIDERED AS PAGE IDENTIFYING VARIABLES.

THE FOLLOWING VARIABLES  
 ARE CONSIDERED AS PAGE  
 IDENTIFYING VARIABLES:  
 (PAGE) PRIORITY  
 (ISSUE) PRIORITY

THE CODE IDENTIFY THE  
 LTRNO (LIVE) AREAS. RE-  
 PRINTED FOR EACH OF THE  
 ABOVE PAGE IDENTIFYING  
 VARIABLES.

| PAGE | TIME  | PAGE | CODE   | PAGE | CODE |
|------|-------|------|--------|------|------|
| 16   | ( 1 ) | 56   | ( 10 ) | 4    | ( )* |
| 17   | ( 1 ) | 57   | ( 10 ) | 5    | ( )* |
| 18   | ( 1 ) | 58   | ( 10 ) | 5    | ( )* |
| 19   | ( 1 ) | 59   | ( 10 ) | 5    | ( )* |
| 20   | ( 1 ) | 60   | ( 11 ) | 1    | ( )* |
| 21   | ( 1 ) | 61   | ( 11 ) | 1    | ( )* |
| 22   | ( 1 ) | 62   | ( 11 ) | 1    | ( )* |
| 23   | ( 1 ) | 63   | ( 11 ) | 5    | ( )* |
| 24   | ( 1 ) | 64   | ( 11 ) | 5    | ( )* |
| 25   | ( 1 ) | 65   | ( 11 ) | 5    | ( )* |
| 26   | ( 1 ) |      |        |      |      |
| 27   | ( 6 ) |      |        |      |      |
| 28   | ( 6 ) |      |        |      |      |
| 29   | ( 6 ) |      |        |      |      |
| 30   | ( 6 ) |      |        |      |      |
| 31   | ( 6 ) |      |        |      |      |
| 32   | ( 6 ) |      |        |      |      |
| 33   | ( 7 ) |      |        |      |      |
| 34   | ( 7 ) |      |        |      |      |
| 35   | ( 7 ) |      |        |      |      |
| 36   | ( 7 ) |      |        |      |      |
| 37   | ( 7 ) |      |        |      |      |
| 38   | ( 7 ) |      |        |      |      |
| 39   | ( 7 ) |      |        |      |      |
| 40   | ( 7 ) |      |        |      |      |
| 41   | ( 7 ) |      |        |      |      |
| 42   | ( 8 ) |      |        |      |      |
| 43   | ( 8 ) |      |        |      |      |
| 44   | ( 8 ) |      |        |      |      |
| 45   | ( 8 ) |      |        |      |      |
| 46   | ( 8 ) |      |        |      |      |
| 47   | ( 8 ) |      |        |      |      |
| 48   | ( 8 ) |      |        |      |      |
| 49   | ( 8 ) |      |        |      |      |
| 50   | ( 8 ) |      |        |      |      |
| 51   | ( 8 ) |      |        |      |      |
| 52   | ( 8 ) |      |        |      |      |
| 53   | ( 8 ) |      |        |      |      |
| 54   | ( 8 ) |      |        |      |      |
| 55   | ( 8 ) |      |        |      |      |

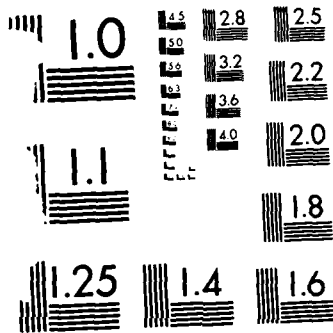
## APPENDIX C

## LIST OF SURVEYED SHIPS

\* Indicates Ship that Responded to Survey

| USS                           | FPO           | ZIP   |
|-------------------------------|---------------|-------|
| AINSWORTH (FF 1090)           | NEW YORK      | 09564 |
| ALAMO (LSD 33)                | SAN FRANCISCO | 96660 |
| *ALBERT DAVID (FF 1050)       | SAN FRANCISCO | 96663 |
| ALBUQUERQUE (SSN 706)         | NEW YORK      | 09564 |
| ALEXANDER HAMILTON (SSBN 617) | NEW YORK      | 09573 |
| *ANCHORAGE (LSD 36)           | SAN FRANCISCO | 96660 |
| ANDREW JACKSON (SSBN 619)     | NEW YORK      | 09575 |
| ANTRIM (FFG 20)               | MIAMI         | 34090 |
| ARCHERFISH (SSN 678)          | NEW YORK      | 09564 |
| ARKANSAS (CGN 41)             | SAN FRANCISCO | 96660 |
| *ARTHUR W. RADFORD (DD 968)   | NEW YORK      | 09586 |
| ASPRO (SSN 648)               | SAN FRANCISCO | 96660 |
| ATLANTA (SSN 712)             | NEW YORK      | 09564 |
| AUBREY FITCH (FFG 34)         | MIAMI         | 34091 |
| AUSTIN (LPD 4)                | NEW YORK      | 09564 |
| AYLWIN (FF 1081)              | MIAMI         | 34090 |
| *BADGER (FF 1071)             | SAN FRANCISCO | 96661 |
| BAGLEY (FF 1069)              | SAN FRANCISCO | 96661 |
| *BAINBRIDGE (CGN 25)          | SAN FRANCISCO | 96661 |
| BALTIMORE (SSN 704)           | NEW YORK      | 09565 |
| BARB (SSN 596)                | SAN FRANCISCO | 96661 |
| BARBEY (FF 1088)              | SAN FRANCISCO | 96661 |
| BARBOUR COUNTY (LST 1195)     | SAN FRANCISCO | 96661 |
| *BARNEY (DDG 6)               | NEW YORK      | 09565 |
| BARNSTABLE COUNTY (LST 1197)  | NEW YORK      | 09565 |
| BATFISH (SSN 681)             | MIAMI         | 34090 |
| BATON ROUGE (SSN 689)         | NEW YORK      | 09565 |
| BEAUFORT (ATS 2)              | SAN FRANCISCO | 96661 |
| *BELKNAP (CG 26)              | NEW YORK      | 09565 |
| BENJAMIN FRANKLIN (SSBN 640)  | MIAMI         | 34091 |
| BENJAMIN STODDERT (DDG 22)    | SAN FRANCISCO | 96678 |
| BERGALL (SSN 667)             | NEW YORK      | 09565 |
| BERKELEY (DDG 15)             | SAN FRANCISCO | 96661 |
| BIDDLE (CG 34)                | NEW YORK      | 09565 |
| BILLFISH (SSN 676)            | NEW YORK      | 09565 |
| BIRMINGHAM (SSN 695)          | NEW YORK      | 09565 |
| BLAKELY (FF 1072)             | MIAMI         | 34090 |
| BLUE RIDGE (LCC 19)           | SAN FRANCISCO | 96628 |
| BLUEFISH (SSN 675)            | NEW YORK      | 09565 |
| BOONE (FFG 28)                | MIAMI         | 34093 |
| BOSTON (SSN 703)              | NEW YORK      | 09565 |
| BOULDER (LST 1190)            | NEW YORK      | 09565 |





MICROCOPY RESOLUTION TEST CHART  
NATIONAL BUREAU OF STANDARDS-1963-A

|                                  |               |       |
|----------------------------------|---------------|-------|
| BOWEN (FF 1079)                  | MIAMI         | 34090 |
| *BRADLEY (FF 1041)               | SAN FRANCISCO | 96661 |
| BREMERTON (SSN 698)              | SAN FRANCISCO | 96661 |
| *BREWTON (FF 1086)               | SAN FRANCISCO | 96661 |
| BRISCOE (DD 977)                 | NEW YORK      | 09565 |
| *BRISTOL COUNTY (LST 1198)       | SAN FRANCISCO | 96661 |
| BRONSTEIN (FF 1037)              | SAN FRANCISCO | 96661 |
| BROOKE (FFG 1)                   | SAN FRANCISCO | 96661 |
| BRUMBY (FF 1044)                 | MIAMI         | 34090 |
| BRUNSWICK (ATS 3)                | SAN FRANCISCO | 96661 |
| BUCHANAN (DDG 14)                | SAN FRANCISCO | 96661 |
| BUFFALO (SSN 715)                | SAN FRANCISCO | 96661 |
| BUTTE (AE 27)                    | NEW YORK      | 09565 |
| CALIFORNIA (CGN 36)              | SAN FRANCISCO | 96662 |
| CALLAGHAN (DDG 994)              | SAN FRANCISCO | 96662 |
| *CALOOSAHATCHEE (AO 98)          | NEW YORK      | 09566 |
| CAMDEN (AOE 2)                   | SAN FRANCISCO | 96662 |
| CANISTEO (AO 99)                 | NEW YORK      | 09566 |
| *CAPODANNO (FF 1093)             | NEW YORK      | 09566 |
| *CARON (DD 970)                  | NEW YORK      | 09566 |
| CASIMIR PULASKI (SSBN 633)       | MIAMI         | 34092 |
| CAVALLA (SSN 684)                | SAN FRANCISCO | 96662 |
| CAYUGA (LST 1186)                | SAN FRANCISCO | 96662 |
| *CHANDLER (DDG 996)              | SAN FRANCISCO | 96662 |
| CHARLES F. ADAMS (DDG 2)         | MIAMI         | 34090 |
| *CHARLESTON (LKA 113)            | NEW YORK      | 09566 |
| *CIMARRON (AO 177)               | SAN FRANCISCO | 96662 |
| CINCINNATI (SSN 693)             | NEW YORK      | 09566 |
| CITY OF CORPUS CHRISTI (SSN 705) | NEW YORK      | 09566 |
| *CLARK (FFG 11)                  | MIAMI         | 34090 |
| *CLAUDE V. RICKETTS (DDG 5)      | NEW YORK      | 09586 |
| CLEVELAND (LPD 7)                | SAN FRANCISCO | 96662 |
| CLIFTON SPRAGUE (FFG 16)         | MIAMI         | 34093 |
| COCHRANE (DDG 21)                | SAN FRANCISCO | 96662 |
| COMTE DE GRASSE (DD 974)         | NEW YORK      | 09566 |
| *CONNOLE (FF 1056)               | NEW YORK      | 09566 |
| CONOLLY (DD 979)                 | NEW YORK      | 09566 |
| CONYNGHAM (DDG 17)               | NEW YORK      | 09566 |
| COOK (FF 1083)                   | SAN FRANCISCO | 96662 |
| COONTZ (DDG 40)                  | NEW YORK      | 09566 |
| *COPELAND (FFG 25)               | SAN FRANCISCO | 96662 |
| CORONADO (AGF 11)                | NEW YORK      | 09566 |
| *CROMMELIN (FFG 37)              | SAN FRANCISCO | 96662 |
| CURTS (FFG 38)                   | SAN FRANCISCO | 96662 |
| *CUSHING (DD 985)                | SAN FRANCISCO | 96662 |
| DACE (SSN 607)                   | NEW YORK      | 09567 |
| DAHLGREN (DDG 43)                | NEW YORK      | 09567 |
| DALE (CG 19)                     | MIAMI         | 34090 |
| *DALLAS (SSN 700)                | NEW YORK      | 09567 |
| DANIEL BOONE (SSBN 629)          | MIAMI         | 34090 |
| DANIEL WEBSTER (SSBN 626)        | NEW YORK      | 09591 |

|                               |               |       |
|-------------------------------|---------------|-------|
| *DAVID R. RAY (DD 971)        | SAN FRANCISCO | 96677 |
| *DAVIDSON (FF 1045)           | SAN FRANCISCO | 96663 |
| *DENVER (LPD 9)               | SAN FRANCISCO | 96663 |
| *DETROIT (AOE 4)              | NEW YORK      | 09567 |
| DEWERT (FFG 45)               | MIAMI         | 34090 |
| DEWEY (DDG 45)                | MIAMI         | 34090 |
| DEYO (DD 989)                 | MIAMI         | 34090 |
| DONALD B. BEARY (FF 1085)     | NEW YORK      | 09565 |
| DOWNES (FF 1070)              | SAN FRANCISCO | 96663 |
| DOYLE (FFG 39)                | MIAMI         | 34090 |
| DRUM (SSN 677)                | SAN FRANCISCO | 96663 |
| *DUBUQUE (LPD 8)              | SAN FRANCISCO | 96663 |
| DULUTH (LPD 6)                | SAN FRANCISCO | 96663 |
| DUNCAN (FFG 10)               | SAN FRANCISCO | 96663 |
| DURHAM (LKA 114)              | SAN FRANCISCO | 96663 |
| EDENTON (ATS 1)               | NEW YORK      | 09568 |
| EDSON (DD 946)                | NEW YORK      | 09568 |
| *EDWARD MCDONNELL (FF 1043)   | MIAMI         | 34092 |
| EL PASO (LKA 117)             | NEW YORK      | 09568 |
| *ELLIOT (DD 967)              | SEATTLE       | 98799 |
| ELMER MONTGOMERY (FF 1082)    | MIAMI         | 34092 |
| *ENGLAND (CG 22)              | SAN FRANCISCO | 96664 |
| *ESTOCIN (FFG 15)             | MIAMI         | 34091 |
| *FAHRION (FFG 22)             | MIAMI         | 34091 |
| *FAIRFAX COUNTY (LST 1193)    | NEW YORK      | 09569 |
| *FANNING (FF 1076)            | SAN FRANCISCO | 96665 |
| FARRAGUT (DDG 37)             | NEW YORK      | 09569 |
| FIFE (DD 991)                 | SAN FRANCISCO | 96665 |
| FINBACK (SSN 670)             | NEW YORK      | 09569 |
| FLASHER (SSN 613)             | SAN FRANCISCO | 96665 |
| FLATLEY (FFG 21)              | MIAMI         | 34091 |
| FLETCHER (DD 992)             | SAN FRANCISCO | 96665 |
| *FLINT (AE 32)                | SAN FRANCISCO | 96665 |
| *FLORIDA (SSBN 728)           | SEATTLE       | 98799 |
| FLORIKAN (ASR 9)              | SAN FRANCISCO | 96665 |
| FLYING FISH (SSN 673)         | NEW YORK      | 09569 |
| *FORT FISHER (LSD 40)         | SAN FRANCISCO | 96675 |
| *FOX (CG 33)                  | SAN FRANCISCO | 96665 |
| *FRANCIS HAMMOND (FF 1067)    | SAN FRANCISCO | 96667 |
| FRANCIS SCOTT KEY (SSBN 657)  | MIAMI         | 34091 |
| *FREDERICK (LST 1184)         | SAN FRANCISCO | 96665 |
| *FRESNO (LST 1182)            | SAN FRANCISCO | 96665 |
| GALLERY (FFG 26)              | MIAMI         | 34091 |
| *GARCIA (FF 1040)             | MIAMI         | 34091 |
| GATO (SSN 615)                | NEW YORK      | 09570 |
| GEORGE BANCROFT (SSBN 643)    | MIAMI         | 34090 |
| GEORGE C. MARSHALL (SSBN 654) | NEW YORK      | 09578 |
| *GEORGE PHILIP (FFG 12)       | SAN FRANCISCO | 96675 |
| *GEORGE WASHINGTON (SSN 598)  | NEW YORK      | 09591 |
| GEORGE W. CARVER (SSBN 656)   | NEW YORK      | 09566 |
| *GEORGIA (SSBN 729)           | SEATTLE       | 98799 |



|                              |               |       |
|------------------------------|---------------|-------|
| GERMANTOWN (LSD 42)          | SEATTLE       | 98134 |
| GLOVER (FF 1098)             | NEW YORK      | 09570 |
| *GOLDSBOROUGH (DDG 20)       | SAN FRANCISCO | 96666 |
| GRAY (FF 1054)               | SAN FRANCISCO | 96666 |
| GRAYLING (SSN 646)           | MIAMI         | 34091 |
| GREENLING (SSN 614)          | NEW YORK      | 09570 |
| GRIDLEY (CG 21)              | SAN FRANCISCO | 96666 |
| GROTON (SSN 694)             | NEW YORK      | 09570 |
| GUARDFISH (SSN 612)          | SAN FRANCISCO | 96666 |
| GUITARRO (SSN 665)           | SAN FRANCISCO | 96666 |
| GURNARD (SSN 662)            | SAN FRANCISCO | 96666 |
| HADDO (SSN 604)              | SAN FRANCISCO | 96667 |
| *HADDOCK (SSN 621)           | SAN FRANCISCO | 96667 |
| HALEAKALA (AE 25)            | SAN FRANCISCO | 96667 |
| HALL (FF 1080)               | MIAMI         | 34092 |
| *HALSEY (CG 23)              | SAN FRANCISCO | 96667 |
| *HALYBURTON (FFG 40)         | MIAMI         | 34091 |
| HAMMERHEAD (SSN 663)         | NEW YORK      | 09573 |
| HARLAN COUNTY (LST 1196)     | NEW YORK      | 09573 |
| HAROLD E. HOLT (FF 1074)     | SAN FRANCISCO | 96667 |
| HARRY E YARNELL (CG 17)      | NEW YORK      | 09594 |
| HARRY W. HILL (DD 986)       | SAN FRANCISCO | 96667 |
| HAWKBILL (SSN 666)           | SEATTLE       | 98799 |
| *HAYLER (DD 997)             | NEW YORK      | 09573 |
| HENRY B. WILSON (DDG 7)      | SAN FRANCISCO | 96683 |
| HENRY CLAY (SSBN 625)        | MIAMI         | 34090 |
| *HENRY L. STIMSON (SSBN 655) | MIAMI         | 34093 |
| *HEPBURN (FF 1055)           | SAN FRANCISCO | 96667 |
| *HERMITAGE (LSD 34)          | NEW YORK      | 09573 |
| *HEWITT (DD 966)             | SAN FRANCISCO | 96667 |
| *HOEL (DDG 13)               | SAN FRANCISCO | 96667 |
| *HORNE (CG 30)               | SAN FRANCISCO | 96667 |
| HOUSTON (SSN 713)            | SAN FRANCISCO | 96667 |
| INDIANAPOLIS (SSN 697)       | SAN FRANCISCO | 96668 |
| INGERSOLL (DD 990)           | SAN FRANCISCO | 96668 |
| *IOWA (BB 61)                | NEW YORK      | 09587 |
| *JACK WILLIAMS (FFG 24)      | MIAMI         | 34093 |
| JACK (SSN 605)               | NEW YORK      | 09575 |
| JACKSONVILLE (SSN 699)       | NEW YORK      | 09575 |
| JAMES K. POLK (SSBN 645)     | MIAMI         | 34092 |
| JAMES MADISON (SSBN 627)     | MIAMI         | 34092 |
| JAMES MONROE (SSBN 622)      | MIAMI         | 34092 |
| JARRETT (FFG 33)             | SAN FRANCISCO | 96669 |
| *JESSE L. BROWN (FF 1089)    | MIAMI         | 34090 |
| JOHN A MOORE (FFG 19)        | SAN FRANCISCO | 96672 |
| JOHN ADAMS (SSBN 620)        | MIAMI         | 34093 |
| JOHN C. CALHOUN (SSBN 630)   | MIAMI         | 34090 |
| JOHN HANCOCK (DD 981)        | MIAMI         | 34091 |
| JOHN KING (DDG 3)            | NEW YORK      | 09595 |
| *JOHN L. HALL (FFG 32)       | MIAMI         | 34091 |
| JOHN MARSHALL (SSN 611)      | SEATTLE       | 98799 |

|                               |               |       |
|-------------------------------|---------------|-------|
| JOHN RODGERS (DD 983)         | MIAMI         | 34092 |
| JOHN YOUNG (DD 973)           | SAN FRANCISCO | 96686 |
| JOSEPH HEWES (FF 1078)        | MIAMI         | 34091 |
| *JOSEPH STRAUSS (DDG 16)      | SAN FRANCISCO | 96678 |
| JOSEPHUS DANIELS (CG 27)      | NEW YORK      | 09567 |
| *JOUETT (CG 29)               | SAN FRANCISCO | 96669 |
| *JULIUS A. FURER (FFG 6)      | MIAMI         | 34091 |
| *JUNEAU (LPD 10)              | SAN FRANCISCO | 96669 |
| KALAMAZOO (AOR 6)             | NEW YORK      | 09576 |
| KAMEHAMEHA (SSBN 642)         | NEW YORK      | 09576 |
| KANSAS CITY (AOR 3)           | SAN FRANCISCO | 96670 |
| KIDD (DDG 993)                | NEW YORK      | 09576 |
| KING (DDG 41)                 | NEW YORK      | 09576 |
| KINKAID (DD 965)              | SAN FRANCISCO | 96670 |
| *KIRK (FF 1087)               | SAN FRANCISCO | 96670 |
| KISKA (AE 35)                 | SAN FRANCISCO | 96670 |
| KITTYWAKE (ASR 13)            | NEW YORK      | 09576 |
| KLAKRING (FFG 42)             | MIAMI         | 34091 |
| KNOX (FF 1052)                | SAN FRANCISCO | 96670 |
| KOELSCH (FF 1049)             | MIAMI         | 34091 |
| LA JOLLA (SSN 701)            | SAN FRANCISCO | 96671 |
| *LA MOURE COUNTY (LST 1194)   | NEW YORK      | 09577 |
| LA SALLE (AGF 3)              | NEW YORK      | 09577 |
| LAFAYETTE (SSBN 616)          | NEW YORK      | 09577 |
| LANG (FF 1060)                | SAN FRANCISCO | 96671 |
| LAPON (SSN 661)               | NEW YORK      | 09577 |
| LAWRENCE (DDG 4)              | NEW YORK      | 09577 |
| *LEAHY (CG 16)                | SAN FRANCISCO | 96671 |
| *LEFTWICH (DD 984)            | SAN FRANCISCO | 96671 |
| LEONARD P. LIPSCOMB (SSN 685) | NEW YORK      | 09577 |
| LEWIS AND CLARK (SSBN 644)    | MIAMI         | 34091 |
| LEWIS B. PULLER (FFG 23)      | SAN FRANCISCO | 96675 |
| LEXINGTON (AVT 16)            | MIAMI         | 34088 |
| LOCKWOOD (FF 1064)            | SAN FRANCISCO | 96671 |
| LONG BEACH (CGN 9)            | SEATTLE       | 98799 |
| LOS ANGELES (SSN 688)         | SAN FRANCISCO | 96671 |
| LUCE (DDG 38)                 | MIAMI         | 34091 |
| LYNDE MC CORMICK (DDG 8)      | SAN FRANCISCO | 96672 |
| L. MENDEL RIVERS (SSN 686)    | MIAMI         | 34092 |
| *MACDONOUGH (DDG 39)          | MIAMI         | 34092 |
| *MAHAN (DDG 42)               | MIAMI         | 34092 |
| MAHLON S. TISDALE (FFG 27)    | SAN FRANCISCO | 96679 |
| *MANITIWOC (LST 1180)         | NEW YORK      | 09578 |
| MARIANO G. VALLEJO (SSBN 658) | MIAMI         | 34093 |
| *MARVIN SHIELDS (FF 1066)     | SAN FRANCISCO | 96678 |
| *MAUNA KEA (AE 22)            | SAN FRANCISCO | 96672 |
| MC CLOY (FF 1038)             | NEW YORK      | 09578 |
| MC CLUSKY (FFG 41)            | SAN FRANCISCO | 96672 |
| MC INERNEY (FFG 8)            | MIAMI         | 34092 |
| MCCANDLESS (FF 1084)          | NEW YORK      | 09578 |
| MEMPHIS (SSN 691)             | NEW YORK      | 09578 |

|                               |               |       |
|-------------------------------|---------------|-------|
| MERRILL (DD 976)              | SAN FRANCISCO | 96672 |
| MERRIMACK (AO 179)            | NEW YORK      | 09578 |
| MEYERKORD (FF 1058)           | SAN FRANCISCO | 96672 |
| MICHIGAN (SSBN 727)           | SEATTLE       | 98799 |
| *MILLER (FF 1091)             | NEW YORK      | 09578 |
| MILWAUKEE (AOR 2)             | NEW YORK      | 09578 |
| MINNEAPOLIS-ST PAUL (SSN 708) | NEW YORK      | 09578 |
| *MISSISSIPPI (CGN 40)         | NEW YORK      | 09578 |
| MOBILE (LKA 115)              | SAN FRANCISCO | 96672 |
| *MOINESTER (FF 1097)          | NEW YORK      | 09578 |
| MONONGAHELA (AO 178)          | NEW YORK      | 09578 |
| *MONTICELLO (LSD 35)          | SAN FRANCISCO | 96672 |
| *MOOSEBRUGGER (DD 980)        | MIAMI         | 34092 |
| MOUNT BAKER (AE 34)           | MIAMI         | 34092 |
| MOUNT HOOD (AE 29)            | SAN FRANCISCO | 96672 |
| *MOUNT VERNON (LSD 39)        | SAN FRANCISCO | 96672 |
| MOUNT WHITNEY (LCC 20)        | NEW YORK      | 09517 |
| *NARWHAL (SSN 671)            | MIAMI         | 34092 |
| *NASHVILLE (LPD 13)           | NEW YORK      | 09579 |
| NATHAN HALE (SSBN 623)        | MIAMI         | 34091 |
| NATHANIEL GREENE (SSBN 636)   | NEW YORK      | 09570 |
| *NEW JERSEY (BB 62)           | SAN FRANCISCO | 96688 |
| NEW YORK CITY (SSN 696)       | SAN FRANCISCO | 96673 |
| *NEWPORT (LST 1179)           | NEW YORK      | 09579 |
| *NICHOLAS (FFG 47)            | MIAMI         | 34092 |
| NICHOLSON (DD 982)            | MIAMI         | 34092 |
| *NITRO (AE 23)                | NEW YORK      | 09579 |
| NORFOLK (SSN 714)             | NEW YORK      | 09579 |
| NORTON SOUND (AVM 1)          | SAN FRANCISCO | 96673 |
| O CALLAHAN (FF 1051)          | SAN FRANCISCO | 96674 |
| OBANNON (DD 987)              | MIAMI         | 34092 |
| *OBRIEN (DD 975)              | SAN FRANCISCO | 96674 |
| *OGDEN (LPD 5)                | SAN FRANCISCO | 96674 |
| OHIO (SSBN 726)               | SEATTLE       | 98799 |
| OLDENDORF (DD 972)            | SAN FRANCISCO | 96674 |
| *OLIVER HAZARD PERRY (FFG 7)  | MIAMI         | 34092 |
| *OMAHA (SSN 692)              | SAN FRANCISCO | 96674 |
| ORTOLAN (ASR 22)              | MIAMI         | 34092 |
| *OUELLET (FF 1077)            | SAN FRANCISCO | 96674 |
| PARCHE (SSN 683)              | SAN FRANCISCO | 96675 |
| *PARGO (SSN 650)              | NEW YORK      | 09582 |
| *PATTERSON (FF 1061)          | NEW YORK      | 09582 |
| *PAUL F. FOSTER (DD 964)      | SAN FRANCISCO | 96665 |
| PENSACOLA (LSD 38)            | NEW YORK      | 09582 |
| PEORIA (LST 1183)             | SAN FRANCISCO | 96675 |
| PERMIT (SSN 594)              | SAN FRANCISCO | 96675 |
| PETERSON (DD 969)             | NEW YORK      | 09582 |
| PETREL (ASR 14)               | MIAMI         | 34092 |
| PHARRIS (FF 1094)             | NEW YORK      | 09582 |
| PHILADELPHIA (SSN 690)        | NEW YORK      | 09582 |
| PHOENIX (SSN 702)             | NEW YORK      | 09582 |

|                               |               |       |
|-------------------------------|---------------|-------|
| PIGEON (ASR 21)               | SAN FRANCISCO | 96675 |
| PINTADO (SSN 672)             | SAN FRANCISCO | 96675 |
| PLATTE (AO 186)               | NEW YORK      | 09582 |
| PLUNGER (SSN 595)             | SAN FRANCISCO | 96675 |
| POGY (SSN 647)                | SAN FRANCISCO | 96675 |
| *POINT LOMA (AGDS 2)          | SAN FRANCISCO | 96675 |
| POLLACK (SSN 603)             | SAN FRANCISCO | 96675 |
| *PONCE (LPD 15)               | NEW YORK      | 09582 |
| PORTLAND (LSD 37)             | NEW YORK      | 09582 |
| PORTSMOUTH (SSN 707)          | NEW YORK      | 09582 |
| PREBLE (DDG 46)               | NEW YORK      | 09582 |
| PUFFER (SSN 652)              | SAN FRANCISCO | 96675 |
| PYRO (AE 24)                  | SAN FRANCISCO | 96675 |
| QUEENFISH (SSN 651)           | SAN FRANCISCO | 96676 |
| *RACINE (LST 1191)            | SAN FRANCISCO | 96677 |
| RALEIGH (LPD 1)               | NEW YORK      | 09586 |
| RAMSEY (FFG 2)                | SAN FRANCISCO | 96677 |
| RATHBURNE (FF 1057)           | SAN FRANCISCO | 96677 |
| RAY (SSN 653)                 | MIAMI         | 34092 |
| REASONER (FF 1063)            | SAN FRANCISCO | 96677 |
| REEVES (CG 24)                | SAN FRANCISCO | 96677 |
| REID (FFG 30)                 | SAN FRANCISCO | 96677 |
| *RICHARD B. RUSSELL (SSN 687) | NEW YORK      | 09586 |
| RICHARD E. BYRD (DDG 23)      | NEW YORK      | 09565 |
| RICHARD L. PAGE (FFG 5)       | NEW YORK      | 09582 |
| RICHMOND K TURNER (CG 20)     | MIAMI         | 34093 |
| ROANOKE (AOR 7)               | SAN FRANCISCO | 96677 |
| *ROARK (FF 1053)              | SAN FRANCISCO | 96677 |
| ROBERT E. PEARY (FF 1073)     | SAN FRANCISCO | 96675 |
| *ROBISON (DDG 12)             | SAN FRANCISCO | 96677 |
| *SACRAMENTO (AOE 1)           | SEATTLE       | 98799 |
| *SAGINAW (LST 1188)           | NEW YORK      | 09587 |
| *SAM HOUSTON (SSN 609)        | SEATTLE       | 98799 |
| SAM RAYBURN (SSBN 635)        | NEW YORK      | 09586 |
| SAMPLE (FF 1048)              | SAN FRANCISCO | 96678 |
| *SAMPSON (DDG 10)             | MIAMI         | 34093 |
| *SAMUEL E. MORISSON (FFG 13)  | MIAMI         | 34092 |
| SAN BERNARDINO (LST 1189)     | SAN FRANCISCO | 96678 |
| SAN FRANCISCO (SSN 711)       | SAN FRANCISCO | 96678 |
| SAND LANCE (660)              | MIAMI         | 34093 |
| SANTA BARBARA (AE 28)         | MIAMI         | 34093 |
| SARGO (SSN 583)               | SAN FRANCISCO | 96678 |
| SAVANNAH (AOR 4)              | NEW YORK      | 09587 |
| SCAMP (SSN 588)               | NEW YORK      | 09587 |
| SCHENECTADY (LST 1185)        | SAN FRANCISCO | 96678 |
| *SCHOFIELD (FFG 3)            | SAN FRANCISCO | 96678 |
| *SCOTT (DDG 995)              | NEW YORK      | 09587 |
| SCULPIN (SSN 590)             | NEW YORK      | 09587 |
| SEA DEVIL (SSN 664)           | MIAMI         | 34093 |
| SEAHORSE (SSN 669)            | MIAMI         | 34093 |
| SEATTLE (AOE 3)               | NEW YORK      | 09587 |

|                                |               |       |
|--------------------------------|---------------|-------|
| SEAWOLF (SSN 575)              | SAN FRANCISCO | 96678 |
| *SELLERS (DDG 11)              | MIAMI         | 34093 |
| SEMMES (DDG 18)                | MIAMI         | 34093 |
| SHARK (SSN 591)                | NEW YORK      | 09587 |
| *SHASTA (AE 33)                | SAN FRANCISCO | 96678 |
| *SHREVEPORT (LPD 12)           | NEW YORK      | 09587 |
| *SIDES (FFG 14)                | SAN FRANCISCO | 96678 |
| SILVERSIDES (SSN 679)          | NEW YORK      | 09587 |
| SIMON BOLIVAR (SSBN 641)       | MIAMI         | 34090 |
| SKATE (SSN 578)                | SAN FRANCISCO | 96678 |
| SKIPJACK (SSN 585)             | NEW YORK      | 09587 |
| SNOOK (SSN 592)                | NEW YORK      | 09587 |
| SOUTH CAROLINA (CGN 37)        | NEW YORK      | 09587 |
| SPADEFISH (SSN 668)            | NEW YORK      | 09587 |
| *SPARTANBURG COUNTY (LST 1192) | NEW YORK      | 09587 |
| *SPIEGEL GROVE (LSD 32)        | NEW YORK      | 09587 |
| *SPRUANCE (DD 963)             | NEW YORK      | 09587 |
| *ST LOUIS (LKA 116)            | SAN FRANCISCO | 96678 |
| *STARK (FFG 31)                | MIAMI         | 34093 |
| STEIN (FF 1065)                | SAN FRANCISCO | 96678 |
| *STEPHEN W. GROVES (FFG 29)    | MIAMI         | 34091 |
| *STERETT (CG 31)               | SAN FRANCISCO | 96678 |
| STONEWALL JACKSON (SSBN 634)   | MIAMI         | 34091 |
| STUMP (DD 978)                 | NEW YORK      | 09587 |
| *STURGEON (SSN 637)            | MIAMI         | 34093 |
| SUMTER (LST 1181)              | NEW YORK      | 09587 |
| SUNBIRD (ASR 15)               | NEW YORK      | 09587 |
| SUNFISH (SSN 649)              | MIAMI         | 34093 |
| SURIBACHI (AE 21)              | NEW YORK      | 09587 |
| SWORDFISH (SSN 579)            | SAN FRANCISCO | 96678 |
| TALBOT (FFG 4)                 | MIAMI         | 34093 |
| TATTNALL (DDG 19)              | MIAMI         | 34093 |
| TAUTOG (SSN 639)               | SAN FRANCISCO | 96679 |
| TECUMSEH (SSBN 628)            | NEW YORK      | 09588 |
| *TEXAS (CGN 39)                | SAN FRANCISCO | 96679 |
| THACH (FFG 43)                 | SAN FRANCISCO | 96674 |
| THOMAS C. HART (FF 1092)       | NEW YORK      | 09573 |
| *THOMAS JEFFERSON (SSN 618)    | MIAMI         | 34081 |
| THORN (DD 988)                 | MIAMI         | 34093 |
| TICONDEROGA (CG 47)            | NEW YORK      | 09588 |
| TINOSA (SSN 606)               | NEW YORK      | 09588 |
| TOWERS (DDG 9)                 | SAN FRANCISCO | 96679 |
| TRAPANG (SSN 674)              | NEW YORK      | 09588 |
| *TRENTON (LPD 14)              | NEW YORK      | 09588 |
| TRIPPE (FF 1075)               | MIAMI         | 34093 |
| TRUETT (FF 1095)               | NEW YORK      | 09588 |
| *TRUXTUN (CGN 35)              | SAN FRANCISCO | 96679 |
| TULLIBEE (SSN 597)             | NEW YORK      | 09588 |
| TUNNEY (SSN 682)               | SAN FRANCISCO | 96679 |
| TUSCALOOSA (LST 1187)          | SAN FRANCISCO | 96679 |
| ULYSSES S. GRANT (SSBN 631)    | NEW YORK      | 09570 |

|                            |               |       |
|----------------------------|---------------|-------|
| UNDERWOOD (FFG 36)         | MIAMI         | 34093 |
| *VALDEZ (FF 1096)          | NEW YORK      | 09590 |
| *VANCOUVER (LPD 2)         | SAN FRANCISCO | 96682 |
| VANDEGRIFT (FFG 48)        | SAN FRANCISCO | 96674 |
| VIRGINIA (CGN 38)          | NEW YORK      | 09590 |
| VOGE (FF 1047)             | MIAMI         | 34093 |
| VON STEUBEN (SSBN 632)     | MIAMI         | 34093 |
| *VREELAND (FF 1068)        | MIAMI         | 34093 |
| WABASH (AOR 5)             | SAN FRANCISCO | 96683 |
| WADDELL (DDG 24)           | SAN FRANCISCO | 96683 |
| WADSWORTH (FFG 9)          | SAN FRANCISCO | 96683 |
| WAINWRIGHT (CG 28)         | MIAMI         | 34093 |
| *WHALE (SSN 638)           | NEW YORK      | 09591 |
| WHIDBEY ISLAND (LSD 41)    | SEATTLE       | 98115 |
| WHIPPLE (FF 1062)          | SAN FRANCISCO | 96683 |
| WICHITA (AOR 1)            | SAN FRANCISCO | 96683 |
| WILL ROGERS (SSBN 659)     | NEW YORK      | 09586 |
| *WILLAMETTE (AO 180)       | SAN FRANCISCO | 96683 |
| WILLIAM H STANDLEY (CG 32) | SAN FRANCISCO | 96678 |
| WILLIAM H. BATES (SSN 680) | SAN FRANCISCO | 96661 |
| *WILLIAM V. PRATT (DDG 44) | MIAMI         | 34092 |
| WOODROW WILSON (SSBN 624)  | MIAMI         | 34093 |
| WORDEN (CG 18)             | SAN FRANCISCO | 96683 |
| W. S. SIMS (FF 1059)       | MIAMI         | 34093 |

APPENDIX D  
FLEET SURVEY DATA

| CODE | LEGEND                                   |
|------|--|
| S    | Service: V = Atlantic, R = Pacific       |
| UIC  | Unit Identification Code of Ship         |
| REQ  | Requisition Date                         |
| SER  | Serial Number of Requisition: W = CASREP |
| PD   | Priority Designator: 01 - 13             |
| G    | Issue Priority Group: 1 - 3              |
| REC  | Receipt Date                             |
| SHP  | Ship Date                                |
| M    | Mode of Shipment - see Fig. IV-2         |
| STK  | Issuing Stock Point - see Fig. IV-3      |
| I    | Integrated Logistics Overhaul: Yes or No |
| D    | Deployed: Yes or No                      |
| TRT  | Transportation Time: REC minus SHP       |
| RQT  | Total Requisition Time: REC minus REQ    |

| S | UIC  | TYP | REQ  | SER  | PD | G | REC  | SHP  | M | STK | I | D | TRT | RQT |
|---|------|-----|------|------|----|---|------|------|---|-----|---|---|-----|-----|
| V | 968  | FFG | 4279 | A053 | 2  | 1 | 4283 | 4283 | X | NBZ | N | Y | 0   | 4   |
| V | 2968 | FFG | 4277 | A029 | 12 | 3 | 4286 | 4285 | X | NBZ | N | Y | 1   | 9   |
| R | 3062 | BB  | 4278 | 0007 | 6  | 2 | 4298 | 4288 | 9 | NDZ | N | N | 10  | 20  |
| R | 3062 | BB  | 4278 | 0022 | 13 | 3 | 4303 | 4298 | 9 | NDZ | N | N | 5   | 25  |
| R | 3062 | BB  | 4278 | 0026 | 13 | 3 | 4303 | 4298 | 9 | NDZ | N | N | 5   | 25  |
| R | 3062 | BB  | 4291 | 0474 | 6  | 2 | 4352 | 4302 | 9 | NDZ | N | N | 50  | 61  |
| R | 3062 | BB  | 4290 | 0374 | 6  | 2 | 4305 | 4300 | 9 | NDZ | N | N | 5   | 15  |
| R | 3062 | BB  | 4278 | 0005 | 6  | 2 | 4298 | 4288 | 9 | NDZ | N | N | 10  | 20  |
| R | 3062 | BB  | 4278 | 0024 | 13 | 3 | 4303 | 4298 | 9 | NDZ | N | N | 5   | 25  |
| R | 3062 | BB  | 4278 | 0023 | 13 | 3 | 4319 | 4298 | 9 | NDZ | N | N | 21  | 41  |
| R | 3062 | BB  | 4278 | 0025 | 13 | 3 | 4303 | 4295 | 9 | NDZ | N | N | 8   | 25  |
| R | 3062 | BB  | 4278 | 0011 | 6  | 2 | 4303 | 4288 | 9 | NDZ | N | N | 15  | 25  |
| V | 3132 | LSD | 4278 | 0014 | 6  | 2 | 5072 | 5072 | 9 | NNI | N | N | 0   | 160 |
| R | 3135 | LSD | 4310 | 0607 | 6  | 2 | 4325 | 4320 | 9 | NDZ | N | N | 5   | 15  |
| R | 3135 | LSD | 4310 | 0643 | 13 | 3 | 4331 | 4328 | 9 | NDZ | N | N | 3   | 21  |
| R | 3135 | LSD | 4321 | 0912 | 13 | 3 | 4359 | 4351 | 9 | NDZ | N | N | 8   | 38  |
| R | 3135 | LSD | 4297 | 0401 | 6  | 2 | 4300 | 4298 | U | NPZ | N | N | 2   | 3   |
| R | 3135 | LSD | 4297 | 0422 | 13 | 3 | 4325 | 4321 | 9 | NDZ | N | N | 4   | 28  |
| R | 3135 | LSD | 4285 | 0205 | 13 | 3 | 4331 | 4314 | 9 | NDZ | N | N | 17  | 46  |
| R | 3135 | LSD | 4310 | 0616 | 6  | 2 | 4331 | 4320 | 9 | NDZ | N | N | 11  | 21  |
| R | 3135 | LSD | 4357 | 1069 | 13 | 3 | 5021 | 5018 | 9 | NDZ | N | N | 3   | 30  |
| R | 3135 | LSD | 4284 | W023 | 6  | 2 | 4325 | 4289 | U | NZY | N | N | 36  | 41  |
| R | 3135 | LSD | 4292 | W393 | 6  | 2 | 4299 | 4298 | U | NPZ | N | N | 1   | 7   |
| V | 4677 | DDG | 4275 | A003 | 5  | 2 | 4289 | 4278 | G | NNZ | N | Y | 11  | 14  |
| V | 4677 | DDG | 4275 | A001 | 5  | 2 | 4284 | 4276 | G | NNZ | N | Y | 8   | 9   |
| V | 4677 | DDG | 4283 | W187 | 2  | 1 | 4305 | 4284 | G | SUC | N | Y | 21  | 22  |
| V | 4677 | DDG | 4275 | A004 | 5  | 2 | 4285 | 4276 | G | NNZ | N | Y | 9   | 10  |
| V | 4677 | DDG | 4279 | A121 | 2  | 1 | 4338 | 4303 | U | NNZ | N | Y | 35  | 59  |
| V | 4677 | DDG | 4283 | A186 | 2  | 1 | 4306 | 4297 | U | NNZ | N | Y | 9   | 23  |
| V | 4677 | DDG | 4275 | A002 | 5  | 2 | 4285 | 4279 | G | NNZ | N | Y | 6   | 10  |
| V | 4677 | DDG | 4279 | A136 | 12 | 3 | 4325 | 4283 | 9 | NRZ | N | Y | 42  | 46  |
| V | 4677 | DDG | 4275 | A007 | 5  | 2 | 4289 | 4276 | G | NNZ | N | Y | 13  | 14  |
| V | 4677 | DDG | 4279 | A138 | 12 | 3 | 4325 | 4283 | 9 | NRZ | N | Y | 42  | 46  |
| V | 4677 | DDG | 4279 | A122 | 2  | 1 | 4338 | 4299 | U | NNZ | N | Y | 39  | 59  |
| V | 4677 | DDG | 4279 | A125 | 12 | 3 | 4325 | 4283 | G | NRZ | N | Y | 42  | 46  |
| V | 4677 | DDG | 4282 | A185 | 2  | 1 | 4356 | 4348 | G | P58 | N | Y | 8   | 74  |
| V | 4677 | DDG | 4279 | A135 | 12 | 3 | 4325 | 4283 | 9 | NRZ | N | Y | 42  | 46  |
| V | 4677 | DDG | 4279 | A124 | 12 | 3 | 4320 | 4283 | G | NRZ | N | Y | 37  | 41  |
| V | 4699 | FFG | 4277 | W001 | 2  | 1 | 4285 | 4279 | F | NNZ | N | Y | 6   | 8   |
| V | 4699 | FFG | 4280 | A005 | 5  | 2 | 4305 | 4280 | H | NNZ | N | Y | 25  | 25  |
| V | 4699 | FFG | 4287 | A013 | 12 | 3 | 5018 | 4290 | 9 | NRZ | N | Y | 94  | 97  |
| V | 4699 | FFG | 4287 | A011 | 12 | 3 | 5018 | 4290 | 9 | NRZ | N | Y | 94  | 97  |
| V | 4699 | FFG | 4287 | A015 | 12 | 3 | 4319 | 4292 | H | NUZ | N | Y | 27  | 32  |
| V | 4699 | FFG | 4287 | A014 | 12 | 3 | 4319 | 4293 | G | S9C | N | Y | 26  | 32  |
| V | 4699 | FFG | 4284 | W007 | 2  | 1 | 4305 | 4285 | F | NDZ | N | Y | 20  | 21  |
| V | 4699 | FFG | 4287 | A010 | 12 | 3 | 4307 | 4292 | H | S9I | N | Y | 15  | 20  |
| V | 4699 | FFG | 4287 | A012 | 5  | 2 | 4306 | 4288 | H | NNZ | N | Y | 18  | 19  |
| V | 4699 | FFG | 4287 | A021 | 5  | 2 | 4356 | 4288 | U | NNG | N | Y | 68  | 69  |



|   |      |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| V | 4699 | FFG | 4287 | A016 | 5  | 2 | 4365 | 4351 | H | NOZ | N | Y | 14 | 78  |
| V | 4699 | FFG | 4287 | A020 | 5  | 2 | 4331 | 4325 | H | S9E | N | Y | 6  | 44  |
| R | 5117 | SSN | 4275 | 0015 | 13 | 3 | 4285 | 4277 | 9 | NUZ | N | N | 8  | 10  |
| R | 5117 | SSN | 4289 | 0044 | 6  | 2 | 4296 | 4290 | 9 | NUZ | N | N | 6  | 7   |
| R | 5117 | SSN | 4275 | 0014 | 13 | 3 | 4285 | 4276 | 9 | N66 | N | N | 9  | 10  |
| R | 5117 | SSN | 4275 | 0013 | 13 | 3 | 4285 | 4277 | 9 | NUZ | N | N | 8  | 10  |
| R | 5117 | SSN | 4276 | 0028 | 6  | 2 | 4277 | 4276 | 9 | N66 | N | N | 1  | 1   |
| R | 5117 | SSN | 4291 | 0048 | 6  | 2 | 4320 | 4299 | 9 | N66 | N | N | 21 | 29  |
| R | 5117 | SSN | 4289 | 0043 | 6  | 2 | 4320 | 4300 | G | N77 | N | N | 20 | 31  |
| R | 5117 | SSN | 4275 | 0016 | 13 | 3 | 4285 | 4277 | 9 | NUZ | N | N | 8  | 10  |
| R | 5117 | SSN | 4276 | 0027 | 6  | 2 | 4277 | 4276 | 9 | N66 | N | N | 1  | 1   |
| R | 5127 | SSN | 4341 | 0082 | 6  | 2 | 5010 | 4349 | 9 | NOZ | Y | N | 27 | 35  |
| R | 5127 | SSN | 4289 | 0018 | 13 | 3 | 4332 | 4295 | 9 | NOZ | Y | N | 37 | 43  |
| R | 5127 | SSN | 4341 | 0083 | 6  | 2 | 5010 | 4349 | 9 | NOZ | Y | N | 27 | 35  |
| R | 5127 | SSN | 4341 | 0081 | 6  | 2 | 5010 | 4349 | 9 | NOZ | Y | N | 27 | 35  |
| R | 5127 | SSN | 4341 | 0080 | 6  | 2 | 5010 | 4349 | 9 | NOZ | Y | N | 27 | 35  |
| R | 5127 | SSN | 4289 | 0019 | 13 | 3 | 4312 | 4295 | 9 | NOZ | Y | N | 17 | 23  |
| R | 5127 | SSN | 4289 | 0017 | 13 | 3 | 4332 | 4295 | 9 | NOZ | Y | N | 37 | 43  |
| R | 5127 | SSN | 4341 | 0084 | 6  | 2 | 5021 | 4349 | 9 | NOZ | Y | N | 38 | 46  |
| R | 5127 | SSN | 4284 | 0015 | 13 | 3 | 4312 | 4292 | 9 | NOZ | Y | N | 20 | 28  |
| R | 5127 | SSN | 4284 | 0014 | 13 | 3 | 4352 | 4292 | 9 | NOZ | Y | N | 60 | 68  |
| V | 5130 | SSN | 4300 | 0528 | 2  | 1 | 4324 | 4307 | U | NNC | N | Y | 17 | 24  |
| V | 5130 | SSN | 4300 | 0529 | 2  | 1 | 4310 | 4306 | U | S9C | N | Y | 4  | 10  |
| V | 5130 | SSN | 4310 | 0643 | 12 | 3 | 4311 | 4311 | 9 | NRZ | N | Y | 0  | 1   |
| V | 5130 | SSN | 4331 | 0700 | 12 | 3 | 4342 | 4326 | 9 | NRZ | N | Y | 16 | 11  |
| V | 5130 | SSN | 4300 | 0526 | 2  | 1 | 4301 | 4300 | 9 | NRZ | N | Y | 1  | 1   |
| V | 5130 | SSN | 4300 | 0552 | 5  | 2 | 4324 | 4314 | H | NNC | N | Y | 10 | 24  |
| V | 5130 | SSN | 4331 | 0696 | 12 | 3 | 4331 | 4331 | 9 | NRZ | N | Y | 0  | 0   |
| V | 5130 | SSN | 4314 | 0690 | 12 | 3 | 4342 | 4335 | G | NOZ | N | Y | 7  | 28  |
| V | 5130 | SSN | 4300 | 0535 | 5  | 2 | 4324 | 4313 | G | S9C | N | Y | 11 | 24  |
| V | 5130 | SSN | 4331 | 0699 | 12 | 3 | 4345 | 4343 | 9 | NRZ | N | Y | 2  | 14  |
| V | 5130 | SSN | 4300 | 0540 | 5  | 2 | 4306 | 4305 | 9 | NRZ | N | Y | 1  | 6   |
| V | 5130 | SSN | 4300 | 0530 | 2  | 1 | 4306 | 4306 | 9 | NRZ | N | Y | 0  | 6   |
| V | 5130 | SSN | 4300 | 0544 | 5  | 2 | 4306 | 4305 | 9 | NRZ | N | Y | 1  | 6   |
| V | 5130 | SSN | 4305 | 0584 | 5  | 2 | 4325 | 4325 | 9 | NRZ | N | Y | 0  | 20  |
| V | 5131 | SSN | 4278 | 0058 | 2  | 1 | 4279 | 4278 | R | NNZ | N | N | 1  | 1   |
| V | 5131 | SSN | 4275 | 0050 | 12 | 3 | 5116 | 5053 | G | GSA | N | N | 63 | 207 |
| V | 5131 | SSN | 4283 | 0099 | 5  | 2 | 4298 | 4286 | 9 | NIZ | N | N | 12 | 15  |
| V | 5131 | SSN | 4283 | 0283 | 12 | 3 | 4321 | 4320 | 9 | NIZ | N | N | 1  | 38  |
| V | 5131 | SSN | 4283 | 0091 | 5  | 2 | 4298 | 4286 | 9 | NIZ | N | N | 12 | 15  |
| V | 5131 | SSN | 4275 | 0036 | 12 | 3 | 4328 | 4323 | G | GSA | N | N | 5  | 53  |
| V | 5131 | SSN | 4277 | W055 | 2  | 1 | 4279 | 4278 | R | S9C | N | N | 1  | 2   |
| V | 5131 | SSN | 4275 | 0054 | 2  | 1 | 4298 | 4275 | U | NNZ | N | N | 23 | 23  |
| V | 5131 | SSN | 4283 | 0284 | 12 | 3 | 4319 | 4314 | 9 | NIZ | N | N | 5  | 36  |
| V | 5131 | SSN | 4283 | 0079 | 5  | 2 | 4298 | 4286 | 9 | NIZ | N | N | 12 | 15  |
| V | 5131 | SSN | 4275 | 0037 | 12 | 3 | 4298 | 4289 | 9 | NIZ | N | N | 9  | 23  |
| V | 5131 | SSN | 4278 | 0062 | 2  | 1 | 4280 | 4279 | U | NRZ | N | N | 1  | 2   |
| V | 5131 | SSN | 4279 | 0069 | 5  | 2 | 4283 | 4279 | 9 | NIZ | N | N | 4  | 4   |
| V | 5131 | SSN | 4283 | 0073 | 5  | 2 | 4298 | 4286 | 9 | NIZ | N | N | 12 | 15  |
| V | 5131 | SSN | 4279 | W065 | 2  | 1 | 4280 | 4280 | 9 | NIZ | N | N | 0  | 1   |

|   |      |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| V | 5137 | SSN | 4311 | 0340 | 2  | 1 | 4313 | 4312 | U | NNZ | N | N | 1  | 2   |
| V | 5137 | SSN | 4298 | W002 | 2  | 1 | 4299 | 4299 | U | NRZ | N | N | 0  | 1   |
| V | 5137 | SSN | 4284 | W001 | 2  | 1 | 4299 | 4288 | U | NNZ | N | N | 11 | 15  |
| V | 5137 | SSN | 4287 | 0003 | 5  | 2 | 4306 | 4287 | 9 | NIZ | N | N | 19 | 19  |
| V | 5137 | SSN | 4287 | 0008 | 2  | 1 | 4299 | 4288 | U | NIZ | N | N | 11 | 12  |
| V | 5137 | SSN | 4287 | 0004 | 5  | 2 | 4299 | 4289 | H | S9C | N | N | 10 | 12  |
| V | 5137 | SSN | 4296 | 0023 | 12 | 3 | 4310 | 4305 | 9 | NIZ | N | N | 5  | 14  |
| V | 5137 | SSN | 4289 | 0014 | 5  | 2 | 4306 | 4289 | S | NKZ | N | N | 17 | 17  |
| V | 5137 | SSN | 4289 | 0012 | 5  | 2 | 4299 | 4291 | H | S9C | N | N | 8  | 10  |
| V | 5137 | SSN | 4296 | 0017 | 12 | 3 | 4319 | 4313 | H | SCC | N | N | 6  | 23  |
| V | 5137 | SSN | 4296 | 0024 | 12 | 3 | 4310 | 4305 | 9 | NIZ | N | N | 5  | 14  |
| V | 5137 | SSN | 4290 | 0013 | 2  | 1 | 4301 | 4290 | 9 | NIZ | N | N | 11 | 11  |
| V | 5137 | SSN | 4296 | 0022 | 12 | 3 | 4310 | 4305 | 9 | NIZ | N | N | 5  | 14  |
| V | 5137 | SSN | 4296 | 0020 | 5  | 2 | 4307 | 4304 | 9 | NIZ | N | N | 3  | 11  |
| R | 5842 | LKA | 4276 | W010 | 2  | 1 | 4298 | 4280 | F | NVZ | N | Y | 18 | 22  |
| R | 5847 | LKA | 4276 | W009 | 2  | 1 | 5037 | 5018 | H | S9E | N | Y | 19 | 127 |
| R | 5847 | LKA | 4276 | W012 | 2  | 1 | 5011 | 4355 | F | S9G | N | Y | 22 | 101 |
| R | 5847 | LKA | 4277 | 0019 | 12 | 3 | 4296 | 4289 | S | NZZ | N | Y | 7  | 19  |
| R | 5847 | LKA | 4276 | W008 | 2  | 1 | 4298 | 4280 | Q | SBG | N | Y | 18 | 22  |
| R | 5847 | LKA | 4277 | 0028 | 5  | 2 | 5006 | 4279 | P | SBC | N | Y | 93 | 95  |
| R | 5847 | LKA | 4276 | W011 | 2  | 1 | 4298 | 4280 | F | NNG | N | Y | 18 | 22  |
| R | 5847 | LKA | 4277 | 0016 | 12 | 3 | 4297 | 4289 | S | NZZ | N | Y | 8  | 20  |
| R | 5847 | LKA | 4277 | 0015 | 12 | 3 | 4309 | 4291 | V | NOZ | N | Y | 18 | 32  |
| R | 5847 | LKA | 4277 | 0013 | 12 | 3 | 4297 | 4289 | S | NZZ | N | Y | 8  | 20  |
| R | 5847 | LKA | 4277 | 0027 | 5  | 2 | 5101 | 5090 | H | S9G | N | Y | 11 | 190 |
| R | 5847 | LKA | 4277 | 0030 | 5  | 2 | 4296 | 4281 | S | NZZ | N | Y | 15 | 19  |
| R | 5847 | LKA | 4277 | 0014 | 12 | 3 | 4303 | 4289 | S | NZZ | N | Y | 14 | 26  |
| R | 5847 | LKA | 4277 | 0029 | 5  | 2 | 4297 | 4282 | H | NOG | N | Y | 15 | 20  |
| R | 5847 | LKA | 4277 | 0026 | 5  | 2 | 5144 | 5137 | G | S9C | N | Y | 7  | 233 |
| R | 7171 | LPD | 4277 | 0055 | 12 | 3 | 4320 | 4296 | 9 | NDZ | N | N | 24 | 43  |
| R | 7171 | LPD | 4277 | 0097 | 12 | 3 | 4295 | 4293 | 9 | NDZ | N | N | 2  | 18  |
| R | 7171 | LPD | 4276 | 0030 | 12 | 3 | 4325 | 4321 | 9 | NDZ | N | N | 4  | 49  |
| R | 7171 | LPD | 4277 | 0054 | 12 | 3 | 4288 | 4283 | 9 | NDZ | N | N | 5  | 11  |
| R | 7171 | LPD | 4276 | 0051 | 5  | 2 | 4288 | 4284 | 9 | NDZ | N | N | 4  | 12  |
| R | 7171 | LPD | 4276 | 0006 | 5  | 2 | 4307 | 4297 | H | NNZ | N | N | 10 | 31  |
| R | 7171 | LPD | 4277 | 0062 | 5  | 2 | 4288 | 4281 | H | NNZ | N | N | 7  | 11  |
| R | 7171 | LPD | 4276 | 0029 | 12 | 3 | 4318 | 4307 | 9 | NDZ | N | N | 11 | 42  |
| R | 7171 | LPD | 4277 | 0055 | 5  | 2 | 4320 | 4296 | 9 | NDZ | N | N | 24 | 43  |
| R | 7171 | LPD | 4275 | 0001 | 5  | 2 | 4305 | 4294 | H | NNZ | N | N | 11 | 30  |
| R | 7184 | LPD | 4313 | 0703 | 5  | 2 | 4326 | 4319 | H | NOZ | N | Y | 7  | 13  |
| R | 7184 | LPD | 4313 | 0697 | 5  | 2 | 4324 | 4319 | H | NOZ | N | Y | 5  | 11  |
| R | 7184 | LPD | 4345 | 1195 | 12 | 3 | 5018 | 4356 | G | NOZ | N | Y | 28 | 39  |
| R | 7184 | LPD | 4353 | W345 | 2  | 1 | 5003 | 4359 | F | NDZ | N | Y | 10 | 16  |
| R | 7184 | LPD | 4303 | 0571 | 5  | 2 | 4310 | 4308 | H | NNZ | N | Y | 2  | 7   |
| R | 7184 | LPD | 4303 | 0598 | 12 | 3 | 4338 | 4316 | G | NOZ | N | Y | 22 | 35  |
| R | 7184 | LPD | 4277 | 0063 | 12 | 3 | 4302 | 4302 | 9 | NDZ | N | Y | 0  | 25  |
| R | 7184 | LPD | 4348 | 1278 | 5  | 2 | 4361 | 4355 | H | NOZ | N | Y | 6  | 13  |
| R | 7184 | LPD | 4313 | 0718 | 12 | 3 | 4353 | 4329 | G | NOZ | N | Y | 24 | 40  |
| R | 7184 | LPD | 4345 | 1193 | 5  | 2 | 4357 | 4352 | H | NOZ | N | Y | 5  | 12  |
| R | 7184 | LPD | 4351 | W321 | 2  | 1 | 5003 | 4358 | F | NOZ | N | Y | 11 | 18  |

|   |       |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| R | 7184  | LPD | 4330 | W058 | 2  | 1 | 4347 | 4337 | U | N35 | N | Y | 10 | 17  |
| R | 7184  | LPD | 4286 | 0196 | 12 | 3 | 4310 | 4304 | G | NOZ | N | Y | 6  | 24  |
| R | 7184  | LPD | 4353 | W373 | 2  | 1 | 5003 | 4363 | F | NOZ | N | Y | 6  | 16  |
| R | 7184  | LPD | 4325 | W035 | 2  | 1 | 4347 | 4337 | F | NOZ | N | Y | 10 | 22  |
| V | 7201  | LPD | 4290 | 0041 | 6  | 2 | 4303 | 4300 | U | NNG | N | N | 3  | 13  |
| V | 7201  | LPD | 4290 | 0053 | 6  | 2 | 4303 | 4295 | U | S9M | N | N | 8  | 13  |
| V | 7201  | LPD | 4283 | 0009 | 13 | 3 | 4296 | 4292 | U | NNT | N | N | 4  | 13  |
| V | 7201  | LPD | 4290 | 0040 | 6  | 2 | 4301 | 4300 | U | S9G | N | N | 1  | 11  |
| V | 7201  | LPD | 4283 | 0005 | 13 | 3 | 4289 | 4285 | U | NNZ | N | N | 4  | 6   |
| V | 7201  | LPD | 4290 | 0044 | 6  | 2 | 4303 | 4298 | U | NNZ | N | N | 5  | 13  |
| V | 7201  | LPD | 4283 | 0008 | 13 | 3 | 4296 | 4292 | U | NNT | N | N | 4  | 13  |
| V | 7201  | LPD | 4283 | 0006 | 13 | 3 | 4290 | 4286 | U | NNZ | N | N | 4  | 7   |
| V | 7201  | LPD | 4276 | 0001 | 6  | 2 | 4276 | 4276 | U | NNZ | N | N | 0  | 0   |
| V | 7201  | LPD | 4283 | 0007 | 13 | 3 | 4302 | 4299 | U | NNT | N | N | 3  | 19  |
| R | 8822  | AE  | 4277 | 0016 | 13 | 3 | 4311 | 4292 | 9 | NOI | N | N | 19 | 34  |
| R | 8822  | AE  | 4277 | 0017 | 13 | 3 | 4319 | 4292 | 9 | NOG | N | N | 27 | 42  |
| R | 8822  | AE  | 4277 | 0019 | 6  | 2 | 4312 | 4291 | 9 | NOI | N | N | 21 | 35  |
| R | 8822  | AE  | 4277 | 0018 | 6  | 2 | 4299 | 4291 | 9 | NOC | N | N | 8  | 22  |
| R | 8822  | AE  | 4277 | 0021 | 13 | 3 | 4320 | 4292 | 9 | NOG | N | N | 28 | 43  |
| R | 8822  | AE  | 4277 | 0011 | 6  | 2 | 4316 | 4291 | 9 | NOE | N | N | 25 | 39  |
| R | 8822  | AE  | 4275 | 0002 | 6  | 2 | 4300 | 4293 | N | NDZ | N | N | 7  | 25  |
| R | 8822  | AE  | 4277 | 0020 | 13 | 3 | 4319 | 4292 | 9 | NOC | N | N | 27 | 42  |
| R | 8822  | AE  | 4277 | 0012 | 6  | 2 | 4314 | 4291 | 9 | NOE | N | N | 23 | 37  |
| V | 20019 | LST | 4283 | A040 | 6  | 2 | 4318 | 4307 | H | NNC | Y | N | 11 | 35  |
| V | 20019 | LST | 4290 | A052 | 6  | 2 | 4293 | 4292 | A | NRZ | Y | N | 1  | 3   |
| V | 20019 | LST | 4278 | 0033 | 13 | 3 | 4305 | 4285 | A | NRZ | Y | N | 20 | 27  |
| V | 20019 | LST | 4310 | 0243 | 13 | 3 | 5014 | 4331 | A | S9I | Y | N | 49 | 70  |
| V | 20019 | LST | 4278 | 0023 | 13 | 3 | 4290 | 4283 | A | NRZ | Y | N | 7  | 12  |
| V | 20019 | LST | 4298 | 0177 | 13 | 3 | 4310 | 4300 | A | NRZ | Y | N | 10 | 12  |
| V | 20019 | LST | 4286 | A045 | 6  | 2 | 4291 | 4286 | A | NRZ | Y | N | 5  | 5   |
| V | 20019 | LST | 4293 | 0163 | 13 | 3 | 4318 | 4296 | A | NRZ | Y | N | 22 | 25  |
| V | 20019 | LST | 4276 | A001 | 6  | 2 | 5058 | 5048 | A | S9I | Y | N | 10 | 148 |
| V | 20019 | LST | 4278 | A011 | 6  | 2 | 4293 | 4283 | A | NRZ | Y | N | 10 | 15  |
| R | 20030 | LST | 4291 | 0168 | 13 | 3 | 5017 | 4323 | G | NFZ | Y | N | 60 | 92  |
| R | 20030 | LST | 4310 | 0553 | 13 | 3 | 4353 | 4341 | U | NDZ | Y | N | 12 | 43  |
| R | 20030 | LST | 4306 | 0547 | 6  | 2 | 4354 | 4325 | U | NDZ | Y | N | 29 | 48  |
| R | 20030 | LST | 4290 | 0115 | 13 | 3 | 4322 | 4318 | U | NDZ | Y | N | 4  | 32  |
| R | 20030 | LST | 4366 | 0985 | 6  | 2 | 5079 | 5011 | U | NDZ | Y | N | 68 | 79  |
| R | 20030 | LST | 4276 | 0008 | 13 | 3 | 4312 | 4310 | J | NDZ | Y | N | 2  | 36  |
| R | 20030 | LST | 4276 | 0010 | 6  | 2 | 4298 | 4297 | J | NDZ | Y | N | 1  | 22  |
| R | 20030 | LST | 4276 | 0011 | 13 | 3 | 4321 | 4314 | U | NDZ | Y | N | 7  | 45  |
| R | 20030 | LST | 4289 | 0097 | 6  | 2 | 5029 | 5016 | U | NDZ | Y | N | 13 | 106 |
| R | 20030 | LST | 4290 | 0161 | 6  | 2 | 4332 | 4305 | U | NDZ | Y | N | 27 | 42  |
| R | 20114 | AE  | 4341 | 1923 | 3  | 1 | 4341 | 4341 | X | NOZ | N | N | 0  | 0   |
| R | 20114 | AE  | 4316 | W437 | 3  | 1 | 5002 | 4341 | U | NRZ | N | N | 27 | 52  |
| R | 20114 | AE  | 4275 | 0022 | 13 | 3 | 4324 | 4289 | 9 | NOZ | N | N | 35 | 49  |
| R | 20114 | AE  | 4275 | 0002 | 6  | 2 | 4317 | 4308 | H | NNZ | N | N | 9  | 42  |
| R | 20114 | AE  | 4275 | 0003 | 6  | 2 | 4303 | 4298 | H | SUG | N | N | 5  | 28  |
| R | 20114 | AE  | 4275 | 0005 | 6  | 2 | 4289 | 4277 | B | NOZ | N | N | 12 | 14  |
| R | 20114 | AE  | 4275 | 0023 | 13 | 3 | 4363 | 4352 | G | SMG | N | N | 11 | 88  |

|   |       |     |      |      |    |   |      |      |   |     |   |   |     |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|-----|-----|
| R | 20114 | AE  | 4275 | 0001 | 6  | 2 | 4289 | 4277 | B | NOZ | N | N | 12  | 14  |
| R | 20114 | AE  | 4275 | 0021 | 13 | 3 | 4299 | 4289 | 9 | NOZ | N | N | 10  | 24  |
| R | 20114 | AE  | 4275 | 0027 | 13 | 3 | 4289 | 4278 | 9 | NOZ | N | N | 11  | 14  |
| R | 20114 | AE  | 4275 | 0024 | 13 | 3 | 4299 | 4284 | 9 | NOZ | N | N | 15  | 24  |
| R | 20114 | AE  | 4275 | 0004 | 6  | 2 | 4289 | 4277 | B | NOZ | N | N | 12  | 14  |
| V | 20574 | DD  | 4275 | A004 | 12 | 3 | 4306 | 4289 | H | SUI | N | Y | 17  | 31  |
| V | 20574 | DD  | 4275 | A005 | 12 | 3 | 5123 | 4282 | H | SUI | N | Y | 207 | 214 |
| V | 20574 | DD  | 4276 | W182 | 2  | 1 | 4286 | 4280 | 9 | NNZ | N | Y | 6   | 10  |
| V | 20574 | DD  | 4275 | A003 | 12 | 3 | 4289 | 4279 | 9 | NNT | N | Y | 10  | 14  |
| V | 20574 | DD  | 4276 | W184 | 2  | 1 | 4285 | 4280 | 9 | NNZ | N | Y | 5   | 9   |
| V | 20574 | DD  | 4276 | W179 | 2  | 1 | 5130 | 5108 | H | SSC | N | Y | 22  | 220 |
| V | 20574 | DD  | 4276 | W183 | 2  | 1 | 4301 | 4280 | 9 | NNZ | N | Y | 21  | 25  |
| V | 20574 | DD  | 4275 | A001 | 12 | 3 | 4292 | 4279 | 9 | NNG | N | Y | 13  | 17  |
| V | 20574 | DD  | 4276 | A160 | 5  | 2 | 4319 | 4279 | 9 | NNZ | N | Y | 40  | 43  |
| V | 20574 | DD  | 4275 | A002 | 12 | 3 | 4293 | 4279 | 9 | NNT | N | Y | 14  | 18  |
| V | 20574 | DD  | 4276 | A159 | 5  | 2 | 4291 | 4279 | 9 | NNZ | N | Y | 12  | 15  |
| V | 20574 | DD  | 4275 | A135 | 5  | 2 | 4293 | 4279 | 9 | NNC | N | Y | 14  | 18  |
| V | 20574 | DD  | 4276 | A157 | 5  | 2 | 4297 | 4279 | 9 | NNZ | N | Y | 18  | 21  |
| V | 20574 | DD  | 4276 | A158 | 5  | 2 | 4291 | 4279 | 9 | NNZ | N | Y | 12  | 15  |
| V | 20574 | DD  | 4276 | W181 | 2  | 1 | 4308 | 4280 | 9 | NNZ | N | Y | 28  | 32  |
| R | 20617 | DD  | 4290 | W123 | 2  | 1 | 4303 | 4292 | H | SUI | N | Y | 11  | 13  |
| R | 20617 | DD  | 4307 | O286 | 12 | 3 | 5009 | 4309 | G | NOZ | N | Y | 66  | 68  |
| R | 20617 | DD  | 4284 | O070 | 5  | 2 | 4308 | 4299 | H | SBI | N | Y | 9   | 24  |
| R | 20617 | DD  | 4306 | O223 | 12 | 3 | 4317 | 4308 | H | NPZ | N | Y | 9   | 11  |
| R | 20617 | DD  | 4280 | D012 | 2  | 1 | 4347 | 4300 | H | NRZ | N | Y | 47  | 67  |
| R | 20617 | DD  | 4307 | O284 | 12 | 3 | 4337 | 4309 | A | NOZ | N | Y | 28  | 30  |
| R | 20617 | DD  | 4284 | O072 | 5  | 2 | 4318 | 4284 | H | NPZ | N | Y | 34  | 34  |
| R | 20617 | DD  | 4284 | O069 | 5  | 2 | 4293 | 4285 | H | NOZ | N | Y | 8   | 9   |
| R | 20617 | DD  | 4284 | O066 | 5  | 2 | 5108 | 4285 | H | NOZ | N | Y | 189 | 190 |
| R | 20617 | DD  | 4307 | O291 | 12 | 3 | 4312 | 4309 | G | NOZ | N | Y | 3   | 5   |
| R | 20617 | DD  | 4348 | O542 | 13 | 3 | 5014 | 4353 | 9 | NDZ | N | Y | 27  | 32  |
| R | 20617 | DD  | 4282 | W058 | 2  | 1 | 4292 | 4284 | H | NDZ | N | Y | 8   | 10  |
| R | 20617 | DD  | 4290 | W124 | 2  | 1 | 4303 | 4292 | H | SUI | N | Y | 11  | 13  |
| R | 20617 | DD  | 4284 | O071 | 5  | 2 | 4318 | 4284 | H | NPZ | N | Y | 34  | 34  |
| R | 20617 | DD  | 4290 | W125 | 2  | 1 | 4317 | 4290 | H | NPZ | N | Y | 27  | 27  |
| R | 20682 | CGN | 4277 | O033 | 12 | 3 | 4290 | 4286 | 9 | NDZ | N | Y | 4   | 13  |
| R | 20682 | CGN | 4276 | W004 | 2  | 1 | 4287 | 4283 | H | NOZ | N | Y | 4   | 11  |
| R | 20682 | CGN | 4290 | W009 | 2  | 1 | 4305 | 4298 | F | NOZ | N | Y | 7   | 15  |
| R | 20682 | CGN | 4329 | W019 | 2  | 1 | 4338 | 4331 | F | NVZ | N | Y | 7   | 9   |
| R | 20682 | CGN | 4278 | O061 | 12 | 3 | 4300 | 4290 | 9 | NDZ | N | Y | 10  | 22  |
| R | 20682 | CGN | 4277 | O037 | 5  | 2 | 4290 | 4279 | 9 | NDZ | N | Y | 11  | 13  |
| R | 20682 | CGN | 4277 | O028 | 5  | 2 | 4286 | 4279 | 9 | NDZ | N | Y | 7   | 9   |
| R | 20682 | CGN | 4277 | O031 | 12 | 3 | 4290 | 4286 | 9 | NDZ | N | Y | 4   | 13  |
| R | 20682 | CGN | 4332 | W020 | 2  | 1 | 4343 | 4334 | F | NVZ | N | Y | 9   | 11  |
| R | 20682 | CGN | 4328 | W018 | 2  | 1 | 5003 | 4329 | F | NVZ | N | Y | 40  | 41  |
| R | 20682 | CGN | 4277 | O054 | 5  | 2 | 4283 | 4279 | 9 | NDZ | N | Y | 4   | 6   |
| R | 20682 | CGN | 4277 | O034 | 5  | 2 | 4286 | 4279 | 9 | NDZ | N | Y | 7   | 9   |
| R | 20682 | CGN | 4277 | O030 | 5  | 2 | 4286 | 4279 | 9 | NDZ | N | Y | 7   | 9   |
| R | 20682 | CGN | 4278 | O065 | 12 | 3 | 4303 | 4291 | G | NOZ | N | Y | 12  | 25  |
| R | 20682 | CGN | 4277 | O032 | 12 | 3 | 4305 | 4284 | G | SMI | N | Y | 21  | 28  |

|   |       |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| R | 20783 | SSN | 4300 | E008 | 2  | 1 | 4318 | 4312 | H | FAJ | N | Y | 6  | 18  |
| R | 20783 | SSN | 4276 | W003 | 2  | 1 | 4286 | 4276 | F | NNZ | N | Y | 10 | 10  |
| R | 20783 | SSN | 4276 | E002 | 2  | 1 | 4285 | 4276 | F | NNZ | N | Y | 9  | 9   |
| V | 20964 | FFG | 4276 | A004 | 6  | 2 | 4307 | 4288 | H | NNZ | N | N | 19 | 31  |
| V | 20964 | FFG | 4283 | W015 | 3  | 1 | 4285 | 4284 | U | NBZ | N | N | 1  | 2   |
| V | 20964 | FFG | 4285 | 0038 | 13 | 3 | 4297 | 4291 | G | NBZ | N | N | 6  | 12  |
| V | 20964 | FFG | 4279 | 0012 | 13 | 3 | 4356 | 4300 | G | NBZ | N | N | 56 | 77  |
| V | 20964 | FFG | 4287 | W048 | 3  | 1 | 4296 | 4293 | U | NNI | N | N | 3  | 9   |
| V | 20964 | FFG | 4276 | A006 | 6  | 2 | 4320 | 4281 | 6 | SUC | N | N | 39 | 44  |
| V | 20964 | FFG | 4277 | A009 | 6  | 2 | 4291 | 4287 | H | Q86 | N | N | 4  | 14  |
| V | 20964 | FFG | 4285 | W040 | 3  | 1 | 4288 | 4288 | J | NBZ | N | N | 0  | 3   |
| V | 20964 | FFG | 4284 | A032 | 13 | 3 | 4298 | 4292 | X | NBZ | N | N | 6  | 14  |
| V | 20964 | FFG | 4285 | 0047 | 13 | 3 | 4299 | 4296 | X | NBZ | N | N | 3  | 14  |
| V | 20964 | FFG | 4287 | W049 | 3  | 1 | 4287 | 4287 | X | NBZ | N | N | 0  | 0   |
| V | 20964 | FFG | 4275 | A001 | 6  | 2 | 4275 | 4275 | X | NBZ | N | N | 0  | 0   |
| V | 20964 | FFG | 4287 | W053 | 3  | 1 | 4296 | 4293 | H | SUI | N | N | 3  | 9   |
| V | 20964 | FFG | 4285 | 0048 | 13 | 3 | 4293 | 4292 | X | NBZ | N | N | 1  | 8   |
| V | 20964 | FFG | 4277 | A003 | 6  | 2 | 4277 | 4277 | X | NBZ | N | N | 0  | 0   |
| V | 20966 | FFG | 4297 | A260 | 3  | 1 | 4297 | 4297 | F | NBZ | N | Y | 0  | 0   |
| V | 20966 | FFG | 4276 | A002 | 12 | 3 | 4307 | 4276 | F | NNZ | N | Y | 31 | 31  |
| V | 20966 | FFG | 4276 | A004 | 12 | 3 | 4306 | 4276 | G | NNZ | N | Y | 30 | 30  |
| V | 20966 | FFG | 4280 | W041 | 2  | 1 | 4308 | 4281 | F | NNZ | N | Y | 27 | 28  |
| V | 20966 | FFG | 4280 | W044 | 2  | 1 | 4305 | 4281 | F | NNZ | N | Y | 24 | 25  |
| V | 20966 | FFG | 4276 | A008 | 12 | 3 | 4303 | 4276 | G | NNZ | N | Y | 27 | 27  |
| V | 20966 | FFG | 4276 | A018 | 5  | 2 | 5002 | 4363 | H | NDZ | N | Y | 5  | 92  |
| V | 20966 | FFG | 4276 | A009 | 5  | 2 | 4300 | 4276 | H | NNZ | N | Y | 24 | 24  |
| V | 20966 | FFG | 4276 | A003 | 5  | 2 | 4309 | 4276 | H | NNZ | N | Y | 33 | 33  |
| V | 20966 | FFG | 4280 | W042 | 2  | 1 | 4308 | 4281 | F | NNZ | N | Y | 27 | 28  |
| V | 20966 | FFG | 4276 | A016 | 5  | 2 | 4307 | 4276 | H | NNZ | N | Y | 31 | 31  |
| R | 20967 | FFG | 4279 | 0022 | 13 | 3 | 4304 | 4289 | 9 | NDZ | N | N | 15 | 25  |
| R | 20967 | FFG | 4279 | 0025 | 13 | 3 | 4304 | 4289 | 9 | NDZ | N | N | 15 | 25  |
| R | 20967 | FFG | 4279 | 0029 | 6  | 2 | 4312 | 4286 | H | NNZ | N | N | 26 | 33  |
| R | 20967 | FFG | 4286 | W015 | 3  | 1 | 4296 | 4290 | R | S9G | N | N | 6  | 10  |
| R | 20967 | FFG | 4279 | 0028 | 6  | 2 | 4299 | 4282 | H | NOZ | N | N | 17 | 20  |
| R | 20967 | FFG | 4279 | 0038 | 6  | 2 | 4298 | 4284 | H | SUC | N | N | 14 | 19  |
| R | 20967 | FFG | 4283 | A003 | 3  | 1 | 4307 | 4287 | 9 | NDZ | N | N | 20 | 24  |
| R | 20967 | FFG | 4279 | 0021 | 13 | 3 | 4305 | 4287 | G | NOZ | N | N | 18 | 26  |
| R | 20967 | FFG | 4277 | A002 | 3  | 1 | 5064 | 5033 | 9 | NDZ | N | N | 31 | 153 |
| R | 20967 | FFG | 4279 | 0026 | 6  | 2 | 4306 | 4283 | 9 | NDZ | N | N | 23 | 27  |
| R | 20967 | FFG | 4279 | 0023 | 13 | 3 | 4304 | 4289 | 9 | NDZ | N | N | 15 | 25  |
| R | 20967 | FFG | 4279 | 0024 | 13 | 3 | 4304 | 4289 | 9 | NDZ | N | N | 15 | 25  |
| R | 20967 | FFG | 4279 | 0030 | 6  | 2 | 4313 | 4298 | H | NNZ | N | N | 15 | 34  |
| V | 20968 | FFG | 4277 | A030 | 12 | 3 | 4286 | 4283 | X | NBZ | N | Y | 3  | 9   |
| V | 20968 | FFG | 4277 | A031 | 12 | 3 | 4290 | 4285 | H | NDZ | N | Y | 5  | 13  |
| V | 20968 | FFG | 4277 | A032 | 12 | 3 | 4286 | 4285 | X | NBZ | N | Y | 1  | 9   |
| V | 20968 | FFG | 4276 | A001 | 2  | 1 | 4276 | 4276 | X | NBZ | N | Y | 0  | 0   |
| V | 20968 | FFG | 4284 | A070 | 2  | 1 | 4284 | 4284 | X | NBZ | N | Y | 0  | 0   |
| V | 20968 | FFG | 4276 | A008 | 5  | 2 | 4290 | 4283 | X | NBZ | N | Y | 7  | 14  |
| V | 20968 | FFG | 4277 | A026 | 12 | 3 | 4286 | 4283 | X | NBZ | N | Y | 3  | 9   |
| R | 20978 | FFG | 4324 | W559 | 3  | 1 | 4328 | 4326 | 9 | NDZ | N | N | 2  | 4   |

|   |       |     |      |      |    |   |      |      |   |     |   |   |    |    |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|----|----|
| R | 20978 | FFG | 5080 | 4381 | 13 | 3 | 5119 | 5104 | 9 | NDZ | N | N | 15 | 39 |
| R | 20978 | FFG | 5191 | 6110 | 6  | 2 | 5224 | 5221 | H | NNZ | N | N | 3  | 33 |
| R | 20978 | FFG | 5190 | 6093 | 6  | 2 | 5205 | 5197 | A | SCI | N | N | 8  | 15 |
| R | 20978 | FFG | 5080 | 4380 | 13 | 3 | 5155 | 5135 | G | S9G | N | N | 20 | 75 |
| R | 20978 | FFG | 5080 | 4382 | 13 | 3 | 5119 | 5104 | 9 | NDZ | N | N | 15 | 39 |
| R | 20978 | FFG | 4324 | W546 | 3  | 1 | 4328 | 4326 | H | NOZ | N | N | 2  | 4  |
| R | 20978 | FFG | 4324 | W557 | 3  | 1 | 4328 | 4326 | I | NDZ | N | N | 2  | 4  |
| R | 20978 | FFG | 4286 | W031 | 3  | 1 | 4296 | 4296 | I | NDZ | N | N | 0  | 10 |
| R | 20978 | FFG | 5191 | 6109 | 6  | 2 | 5206 | 5201 | A | SUE | N | N | 5  | 15 |
| R | 20978 | FFG | 5190 | 6091 | 6  | 2 | 5209 | 5199 | A | SUI | N | N | 10 | 19 |
| R | 20978 | FFG | 4324 | W558 | 3  | 1 | 4328 | 4328 | F | NOZ | N | N | 0  | 4  |
| R | 20978 | FFG | 5080 | 4389 | 13 | 3 | 5113 | 5105 | A | SBG | N | N | 8  | 33 |
| R | 20978 | FFG | 5080 | 4379 | 13 | 3 | 5124 | 5109 | G | S9G | N | N | 15 | 44 |
| R | 20978 | FFG | 5190 | 6092 | 6  | 2 | 5219 | 5199 | 9 | NDZ | N | N | 20 | 29 |
| V | 21056 | FFG | 4279 | W065 | 2  | 1 | 4308 | 4286 | F | R37 | N | Y | 22 | 29 |
| V | 21056 | FFG | 4331 | 0628 | 13 | 3 | 4346 | 4332 | X | NBZ | N | Y | 14 | 15 |
| V | 21056 | FFG | 4297 | W208 | 2  | 1 | 4307 | 4300 | F | NNZ | N | Y | 7  | 10 |
| V | 21056 | FFG | 4275 | A003 | 5  | 2 | 4301 | 4295 | H | NNZ | N | Y | 6  | 26 |
| V | 21056 | FFG | 4297 | W209 | 2  | 1 | 4307 | 4300 | F | NNZ | N | Y | 7  | 10 |
| V | 21056 | FFG | 4275 | A002 | 5  | 2 | 4289 | 4281 | H | NNZ | N | Y | 8  | 14 |
| V | 21056 | FFG | 4331 | 0627 | 13 | 3 | 4339 | 4337 | G | NNZ | N | Y | 2  | 8  |
| V | 21056 | FFG | 4295 | W206 | 2  | 1 | 4303 | 4300 | F | S9E | N | Y | 3  | 8  |
| V | 21056 | FFG | 4297 | W207 | 2  | 1 | 4307 | 4300 | F | NNZ | N | Y | 7  | 10 |
| V | 21056 | FFG | 4331 | 0625 | 13 | 3 | 4345 | 4332 | X | NBZ | N | Y | 13 | 14 |
| V | 21056 | FFG | 4331 | 0630 | 13 | 3 | 4345 | 4332 | X | NBZ | N | Y | 13 | 14 |
| V | 21056 | FFG | 4275 | A004 | 5  | 2 | 4308 | 4295 | H | NNZ | N | Y | 13 | 33 |
| V | 21056 | FFG | 4275 | A005 | 5  | 2 | 4309 | 4279 | F | NOZ | N | Y | 30 | 34 |
| V | 21056 | FFG | 4275 | A001 | 5  | 2 | 4293 | 4281 | H | NNZ | N | Y | 12 | 18 |
| V | 21056 | FFG | 4331 | 0629 | 13 | 3 | 4345 | 4332 | X | NBZ | N | Y | 13 | 14 |
| R | 21104 | FFG | 4277 | W034 | 6  | 2 | 4290 | 4285 | U | NDZ | N | Y | 5  | 13 |
| R | 21104 | FFG | 4284 | W125 | 3  | 1 | 4307 | 4295 | U | SRE | N | Y | 12 | 23 |
| R | 21104 | FFG | 4278 | 0048 | 6  | 2 | 4306 | 4295 | U | NOZ | N | Y | 11 | 28 |
| R | 21104 | FFG | 4278 | W044 | 6  | 2 | 4290 | 4285 | U | NDZ | N | Y | 5  | 12 |
| R | 21104 | FFG | 4321 | W481 | 2  | 1 | 4333 | 4324 | U | NDZ | N | Y | 9  | 12 |
| R | 21104 | FFG | 4278 | 0042 | 6  | 2 | 4320 | 4287 | U | NDZ | N | Y | 33 | 42 |
| R | 21104 | FFG | 4276 | 0028 | 13 | 3 | 4321 | 4299 | U | NDZ | N | Y | 22 | 45 |
| R | 21104 | FFG | 4325 | W580 | 2  | 1 | 4342 | 4336 | U | SRE | N | Y | 6  | 17 |
| R | 21104 | FFG | 4321 | W480 | 2  | 1 | 4329 | 4326 | U | NOZ | N | Y | 3  | 8  |
| R | 21104 | FFG | 4275 | 0013 | 13 | 3 | 4307 | 4296 | U | NDZ | N | Y | 11 | 32 |
| R | 21104 | FFG | 4275 | 0017 | 13 | 3 | 4307 | 4296 | U | NDZ | N | Y | 11 | 32 |
| R | 21104 | FFG | 4353 | W742 | 2  | 1 | 4362 | 4353 | U | NOZ | N | Y | 9  | 9  |
| R | 21104 | FFG | 4278 | W045 | 6  | 2 | 4306 | 4292 | U | NOZ | N | Y | 14 | 28 |
| R | 21104 | FFG | 4275 | 0015 | 13 | 3 | 4307 | 4296 | U | NDZ | N | Y | 11 | 32 |
| R | 21104 | FFG | 4275 | 0047 | 13 | 3 | 4307 | 4296 | U | NDZ | N | Y | 11 | 32 |
| V | 21416 | DD  | 4276 | A016 | 12 | 3 | 4291 | 4290 | G | NNI | N | Y | 1  | 15 |
| V | 21416 | DD  | 4276 | W001 | 2  | 1 | 4278 | 4277 | F | NNZ | N | Y | 1  | 2  |
| V | 21416 | DD  | 4296 | W006 | 2  | 1 | 4309 | 4299 | G | SRE | N | Y | 10 | 13 |
| V | 21416 | DD  | 4306 | W007 | 2  | 1 | 4314 | 4310 | F | NNI | N | Y | 4  | 8  |
| V | 21416 | DD  | 4349 | W012 | 2  | 1 | 5005 | 4351 | H | NDZ | N | Y | 20 | 22 |
| V | 21416 | DD  | 4276 | A018 | 12 | 3 | 4307 | 4285 | H | SUI | N | Y | 22 | 31 |

|   |       |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| V | 21416 | DD  | 4276 | A015 | 12 | 3 | 4291 | 4290 | G | NNI | N | Y | 1  | 15  |
| V | 21416 | DD  | 4276 | A014 | 12 | 3 | 4292 | 4290 | G | NNZ | N | Y | 2  | 16  |
| V | 21416 | DD  | 4352 | W013 | 2  | 1 | 4359 | 4355 | F | NVZ | N | Y | 4  | 7   |
| V | 21416 | DD  | 4276 | A008 | 5  | 2 | 4285 | 4282 | G | SUE | N | Y | 3  | 9   |
| V | 21416 | DD  | 4275 | A005 | 5  | 2 | 4280 | 4239 | G | SUC | N | Y | 41 | 77  |
| V | 21416 | DD  | 4276 | A007 | 5  | 2 | 4285 | 4282 | G | SUE | N | Y | 3  | 9   |
| V | 21416 | DD  | 4275 | A006 | 5  | 2 | 4280 | 4277 | F | NNC | N | Y | 3  | 5   |
| V | 21416 | DD  | 4276 | A013 | 12 | 3 | 4286 | 4282 | F | NNZ | N | Y | 4  | 10  |
| V | 21416 | DD  | 4276 | A009 | 5  | 2 | 4285 | 4281 | G | SUE | N | Y | 4  | 9   |
| V | 40699 | FFG | 4284 | W008 | 2  | 1 | 4290 | 4285 | F | NNZ | N | Y | 5  | 6   |
| V | 52233 | DDG | 4283 | A053 | 5  | 2 | 4307 | 4302 | H | NDZ | N | Y | 5  | 24  |
| V | 52233 | DDG | 4283 | A051 | 5  | 2 | 4328 | 4309 | H | NDZ | N | Y | 19 | 45  |
| V | 52233 | DDG | 4280 | A019 | 2  | 1 | 4306 | 4293 | H | NNZ | N | Y | 13 | 26  |
| V | 52233 | DDG | 4283 | A023 | 12 | 3 | 4298 | 4289 | G | NNZ | N | Y | 9  | 15  |
| Y | 52233 | DDG | 4283 | A025 | 12 | 3 | 4352 | 4337 | A | SCI | N | Y | 15 | 69  |
| V | 52233 | DDG | 4283 | A028 | 12 | 3 | 4336 | 4288 | A | NNZ | N | Y | 48 | 53  |
| V | 52233 | DDG | 4282 | A021 | 2  | 1 | 4336 | 4285 | F | NNZ | N | Y | 51 | 54  |
| V | 52233 | DDG | 4283 | A046 | 5  | 2 | 4306 | 4288 | U | NNZ | N | Y | 18 | 23  |
| V | 52233 | DDG | 4281 | A020 | 2  | 1 | 5058 | 5056 | H | N35 | N | Y | 2  | 143 |
| V | 52233 | DDG | 4283 | A052 | 5  | 2 | 4320 | 4308 | H | NDZ | N | Y | 12 | 37  |
| V | 52233 | DDG | 4282 | A022 | 2  | 1 | 4336 | 4286 | F | NNZ | N | Y | 50 | 54  |
| R | 52233 | DDG | 4283 | A042 | 5  | 2 | 4306 | 4288 | H | NN  | N | Y | 18 | 23  |
| V | 52233 | DDG | 4283 | A027 | 12 | 3 | 4328 | 4289 | A | NNZ | N | Y | 39 | 45  |
| V | 52233 | DDG | 4285 | A066 | 2  | 1 | 4336 | 4286 | F | NNZ | N | Y | 50 | 51  |
| V | 52233 | DDG | 4283 | A024 | 12 | 3 | 4306 | 4290 | A | SUT | N | Y | 16 | 23  |
| V | 52236 | DDG | 4275 | A018 | 2  | 1 | 4283 | 4282 | F | NNC | N | Y | 1  | 8   |
| V | 52236 | DDG | 4276 | A025 | 12 | 3 | 4305 | 4287 | G | NNC | N | Y | 18 | 29  |
| V | 52236 | DDG | 4275 | A010 | 5  | 2 | 4292 | 4285 | V | NJZ | N | Y | 7  | 17  |
| V | 52236 | DDG | 4277 | A049 | 12 | 3 | 4312 | 4290 | V | NRZ | N | Y | 22 | 35  |
| V | 52236 | DDG | 4277 | A062 | 2  | 1 | 4281 | 4277 | H | SRG | N | Y | 4  | 4   |
| V | 52236 | DDG | 4276 | A021 | 5  | 2 | 4285 | 4279 | H | SAI | N | Y | 6  | 9   |
| V | 52236 | DDG | 4275 | A008 | 5  | 2 | 4306 | 4280 | V | NRZ | N | Y | 26 | 31  |
| V | 52236 | DDG | 4275 | A005 | 12 | 3 | 4332 | 4289 | G | SCC | N | Y | 43 | 57  |
| V | 52236 | DDG | 4278 | A077 | 12 | 3 | 4310 | 4296 | V | NRZ | N | Y | 14 | 32  |
| V | 52236 | DDG | 4276 | W026 | 2  | 1 | 4283 | 4279 | H | NRZ | N | Y | 4  | 7   |
| V | 52236 | DDG | 4277 | A063 | 2  | 1 | 4291 | 4291 | H | NOZ | N | Y | 0  | 14  |
| V | 52236 | DDG | 4275 | A011 | 5  | 2 | 4306 | 4289 | H | NNZ | N | Y | 17 | 31  |
| V | 52236 | DDG | 4276 | A020 | 2  | 1 | 4287 | 4279 | H | SCC | N | Y | 8  | 11  |
| V | 52236 | DDG | 4277 | A028 | 5  | 2 | 4332 | 4297 | 6 | B46 | N | Y | 35 | 55  |
| V | 52236 | DDG | 4275 | A004 | 12 | 3 | 4303 | 4282 | G | NDZ | N | Y | 21 | 28  |
| R | 52704 | CG  | 4277 | 0014 | 5  | 2 | 4303 | 4283 | H | NOZ | N | Y | 20 | 26  |
| R | 52704 | CG  | 4278 | W101 | 2  | 1 | 4285 | 4279 | F | NVZ | N | Y | 6  | 7   |
| R | 52704 | CG  | 4280 | W271 | 2  | 1 | 4290 | 4284 | F | NVZ | N | Y | 6  | 10  |
| R | 52704 | CG  | 4326 | 1576 | 12 | 3 | 5046 | 4328 | 6 | NVZ | N | Y | 84 | 86  |
| R | 52704 | CG  | 4326 | 1575 | 12 | 3 | 4349 | 4328 | 9 | NVZ | N | Y | 21 | 23  |
| R | 52704 | CG  | 4326 | 1574 | 12 | 3 | 5106 | 5088 | G | NNZ | N | Y | 18 | 146 |
| R | 52704 | CG  | 4276 | E002 | 5  | 2 | 4290 | 4277 | F | NVZ | N | Y | 13 | 14  |
| R | 52704 | CG  | 4326 | 1576 | 12 | 3 | 5046 | 4328 | 6 | NVZ | N | Y | 84 | 86  |
| R | 52704 | CG  | 4276 | E004 | 5  | 2 | 4290 | 4277 | F | NVZ | N | Y | 13 | 14  |
| R | 52704 | CG  | 4277 | 0013 | 5  | 2 | 4291 | 4279 | F | NVZ | N | Y | 12 | 14  |

|   |       |    |      |      |    |   |      |      |   |     |   |   |     |     |
|---|-------|----|------|------|----|---|------|------|---|-----|---|---|-----|-----|
| R | 52704 | CG | 4278 | W080 | 2  | 1 | 4285 | 4278 | R | NOZ | N | Y | 7   | 7   |
| R | 52704 | CG | 4326 | 1577 | 12 | 3 | 5046 | 4328 | 6 | NVZ | N | Y | 84  | 86  |
| R | 52704 | CG | 4278 | W102 | 2  | 1 | 4285 | 4279 | F | NVZ | N | Y | 6   | 7   |
| R | 52704 | CG | 4280 | W210 | 2  | 1 | 4302 | 4283 | F | NNZ | N | Y | 19  | 22  |
| R | 52704 | CG | 4276 | E003 | 5  | 2 | 4290 | 4277 | F | NVZ | N | Y | 13  | 14  |
| V | 54039 | FF | 4277 | A002 | 5  | 2 | 4277 | 4277 | X | NBZ | N | Y | 0   | 0   |
| V | 54039 | FF | 4278 | A008 | 2  | 1 | 4283 | 4280 | H | NNE | N | Y | 3   | 5   |
| V | 54039 | FF | 4277 | A004 | 5  | 2 | 4277 | 4277 | X | NBZ | N | Y | 0   | 0   |
| V | 54039 | FF | 4278 | W007 | 2  | 1 | 5008 | 4362 | N | S93 | N | Y | 12  | 96  |
| V | 54039 | FF | 4296 | A054 | 12 | 3 | 4306 | 4298 | G | NNI | N | Y | 8   | 10  |
| V | 54039 | FF | 4278 | W006 | 2  | 1 | 5008 | 5002 | N | NRZ | N | Y | 6   | 96  |
| V | 54039 | FF | 4285 | A025 | 5  | 2 | 4285 | 4285 | X | NBZ | N | Y | 0   | 0   |
| V | 54039 | FF | 4285 | A026 | 5  | 2 | 4285 | 4285 | X | NBZ | N | Y | 0   | 0   |
| V | 54039 | FF | 4278 | A005 | 2  | 1 | 4285 | 4281 | H | NNE | N | Y | 4   | 7   |
| V | 54039 | FF | 4296 | A051 | 12 | 3 | 4352 | 4304 | G | NNI | N | Y | 48  | 56  |
| V | 54039 | FF | 4296 | A049 | 12 | 3 | 4306 | 4299 | G | NNE | N | Y | 7   | 10  |
| V | 54039 | FF | 4296 | A050 | 12 | 3 | 5015 | 4309 | G | NNE | N | Y | 72  | 85  |
| V | 54039 | FF | 4275 | A001 | 2  | 1 | 4297 | 4284 | H | SUE | N | Y | 13  | 22  |
| V | 54039 | FF | 4296 | D039 | 12 | 3 | 4344 | 4319 | H | NNZ | N | Y | 25  | 48  |
| V | 54039 | FF | 4277 | A003 | 5  | 2 | 4277 | 4277 | X | NBZ | N | Y | 0   | 0   |
| R | 54050 | FF | 4277 | 0046 | 6  | 2 | 4306 | 4287 | H | SBG | N | N | 19  | 29  |
| R | 54050 | FF | 4320 | 1126 | 2  | 1 | 4326 | 4323 | U | NNZ | N | N | 3   | 6   |
| R | 54050 | FF | 4277 | 0010 | 6  | 2 | 4306 | 4286 | H | NOZ | N | N | 20  | 29  |
| R | 54050 | FF | 4277 | 0025 | 6  | 2 | 4306 | 4288 | H | SBI | N | N | 18  | 29  |
| R | 54050 | FF | 4277 | 0024 | 6  | 2 | 4306 | 4286 | H | NOZ | N | N | 20  | 29  |
| R | 54050 | FF | 4277 | 0030 | 6  | 2 | 4306 | 4287 | H | NOZ | N | N | 19  | 29  |
| R | 54050 | FF | 4331 | W210 | 2  | 1 | 4336 | 4332 | Q | P58 | N | N | 4   | 5   |
| R | 54050 | FF | 4277 | 0100 | 13 | 3 | 4318 | 4298 | G | NOE | N | N | 20  | 41  |
| R | 54050 | FF | 4277 | 0074 | 13 | 3 | 5056 | 5030 | G | SBI | N | N | 26  | 145 |
| R | 54050 | FF | 4327 | W198 | 2  | 1 | 4341 | 4340 | Q | P58 | N | N | 1   | 14  |
| R | 54050 | FF | 4331 | W211 | 2  | 1 | 4336 | 4332 | Q | P58 | N | N | 4   | 5   |
| R | 54050 | FF | 4277 | 0081 | 13 | 3 | 4318 | 4299 | G | SUC | N | N | 19  | 41  |
| R | 54050 | FF | 4282 | 0245 | 13 | 3 | 5002 | 4334 | G | SCC | N | N | 34  | 86  |
| R | 54050 | FF | 4277 | 0076 | 13 | 3 | 4318 | 4298 | G | NOI | N | N | 20  | 41  |
| R | 54050 | FF | 4326 | W195 | 2  | 1 | 4340 | 4329 | U | NZZ | N | N | 11  | 14  |
| V | 54056 | FF | 4288 | A005 | 6  | 2 | 4306 | 4296 | S | NNC | N | N | 10  | 18  |
| V | 54056 | FF | 4288 | A004 | 6  | 2 | 5241 | 5051 | G | NNZ | N | N | 190 | 319 |
| V | 54056 | FF | 4288 | A006 | 6  | 2 | 4297 | 4291 | H | SMC | N | N | 6   | 9   |
| V | 54056 | FF | 4277 | W001 | 6  | 2 | 4294 | 4287 | U | NDZ | N | N | 7   | 17  |
| V | 54056 | FF | 4291 | A027 | 13 | 3 | 4303 | 4301 | S | NNZ | N | N | 2   | 12  |
| V | 54056 | FF | 4292 | A030 | 13 | 3 | 4338 | 4312 | G | NOZ | N | N | 26  | 46  |
| V | 54056 | FF | 4292 | A028 | 13 | 3 | 4303 | 4301 | S | NNZ | N | N | 2   | 11  |
| V | 54056 | FF | 4292 | A031 | 13 | 3 | 4303 | 4301 | S | NNZ | N | N | 2   | 11  |
| V | 54056 | FF | 4292 | A029 | 13 | 3 | 4303 | 4301 | S | NNZ | N | N | 2   | 11  |
| V | 54056 | FF | 4277 | A002 | 6  | 2 | 4298 | 4282 | U | NDZ | N | N | 16  | 21  |
| R | 54061 | FF | 4275 | 0028 | 6  | 2 | 4281 | 4280 | B | NDZ | Y | N | 1   | 6   |
| R | 54061 | FF | 4275 | 0065 | 13 | 3 | 4297 | 4279 | B | NDZ | Y | N | 18  | 22  |
| R | 54061 | FF | 4278 | 0099 | 6  | 2 | 4296 | 4283 | B | NOZ | Y | N | 13  | 18  |
| R | 54061 | FF | 4275 | 0027 | 13 | 3 | 4298 | 4279 | B | NDZ | Y | N | 19  | 23  |
| R | 54061 | FF | 4276 | 0092 | 6  | 2 | 4296 | 4279 | B | NDZ | Y | N | 17  | 20  |



|   |       |     |      |      |    |   |      |      |   |     |   |   |     |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|-----|-----|
| R | 52706 | CG  | 4275 | 0005 | 13 | 3 | 5080 | 4284 | A | NVZ | N | Y | 162 | 171 |
| R | 1936  | AGD | 4279 | 0126 | 13 | 3 | 4342 | 4321 | H | SMI | N | N | 21  | 63  |
| R | 1936  | AGD | 4289 | 6003 | 6  | 2 | 4313 | 4311 | 9 | NDZ | N | N | 2   | 24  |
| R | 1936  | AGD | 4279 | 0121 | 13 | 3 | 4314 | 4296 | 9 | NDZ | N | N | 18  | 35  |
| R | 1936  | AGD | 4320 | 6020 | 6  | 2 | 4347 | 4346 | 9 | NDZ | N | N | 1   | 27  |
| R | 1936  | AGD | 4362 | 6023 | 6  | 2 | 5035 | 5015 | U | NVZ | N | N | 20  | 39  |
| R | 1936  | AGD | 4289 | 6004 | 6  | 2 | 4331 | 4323 | 9 | NDZ | N | N | 8   | 42  |
| R | 1936  | AGD | 4279 | 0127 | 13 | 3 | 4314 | 4296 | 9 | NDZ | N | N | 18  | 35  |
| R | 1936  | AGD | 4279 | 0125 | 13 | 3 | 4314 | 4296 | 9 | NDZ | N | N | 18  | 35  |
| R | 1936  | AGD | 4290 | 0189 | 13 | 3 | 4318 | 4306 | 9 | NDZ | N | N | 12  | 28  |
| R | 1936  | AGD | 4335 | 6018 | 3  | 1 | 4335 | 4335 | X | NDZ | N | N | 0   | 0   |
| V | 4671  | DDG | 4325 | A382 | 13 | 3 | 4340 | 4337 | 9 | NNZ | N | N | 3   | 15  |
| V | 4671  | DDG | 4276 | A003 | 6  | 2 | 4290 | 4288 | H | NNE | N | N | 2   | 14  |
| V | 4671  | DDG | 4313 | A309 | 13 | 3 | 5205 | 5165 | H | P73 | N | N | 40  | 258 |
| V | 4671  | DDG | 4276 | A005 | 6  | 2 | 4318 | 4286 | H | SRG | N | N | 32  | 42  |
| V | 4671  | DDG | 4276 | A004 | 6  | 2 | 4287 | 4285 | H | RET | N | N | 2   | 11  |
| V | 4671  | DDG | 4276 | A001 | 6  | 2 | 4283 | 4280 | H | NNZ | N | N | 3   | 7   |
| V | 4671  | DDG | 4318 | A317 | 13 | 3 | 4325 | 4323 | 9 | NNZ | N | N | 2   | 7   |
| V | 4671  | DDG | 4325 | A375 | 13 | 3 | 4326 | 4326 | 9 | NNG | N | N | 0   | 1   |
| V | 4671  | DDG | 4276 | A002 | 6  | 2 | 5060 | 5037 | H | NDZ | N | N | 23  | 150 |
| V | 4671  | DDG | 4291 | A120 | 13 | 3 | 4291 | 4291 | 9 | NNZ | N | N | 0   | 0   |
| V | 4672  | DDG | 4275 | A003 | 13 | 3 | 4292 | 4281 | 9 | NNZ | N | Y | 11  | 17  |
| V | 4672  | DDG | 4338 | B113 | 2  | 1 | 5112 | 5086 | H | NOZ | N | Y | 26  | 140 |
| V | 4672  | DDG | 4276 | A077 | 6  | 2 | 4283 | 4281 | 9 | NNE | N | Y | 2   | 7   |
| V | 4672  | DDG | 4279 | W179 | 3  | 1 | 4297 | 4296 | 9 | NNZ | N | Y | 1   | 18  |
| V | 4672  | DDG | 4276 | A081 | 6  | 2 | 4331 | 4296 | G | NBC | N | Y | 35  | 55  |
| V | 4672  | DDG | 4276 | A079 | 6  | 2 | 4336 | 4318 | A | SUE | N | Y | 18  | 60  |
| V | 4672  | DDG | 4332 | B044 | 3  | 1 | 5030 | 5025 | H | N35 | N | Y | 5   | 64  |
| V | 4672  | DDG | 4275 | A004 | 13 | 3 | 4298 | 4288 | 9 | NNE | N | Y | 10  | 23  |
| V | 4672  | DDG | 4337 | W094 | 2  | 1 | 4340 | 4337 | A | S9I | N | Y | 3   | 3   |
| V | 4672  | DDG | 4338 | B114 | 2  | 1 | 5084 | 5071 | H | N35 | N | Y | 13  | 112 |
| V | 4672  | DDG | 4275 | A006 | 13 | 3 | 4286 | 4284 | 9 | NNI | N | Y | 2   | 11  |
| V | 4672  | DDG | 4275 | A005 | 13 | 3 | 4283 | 4279 | 9 | NNZ | N | Y | 4   | 8   |
| V | 4672  | DDG | 4275 | A002 | 13 | 3 | 4285 | 4282 | 9 | NNE | N | Y | 3   | 10  |
| V | 4672  | DDG | 4276 | A078 | 6  | 2 | 4286 | 4285 | 9 | NNE | N | Y | 1   | 10  |
| V | 4672  | DDG | 4276 | A080 | 6  | 2 | 4287 | 4280 | A | SUE | N | Y | 7   | 11  |
| R | 4679  | DDG | 4277 | 0002 | 6  | 2 | 4324 | 4285 | U | NOZ | N | N | 39  | 47  |
| R | 4679  | DDG | 4277 | 0033 | 6  | 2 | 4292 | 4288 | U | NNZ | N | N | 4   | 15  |
| R | 4679  | DDG | 4277 | 0035 | 6  | 2 | 4310 | 4288 | 9 | NDZ | N | N | 22  | 33  |
| R | 4679  | DDG | 4277 | 0019 | 13 | 3 | 4303 | 4302 | 9 | NDZ | N | N | 1   | 26  |
| R | 4679  | DDG | 4277 | 0005 | 13 | 3 | 4340 | 4309 | G | NFZ | N | N | 31  | 63  |
| R | 4679  | DDG | 4306 | W705 | 3  | 1 | 4319 | 4319 | 9 | NDZ | N | N | 0   | 13  |
| R | 4679  | DDG | 4291 | W308 | 3  | 1 | 4320 | 4310 | R | NNZ | N | N | 10  | 29  |
| R | 4679  | DDG | 4306 | W703 | 3  | 1 | 4313 | 4313 | 9 | P97 | N | N | 0   | 7   |
| R | 4679  | DDG | 4278 | 0041 | 6  | 2 | 4296 | 4288 | U | NDZ | N | N | 8   | 18  |
| R | 4679  | DDG | 4277 | 0008 | 13 | 3 | 5066 | 4309 | H | NFZ | N | N | 123 | 155 |
| R | 4679  | DDG | 4342 | W402 | 3  | 1 | 4348 | 4345 | 9 | NDZ | N | N | 3   | 6   |
| R | 4679  | DDG | 4277 | 0006 | 13 | 3 | 4324 | 4320 | B | NFZ | N | N | 4   | 47  |
| R | 4679  | DDG | 4277 | 0032 | 6  | 2 | 4312 | 4285 | U | NOZ | N | N | 27  | 35  |
| R | 4679  | DDG | 4277 | 0004 | 13 | 3 | 4340 | 4309 | G | NFZ | N | N | 31  | 63  |

|   |      |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| R | 4679 | DDG | 4304 | W609 | 3  | 1 | 4309 | 4308 | U | NDZ | N | N | 1  | 5   |
| V | 4848 | AO  | 4275 | A006 | 12 | 3 | 4313 | 4287 | R | S9I | N | N | 26 | 38  |
| V | 4848 | AO  | 4275 | A032 | 5  | 2 | 4299 | 4285 | G | NNC | N | N | 14 | 24  |
| V | 4848 | AO  | 4275 | A001 | 5  | 2 | 4352 | 4340 | G | NNZ | N | N | 12 | 77  |
| V | 4848 | AO  | 4275 | AC18 | 5  | 2 | 4312 | 4278 | H | NNZ | N | N | 34 | 37  |
| V | 4848 | AO  | 4275 | A017 | 5  | 2 | 4312 | 4278 | H | NNZ | N | N | 34 | 37  |
| V | 4848 | AO  | 4275 | A008 | 12 | 3 | 4304 | 4285 | G | NNZ | N | N | 19 | 29  |
| V | 4848 | AO  | 4275 | A007 | 12 | 3 | 4296 | 4285 | G | NNG | N | N | 11 | 21  |
| V | 4848 | AO  | 4275 | A002 | 12 | 3 | 4296 | 4285 | G | NNZ | N | N | 11 | 21  |
| R | 5832 | AOE | 4352 | 1897 | 13 | 3 | 4359 | 4359 | X | NUZ | N | Y | 0  | 7   |
| R | 5832 | AOE | 4278 | E110 | 2  | 1 | 4320 | 4300 | H | P38 | N | Y | 20 | 42  |
| R | 5832 | AOE | 4304 | 1040 | 13 | 3 | 4327 | 4327 | O | NVZ | N | Y | 0  | 23  |
| R | 5832 | AOE | 4314 | W404 | 2  | 1 | 4318 | 4316 | O | NVZ | N | Y | 2  | 4   |
| R | 5832 | AOE | 4280 | O138 | 13 | 3 | 4326 | 4291 | O | NVZ | N | Y | 35 | 46  |
| R | 5832 | AOE | 4277 | W105 | 2  | 1 | 4283 | 4279 | O | NDZ | N | Y | 4  | 6   |
| R | 5832 | AOE | 4295 | W751 | 2  | 1 | 4318 | 4305 | F | NNZ | N | Y | 13 | 23  |
| R | 5832 | AOE | 4278 | E109 | 2  | 1 | 4318 | 4304 | O | NDZ | N | Y | 14 | 40  |
| V | 5844 | LKA | 4290 | D181 | 13 | 3 | 4319 | 4303 | G | SCI | N | N | 16 | 29  |
| V | 5844 | LKA | 4304 | D258 | 13 | 3 | 4328 | 4324 | G | NNE | N | N | 4  | 24  |
| V | 5844 | LKA | 4304 | A300 | 13 | 3 | 4362 | 4326 | G | NOC | N | N | 36 | 58  |
| V | 5844 | LKA | 4287 | W151 | 3  | 1 | 4287 | 4287 | X | NNZ | N | N | 0  | 0   |
| V | 5844 | LKA | 4321 | A359 | 6  | 2 | 4321 | 4321 | X | NNZ | N | N | 0  | 0   |
| V | 5844 | LKA | 4289 | W161 | 3  | 1 | 4290 | 4289 | U | NOZ | N | N | 1  | 1   |
| V | 5844 | LKA | 4287 | A144 | 13 | 3 | 4331 | 4300 | G | SUI | N | N | 31 | 44  |
| V | 5844 | LKA | 4287 | W157 | 3  | 1 | 4289 | 4288 | Q | SUI | N | N | 1  | 2   |
| V | 5844 | LKA | 4314 | W356 | 6  | 2 | 4326 | 4320 | H | SCI | N | N | 6  | 12  |
| V | 5844 | LKA | 4287 | W153 | 3  | 1 | 4287 | 4287 | X | NNC | N | N | 0  | 0   |
| V | 5844 | LKA | 4328 | A451 | 6  | 2 | 4342 | 4336 | 9 | NNI | N | N | 6  | 14  |
| V | 5844 | LKA | 4287 | W159 | 3  | 1 | 4289 | 4288 | U | SUI | N | N | 1  | 2   |
| V | 5844 | LKA | 4328 | A376 | 6  | 2 | 4353 | 4336 | 9 | NNE | N | N | 17 | 25  |
| V | 5844 | LKA | 4304 | D259 | 13 | 3 | 4328 | 4320 | G | NNC | N | N | 8  | 24  |
| V | 5844 | LKA | 4314 | W356 | 6  | 2 | 4326 | 4320 | H | SCI | N | N | 6  | 12  |
| R | 7176 | LPD | 4277 | 0036 | 13 | 3 | 4325 | 4285 | 9 | NDZ | Y | Y | 40 | 48  |
| R | 7176 | LPD | 4277 | 0031 | 13 | 3 | 4300 | 4285 | 9 | NDZ | Y | Y | 15 | 23  |
| R | 7176 | LPD | 4277 | 0033 | 13 | 3 | 4323 | 4285 | 9 | NDZ | Y | Y | 38 | 46  |
| R | 7176 | LPD | 4277 | 0044 | 6  | 2 | 4300 | 4285 | 9 | NDZ | Y | Y | 15 | 23  |
| R | 7176 | LPD | 4276 | 0011 | 6  | 2 | 4300 | 4292 | 9 | NDZ | Y | Y | 8  | 24  |
| R | 7176 | LPD | 4277 | 0032 | 13 | 3 | 4325 | 4285 | 9 | NDZ | Y | Y | 40 | 48  |
| R | 7176 | LPD | 4277 | 0041 | 6  | 2 | 4293 | 4288 | H | NDZ | Y | Y | 5  | 16  |
| R | 7176 | LPD | 4277 | 0035 | 13 | 3 | 4325 | 4285 | 9 | NDZ | Y | Y | 40 | 48  |
| R | 7176 | LPD | 4277 | 0069 | 6  | 2 | 4297 | 4286 | 9 | NDZ | Y | Y | 11 | 20  |
| R | 7176 | LPD | 4277 | 0068 | 6  | 2 | 4300 | 4285 | 9 | NDZ | Y | Y | 15 | 23  |
| R | 7182 | LPD | 4277 | 0022 | 6  | 2 | 4298 | 4278 | 9 | NDZ | N | N | 20 | 21  |
| R | 7182 | LPD | 4277 | 0027 | 13 | 3 | 5172 | 5150 | H | NPZ | N | N | 22 | 261 |
| R | 7182 | LPD | 4277 | 0030 | 13 | 3 | 4292 | 4283 | H | SBT | N | N | 9  | 15  |
| R | 7182 | LPD | 4277 | 0029 | 13 | 3 | 4291 | 4282 | 9 | NDZ | N | N | 9  | 14  |
| R | 7182 | LPD | 4324 | W005 | 3  | 1 | 4361 | 4337 | H | NVZ | N | N | 24 | 37  |
| R | 7182 | LPD | 4276 | 0004 | 6  | 2 | 4296 | 4284 | H | GS2 | N | N | 12 | 20  |
| R | 7182 | LPD | 4296 | W004 | 3  | 1 | 4296 | 4296 | H | S9C | N | N | 0  | 0   |
| R | 7182 | LPD | 4277 | 0025 | 13 | 3 | 4291 | 4291 | 9 | NDT | N | N | 0  | 14  |

|   |       |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| R | 7182  | LPD | 4277 | 0021 | 6  | 2 | 4292 | 4292 | 9 | NDZ | N | N | 0  | 15  |
| R | 7182  | LPD | 4279 | W002 | 3  | 1 | 4291 | 4284 | H | NNZ | N | N | 7  | 12  |
| R | 7182  | LPD | 4286 | W003 | 3  | 1 | 4306 | 4298 | H | N35 | N | N | 8  | 20  |
| R | 7182  | LPD | 4279 | W001 | 3  | 1 | 4342 | 4339 | H | N35 | N | N | 3  | 63  |
| R | 7182  | LPD | 4277 | 0032 | 13 | 3 | 4297 | 4278 | 9 | NDZ | N | N | 19 | 20  |
| R | 7182  | LPD | 4276 | 0005 | 6  | 2 | 4286 | 4276 | 9 | NDT | N | N | 10 | 10  |
| R | 7182  | LPD | 4275 | 0002 | 6  | 2 | 4278 | 4276 | 9 | NDZ | N | N | 2  | 3   |
| R | 7203  | LSD | 4277 | 0049 | 13 | 3 | 4313 | 4288 | 9 | NDZ | N | Y | 25 | 36  |
| R | 7203  | LSD | 4279 | W175 | 2  | 1 | 4330 | 4299 | U | NNZ | N | Y | 31 | 51  |
| R | 7203  | LSD | 4277 | 0053 | 6  | 2 | 4311 | 4286 | 9 | NDZ | N | Y | 25 | 34  |
| R | 7203  | LSD | 4292 | 0380 | 6  | 2 | 4313 | 4300 | H | NNI | N | Y | 13 | 21  |
| R | 7203  | LSD | 4293 | 0412 | 13 | 3 | 5086 | 5083 | 9 | NDZ | N | Y | 3  | 159 |
| R | 7203  | LSD | 4353 | 1229 | 12 | 3 | 5148 | 5109 | G | NOI | N | Y | 39 | 161 |
| R | 7203  | LSD | 4303 | 0549 | 13 | 3 | 4332 | 4317 | G | NOI | N | Y | 15 | 29  |
| R | 7203  | LSD | 4312 | 0662 | 6  | 2 | 5088 | 5080 | H | SCC | N | Y | 8  | 143 |
| R | 7203  | LSD | 4325 | 0910 | 6  | 2 | 4341 | 4335 | H | SUI | N | Y | 6  | 16  |
| R | 7203  | LSD | 4277 | 0052 | 13 | 3 | 4312 | 4288 | 9 | NDZ | N | Y | 24 | 35  |
| R | 7203  | LSD | 4275 | 0011 | 6  | 2 | 4303 | 4282 | 9 | NDZ | N | Y | 21 | 28  |
| R | 20015 | LSD | 4289 | 3061 | 13 | 3 | 4300 | 4297 | 9 | NDZ | N | N | 3  | 11  |
| R | 20015 | LSD | 4340 | 3447 | 6  | 2 | 4354 | 4344 | 9 | NDZ | N | N | 10 | 14  |
| R | 20015 | LSD | 4306 | 3149 | 13 | 3 | 4318 | 4312 | 9 | NDZ | N | N | 6  | 12  |
| R | 20015 | LSD | 4276 | 3000 | 6  | 2 | 4299 | 4281 | H | NOE | N | N | 18 | 23  |
| R | 20015 | LSD | 4289 | 3050 | 6  | 2 | 4299 | 4292 | H | NOI | N | N | 7  | 10  |
| R | 20015 | LSD | 4306 | 3146 | 6  | 2 | 5023 | 5021 | X | NDZ | N | N | 2  | 83  |
| R | 20015 | LSD | 4332 | 3389 | 13 | 3 | 4353 | 4342 | 9 | NDZ | N | N | 11 | 21  |
| R | 20015 | LSD | 4340 | A437 | 3  | 1 | 4340 | 4340 | X | NDZ | N | N | 0  | 0   |
| R | 20015 | LSD | 4276 | 3001 | 13 | 3 | 4296 | 4287 | 9 | NDZ | N | N | 9  | 20  |
| R | 20015 | LSD | 4331 | 3331 | 6  | 2 | 4353 | 4336 | 9 | NDZ | N | N | 17 | 22  |
| R | 20015 | LSD | 4324 | 3272 | 13 | 3 | 4350 | 4336 | 9 | NDZ | N | N | 14 | 26  |
| V | 20027 | LST | 4277 | A003 | 6  | 2 | 4300 | 4281 | 9 | NNZ | N | N | 19 | 23  |
| V | 20027 | LST | 4277 | A004 | 13 | 3 | 4290 | 4286 | 9 | NNZ | N | N | 4  | 13  |
| V | 20027 | LST | 4295 | A036 | 13 | 3 | 4311 | 4306 | 9 | NNZ | N | N | 5  | 16  |
| V | 20027 | LST | 4286 | A020 | 13 | 3 | 4303 | 4293 | H | S9E | N | N | 10 | 17  |
| V | 20027 | LST | 4295 | A027 | 6  | 2 | 4325 | 4304 | 9 | NNZ | N | N | 21 | 30  |
| V | 20027 | LST | 4295 | A033 | 13 | 3 | 4326 | 4308 | 9 | NNZ | N | N | 18 | 31  |
| V | 20027 | LST | 4295 | A029 | 6  | 2 | 4318 | 4306 | 9 | NNZ | N | N | 12 | 23  |
| V | 20027 | LST | 4277 | A005 | 13 | 3 | 4299 | 4283 | H | S93 | N | N | 16 | 22  |
| V | 20027 | LST | 4286 | W019 | 6  | 2 | 4299 | 4295 | U | NNZ | N | N | 4  | 13  |
| V | 20027 | LST | 4306 | A047 | 6  | 2 | 4319 | 4315 | 9 | NNZ | N | N | 4  | 13  |
| V | 20032 | LST | 4286 | A028 | 12 | 3 | 4299 | 4287 | 9 | NNZ | N | Y | 12 | 13  |
| V | 20032 | LST | 4286 | A025 | 12 | 3 | 4312 | 4287 | H | NNZ | N | Y | 25 | 26  |
| V | 20032 | LST | 4286 | A031 | 5  | 2 | 4299 | 4287 | 9 | NNZ | N | Y | 12 | 13  |
| V | 20032 | LST | 4286 | A024 | 12 | 3 | 4324 | 4292 | H | S9C | N | Y | 32 | 38  |
| V | 20032 | LST | 4285 | A018 | 5  | 2 | 4330 | 4300 | 9 | NNZ | N | Y | 30 | 45  |
| V | 20032 | LST | 4286 | A027 | 12 | 3 | 4312 | 4287 | 9 | NNZ | N | Y | 25 | 26  |
| V | 20032 | LST | 4286 | A026 | 12 | 3 | 4308 | 4287 | 9 | NNZ | N | Y | 21 | 22  |
| V | 20032 | LST | 4286 | A021 | 5  | 2 | 5085 | 5079 | H | NRZ | N | Y | 6  | 165 |
| V | 20032 | LST | 4285 | A019 | 5  | 2 | 4299 | 4292 | 9 | NNZ | N | Y | 7  | 14  |
| V | 20032 | LST | 4286 | A020 | 5  | 2 | 4325 | 4300 | 9 | NNZ | N | Y | 25 | 39  |
| R | 20058 | FF  | 4353 | 1115 | 2  | 1 | 5010 | 4365 | H | NDZ | N | Y | 11 | 23  |

|   |       |    |      |      |    |   |      |      |   |     |   |   |     |     |
|---|-------|----|------|------|----|---|------|------|---|-----|---|---|-----|-----|
| R | 20058 | FF | 4283 | 0048 | 12 | 3 | 4296 | 4285 | H | NZZ | N | Y | 11  | 13  |
| R | 20058 | FF | 4297 | W315 | 2  | 1 | 5002 | 4355 | H | SCC | N | Y | 13  | 71  |
| R | 20058 | FF | 4284 | 0086 | 12 | 3 | 4338 | 4328 | H | NPZ | N | Y | 10  | 54  |
| R | 20058 | FF | 4277 | 0032 | 12 | 3 | 4306 | 4283 | H | SUC | N | Y | 23  | 29  |
| R | 20058 | FF | 4284 | 0083 | 5  | 2 | 5083 | 5066 | H | SAE | N | Y | 17  | 165 |
| R | 20058 | FF | 4290 | 0170 | 5  | 2 | 4302 | 4293 | J | NOZ | N | Y | 9   | 12  |
| R | 20058 | FF | 4338 | 0804 | 2  | 1 | 4356 | 4340 | H | NVZ | N | Y | 16  | 18  |
| R | 20058 | FF | 4283 | 0054 | 5  | 2 | 4348 | 4325 | F | NOZ | N | Y | 23  | 65  |
| R | 20058 | FF | 4276 | 0004 | 5  | 2 | 5015 | 4358 | H | NDZ | N | Y | 23  | 105 |
| R | 20058 | FF | 4276 | 0019 | 12 | 3 | 4298 | 4290 | J | NZZ | N | Y | 8   | 22  |
| R | 20058 | FF | 4356 | 1145 | 2  | 1 | 5025 | 5010 | F | NNZ | N | Y | 15  | 35  |
| R | 20058 | FF | 4276 | 0014 | 12 | 3 | 4353 | 4315 | F | SAM | N | Y | 38  | 77  |
| R | 20058 | FF | 4290 | 0169 | 5  | 2 | 4306 | 4294 | H | SMI | N | Y | 12  | 16  |
| V | 20071 | FF | 4284 | A014 | 13 | 3 | 4331 | 4288 | H | S9C | N | N | 43  | 47  |
| V | 20071 | FF | 4284 | A011 | 13 | 3 | 4310 | 4287 | G | SM2 | N | N | 23  | 26  |
| V | 20071 | FF | 4290 | W090 | 3  | 1 | 4293 | 4291 | U | NNZ | N | N | 2   | 3   |
| V | 20071 | FF | 4294 | A112 | 6  | 2 | 4306 | 4300 | H | NNZ | N | N | 6   | 12  |
| V | 20071 | FF | 4282 | A008 | 6  | 2 | 4289 | 4285 | H | S9G | N | N | 4   | 7   |
| V | 20071 | FF | 4359 | W477 | 3  | 1 | 4366 | 4363 | U | NJZ | N | N | 3   | 7   |
| V | 20071 | FF | 4352 | W471 | 3  | 1 | 4355 | 4353 | Q | NNZ | N | N | 2   | 3   |
| V | 20071 | FF | 4276 | A006 | 6  | 2 | 4303 | 4293 | H | NPZ | N | N | 10  | 27  |
| V | 20071 | FF | 4284 | A015 | 13 | 3 | 4304 | 4285 | S | NNZ | N | N | 19  | 20  |
| V | 20071 | FF | 4291 | A103 | 6  | 2 | 4301 | 4295 | H | NNZ | N | N | 6   | 10  |
| V | 20071 | FF | 4291 | A104 | 6  | 2 | 4302 | 4295 | H | NNZ | N | N | 7   | 11  |
| V | 20071 | FF | 4284 | A013 | 13 | 3 | 4303 | 4285 | S | NNZ | N | N | 18  | 19  |
| V | 20071 | FF | 4291 | W101 | 3  | 1 | 4292 | 4292 | R | NNZ | N | N | 0   | 1   |
| V | 20071 | FF | 4284 | A012 | 13 | 3 | 4304 | 4285 | S | NNZ | N | N | 19  | 20  |
| V | 20074 | FF | 4278 | A005 | 6  | 2 | 4301 | 4301 | H | NOC | N | N | 0   | 23  |
| V | 20074 | FF | 4278 | A003 | 6  | 2 | 4311 | 4301 | H | NOC | N | N | 10  | 33  |
| V | 20074 | FF | 4300 | A095 | 3  | 1 | 4303 | 4300 | Q | SCI | N | N | 3   | 3   |
| V | 20074 | FF | 4278 | A004 | 13 | 3 | 4297 | 4279 | S | NNI | N | N | 18  | 19  |
| V | 20074 | FF | 4278 | A009 | 13 | 3 | 4297 | 4279 | S | NNE | N | N | 18  | 19  |
| V | 20074 | FF | 4278 | A006 | 13 | 3 | 4297 | 4279 | S | NNZ | N | N | 18  | 19  |
| V | 20074 | FF | 4278 | A002 | 6  | 2 | 4305 | 4279 | S | NNC | N | N | 26  | 27  |
| V | 20074 | FF | 4307 | W186 | 3  | 1 | 4312 | 4208 | U | NNZ | N | N | 104 | 5   |
| V | 20074 | FF | 4312 | A227 | 3  | 1 | 4328 | 4312 | U | RMZ | N | N | 16  | 16  |
| V | 20074 | FF | 4278 | A011 | 6  | 2 | 4297 | 4279 | S | NNZ | N | N | 18  | 19  |
| V | 20074 | FF | 4300 | A094 | 3  | 1 | 4305 | 4300 | Q | SCI | N | N | 5   | 5   |
| V | 20074 | FF | 4278 | A001 | 6  | 2 | 4297 | 4280 | S | NNI | N | N | 17  | 19  |
| V | 20075 | FF | 4275 | A116 | 6  | 2 | 4355 | 4321 | H | NNZ | N | Y | 34  | 80  |
| V | 20075 | FF | 4275 | A003 | 13 | 3 | 4304 | 4294 | H | NNZ | N | Y | 10  | 29  |
| V | 20075 | FF | 4275 | A113 | 6  | 2 | 4355 | 4321 | H | NNZ | N | Y | 34  | 80  |
| V | 20075 | FF | 4275 | A115 | 6  | 2 | 4355 | 4321 | H | S9G | N | Y | 34  | 80  |
| V | 20075 | FF | 4275 | A114 | 6  | 2 | 4355 | 4321 | H | NNZ | N | Y | 34  | 80  |
| V | 20075 | FF | 4275 | A004 | 13 | 3 | 4304 | 4294 | H | NNZ | N | Y | 10  | 29  |
| V | 20075 | FF | 4275 | A002 | 13 | 3 | 5071 | 5050 | H | S93 | N | Y | 21  | 162 |
| V | 20075 | FF | 4275 | A001 | 13 | 3 | 4304 | 4294 | H | NNZ | N | Y | 10  | 29  |
| V | 20075 | FF | 4275 | A117 | 6  | 2 | 4355 | 4334 | H | S9I | N | Y | 21  | 80  |
| V | 20075 | FF | 4292 | W390 | 3  | 1 | 4322 | 4322 | H | NNZ | N | Y | 0   | 30  |
| V | 20075 | FF | 4275 | A005 | 13 | 3 | 4304 | 4294 | H | NNZ | N | Y | 10  | 29  |

|   |       |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| R | 20113 | AE  | 4276 | 0004 | 12 | 3 | 4334 | 4297 | 9 | NOZ | N | Y | 37 | 58  |
| R | 20113 | AE  | 4227 | 0056 | 5  | 2 | 4278 | 4278 | 9 | NVZ | N | Y | 0  | 51  |
| R | 20113 | AE  | 4277 | 0048 | 5  | 2 | 4278 | 4278 | 9 | NVZ | N | Y | 0  | 1   |
| R | 20113 | AE  | 4279 | 0123 | 2  | 1 | 4279 | 4279 | 9 | NVZ | N | Y | 0  | 0   |
| R | 20113 | AE  | 4277 | 0053 | 5  | 2 | 4278 | 4278 | 9 | NVZ | N | Y | 0  | 1   |
| R | 20113 | AE  | 4277 | 0046 | 5  | 2 | 4278 | 4278 | 9 | NVZ | N | Y | 0  | 1   |
| R | 20113 | AE  | 4276 | 0007 | 12 | 3 | 5018 | 4297 | 9 | NOZ | N | Y | 87 | 108 |
| R | 20113 | AE  | 4276 | 0008 | 12 | 3 | 4334 | 4297 | 9 | NOZ | N | Y | 37 | 58  |
| R | 20113 | AE  | 4276 | 0005 | 12 | 3 | 5011 | 4297 | 9 | NOZ | N | Y | 80 | 101 |
| R | 20113 | AE  | 4276 | 0006 | 12 | 3 | 4334 | 4297 | 9 | NOZ | N | Y | 37 | 58  |
| R | 20113 | AE  | 4277 | 0050 | 5  | 2 | 4278 | 4278 | 9 | NVZ | N | Y | 0  | 1   |
| R | 20113 | AE  | 4296 | 0276 | 2  | 1 | 4322 | 4298 | 9 | NVZ | N | Y | 24 | 26  |
| V | 20120 | AOE | 4277 | A007 | 13 | 3 | 5002 | 4354 | A | S9E | N | N | 14 | 91  |
| V | 20120 | AOE | 4279 | A055 | 6  | 2 | 4302 | 4295 | 9 | NNZ | N | N | 7  | 23  |
| V | 20120 | AOE | 4279 | A038 | 6  | 2 | 4299 | 4295 | 9 | NNZ | N | N | 4  | 20  |
| V | 20120 | AOE | 4277 | A008 | 13 | 3 | 4313 | 4291 | A | S9E | N | N | 22 | 36  |
| V | 20120 | AOE | 4277 | W024 | 6  | 2 | 4305 | 4293 | 9 | NNZ | N | N | 12 | 28  |
| V | 20120 | AOE | 4280 | A061 | 6  | 2 | 4302 | 4300 | 9 | NNZ | N | N | 2  | 22  |
| V | 20120 | AOE | 4277 | A006 | 13 | 3 | 4301 | 4293 | A | S9G | N | N | 8  | 24  |
| V | 20120 | AOE | 4277 | A001 | 13 | 3 | 4298 | 4295 | G | NNZ | N | N | 3  | 21  |
| V | 20120 | AOE | 4277 | A002 | 13 | 3 | 4298 | 4295 | G | NNZ | N | N | 3  | 21  |
| V | 20120 | AOE | 4277 | A004 | 6  | 2 | 4305 | 4289 | 9 | NNZ | N | N | 16 | 28  |
| V | 20590 | DD  | 4291 | A064 | 12 | 3 | 4304 | 4294 | H | NNG | N | N | 10 | 13  |
| V | 20590 | DD  | 4291 | A061 | 12 | 3 | 4306 | 4298 | H | SRG | N | N | 8  | 15  |
| V | 20590 | DD  | 4276 | A008 | 2  | 1 | 4276 | 4276 | 9 | NNZ | N | N | 0  | 0   |
| V | 20590 | DD  | 4284 | W016 | 5  | 2 | 4285 | 4284 | 9 | NNZ | N | N | 1  | 1   |
| V | 20590 | DD  | 4291 | A113 | 2  | 1 | 4291 | 4291 | 9 | NNZ | N | N | 0  | 0   |
| V | 20590 | DD  | 4291 | A071 | 12 | 3 | 4304 | 4294 | H | NNI | N | N | 10 | 13  |
| V | 20590 | DD  | 4291 | A070 | 12 | 3 | 4312 | 4297 | H | NRZ | N | N | 15 | 21  |
| V | 20590 | DD  | 4291 | A065 | 12 | 3 | 4306 | 4296 | H | SUE | N | N | 10 | 15  |
| V | 20590 | DD  | 4285 | A024 | 5  | 2 | 4296 | 4288 | 9 | NNZ | N | N | 8  | 11  |
| V | 20590 | DD  | 4277 | W010 | 2  | 1 | 4283 | 4279 | 9 | NNZ | N | N | 4  | 6   |
| V | 20590 | DD  | 4285 | A026 | 2  | 1 | 4285 | 4285 | 9 | NNZ | N | N | 0  | 0   |
| V | 20590 | DD  | 4285 | A021 | 5  | 2 | 4289 | 4287 | F | SAM | N | N | 2  | 4   |
| V | 20590 | DD  | 4293 | A130 | 2  | 1 | 4298 | 4298 | 9 | NNZ | N | N | 0  | 5   |
| V | 20590 | DD  | 4284 | W017 | 5  | 2 | 4285 | 4284 | 9 | NNZ | N | N | 1  | 1   |
| V | 20590 | DD  | 4285 | A023 | 5  | 2 | 4286 | 4285 | 9 | NNZ | N | N | 1  | 1   |
| R | 20591 | DD  | 4319 | 1370 | 6  | 2 | 4338 | 4324 | G | GFI | N | N | 14 | 19  |
| R | 20591 | DD  | 4320 | 1392 | 13 | 3 | 4348 | 4336 | 9 | NDZ | N | N | 12 | 28  |
| R | 20591 | DD  | 4307 | 1063 | 6  | 2 | 4326 | 4314 | 9 | NDZ | N | N | 12 | 19  |
| R | 20591 | DD  | 4320 | 1390 | 13 | 3 | 4348 | 4336 | 9 | NDZ | N | N | 12 | 28  |
| R | 20591 | DD  | 4307 | 1060 | 6  | 2 | 4348 | 4314 | 9 | NDZ | N | N | 34 | 41  |
| R | 20591 | DD  | 4320 | 1388 | 13 | 3 | 5202 | 5177 | G | SUI | N | N | 25 | 248 |
| R | 20591 | DD  | 4320 | 1389 | 13 | 3 | 4348 | 4336 | 9 | NDZ | N | N | 12 | 28  |
| R | 20591 | DD  | 4320 | 1391 | 13 | 3 | 4344 | 4332 | G | SBG | N | N | 12 | 24  |
| R | 20591 | DD  | 4319 | 1365 | 6  | 2 | 4336 | 4322 | G | SUG | N | N | 14 | 17  |
| R | 20601 | DD  | 4332 | W012 | 3  | 1 | 5249 | 5242 | H | P14 | N | N | 7  | 283 |
| R | 20601 | DD  | 4274 | 0004 | 6  | 2 | 4289 | 4280 | H | NNZ | N | N | 9  | 15  |
| R | 20601 | DD  | 4275 | 0047 | 13 | 3 | 4306 | 4295 | 9 | NDZ | N | N | 11 | 31  |
| R | 20601 | DD  | 4274 | 0006 | 6  | 2 | 4295 | 4283 | 9 | NDZ | N | N | 12 | 21  |

|   |       |     |      |      |    |   |      |      |   |     |   |   |     |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|-----|-----|
| R | 20601 | DD  | 4276 | 0054 | 13 | 3 | 5170 | 5162 | G | NOG | N | N | 8   | 260 |
| R | 20601 | DD  | 4274 | 0003 | 6  | 2 | 4310 | 4289 | H | S9M | N | N | 21  | 36  |
| R | 20601 | DD  | 4275 | 0035 | 13 | 3 | 4306 | 4295 | 9 | NDZ | N | N | 11  | 31  |
| R | 20601 | DD  | 4274 | 0005 | 6  | 2 | 4290 | 4283 | 9 | NDZ | N | N | 7   | 16  |
| R | 20601 | DD  | 4315 | W009 | 3  | 1 | 4327 | 4320 | H | NOZ | N | N | 7   | 12  |
| R | 20601 | DD  | 4274 | 0007 | 6  | 2 | 4289 | 4281 | H | NNZ | N | N | 8   | 15  |
| R | 20601 | DD  | 4275 | 0048 | 13 | 3 | 4306 | 4286 | H | NFZ | N | N | 20  | 31  |
| R | 20601 | DD  | 4275 | 0036 | 13 | 3 | 4306 | 4295 | 9 | NDZ | N | N | 11  | 31  |
| R | 20965 | FFG | 4280 | 0160 | 12 | 3 | 4288 | 4287 | 9 | NVZ | N | Y | 1   | 8   |
| R | 20965 | FFG | 4280 | W008 | 2  | 1 | 4318 | 4306 | 5 | NVZ | N | Y | 12  | 38  |
| R | 20965 | FFG | 4275 | 0010 | 5  | 2 | 4282 | 4280 | 9 | NVZ | N | Y | 2   | 7   |
| R | 20965 | FFG | 4280 | 0162 | 12 | 3 | 4288 | 4287 | 9 | NVZ | N | Y | 1   | 8   |
| R | 20965 | FFG | 4275 | 0011 | 6  | 2 | 4278 | 4277 | 9 | NVZ | N | Y | 1   | 3   |
| R | 20965 | FFG | 4295 | W016 | 2  | 1 | 4314 | 4301 | U | NVZ | N | Y | 13  | 19  |
| R | 20965 | FFG | 4280 | 0161 | 12 | 3 | 4288 | 4287 | 9 | NVZ | N | Y | 1   | 8   |
| R | 20965 | FFG | 4275 | 0013 | 5  | 2 | 4278 | 4276 | 9 | NVZ | N | Y | 2   | 3   |
| R | 20965 | FFG | 4280 | 0163 | 12 | 3 | 4288 | 4287 | 9 | NVZ | N | Y | 1   | 8   |
| R | 20965 | FFG | 4275 | 0014 | 5  | 2 | 4278 | 4276 | 9 | NVZ | N | Y | 2   | 3   |
| R | 20965 | FFG | 4275 | W001 | 2  | 1 | 4297 | 4280 | H | N35 | N | Y | 17  | 22  |
| R | 20965 | FFG | 4279 | W002 | 2  | 1 | 4300 | 4285 | U | NVZ | N | Y | 15  | 21  |
| R | 20965 | FFG | 4280 | 0158 | 12 | 3 | 4305 | 4289 | 9 | NVZ | N | Y | 16  | 25  |
| R | 20965 | FFG | 4275 | 0016 | 5  | 2 | 4279 | 4276 | 9 | NVZ | N | Y | 3   | 4   |
| V | 20975 | FFG | 4277 | A008 | 6  | 2 | 4290 | 4287 | H | NOZ | N | Y | 3   | 13  |
| V | 20975 | FFG | 4285 | A044 | 13 | 3 | 4303 | 4303 | X | NBZ | N | Y | 0   | 18  |
| V | 20975 | FFG | 4285 | A045 | 13 | 3 | 4303 | 4303 | X | NBZ | N | Y | 0   | 18  |
| V | 20975 | FFG | 4277 | A003 | 6  | 2 | 4299 | 4299 | X | NBZ | N | Y | 0   | 22  |
| V | 20975 | FFG | 4277 | A001 | 6  | 2 | 4290 | 4286 | U | SCC | N | Y | 4   | 13  |
| V | 20975 | FFG | 4285 | A043 | 13 | 3 | 4306 | 4300 | A | SRG | N | Y | 6   | 21  |
| V | 20975 | FFG | 4285 | A042 | 13 | 3 | 5080 | 5075 | 7 | SBE | N | Y | 5   | 161 |
| V | 20975 | FFG | 4277 | A002 | 6  | 2 | 5023 | 5016 | C | SCC | N | Y | 7   | 112 |
| V | 20975 | FFG | 4277 | A006 | 6  | 2 | 5033 | 5027 | 7 | SUI | N | Y | 6   | 122 |
| V | 20975 | FFG | 4285 | A041 | 13 | 3 | 4303 | 4295 | 9 | NBZ | N | Y | 8   | 18  |
| R | 21048 | AO  | 4276 | 0007 | 13 | 3 | 5026 | 4284 | 9 | NPZ | N | N | 108 | 116 |
| R | 21048 | AO  | 4276 | 0009 | 13 | 3 | 4321 | 4283 | G | SCI | N | N | 38  | 45  |
| R | 21048 | AO  | 4276 | 0006 | 13 | 3 | 4349 | 4283 | 9 | NPZ | N | N | 66  | 73  |
| R | 21048 | AO  | 4276 | 0047 | 6  | 2 | 4307 | 4293 | H | NDZ | N | Y | 14  | 31  |
| R | 21048 | AO  | 4276 | 0033 | 6  | 2 | 4324 | 4282 | 9 | NPZ | N | N | 42  | 48  |
| R | 21048 | AO  | 4276 | 0072 | 6  | 2 | 5017 | 4289 | 9 | NPZ | N | N | 94  | 107 |
| R | 21048 | AO  | 4276 | 0071 | 6  | 2 | 4321 | 4282 | 9 | NPZ | N | N | 39  | 45  |
| R | 21048 | AO  | 4276 | 0005 | 13 | 3 | 4321 | 4284 | G | SMI | N | N | 37  | 45  |
| R | 21048 | AO  | 4342 | W003 | 2  | 1 | 4348 | 4344 | 9 | NPZ | N | N | 4   | 6   |
| R | 21048 | AO  | 4276 | 0010 | 13 | 3 | 4331 | 4282 | G | NOE | N | N | 49  | 55  |
| R | 21048 | AO  | 4302 | W004 | 2  | 1 | 4349 | 4345 | H | NOE | N | N | 4   | 47  |
| R | 21048 | AO  | 4276 | 0048 | 6  | 2 | 4321 | 4289 | H | SBG | N | N | 32  | 45  |
| V | 21057 | FFG | 4279 | W105 | 2  | 1 | 4307 | 4291 | F | NNZ | N | Y | 16  | 28  |
| V | 21057 | FFG | 4278 | A026 | 12 | 3 | 4292 | 4284 | G | NNZ | N | Y | 8   | 14  |
| V | 21057 | FFG | 4278 | A025 | 12 | 3 | 4331 | 4315 | H | NNZ | N | Y | 16  | 53  |
| V | 21057 | FFG | 4278 | A027 | 12 | 3 | 4292 | 4284 | G | NNZ | N | Y | 8   | 14  |
| V | 21057 | FFG | 4278 | A029 | 12 | 3 | 4362 | 4347 | 6 | SRG | N | Y | 15  | 84  |
| V | 21057 | FFG | 4276 | A010 | 5  | 2 | 4282 | 4280 | H | SCC | N | Y | 2   | 6   |

|   |       |     |      |      |    |   |      |      |   |     |   |   |     |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|-----|-----|
| V | 21057 | FFG | 4279 | W102 | 2  | 1 | 4310 | 4297 | U | R37 | N | Y | 13  | 31  |
| V | 21057 | FFG | 4276 | A014 | 5  | 2 | 5063 | 5054 | H | NNZ | N | Y | 9   | 153 |
| V | 21057 | FFG | 4276 | A006 | 5  | 2 | 4354 | 4348 | H | SAE | N | Y | 6   | 78  |
| V | 21057 | FFG | 4279 | W104 | 2  | 1 | 4314 | 4291 | R | R37 | N | Y | 23  | 35  |
| V | 21057 | FFG | 4276 | A003 | 5  | 2 | 4286 | 4281 | F | NNZ | N | Y | 5   | 10  |
| V | 21057 | FFG | 4276 | A009 | 5  | 2 | 4286 | 4280 | H | NNZ | N | Y | 6   | 10  |
| V | 21057 | FFG | 4278 | A028 | 12 | 3 | 4292 | 4284 | G | NNZ | N | Y | 8   | 14  |
| V | 21107 | FFG | 4300 | A041 | 6  | 2 | 4330 | 4319 | U | NDZ | N | N | 11  | 30  |
| V | 21107 | FFG | 4283 | A002 | 13 | 3 | 4312 | 4292 | U | NRZ | N | N | 20  | 29  |
| V | 21107 | FFG | 4283 | A004 | 13 | 3 | 5021 | 4294 | U | NRZ | N | N | 93  | 104 |
| V | 21107 | FFG | 4306 | A042 | 6  | 2 | 4346 | 4323 | U | NNZ | N | N | 23  | 40  |
| V | 21107 | FFG | 4283 | A003 | 13 | 3 | 5039 | 4297 | U | NRZ | N | N | 108 | 122 |
| V | 21107 | FFG | 4283 | A005 | 13 | 3 | 5021 | 4292 | U | NRZ | N | N | 95  | 104 |
| V | 21107 | FFG | 4326 | A100 | 6  | 2 | 5060 | 4334 | U | NIZ | N | N | 92  | 100 |
| V | 21107 | FFG | 4283 | A001 | 13 | 3 | 4311 | 4292 | U | NRZ | N | N | 19  | 28  |
| V | 21107 | FFG | 4326 | A098 | 6  | 2 | 4339 | 4331 | U | NRZ | N | N | 8   | 13  |
| V | 21107 | FFG | 4321 | A098 | 6  | 2 | 5004 | 4363 | U | NNZ | N | N | 7   | 49  |
| R | 21439 | DDG | 4289 | 0710 | 13 | 3 | 4318 | 4296 | A | SUB | N | N | 22  | 29  |
| R | 21439 | DDG | 4279 | 0501 | 6  | 2 | 5126 | 5088 | G | SBG | N | N | 38  | 213 |
| R | 21439 | DDG | 4280 | 0587 | 6  | 2 | 4285 | 4281 | U | NOI | N | N | 4   | 5   |
| R | 21439 | DDG | 4275 | 0028 | 6  | 2 | 4302 | 4281 | 9 | NDZ | N | N | 21  | 27  |
| R | 21439 | DDG | 4343 | 1933 | 3  | 1 | 4354 | 4349 | 9 | NDZ | N | N | 5   | 11  |
| R | 21439 | DDG | 4275 | 0022 | 13 | 3 | 4299 | 4288 | 9 | NDZ | N | N | 11  | 24  |
| R | 21439 | DDG | 4355 | 2248 | 3  | 1 | 4362 | 4356 | U | NNZ | N | N | 6   | 7   |
| R | 21439 | DDG | 4275 | 0012 | 13 | 3 | 4303 | 4288 | 9 | NDZ | N | N | 15  | 28  |
| R | 21439 | DDG | 4289 | 0273 | 13 | 3 | 4313 | 4297 | B | NOZ | N | N | 16  | 24  |
| R | 21439 | DDG | 4275 | 0029 | 6  | 2 | 4289 | 4279 | H | SMG | N | N | 10  | 14  |
| R | 21439 | DDG | 4276 | 0430 | 6  | 2 | 5072 | 5071 | 5 | P62 | N | N | 1   | 162 |
| R | 21439 | DDG | 4325 | 1569 | 3  | 1 | 4348 | 4325 | U | NNE | N | N | 23  | 23  |
| R | 21439 | DDG | 4275 | 0016 | 13 | 3 | 4304 | 4288 | 9 | NDZ | N | N | 16  | 29  |
| R | 52693 | CG  | 4349 | 1969 | 13 | 3 | 4363 | 4348 | 9 | NDZ | N | N | 15  | 14  |
| R | 52693 | CG  | 4363 | 2235 | 3  | 1 | 4363 | 4363 | X | NDZ | N | N | 0   | 0   |
| R | 52693 | CG  | 4363 | 2236 | 3  | 1 | 5016 | 5009 | H | NBZ | N | N | 7   | 19  |
| R | 52693 | CG  | 4279 | 0172 | 6  | 2 | 4300 | 4281 | 9 | NDZ | N | N | 19  | 21  |
| R | 52693 | CG  | 4366 | 2278 | 6  | 2 | 5003 | 5002 | X | NDZ | N | N | 1   | 3   |
| R | 52693 | CG  | 4293 | 0590 | 13 | 3 | 4307 | 4298 | 9 | NDZ | N | N | 9   | 14  |
| R | 52693 | CG  | 4286 | 0310 | 6  | 2 | 4305 | 4297 | 9 | NDZ | N | N | 8   | 19  |
| R | 52693 | CG  | 4286 | 0302 | 6  | 2 | 4307 | 4296 | 9 | NDZ | N | N | 11  | 21  |
| R | 52693 | CG  | 4293 | 0576 | 6  | 2 | 4306 | 4301 | 9 | NDZ | N | N | 5   | 13  |
| R | 52693 | CG  | 4275 | 0037 | 13 | 3 | 4304 | 4296 | 9 | NDZ | N | N | 8   | 29  |
| R | 52693 | CG  | 4307 | 0957 | 13 | 3 | 5003 | 5002 | 9 | NDZ | N | N | 1   | 62  |
| R | 52693 | CG  | 4340 | 1657 | 13 | 3 | 5003 | 4346 | G | NDZ | N | N | 23  | 29  |
| V | 52701 | CG  | 4363 | A764 | 13 | 3 | 5010 | 5006 | 9 | NNE | N | N | 4   | 13  |
| V | 52701 | CG  | 4275 | A004 | 3  | 1 | 4275 | 4275 | X | NNZ | N | N | 0   | 0   |
| V | 52701 | CG  | 4337 | A495 | 13 | 3 | 4354 | 4348 | 9 | NNE | N | N | 6   | 17  |
| V | 52701 | CG  | 4364 | A767 | 6  | 2 | 4365 | 4364 | X | NNI | N | N | 1   | 1   |
| V | 52701 | CG  | 4324 | A435 | 6  | 2 | 4346 | 4336 | 9 | NNE | N | N | 10  | 22  |
| V | 52701 | CG  | 4337 | A482 | 13 | 3 | 4351 | 4346 | 9 | NNE | N | N | 5   | 14  |
| V | 52701 | CG  | 4319 | W410 | 3  | 1 | 4333 | 4323 | 9 | NNZ | N | N | 10  | 14  |
| V | 52701 | CG  | 4342 | A574 | 13 | 3 | 5029 | 5018 | H | P58 | N | N | 11  | 53  |

|   |       |    |      |      |    |   |      |      |   |     |   |   |     |     |
|---|-------|----|------|------|----|---|------|------|---|-----|---|---|-----|-----|
| V | 52701 | CG | 4314 | A386 | 13 | 3 | 4348 | 4333 | H | SRG | N | N | 15  | 34  |
| V | 52701 | CG | 4275 | W002 | 2  | 1 | 4284 | 4284 | U | NNZ | N | N | 0   | 9   |
| V | 52701 | CG | 4319 | W409 | 3  | 1 | 4331 | 4321 | 9 | NNZ | N | N | 10  | 12  |
| V | 52701 | CG | 4300 | A212 | 6  | 2 | 5221 | 5166 | H | NDZ | N | N | 55  | 287 |
| V | 52701 | CG | 4300 | A214 | 5  | 2 | 5046 | 5036 | 9 | NNZ | N | N | 10  | 112 |
| V | 52701 | CG | 4300 | A210 | 6  | 2 | 4305 | 4301 | 9 | NNZ | N | N | 4   | 5   |
| R | 52705 | CG | 4355 | W085 | 3  | 1 | 4355 | 4355 | X | NDZ | N | N | 0   | 0   |
| R | 52705 | CG | 4276 | 0060 | 13 | 3 | 4312 | 4292 | 9 | NDZ | N | N | 20  | 36  |
| R | 52705 | CG | 4276 | 0064 | 13 | 3 | 4313 | 4295 | 9 | NDZ | N | N | 18  | 37  |
| R | 52705 | CG | 4334 | W063 | 3  | 1 | 4345 | 4340 | U | N35 | N | N | 5   | 11  |
| R | 52705 | CG | 4276 | 0062 | 13 | 3 | 4313 | 4292 | 9 | NDZ | N | N | 21  | 37  |
| R | 52705 | CG | 4275 | 0011 | 6  | 2 | 4303 | 4275 | 9 | NDZ | N | N | 28  | 28  |
| R | 52705 | CG | 4275 | 0007 | 6  | 2 | 4276 | 4275 | X | NDZ | N | N | 1   | 1   |
| R | 52705 | CG | 4325 | W059 | 3  | 1 | 4340 | 4336 | U | SUE | N | N | 4   | 15  |
| R | 52705 | CG | 4276 | 0061 | 13 | 3 | 4313 | 4292 | 9 | NDZ | N | N | 21  | 37  |
| R | 52705 | CG | 4275 | 0008 | 6  | 2 | 4276 | 4275 | X | NDZ | N | N | 1   | 1   |
| R | 52705 | CG | 4276 | 0063 | 13 | 3 | 4312 | 4299 | 9 | NDZ | N | N | 13  | 36  |
| R | 52705 | CG | 4275 | 0012 | 6  | 2 | 4347 | 4275 | 9 | NDZ | N | N | 72  | 72  |
| R | 52705 | CG | 4275 | 0009 | 6  | 2 | 4276 | 4275 | 9 | NDZ | N | N | 1   | 1   |
| R | 52705 | CG | 4335 | W065 | 3  | 1 | 4356 | 4350 | U | S86 | N | N | 6   | 21  |
| R | 52706 | CG | 4278 | A062 | 6  | 2 | 4286 | 4280 | I | NVZ | N | Y | 6   | 8   |
| R | 52706 | CG | 4275 | 0008 | 13 | 3 | 5080 | 4284 | A | NVZ | N | Y | 162 | 171 |
| R | 52706 | CG | 4275 | 0007 | 13 | 3 | 5080 | 4284 | A | NVZ | N | Y | 162 | 171 |
| R | 52706 | CG | 4279 | A070 | 6  | 2 | 4300 | 4280 | F | NNE | N | Y | 20  | 21  |
| R | 52706 | CG | 4278 | A063 | 6  | 2 | 4279 | 4279 | X | NVZ | N | Y | 0   | 1   |
| R | 52706 | CG | 4278 | A064 | 6  | 2 | 4280 | 4279 | F | NVZ | N | Y | 1   | 2   |
| R | 52706 | CG | 4275 | 0009 | 13 | 3 | 5080 | 4284 | A | NVZ | N | Y | 162 | 171 |
| R | 52706 | CG | 4279 | A071 | 6  | 2 | 4280 | 4279 | X | NVZ | N | Y | 1   | 1   |
| R | 52706 | CG | 4275 | 0006 | 13 | 3 | 5080 | 4284 | A | NVZ | N | Y | 162 | 171 |
| V | 54037 | FF | 4276 | A005 | 6  | 2 | 4291 | 4286 | Q | S9C | N | Y | 5   | 15  |
| V | 54037 | FF | 4307 | A148 | 3  | 1 | 4309 | 4308 | Q | NNZ | N | Y | 1   | 2   |
| V | 54037 | FF | 4289 | A026 | 13 | 3 | 4310 | 4309 | A | NRZ | N | Y | 1   | 21  |
| V | 54037 | FF | 4307 | A149 | 3  | 1 | 4310 | 4308 | Q | NNZ | N | Y | 2   | 3   |
| V | 54037 | FF | 4289 | A024 | 13 | 3 | 4307 | 4292 | A | NRZ | N | Y | 15  | 18  |
| V | 54037 | FF | 4289 | A035 | 13 | 3 | 4307 | 4303 | A | NRZ | N | Y | 4   | 18  |
| V | 54037 | FF | 4289 | A027 | 13 | 3 | 4307 | 4292 | A | NRZ | N | Y | 15  | 18  |
| V | 54037 | FF | 4275 | W003 | 6  | 2 | 4282 | 4277 | N | FFZ | N | Y | 5   | 7   |
| V | 54037 | FF | 4296 | A088 | 2  | 1 | 4307 | 4296 | Q | S9E | N | Y | 11  | 11  |
| V | 54037 | FF | 4306 | A143 | 3  | 1 | 4306 | 4306 | X | NRZ | N | Y | 0   | 0   |
| V | 54037 | FF | 4275 | W002 | 6  | 2 | 4291 | 4281 | H | NOZ | N | Y | 10  | 16  |
| V | 54037 | FF | 4277 | A009 | 6  | 2 | 4278 | 4278 | X | NRZ | N | Y | 0   | 1   |
| V | 54037 | FF | 4278 | A010 | 6  | 2 | 4289 | 4283 | X | NRZ | N | Y | 6   | 11  |
| V | 54037 | FF | 4289 | A028 | 13 | 3 | 4297 | 4292 | A | S9I | N | Y | 5   | 8   |
| V | 54037 | FF | 4309 | W154 | 3  | 1 | 4345 | 4311 | U | NOZ | N | Y | 34  | 36  |
| R | 54038 | FF | 4279 | 0040 | 6  | 2 | 4339 | 4330 | U | NOZ | N | N | 9   | 60  |
| R | 54038 | FF | 4276 | W008 | 6  | 2 | 4289 | 4289 | 9 | NDZ | N | N | 0   | 13  |
| R | 54038 | FF | 4278 | 0011 | 6  | 2 | 4292 | 4285 | 9 | NDZ | N | N | 7   | 14  |
| R | 54038 | FF | 4276 | 0006 | 13 | 3 | 4317 | 4304 | B | NOZ | N | N | 13  | 41  |
| R | 54038 | FF | 4279 | 0029 | 6  | 2 | 5112 | 4324 | U | NOZ | N | Y | 154 | 199 |
| R | 54038 | FF | 4276 | 0007 | 13 | 3 | 4331 | 4304 | B | NOZ | N | N | 27  | 55  |



|   |       |    |      |      |    |   |      |      |   |     |   |   |    |     |
|---|-------|----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| R | 54038 | FF | 4278 | 0012 | 6  | 2 | 5224 | 5221 | 9 | NDZ | N | N | 3  | 312 |
| R | 54038 | FF | 4276 | 0005 | 13 | 3 | 4345 | 4329 | B | NOZ | N | N | 16 | 69  |
| R | 54038 | FF | 4279 | 0014 | 13 | 3 | 4345 | 4322 | 9 | NDZ | N | N | 23 | 66  |
| R | 54038 | FF | 4279 | 0016 | 13 | 3 | 4347 | 4345 | G | NOZ | N | N | 2  | 68  |
| R | 54045 | FF | 4285 | 0034 | 6  | 2 | 4338 | 4324 | 9 | NDZ | N | N | 14 | 53  |
| R | 54045 | FF | 4275 | W002 | 3  | 1 | 4302 | 4300 | Q | P58 | N | N | 2  | 27  |
| R | 54045 | FF | 4285 | 0035 | 6  | 2 | 4298 | 4292 | 9 | NDZ | N | N | 6  | 13  |
| R | 54045 | FF | 4285 | 0018 | 13 | 3 | 4298 | 4288 | 9 | NDZ | N | N | 10 | 13  |
| R | 54045 | FF | 4285 | 0024 | 13 | 3 | 4303 | 4292 | 9 | NDZ | N | N | 11 | 18  |
| R | 54045 | FF | 4283 | W003 | 3  | 1 | 4286 | 4285 | 9 | NDZ | N | N | 1  | 3   |
| R | 54045 | FF | 4285 | 0023 | 13 | 3 | 4318 | 4291 | 9 | NDZ | N | N | 27 | 33  |
| R | 54045 | FF | 4285 | 0024 | 13 | 3 | 4303 | 4292 | 9 | NDZ | N | N | 11 | 18  |
| R | 54045 | FF | 4285 | 0021 | 6  | 2 | 4312 | 4291 | 9 | NDZ | N | N | 21 | 27  |
| R | 54045 | FF | 4285 | 0030 | 6  | 2 | 4297 | 4293 | H | SUE | N | N | 4  | 12  |
| R | 54045 | FF | 4285 | 0019 | 6  | 2 | 4312 | 4291 | 9 | NDZ | N | N | 21 | 27  |
| R | 54045 | FF | 4285 | 0025 | 13 | 3 | 4331 | 4291 | 9 | NDZ | N | N | 40 | 46  |
| R | 54045 | FF | 4285 | 0022 | 13 | 3 | 4318 | 4291 | 9 | NDZ | N | N | 27 | 33  |
| R | 54045 | FF | 4283 | W004 | 3  | 1 | 4286 | 4285 | 9 | NDZ | N | N | 1  | 3   |
| R | 54066 | FF | 4278 | 0056 | 12 | 3 | 4291 | 4284 | 9 | NPZ | N | Y | 7  | 13  |
| R | 54066 | FF | 4276 | 0020 | 5  | 2 | 4276 | 4276 | 9 | NPZ | N | Y | 0  | 0   |
| R | 54066 | FF | 4275 | W007 | 2  | 1 | 4326 | 4296 | F | NNZ | N | Y | 30 | 51  |
| R | 54066 | FF | 4278 | 0055 | 12 | 3 | 4291 | 4284 | 9 | NPZ | N | Y | 7  | 13  |
| R | 54066 | FF | 4276 | 0012 | 5  | 2 | 4276 | 4276 | 9 | NPZ | N | Y | 0  | 0   |
| R | 54066 | FF | 4278 | 0057 | 12 | 3 | 4291 | 4284 | 9 | NPZ | N | Y | 7  | 13  |
| R | 54066 | FF | 4276 | 0009 | 5  | 2 | 4276 | 4276 | 9 | NPZ | N | Y | 0  | 0   |
| R | 54066 | FF | 4276 | 0013 | 5  | 2 | 4276 | 4276 | 9 | NPZ | N | Y | 0  | 0   |
| R | 54066 | FF | 4279 | W107 | 2  | 1 | 4288 | 4282 | 7 | SUC | N | Y | 6  | 9   |
| R | 54066 | FF | 4279 | W110 | 2  | 1 | 4282 | 4279 | 9 | NPZ | N | Y | 3  | 3   |
| R | 54066 | FF | 4278 | 0058 | 12 | 3 | 4291 | 4284 | 9 | NPZ | N | Y | 7  | 13  |
| R | 54066 | FF | 4276 | 0019 | 5  | 2 | 4276 | 4276 | 9 | NPZ | N | Y | 0  | 0   |
| R | 54066 | FF | 4278 | 0059 | 12 | 3 | 4291 | 4284 | 9 | NPZ | N | Y | 7  | 13  |
| R | 54066 | FF | 4279 | W109 | 2  | 1 | 4282 | 4279 | 9 | NPZ | N | Y | 3  | 3   |
| R | 54066 | FF | 4315 | W912 | 2  | 1 | 4336 | 4322 | F | NVZ | N | Y | 14 | 21  |
| R | 54071 | FF | 4275 | 0017 | 13 | 3 | 4307 | 4297 | 9 | NDZ | N | N | 10 | 32  |
| R | 54071 | FF | 4275 | 0026 | 6  | 2 | 4309 | 4292 | J | NUZ | N | N | 17 | 34  |
| R | 54071 | FF | 4275 | 0016 | 13 | 3 | 4307 | 4297 | 9 | NDZ | N | N | 10 | 32  |
| R | 54071 | FF | 4275 | 0019 | 13 | 3 | 4307 | 4297 | 9 | NDZ | N | N | 10 | 32  |
| R | 54071 | FF | 4275 | 0018 | 13 | 3 | 4307 | 4297 | 9 | NDZ | N | N | 10 | 32  |
| R | 54071 | FF | 4275 | 0015 | 13 | 3 | 4307 | 4297 | 9 | NDZ | N | N | 10 | 32  |
| R | 54071 | FF | 4280 | 0062 | 6  | 2 | 4308 | 4288 | 9 | NDZ | N | N | 20 | 28  |
| R | 54071 | FF | 4275 | 0011 | 6  | 2 | 4275 | 4275 | 9 | NDZ | N | N | 0  | 0   |
| R | 54071 | FF | 4278 | H044 | 6  | 2 | 5018 | 5018 | 9 | NDZ | N | N | 0  | 106 |
| R | 54071 | FF | 4275 | H027 | 6  | 2 | 4338 | 4330 | 9 | NDZ | N | N | 8  | 63  |
| R | 54072 | FF | 4278 | 0078 | 13 | 3 | 4285 | 4282 | D | NPZ | N | N | 3  | 7   |
| R | 54072 | FF | 4278 | 0072 | 6  | 2 | 4286 | 4281 | H | NOC | N | N | 5  | 8   |
| R | 54072 | FF | 4278 | 0079 | 13 | 3 | 4285 | 4282 | D | NPZ | N | N | 3  | 7   |
| R | 54072 | FF | 4278 | 0063 | 6  | 2 | 4285 | 4280 | D | NPZ | N | N | 5  | 7   |
| R | 54072 | FF | 4278 | 0064 | 6  | 2 | 4289 | 4283 | H | NOI | N | N | 6  | 11  |
| R | 54072 | FF | 4278 | 0066 | 6  | 2 | 4285 | 4280 | M | NPZ | N | N | 5  | 7   |
| R | 54072 | FF | 4278 | 0065 | 6  | 2 | 4285 | 4280 | M | NPZ | N | N | 5  | 7   |

|   |      |     |      |      |    |   |      |      |   |     |   |   |     |     |
|---|------|-----|------|------|----|---|------|------|---|-----|---|---|-----|-----|
| V | 4676 | DDG | 4324 | A244 | 12 | 3 | 5113 | 4325 | H | SUE | N | Y | 154 | 155 |
| V | 3061 | BB  | 4278 | 0178 | 5  | 2 | 4290 | 4286 | 9 | NNT | N | N | 4   | 12  |
| V | 3061 | BB  | 4275 | 0010 | 5  | 2 | 4285 | 4280 | 9 | NNZ | N | N | 5   | 10  |
| V | 3061 | BB  | 4278 | 0015 | 5  | 2 | 4305 | 4293 | 9 | NNG | N | N | 12  | 27  |
| V | 3061 | BB  | 4275 | 0012 | 12 | 3 | 4305 | 4285 | H | SMM | N | N | 20  | 30  |
| V | 3061 | BB  | 4275 | 0007 | 5  | 2 | 4285 | 4280 | 9 | NNT | N | N | 5   | 10  |
| V | 3061 | BB  | 4275 | 0011 | 12 | 3 | 4290 | 4284 | 9 | NNG | N | N | 6   | 15  |
| V | 3061 | BB  | 4275 | 0006 | 12 | 3 | 4306 | 4285 | 9 | NNG | N | N | 21  | 31  |
| V | 3061 | BB  | 4275 | 0005 | 12 | 3 | 4296 | 4285 | 9 | NNZ | N | N | 11  | 21  |
| V | 3061 | BB  | 4278 | 0177 | 5  | 2 | 4390 | 4303 | H | SMM | N | N | 87  | 112 |
| V | 3061 | BB  | 4275 | 0014 | 12 | 3 | 4289 | 4284 | 9 | NMM | N | N | 5   | 14  |
| V | 3134 | LSD | 4276 | A018 | 12 | 3 | 5140 | 5120 | G | SCC | N | Y | 20  | 230 |
| V | 3134 | LSD | 4276 | A009 | 12 | 3 | 4290 | 4282 | G | NNZ | N | Y | 8   | 14  |
| V | 3134 | LSD | 4276 | A017 | 12 | 3 | 4288 | 4282 | G | NNZ | N | Y | 6   | 12  |
| V | 3134 | LSD | 4277 | W086 | 2  | 1 | 4285 | 4280 | F | NNZ | N | Y | 5   | 8   |
| V | 3134 | LSD | 4279 | W089 | 2  | 1 | 4283 | 4280 | F | NNZ | N | Y | 3   | 4   |
| V | 3134 | LSD | 4276 | A012 | 5  | 2 | 4366 | 4281 | H | NNI | N | Y | 85  | 90  |
| V | 3134 | LSD | 4276 | A007 | 5  | 2 | 4287 | 4281 | H | NNZ | N | Y | 6   | 11  |
| V | 3134 | LSD | 4276 | W085 | 2  | 1 | 4283 | 4280 | F | NNZ | N | Y | 3   | 7   |
| V | 3134 | LSD | 4276 | A002 | 5  | 2 | 4287 | 4282 | H | S9G | N | Y | 5   | 11  |
| V | 3134 | LSD | 4276 | A010 | 12 | 3 | 4338 | 4295 | G | SRE | N | Y | 43  | 62  |
| V | 3134 | LSD | 4276 | A081 | 2  | 1 | 4286 | 4280 | H | NNZ | N | Y | 6   | 10  |
| V | 3134 | LSD | 4276 | A008 | 5  | 2 | 4283 | 4280 | H | NNZ | N | Y | 3   | 7   |
| V | 3134 | LSD | 4276 | A003 | 5  | 2 | 4290 | 4280 | H | NPZ | N | Y | 10  | 14  |
| V | 3134 | LSD | 4276 | A004 | 12 | 3 | 4338 | 4295 | G | SRE | N | Y | 43  | 62  |
| V | 4676 | DDG | 4329 | A272 | 5  | 2 | 5092 | 5078 | H | NNZ | N | Y | 14  | 129 |
| V | 4676 | DDG | 4359 | A535 | 5  | 2 | 5004 | 4362 | H | SRG | N | Y | 8   | 11  |
| V | 4676 | DDG | 4314 | A204 | 12 | 3 | 5017 | 4320 | H | SMI | N | Y | 63  | 69  |
| V | 4676 | DDG | 4299 | W079 | 2  | 1 | 5017 | 5011 | F | NOZ | N | Y | 6   | 84  |
| V | 4676 | DDG | 4321 | A234 | 5  | 2 | 5042 | 5026 | H | NNE | N | Y | 16  | 87  |
| V | 4676 | DDG | 4277 | W003 | 2  | 1 | 4332 | 4324 | U | NDZ | N | Y | 8   | 55  |
| V | 4676 | DDG | 4291 | A034 | 12 | 3 | 4312 | 4292 | G | NNE | N | Y | 20  | 21  |
| V | 4676 | DDG | 4333 | W320 | 2  | 1 | 4346 | 4335 | H | SAE | N | Y | 11  | 13  |
| V | 4676 | DDG | 4316 | W214 | 2  | 1 | 4326 | 4316 | F | NNG | N | Y | 10  | 10  |
| V | 4676 | DDG | 4316 | W211 | 2  | 1 | 4336 | 4319 | F | NOZ | N | Y | 17  | 20  |
| V | 4676 | DDG | 4357 | A524 | 12 | 3 | 5002 | 4359 | G | NNC | N | Y | 9   | 11  |
| V | 4676 | DDG | 4285 | A027 | 5  | 2 | 4304 | 4293 | H | SRE | N | Y | 11  | 19  |
| V | 4676 | DDG | 4314 | A182 | 5  | 2 | 4338 | 4325 | H | NNE | N | Y | 13  | 24  |
| V | 4676 | DDG | 4303 | A112 | 12 | 3 | 4325 | 4309 | G | NOI | N | Y | 16  | 22  |
| R | 4678 | DDG | 4275 | 0011 | 12 | 3 | 4283 | 4278 | 9 | NVZ | N | Y | 5   | 8   |
| R | 4678 | DDG | 4275 | 0006 | 5  | 2 | 4282 | 4278 | 9 | NVZ | N | Y | 4   | 7   |
| R | 4678 | DDG | 4278 | W315 | 2  | 1 | 4312 | 4296 | H | NDZ | N | Y | 16  | 34  |
| R | 4678 | DDG | 4275 | 0012 | 12 | 3 | 4283 | 4278 | 9 | NVZ | N | Y | 5   | 8   |
| R | 4678 | DDG | 4275 | 0010 | 5  | 2 | 4282 | 4278 | 9 | NVZ | N | Y | 4   | 7   |
| R | 4678 | DDG | 4285 | A588 | 2  | 1 | 4338 | 4287 | F | NVZ | N | Y | 51  | 53  |
| R | 4678 | DDG | 4275 | 0007 | 5  | 2 | 4283 | 4278 | 9 | NVZ | N | Y | 5   | 8   |
| R | 4678 | DDG | 4275 | 0015 | 12 | 3 | 4290 | 4278 | 9 | NVZ | N | Y | 12  | 15  |
| R | 4678 | DDG | 4279 | W445 | 2  | 1 | 4299 | 4281 | H | NNZ | N | Y | 18  | 20  |
| R | 4678 | DDG | 4277 | A314 | 2  | 1 | 4296 | 4279 | H | NVZ | N | Y | 17  | 19  |
| R | 4678 | DDG | 4275 | 0013 | 12 | 3 | 4283 | 4278 | 9 | NVZ | N | Y | 5   | 8   |

|   |      |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| R | 4678 | DDG | 4275 | 0009 | 5  | 2 | 4282 | 4278 | 9 | NVZ | N | Y | 4  | 7   |
| R | 4678 | DDG | 4289 | W705 | 2  | 1 | 4312 | 4292 | F | NNZ | N | Y | 20 | 23  |
| R | 4678 | DDG | 4275 | 0016 | 5  | 2 | 4282 | 4275 | 9 | NVZ | N | Y | 7  | 7   |
| R | 4678 | DDG | 4275 | 0014 | 12 | 3 | 4284 | 4278 | 9 | NVZ | N | Y | 6  | 9   |
| R | 4682 | DDG | 4277 | 0071 | 12 | 3 | 4328 | 4291 | F | N35 | N | Y | 37 | 51  |
| R | 4682 | DDG | 4286 | W300 | 2  | 1 | 4310 | 4288 | F | S9E | N | Y | 22 | 24  |
| R | 4682 | DDG | 4277 | 0044 | 12 | 3 | 4290 | 4282 | 9 | NPZ | N | Y | 8  | 13  |
| R | 4682 | DDG | 4275 | 0018 | 5  | 2 | 4275 | 4275 | X | NPZ | N | Y | 0  | 0   |
| R | 4682 | DDG | 4276 | W027 | 2  | 1 | 4286 | 4280 | H | S9E | N | Y | 6  | 10  |
| R | 4682 | DDG | 4276 | W026 | 2  | 1 | 4353 | 4344 | F | N35 | N | Y | 9  | 77  |
| R | 4682 | DDG | 4277 | 0042 | 12 | 3 | 4290 | 4282 | 9 | NPZ | N | Y | 8  | 13  |
| R | 4682 | DDG | 4280 | W167 | 2  | 1 | 4311 | 4310 | 7 | NNZ | N | Y | 1  | 31  |
| R | 4682 | DDG | 4277 | 0029 | 5  | 2 | 4290 | 4284 | 9 | NPZ | N | Y | 6  | 13  |
| R | 4682 | DDG | 4277 | 0028 | 5  | 2 | 4296 | 4280 | 9 | NPZ | N | Y | 16 | 19  |
| R | 4682 | DDG | 4277 | 0045 | 12 | 3 | 4292 | 4282 | G | NOZ | N | Y | 10 | 15  |
| R | 4682 | DDG | 4280 | W166 | 2  | 1 | 4291 | 4281 | H | S9G | N | Y | 10 | 11  |
| R | 4682 | DDG | 4277 | 0030 | 5  | 2 | 4296 | 4276 | G | N35 | N | Y | 20 | 19  |
| R | 4682 | DDG | 4277 | 0043 | 12 | 3 | 4290 | 4282 | 9 | NPZ | N | Y | 8  | 13  |
| R | 4682 | DDG | 4277 | 0031 | 5  | 2 | 4293 | 4281 | H | NOZ | N | Y | 12 | 16  |
| R | 4686 | DDG | 4276 | 0028 | 13 | 3 | 5269 | 5269 | 9 | NPZ | N | N | 0  | 359 |
| R | 4686 | DDG | 4276 | 0026 | 6  | 2 | 4276 | 4276 | 9 | NPZ | N | N | 0  | 0   |
| R | 4686 | DDG | 4284 | 0062 | 13 | 3 | 4331 | 4329 | 6 | NFZ | N | N | 2  | 47  |
| R | 4686 | DDG | 4284 | 0060 | 6  | 2 | 4297 | 4297 | 9 | NPZ | N | N | 0  | 13  |
| R | 4694 | FFG | 4276 | 0015 | 13 | 3 | 4298 | 4290 | 9 | NDZ | N | N | 8  | 22  |
| R | 4694 | FFG | 4276 | 0052 | 6  | 2 | 4293 | 4283 | 9 | NDZ | N | N | 10 | 17  |
| R | 4694 | FFG | 4276 | 0014 | 13 | 3 | 4298 | 4290 | 9 | NDZ | N | N | 8  | 22  |
| R | 4694 | FFG | 4275 | 0012 | 13 | 3 | 4298 | 4290 | 9 | NDZ | N | N | 8  | 23  |
| R | 4694 | FFG | 4276 | 0053 | 6  | 2 | 4296 | 4283 | 9 | NDZ | N | N | 13 | 20  |
| R | 4694 | FFG | 4275 | 0013 | 13 | 3 | 4306 | 4293 | G | NOI | N | N | 13 | 31  |
| R | 4694 | FFG | 4276 | 0045 | 6  | 2 | 4298 | 4283 | 9 | NDZ | N | N | 15 | 22  |
| R | 4694 | FFG | 4276 | 0064 | 6  | 2 | 4319 | 4313 | H | SUC | N | N | 6  | 43  |
| R | 4694 | FFG | 4276 | 0060 | 6  | 2 | 4296 | 4283 | 9 | NDZ | N | N | 13 | 20  |
| R | 4694 | FFG | 4276 | 0016 | 13 | 3 | 4298 | 4290 | 9 | NDZ | N | N | 8  | 22  |
| V | 5146 | SSN | 4275 | W005 | 2  | 1 | 4280 | 4277 | Q | NRZ | N | Y | 3  | 5   |
| V | 5146 | SSN | 4275 | W001 | 2  | 1 | 4280 | 4277 | Q | NRZ | N | Y | 3  | 5   |
| V | 5146 | SSN | 4275 | W003 | 2  | 1 | 4280 | 4277 | Q | NRZ | N | Y | 3  | 5   |
| V | 5146 | SSN | 4275 | W002 | 2  | 1 | 4280 | 4277 | Q | NRZ | N | Y | 3  | 5   |
| V | 5146 | SSN | 4275 | W004 | 2  | 1 | 4280 | 4277 | Q | NRZ | N | Y | 3  | 5   |
| V | 5146 | SSN | 4279 | 0008 | 5  | 2 | 4279 | 4279 | X | R7B | N | Y | 0  | 0   |
| V | 7195 | LPD | 4277 | A023 | 12 | 3 | 4307 | 4294 | G | NNZ | N | Y | 13 | 30  |
| V | 7195 | LPD | 4277 | A022 | 2  | 1 | 4289 | 4279 | G | NNZ | N | Y | 10 | 12  |
| V | 7195 | LPD | 4277 | A025 | 5  | 2 | 4339 | 4287 | G | NNZ | N | Y | 52 | 62  |
| V | 7195 | LPD | 4277 | A021 | 2  | 1 | 4289 | 4279 | G | NNC | N | Y | 10 | 12  |
| V | 7195 | LPD | 4279 | A027 | 5  | 2 | 4300 | 4289 | G | S9C | N | Y | 11 | 21  |
| V | 7195 | LPD | 4279 | W047 | 2  | 1 | 4289 | 4279 | X | NNC | N | Y | 10 | 10  |
| V | 7195 | LPD | 4279 | A028 | 5  | 2 | 4340 | 4287 | G | NNZ | N | Y | 53 | 61  |
| V | 7195 | LPD | 4278 | A058 | 12 | 3 | 4339 | 4287 | G | NNE | N | Y | 52 | 61  |
| V | 7195 | LPD | 4279 | W048 | 2  | 1 | 4298 | 4279 | X | NNI | N | Y | 19 | 19  |
| V | 7195 | LPD | 4279 | A030 | 5  | 2 | 4300 | 4289 | G | S9I | N | Y | 11 | 21  |
| V | 7195 | LPD | 4277 | A024 | 5  | 2 | 4318 | 4294 | G | NNZ | N | Y | 24 | 41  |

|   |       |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| V | 7195  | LPD | 4279 | W049 | 2  | 1 | 4282 | 4279 | F | NNC | N | Y | 3  | 3   |
| V | 7195  | LPD | 4278 | A029 | 12 | 3 | 4332 | 4287 | G | NNZ | N | Y | 45 | 54  |
| V | 7195  | LPD | 4278 | A069 | 12 | 3 | 4339 | 4287 | G | NNZ | N | Y | 52 | 61  |
| V | 7195  | LPD | 4278 | A059 | 12 | 3 | 4307 | 4287 | G | NNE | N | Y | 20 | 29  |
| R | 20014 | LSD | 4294 | A032 | 2  | 1 | 4325 | 4304 | U | NNZ | Y | Y | 21 | 31  |
| R | 20014 | LSD | 4306 | 0840 | 12 | 3 | 4348 | 4320 | F | SBM | Y | Y | 28 | 42  |
| R | 20014 | LSD | 4301 | 0580 | 5  | 2 | 4306 | 4305 | U | NPZ | Y | Y | 1  | 5   |
| R | 20014 | LSD | 4333 | W004 | 2  | 1 | 4349 | 4346 | H | NDZ | Y | Y | 3  | 16  |
| R | 20014 | LSD | 4310 | 0902 | 5  | 2 | 5032 | 4364 | H | NVZ | Y | Y | 34 | 88  |
| R | 20014 | LSD | 4277 | W002 | 2  | 1 | 4283 | 4279 | U | NNZ | Y | Y | 4  | 6   |
| R | 20014 | LSD | 4294 | 0377 | 12 | 3 | 5029 | 5018 | H | NVZ | Y | Y | 11 | 101 |
| R | 20014 | LSD | 4322 | 0921 | 12 | 3 | 4355 | 4352 | G | NZZ | Y | Y | 3  | 33  |
| R | 20014 | LSD | 4294 | 0320 | 5  | 2 | 5009 | 4364 | U | NZZ | Y | Y | 11 | 81  |
| R | 20014 | LSD | 4343 | W006 | 2  | 1 | 4354 | 4347 | H | NVZ | Y | Y | 7  | 11  |
| R | 20014 | LSD | 4332 | 1068 | 5  | 2 | 5029 | 5018 | H | SUE | Y | Y | 11 | 63  |
| R | 20014 | LSD | 4331 | 1044 | 12 | 3 | 5028 | 5026 | 9 | NVZ | Y | Y | 2  | 63  |
| R | 20014 | LSD | 4328 | 0939 | 5  | 2 | 5110 | 4378 | H | NOZ | Y | Y | 98 | 148 |
| R | 20014 | LSD | 4278 | 0142 | 12 | 3 | 4293 | 4286 | 9 | NDZ | Y | Y | 7  | 15  |
| R | 20014 | LSD | 4295 | W003 | 2  | 1 | 4304 | 4300 | H | NDZ | Y | Y | 4  | 9   |
| R | 20023 | LST | 4335 | 0445 | 6  | 2 | 4352 | 4345 | 9 | NDZ | Y | N | 7  | 17  |
| R | 20023 | LST | 4335 | 0418 | 6  | 2 | 4344 | 4343 | 9 | NDZ | Y | N | 1  | 9   |
| R | 20023 | LST | 4292 | 0078 | 13 | 3 | 4317 | 4313 | 9 | NDZ | Y | N | 4  | 25  |
| R | 20023 | LST | 4321 | 0273 | 13 | 3 | 4352 | 4348 | 9 | NDZ | Y | N | 4  | 31  |
| R | 20023 | LST | 4335 | 0419 | 6  | 2 | 4344 | 4343 | 9 | NDZ | Y | N | 1  | 9   |
| R | 20023 | LST | 4335 | 0421 | 6  | 2 | 4344 | 4343 | 9 | NDZ | Y | N | 1  | 9   |
| R | 20023 | LST | 4321 | 0276 | 13 | 3 | 4348 | 4348 | 9 | NDZ | Y | N | 0  | 27  |
| R | 20023 | LST | 4293 | 0089 | 13 | 3 | 4320 | 4313 | 9 | NDZ | Y | N | 7  | 27  |
| R | 20023 | LST | 4335 | 0420 | 6  | 2 | 4344 | 4343 | 9 | NDZ | Y | N | 1  | 9   |
| R | 20023 | LST | 4321 | 0275 | 13 | 3 | 4349 | 4348 | 9 | NDZ | Y | N | 1  | 28  |
| V | 20031 | LST | 4275 | A005 | 6  | 2 | 4289 | 4287 | 9 | NNI | N | Y | 2  | 14  |
| V | 20031 | LST | 4286 | W110 | 3  | 1 | 4290 | 4289 | U | NNZ | N | Y | 1  | 4   |
| V | 20031 | LST | 4275 | A006 | 6  | 2 | 4285 | 4285 | 9 | NNZ | N | Y | 0  | 10  |
| V | 20031 | LST | 4275 | A004 | 6  | 2 | 4285 | 4285 | 9 | NNG | N | Y | 0  | 10  |
| V | 20031 | LST | 4281 | A027 | 13 | 3 | 4314 | 4297 | G | SCI | N | Y | 17 | 33  |
| V | 20031 | LST | 4281 | A043 | 13 | 3 | 4299 | 4295 | 9 | NNI | N | Y | 4  | 18  |
| V | 20031 | LST | 4320 | W243 | 3  | 1 | 4352 | 4350 | U | NNZ | N | Y | 2  | 32  |
| V | 20031 | LST | 4281 | A025 | 13 | 3 | 4314 | 4299 | G | SUI | N | Y | 15 | 33  |
| V | 20031 | LST | 4285 | W108 | 3  | 1 | 4296 | 4294 | U | S9T | N | Y | 2  | 11  |
| V | 20031 | LST | 4275 | A003 | 6  | 2 | 4289 | 4287 | 9 | NNZ | N | Y | 2  | 14  |
| V | 20031 | LST | 4281 | A024 | 13 | 3 | 4298 | 4297 | 9 | NNC | N | Y | 1  | 17  |
| V | 20031 | LST | 4275 | A002 | 6  | 2 | 4289 | 4287 | 9 | NNZ | N | Y | 2  | 14  |
| V | 20031 | LST | 4281 | A031 | 13 | 3 | 4310 | 4296 | G | SUC | N | Y | 14 | 29  |
| V | 20031 | LST | 4320 | W244 | 3  | 1 | 4352 | 4350 | U | NNZ | N | Y | 2  | 32  |
| V | 20031 | LST | 4286 | W111 | 3  | 1 | 4292 | 4289 | H | SCI | N | Y | 3  | 6   |
| R | 20057 | FF  | 4275 | W090 | 2  | 1 | 4286 | 4283 | F | NNZ | N | Y | 3  | 11  |
| R | 20057 | FF  | 4277 | 0151 | 12 | 3 | 4324 | 4286 | I | NVZ | N | Y | 38 | 47  |
| R | 20057 | FF  | 4277 | 0152 | 12 | 3 | 4324 | 4286 | I | NVZ | N | Y | 38 | 47  |
| R | 20057 | FF  | 4298 | W441 | 2  | 1 | 4310 | 4306 | F | NOZ | N | Y | 4  | 12  |
| R | 20057 | FF  | 4277 | 0145 | 12 | 3 | 4324 | 4286 | I | NVZ | N | Y | 38 | 47  |
| R | 20057 | FF  | 4277 | 0157 | 5  | 2 | 4296 | 4286 | I | NVZ | N | Y | 10 | 19  |

|   |       |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| R | 20057 | FF  | 4276 | 0136 | 5  | 2 | 4292 | 4278 | H | NVZ | N | Y | 14 | 16  |
| R | 20057 | FF  | 4277 | 0148 | 12 | 3 | 4324 | 4286 | I | NVZ | N | Y | 38 | 47  |
| R | 20057 | FF  | 4307 | W505 | 2  | 1 | 4362 | 4320 | F | NJZ | N | Y | 42 | 55  |
| R | 20057 | FF  | 4277 | 0158 | 5  | 2 | 4296 | 4287 | I | NVZ | N | Y | 9  | 19  |
| R | 20057 | FF  | 4277 | 0153 | 5  | 2 | 4298 | 4289 | H | NOZ | N | Y | 9  | 21  |
| R | 20057 | FF  | 4277 | 0144 | 12 | 3 | 4324 | 4286 | I | NVZ | N | Y | 38 | 47  |
| R | 20057 | FF  | 4298 | W440 | 2  | 1 | 4310 | 4304 | F | NNZ | N | Y | 6  | 12  |
| V | 20067 | FF  | 4345 | A314 | 3  | 1 | 4345 | 4345 | 9 | NRZ | Y | N | 0  | 0   |
| V | 20067 | FF  | 4286 | A023 | 6  | 2 | 4290 | 4288 | S | NNZ | Y | N | 2  | 4   |
| V | 20067 | FF  | 4286 | A018 | 13 | 3 | 4295 | 4293 | S | NNZ | Y | N | 2  | 9   |
| V | 20067 | FF  | 4281 | A001 | 3  | 1 | 4283 | 4283 | 9 | NRZ | Y | N | 0  | 2   |
| V | 20067 | FF  | 4343 | A310 | 3  | 1 | 4343 | 4343 | 9 | NRZ | Y | N | 0  | 0   |
| V | 20067 | FF  | 4343 | A313 | 3  | 1 | 4343 | 4343 | 9 | NRZ | Y | N | 0  | 0   |
| V | 20067 | FF  | 4286 | A007 | 6  | 2 | 4290 | 4288 | S | NNZ | Y | N | 2  | 4   |
| V | 20067 | FF  | 4286 | A004 | 6  | 2 | 4290 | 4288 | S | NNZ | Y | N | 2  | 4   |
| V | 20067 | FF  | 4286 | A006 | 13 | 3 | 4295 | 4293 | S | NNZ | Y | N | 2  | 9   |
| V | 20067 | FF  | 4286 | A017 | 6  | 2 | 4290 | 4288 | S | NNZ | Y | N | 2  | 4   |
| V | 20067 | FF  | 4286 | A014 | 13 | 3 | 4295 | 4293 | S | NNZ | Y | N | 2  | 9   |
| V | 20067 | FF  | 4286 | A013 | 13 | 3 | 4295 | 4293 | S | NNZ | Y | N | 2  | 9   |
| V | 20067 | FF  | 4286 | A015 | 13 | 3 | 4295 | 4293 | S | NNZ | Y | N | 2  | 9   |
| V | 20067 | FF  | 4343 | A311 | 3  | 1 | 4343 | 4343 | 9 | NRZ | Y | N | 0  | 0   |
| V | 20067 | FF  | 4286 | A003 | 6  | 2 | 4290 | 4288 | S | NNZ | Y | N | 2  | 4   |
| R | 20224 | LST | 4291 | F011 | 13 | 3 | 4329 | 4320 | 9 | NDZ | Y | N | 9  | 38  |
| R | 20224 | LST | 4275 | 0005 | 13 | 3 | 4311 | 4283 | 6 | NFZ | Y | N | 28 | 36  |
| R | 20224 | LST | 4291 | F005 | 13 | 3 | 4319 | 4309 | 9 | NDZ | Y | N | 10 | 28  |
| R | 20224 | LST | 4294 | F017 | 13 | 3 | 5002 | 4353 | H | SUU | Y | N | 15 | 74  |
| R | 20224 | LST | 4291 | F006 | 13 | 3 | 4319 | 4311 | 9 | NDZ | Y | N | 8  | 28  |
| R | 20224 | LST | 4277 | 3006 | 6  | 2 | 4298 | 4284 | 9 | NDZ | Y | N | 14 | 21  |
| R | 20224 | LST | 4277 | 3013 | 6  | 2 | 4331 | 4316 | 7 | NNZ | Y | N | 15 | 54  |
| R | 20224 | LST | 4277 | 3004 | 6  | 2 | 4298 | 4295 | 9 | NDZ | Y | N | 3  | 21  |
| R | 20224 | LST | 4277 | 3005 | 6  | 2 | 4312 | 4295 | G | NOZ | Y | N | 17 | 35  |
| R | 20224 | LST | 4275 | 3002 | 6  | 2 | 4276 | 4275 | 9 | NDZ | Y | N | 1  | 1   |
| V | 20624 | CGN | 4292 | A314 | 5  | 2 | 5218 | 5152 | U | NNZ | N | Y | 66 | 292 |
| V | 20624 | CGN | 4295 | W331 | 2  | 1 | 4317 | 4309 | U | NNZ | N | Y | 8  | 22  |
| V | 20624 | CGN | 4300 | A399 | 12 | 3 | 4314 | 4302 | U | NNZ | N | Y | 12 | 14  |
| V | 20624 | CGN | 4292 | A302 | 5  | 2 | 4308 | 4296 | U | NNZ | N | Y | 12 | 16  |
| V | 20624 | CGN | 4300 | A382 | 12 | 3 | 5110 | 5092 | U | NNZ | N | Y | 18 | 176 |
| V | 20624 | CGN | 4295 | W332 | 2  | 1 | 4312 | 4302 | U | SRG | N | Y | 10 | 17  |
| V | 20624 | CGN | 4300 | A396 | 12 | 3 | 4335 | 4303 | U | SRE | N | Y | 32 | 35  |
| V | 20624 | CGN | 4292 | A307 | 5  | 2 | 4303 | 4298 | U | SCI | N | Y | 5  | 11  |
| V | 20624 | CGN | 4281 | W113 | 2  | 1 | 5219 | 5200 | U | NNZ | N | Y | 19 | 304 |
| V | 20624 | CGN | 4295 | W333 | 2  | 1 | 4313 | 4303 | U | NOI | N | Y | 10 | 18  |
| V | 20624 | CGN | 4290 | A246 | 5  | 2 | 4292 | 4272 | U | NNZ | N | Y | 20 | 2   |
| V | 20624 | CGN | 4300 | A385 | 12 | 3 | 4335 | 4303 | U | NNZ | N | Y | 32 | 35  |
| V | 20624 | CGN | 4292 | A304 | 5  | 2 | 4303 | 4298 | U | SUI | N | Y | 5  | 11  |
| V | 20624 | CGN | 4292 | A317 | 12 | 3 | 4310 | 4296 | U | NNZ | N | Y | 14 | 18  |
| V | 20624 | CCN | 4278 | W063 | 2  | 1 | 4331 | 4279 | U | NRZ | N | Y | 52 | 53  |
| V | 20811 | SSN | 4298 | 0024 | 5  | 2 | 4347 | 4306 | 9 | NIZ | N | Y | 41 | 49  |
| V | 20811 | SSN | 4281 | E001 | 2  | 1 | 4298 | 4298 | 9 | R6X | N | Y | 0  | 17  |
| V | 20811 | SSN | 4281 | E004 | 2  | 1 | 4298 | 4291 | F | NNE | N | Y | 7  | 17  |

|   |       |     |      |      |    |   |      |      |   |     |   |   |     |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|-----|-----|
| V | 20811 | SSN | 4298 | 0018 | 5  | 2 | 4352 | 4308 | H | SCI | N | Y | 44  | 54  |
| V | 20811 | SSN | 4281 | E003 | 2  | 1 | 4298 | 4298 | 9 | R6X | N | Y | 0   | 17  |
| V | 20811 | SSN | 4298 | 0022 | 5  | 2 | 4347 | 4306 | 9 | NIZ | N | Y | 41  | 49  |
| V | 20811 | SSN | 4298 | 0021 | 5  | 2 | 4347 | 4308 | 9 | NIZ | N | Y | 39  | 49  |
| V | 20811 | SSN | 4298 | 0017 | 5  | 2 | 4352 | 4307 | 9 | NIZ | N | Y | 45  | 54  |
| V | 20811 | SSN | 4285 | W005 | 2  | 1 | 4305 | 4299 | Q | FA9 | N | Y | 6   | 20  |
| V | 20811 | SSN | 4281 | E002 | 2  | 1 | 4298 | 4298 | 9 | R6X | N | Y | 0   | 17  |
| V | 20977 | FFG | 4291 | A104 | 5  | 2 | 5029 | 5028 | 9 | NBZ | N | N | 1   | 104 |
| V | 20977 | FFG | 4275 | A007 | 12 | 3 | 4306 | 4302 | 9 | NBZ | N | N | 4   | 31  |
| V | 20977 | FFG | 4291 | W106 | 2  | 1 | 4313 | 4311 | U | NNZ | N | N | 2   | 22  |
| V | 20977 | FFG | 4275 | A005 | 12 | 3 | 4307 | 4304 | 9 | NBZ | N | N | 3   | 32  |
| V | 20977 | FFG | 4275 | A014 | 12 | 3 | 5137 | 5132 | G | SRG | N | N | 5   | 228 |
| V | 20977 | FFG | 4278 | A027 | 5  | 2 | 4303 | 4301 | 9 | NBZ | N | N | 2   | 25  |
| V | 20977 | FFG | 4291 | A105 | 5  | 2 | 5116 | 5114 | 9 | NBZ | N | N | 2   | 191 |
| V | 20977 | FFG | 4275 | A016 | 2  | 1 | 5004 | 4356 | 9 | SRE | N | N | 14  | 95  |
| V | 20977 | FFG | 4299 | W192 | 2  | 1 | 4319 | 4318 | 9 | NBZ | N | N | 1   | 20  |
| V | 20977 | FFG | 4286 | A064 | 5  | 2 | 5026 | 4319 | 5 | NRZ | N | N | 73  | 106 |
| V | 20977 | FFG | 4285 | A059 | 5  | 2 | 4326 | 4320 | 9 | NBZ | N | N | 6   | 41  |
| V | 20977 | FFG | 4275 | A006 | 12 | 3 | 4306 | 4302 | 9 | NBZ | N | N | 4   | 31  |
| V | 20977 | FFG | 4276 | A021 | 12 | 3 | 5029 | 5024 | T | NNZ | N | N | 5   | 119 |
| V | 20977 | FFG | 4275 | A015 | 2  | 1 | 4276 | 4276 | 9 | NBZ | N | N | 0   | 1   |
| R | 21039 | SSB | 4278 | 0030 | 11 | 3 | 4320 | 4311 | U | N66 | N | N | 9   | 42  |
| R | 21039 | SSB | 4277 | 0004 | 4  | 2 | 4324 | 4314 | U | N66 | N | N | 10  | 47  |
| R | 21039 | SSB | 4277 | 0003 | 4  | 2 | 4324 | 4314 | U | N66 | N | N | 10  | 47  |
| R | 21039 | SSB | 4290 | W119 | 1  | 1 | 5105 | 4354 | U | NRZ | N | N | 117 | 181 |
| R | 21039 | SSB | 4278 | 0022 | 11 | 3 | 4321 | 4311 | U | N66 | N | N | 10  | 43  |
| R | 21039 | SSB | 4284 | 0069 | 11 | 3 | 4332 | 4312 | 9 | NUZ | N | N | 20  | 48  |
| R | 21039 | SSB | 4277 | 0002 | 4  | 2 | 4324 | 4314 | U | N66 | N | N | 10  | 47  |
| R | 21039 | SSB | 4278 | 0024 | 11 | 3 | 5169 | 5144 | H | S9E | N | N | 25  | 257 |
| R | 21039 | SSB | 4277 | 0005 | 4  | 2 | 4324 | 4314 | U | N66 | N | N | 10  | 47  |
| R | 21039 | SSB | 4278 | 0053 | 11 | 3 | 4320 | 4311 | U | N66 | N | N | 9   | 42  |
| R | 21039 | SSB | 4277 | 0001 | 4  | 2 | 4324 | 4314 | U | N66 | N | N | 10  | 47  |
| V | 21054 | FFG | 4275 | A024 | 13 | 3 | 4290 | 4278 | X | NBZ | N | N | 12  | 15  |
| V | 21054 | FFG | 4275 | A023 | 13 | 3 | 4312 | 4299 | G | NNZ | N | N | 13  | 37  |
| V | 21054 | FFG | 4275 | A003 | 6  | 2 | 4291 | 4280 | H | NBZ | N | N | 11  | 16  |
| V | 21054 | FFG | 4275 | A002 | 6  | 2 | 4290 | 4279 | H | NBZ | N | N | 11  | 15  |
| V | 21054 | FFG | 4275 | A028 | 13 | 3 | 4318 | 4292 | G | NBZ | N | N | 26  | 43  |
| V | 21054 | FFG | 4275 | A006 | 6  | 2 | 4290 | 4279 | H | NBZ | N | N | 11  | 15  |
| V | 21054 | FFG | 4275 | A029 | 13 | 3 | 4314 | 4295 | G | NBZ | N | N | 19  | 39  |
| V | 21054 | FFG | 4275 | A026 | 13 | 3 | 4319 | 4295 | G | NBZ | N | N | 24  | 44  |
| V | 21054 | FFG | 4275 | A001 | 6  | 2 | 5008 | 4295 | H | NNZ | N | N | 79  | 99  |
| V | 21054 | FFG | 4275 | A004 | 6  | 2 | 4290 | 4287 | U | NNZ | N | N | 3   | 15  |
| V | 21199 | FFG | 4290 | A033 | 13 | 3 | 4319 | 4304 | 9 | NRZ | N | N | 15  | 29  |
| V | 21199 | FFG | 4275 | A013 | 13 | 3 | 4318 | 4282 | G | SUE | N | N | 36  | 43  |
| V | 21199 | FFG | 4289 | W026 | 6  | 2 | 4347 | 4321 | U | NNZ | N | N | 26  | 58  |
| V | 21199 | FFG | 4275 | A020 | 13 | 3 | 4285 | 4278 | 9 | NRZ | N | N | 7   | 10  |
| V | 21199 | FFG | 4291 | A045 | 6  | 2 | 4326 | 4321 | H | NNZ | N | N | 5   | 35  |
| V | 21199 | FFG | 4289 | W024 | 6  | 2 | 4304 | 4292 | G | S9E | N | N | 12  | 15  |
| V | 21199 | FFG | 4290 | A028 | 13 | 3 | 4318 | 4307 | G | S9C | N | N | 11  | 28  |
| V | 21199 | FFG | 4289 | A025 | 13 | 3 | 4319 | 4304 | 9 | NRZ | N | N | 15  | 30  |

|   |       |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| V | 21199 | FFG | 4291 | A044 | 6  | 2 | 4319 | 4303 | 9 | NRZ | N | N | 16 | 28  |
| V | 21438 | DDG | 4277 | 0009 | 6  | 2 | 4279 | 4278 | X | NNZ | N | Y | 1  | 2   |
| V | 21438 | DDG | 4276 | A004 | 6  | 2 | 4278 | 4277 | 9 | NNZ | N | Y | 1  | 2   |
| V | 21438 | DDG | 4293 | W280 | 3  | 1 | 4297 | 4296 | U | NNZ | N | Y | 1  | 4   |
| V | 21438 | DDG | 4278 | A013 | 6  | 2 | 5121 | 5092 | P | S9C | N | Y | 29 | 209 |
| V | 21438 | DDG | 4318 | W431 | 3  | 1 | 4346 | 4325 | U | NDZ | N | Y | 21 | 28  |
| V | 21438 | DDG | 4288 | A061 | 13 | 3 | 4305 | 4293 | H | SUI | N | Y | 12 | 17  |
| V | 21438 | DDG | 4288 | A059 | 13 | 3 | 4299 | 4292 | 9 | NNI | N | Y | 7  | 11  |
| V | 21438 | DDG | 4289 | W138 | 3  | 1 | 4331 | 4293 | H | NDZ | N | Y | 38 | 42  |
| V | 21438 | DDG | 4275 | A001 | 6  | 2 | 4275 | 4275 | X | NNC | N | Y | 0  | 0   |
| V | 21438 | DDG | 4284 | 0055 | 13 | 3 | 4290 | 4288 | 9 | NNZ | N | Y | 2  | 6   |
| V | 21438 | DDG | 4313 | W416 | 3  | 1 | 4318 | 4317 | U | NNZ | N | Y | 1  | 5   |
| V | 21438 | DDG | 4278 | 0034 | 6  | 2 | 5010 | 4328 | P | GA4 | N | Y | 48 | 98  |
| V | 21438 | DDG | 4285 | W032 | 3  | 1 | 4298 | 4297 | U | NNZ | N | Y | 1  | 13  |
| V | 21438 | DDG | 4277 | 0019 | 13 | 3 | 4280 | 4280 | 9 | NNZ | N | Y | 0  | 3   |
| V | 21438 | DDG | 4284 | 0056 | 13 | 3 | 4321 | 4294 | 9 | NNC | N | Y | 27 | 37  |
| R | 52612 | CGN | 4297 | 0338 | 6  | 2 | 4310 | 4301 | H | SUE | N | N | 9  | 13  |
| V | 52684 | DDG | 4282 | A038 | 12 | 3 | 4295 | 4285 | U | NNZ | N | Y | 10 | 13  |
| V | 52684 | DDG | 4284 | A039 | 12 | 3 | 4295 | 4285 | U | NNZ | N | Y | 10 | 11  |
| V | 52684 | DDG | 4282 | A027 | 5  | 2 | 4306 | 4282 | U | NNZ | N | Y | 24 | 24  |
| V | 52684 | DDG | 4282 | A024 | 5  | 2 | 4295 | 4282 | U | NNZ | N | Y | 13 | 13  |
| V | 52684 | DDG | 4279 | A012 | 2  | 1 | 4297 | 4281 | U | NNZ | N | Y | 16 | 18  |
| V | 52684 | DDG | 4277 | A007 | 5  | 2 | 4280 | 4278 | U | NNZ | N | Y | 2  | 3   |
| V | 52684 | DDG | 4277 | A005 | 2  | 1 | 4282 | 4282 | 9 | R9P | N | Y | 0  | 5   |
| V | 52684 | DDG | 4282 | A023 | 12 | 3 | 4311 | 4282 | U | NNZ | N | Y | 29 | 29  |
| V | 52684 | DDG | 4284 | A041 | 12 | 3 | 4295 | 4285 | U | NNZ | N | Y | 10 | 11  |
| V | 52684 | DDG | 4278 | A010 | 2  | 1 | 4297 | 4281 | U | NNZ | N | Y | 16 | 19  |
| V | 52684 | DDG | 4276 | A004 | 2  | 1 | 4287 | 4277 | U | NOZ | N | Y | 10 | 11  |
| V | 52684 | DDG | 4276 | A003 | 2  | 1 | 4320 | 4310 | U | NOZ | N | Y | 10 | 44  |
| V | 52684 | DDG | 4284 | A040 | 12 | 3 | 4295 | 4285 | U | NNZ | N | Y | 10 | 11  |
| R | 52687 | CG  | 4303 | W066 | 2  | 1 | 4313 | 4310 | U | NOZ | N | Y | 3  | 10  |
| R | 52687 | CG  | 4278 | 0071 | 12 | 3 | 4292 | 4281 | U | NDZ | N | Y | 11 | 14  |
| R | 52687 | CG  | 4278 | 0068 | 12 | 3 | 4296 | 4281 | U | NDZ | N | Y | 15 | 18  |
| R | 52687 | CG  | 4304 | W068 | 2  | 1 | 4333 | 4311 | U | NOZ | N | Y | 22 | 29  |
| R | 52687 | CG  | 4277 | 0057 | 5  | 2 | 4292 | 4277 | U | NDZ | N | Y | 15 | 15  |
| R | 52687 | CG  | 4294 | W584 | 2  | 1 | 4303 | 4296 | F | NNZ | N | Y | 7  | 9   |
| R | 52687 | CG  | 4277 | 0056 | 5  | 2 | 4292 | 4277 | U | NDZ | N | Y | 15 | 15  |
| R | 52687 | CG  | 4276 | 0014 | 5  | 2 | 4286 | 4276 | U | NDZ | N | Y | 10 | 10  |
| R | 52687 | CG  | 4277 | 0055 | 5  | 2 | 4289 | 4277 | U | NDZ | N | Y | 12 | 12  |
| R | 52687 | CG  | 4294 | W587 | 2  | 1 | 4313 | 4295 | F | NPZ | N | Y | 18 | 19  |
| R | 52687 | CG  | 4278 | 0065 | 12 | 3 | 4343 | 4281 | U | NDZ | N | Y | 62 | 65  |
| R | 52687 | CG  | 4278 | 0075 | 12 | 3 | 4313 | 4281 | U | NDZ | N | Y | 32 | 35  |
| R | 52687 | CG  | 4289 | A511 | 2  | 1 | 4313 | 4290 | U | NOZ | N | Y | 23 | 24  |
| R | 52687 | CG  | 4278 | 0067 | 12 | 3 | 4343 | 4281 | U | NDZ | N | Y | 62 | 65  |
| R | 52687 | CG  | 4278 | 0069 | 5  | 2 | 4296 | 4281 | U | NDZ | N | Y | 15 | 18  |
| R | 52698 | CG  | 4291 | W079 | 2  | 1 | 4311 | 4296 | U | NNZ | N | N | 15 | 20  |
| R | 52698 | CG  | 4321 | 0991 | 3  | 1 | 4321 | 4321 | X | NDZ | N | N | 0  | 0   |
| R | 52698 | CG  | 4277 | 0008 | 13 | 3 | 4320 | 4310 | G | NNZ | N | N | 10 | 43  |
| R | 52698 | CG  | 4277 | 0012 | 13 | 3 | 4318 | 4317 | 9 | NDZ | N | N | 1  | 41  |
| R | 52698 | CG  | 4277 | 0007 | 6  | 2 | 5172 | 5166 | 9 | NDZ | N | N | 6  | 261 |

|   |       |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| R | 52698 | CG  | 4281 | A016 | 6  | 2 | 4351 | 4315 | 9 | NDZ | N | N | 36 | 70  |
| R | 52698 | CG  | 4277 | 0010 | 13 | 3 | 4318 | 4317 | 9 | NDZ | N | N | 1  | 41  |
| R | 52698 | CG  | 4321 | W989 | 3  | 1 | 4321 | 4321 | X | NDZ | N | N | 0  | 0   |
| R | 52698 | CG  | 4281 | A014 | 6  | 2 | 4330 | 4319 | H | NNZ | N | N | 11 | 49  |
| R | 52698 | CG  | 4281 | 0017 | 13 | 3 | 4318 | 4317 | 9 | NDZ | N | N | 1  | 37  |
| R | 52698 | CG  | 4281 | 0019 | 13 | 3 | 4318 | 4317 | 9 | NDZ | N | N | 1  | 37  |
| R | 52698 | CG  | 4277 | 0009 | 6  | 2 | 4318 | 4305 | 9 | NDZ | N | N | 13 | 41  |
| R | 52698 | CG  | 4320 | W812 | 3  | 1 | 4333 | 4331 | 9 | NDZ | N | N | 2  | 13  |
| R | 52698 | CG  | 4277 | 0011 | 6  | 2 | 4313 | 4308 | H | NOZ | N | N | 5  | 36  |
| R | 52700 | CGN | 4275 | 0012 | 6  | 2 | 4291 | 4289 | 9 | NUZ | Y | N | 2  | 16  |
| R | 52700 | CGN | 4276 | 0019 | 6  | 2 | 4276 | 4276 | 9 | NUZ | Y | N | 0  | 0   |
| R | 52700 | CGN | 4276 | 0034 | 13 | 3 | 4310 | 4292 | B | S9C | Y | N | 18 | 34  |
| R | 52700 | CGN | 4275 | 0005 | 6  | 2 | 4275 | 4275 | 9 | NUZ | Y | N | 0  | 0   |
| R | 52700 | CGN | 4276 | 0026 | 13 | 3 | 4286 | 4283 | 9 | NUZ | Y | N | 3  | 10  |
| R | 52700 | CGN | 4275 | 0011 | 6  | 2 | 5143 | 5102 | 9 | NUZ | Y | N | 41 | 234 |
| R | 52700 | CGN | 4276 | 0035 | 13 | 3 | 4320 | 4284 | G | NOZ | Y | N | 36 | 44  |
| R | 52700 | CGN | 4276 | 0033 | 13 | 3 | 4282 | 4280 | 9 | NUZ | Y | N | 2  | 6   |
| R | 52700 | CGN | 4276 | 0025 | 13 | 3 | 5003 | 4330 | G | NNZ | Y | N | 39 | 93  |
| R | 52700 | CGN | 4275 | 0015 | 6  | 2 | 4283 | 4279 | 9 | NUZ | Y | N | 4  | 8   |
| R | 52712 | CGN | 4297 | 0429 | 6  | 2 | 4312 | 4310 | H | NNZ | N | N | 2  | 15  |
| R | 52712 | CGN | 4297 | 0300 | 6  | 2 | 4326 | 4310 | 9 | NDZ | N | N | 16 | 29  |
| R | 52712 | CGN | 4296 | 0295 | 13 | 3 | 5148 | 5145 | 9 | NDZ | N | N | 3  | 218 |
| R | 52712 | CGN | 4297 | 0308 | 13 | 3 | 5141 | 5139 | 9 | NDZ | N | N | 2  | 210 |
| R | 52712 | CGN | 4297 | 0312 | 13 | 3 | 5151 | 5146 | 9 | NDZ | N | N | 5  | 220 |
| R | 52712 | CGN | 4297 | 0301 | 6  | 2 | 4309 | 4308 | 9 | NDZ | N | N | 1  | 12  |
| R | 52712 | CGN | 4297 | 0442 | 6  | 2 | 4314 | 4305 | 9 | NDZ | N | N | 9  | 17  |
| R | 52712 | CGN | 4296 | 0299 | 13 | 3 | 5148 | 5146 | 9 | NDZ | N | N | 2  | 218 |
| R | 52712 | CGN | 4297 | 0311 | 13 | 3 | 5141 | 5138 | 9 | NDZ | N | N | 3  | 210 |
| R | 54041 | FF  | 4279 | 0009 | 13 | 3 | 4290 | 4282 | 9 | NPZ | N | N | 8  | 11  |
| R | 54041 | FF  | 4279 | 0010 | 13 | 3 | 4290 | 4282 | 9 | NPZ | N | N | 8  | 11  |
| R | 54041 | FF  | 4279 | 0013 | 6  | 2 | 4290 | 4280 | 9 | NPZ | N | N | 10 | 11  |
| R | 54041 | FF  | 4279 | 0013 | 13 | 3 | 4290 | 4282 | 9 | NPZ | N | N | 8  | 11  |
| R | 54041 | FF  | 4279 | 0015 | 6  | 2 | 4290 | 4280 | 9 | NPZ | N | N | 10 | 11  |
| R | 54041 | FF  | 4279 | 0014 | 13 | 3 | 4290 | 4282 | 9 | NPZ | N | N | 8  | 11  |
| R | 54041 | FF  | 4279 | 0017 | 13 | 3 | 4310 | 4288 | G | NOE | N | N | 22 | 31  |
| R | 54041 | FF  | 4297 | W273 | 3  | 1 | 4313 | 4306 | F | NNZ | N | N | 7  | 16  |
| R | 54041 | FF  | 4349 | W105 | 3  | 1 | 5031 | 5028 | F | NOZ | N | N | 3  | 48  |
| R | 54041 | FF  | 4278 | 0007 | 6  | 2 | 4290 | 4278 | 9 | NPZ | N | N | 12 | 12  |
| R | 54041 | FF  | 4279 | 0011 | 6  | 2 | 4290 | 4280 | 9 | NPZ | N | N | 10 | 11  |
| R | 54041 | FF  | 4279 | 0012 | 6  | 2 | 4291 | 4284 | H | NOE | N | N | 7  | 12  |
| R | 54048 | FF  | 4282 | 0082 | 12 | 3 | 4332 | 4290 | H | SUE | N | Y | 42 | 50  |
| R | 54048 | FF  | 4287 | W135 | 2  | 1 | 4300 | 4295 | 9 | NDZ | N | Y | 5  | 13  |
| R | 54048 | FF  | 4280 | 0008 | 5  | 2 | 4292 | 4282 | H | NOC | N | Y | 10 | 12  |
| R | 54048 | FF  | 4280 | 0007 | 5  | 2 | 4288 | 4285 | H | NZZ | N | Y | 3  | 8   |
| R | 54048 | FF  | 4280 | 0011 | 5  | 2 | 4288 | 4283 | H | SBG | N | Y | 5  | 8   |
| R | 54048 | FF  | 4282 | C080 | 12 | 3 | 4290 | 4284 | H | NZZ | N | Y | 6  | 8   |
| R | 54048 | FF  | 4282 | 0087 | 12 | 3 | 4288 | 4284 | H | NZZ | N | Y | 4  | 6   |
| R | 54048 | FF  | 4282 | 0083 | 12 | 3 | 4291 | 4284 | H | NZZ | N | Y | 7  | 9   |
| R | 54048 | FF  | 4280 | 0012 | 5  | 2 | 4288 | 4282 | H | NZZ | N | Y | 6  | 8   |
| R | 54048 | FF  | 4280 | 0009 | 5  | 2 | 4288 | 4282 | H | NZZ | N | Y | 6  | 8   |



|   |       |     |      |      |    |   |      |      |   |     |   |   |    |     |
|---|-------|-----|------|------|----|---|------|------|---|-----|---|---|----|-----|
| R | 54048 | FF  | 4282 | 0081 | 12 | 3 | 4288 | 4284 | H | NZZ | N | Y | 4  | 6   |
| R | 54061 | FF  | 4275 | 66   | 13 | 3 | 4297 | 4279 | B | NDZ | Y | N | 18 | 22  |
| R | 54061 | FF  | 4275 | 29   | 6  | 2 | 4291 | 4279 | B | NDZ | Y | N | 12 | 16  |
| R | 54061 | FF  | 4275 | 61   | 13 | 3 | 4298 | 4279 | B | NDZ | Y | N | 19 | 23  |
| R | 54061 | FF  | 4275 | 63   | 13 | 3 | 4297 | 4279 | B | NDZ | Y | N | 18 | 22  |
| R | 54061 | FF  | 4275 | 25   | 6  | 2 | 4291 | 4281 | B | NDZ | Y | N | 10 | 16  |
| R | 54062 | FF  | 4313 | 0399 | 12 | 3 | 5023 | 4333 | J | NOG | Y | N | 56 | 76  |
| R | 54062 | FF  | 4341 | 0624 | 12 | 3 | 5048 | 5008 | G | NFZ | Y | N | 40 | 73  |
| R | 54062 | FF  | 4324 | 0509 | 5  | 2 | 4337 | 4325 | J | NOZ | Y | N | 12 | 13  |
| R | 54062 | FF  | 4343 | F414 | 12 | 3 | 5009 | 4341 | J | SBG | Y | N | 34 | 32  |
| R | 54062 | FF  | 4324 | 0499 | 5  | 2 | 4334 | 4325 | J | NOG | Y | N | 9  | 10  |
| R | 54062 | FF  | 4339 | 0580 | 12 | 3 | 5009 | 4345 | J | NOG | Y | N | 30 | 36  |
| R | 54062 | FF  | 4320 | 0426 | 5  | 2 | 4333 | 4326 | J | NOG | Y | N | 7  | 13  |
| R | 54062 | FF  | 4283 | 0034 | 12 | 3 | 4340 | 4296 | J | NOG | Y | N | 44 | 57  |
| R | 54062 | FF  | 4339 | 0554 | 5  | 2 | 4352 | 4343 | J | NOG | Y | N | 9  | 13  |
| R | 54062 | FF  | 4320 | 0424 | 5  | 2 | 5177 | 5170 | H | NNZ | Y | N | 7  | 223 |
| V | 54063 | FF  | 4283 | A017 | 12 | 3 | 4303 | 4287 | H | NBZ | N | Y | 16 | 20  |
| V | 54063 | FF  | 4285 | A024 | 6  | 2 | 4309 | 4297 | 7 | P58 | N | Y | 12 | 24  |
| V | 54063 | FF  | 4285 | A023 | 6  | 2 | 4318 | 4309 | H | NNZ | N | Y | 9  | 33  |
| V | 54063 | FF  | 4279 | A007 | 12 | 3 | 4303 | 4286 | H | S9G | N | Y | 17 | 24  |
| V | 54063 | FF  | 4285 | A020 | 13 | 3 | 4303 | 4294 | G | NBZ | N | Y | 9  | 18  |
| V | 54063 | FF  | 4283 | A016 | 12 | 3 | 4303 | 4287 | H | NBZ | N | Y | 16 | 20  |
| V | 54063 | FF  | 4287 | A030 | 13 | 3 | 4296 | 4295 | G | NNZ | N | Y | 1  | 9   |
| V | 54063 | FF  | 4278 | W001 | 2  | 1 | 4294 | 4280 | Q | NBZ | N | Y | 14 | 16  |
| V | 54063 | FF  | 4287 | A038 | 6  | 2 | 4318 | 4289 | H | NBZ | N | Y | 29 | 31  |
| V | 54063 | FF  | 4292 | W076 | 3  | 1 | 4307 | 4294 | Q | S9E | N | Y | 13 | 15  |
| V | 54063 | FF  | 4279 | W005 | 2  | 1 | 4294 | 4280 | F | NNZ | N | Y | 14 | 15  |
| V | 54063 | FF  | 4282 | W008 | 2  | 1 | 4296 | 4284 | F | NNZ | N | Y | 12 | 14  |
| V | 54063 | FF  | 4285 | A021 | 6  | 2 | 4303 | 4290 | H | NBZ | N | Y | 13 | 18  |
| V | 54063 | FF  | 4285 | A019 | 6  | 2 | 4307 | 4289 | F | S9M | N | Y | 18 | 22  |
| V | 54063 | FF  | 4279 | W004 | 2  | 1 | 4294 | 4281 | F | NNZ | N | Y | 13 | 15  |
| R | 54072 | FF  | 4277 | 16   | 3  | 1 | 4338 | 4301 | H | NNZ | N | N | 37 | 61  |
| R | 54072 | FF  | 4342 | 963  | 3  | 1 | 5108 | 5088 | F | NDZ | N | N | 20 | 132 |
| R | 54072 | FF  | 4297 | 400  | 3  | 1 | 4342 | 4336 | F | NOZ | N | N | 6  | 45  |
| R | 54072 | FF  | 4278 | 75   | 13 | 3 | 4285 | 4282 | D | NPZ | N | N | 3  | 7   |
| R | 54072 | FF  | 4278 | 76   | 13 | 3 | 4355 | 4305 | H | S9G | N | N | 50 | 77  |
| R | 54072 | FF  | 4278 | 77   | 13 | 3 | 4285 | 4282 | D | NDZ | N | N | 3  | 7   |
| V | 58179 | LST | 4280 | A015 | 5  | 2 | 4293 | 4282 | 9 | NNZ | N | Y | 11 | 13  |
| V | 58179 | LST | 4280 | A013 | 12 | 3 | 4365 | 4305 | 9 | NNZ | N | Y | 60 | 85  |
| V | 58179 | LST | 4277 | W003 | 2  | 1 | 4310 | 4293 | N | S9G | N | Y | 17 | 33  |
| V | 58179 | LST | 4277 | W006 | 2  | 1 | 4287 | 4278 | F | NNZ | N | Y | 9  | 10  |
| V | 58179 | LST | 4280 | A011 | 12 | 3 | 4312 | 4291 | 9 | NNZ | N | Y | 21 | 32  |
| V | 58179 | LST | 4280 | A012 | 12 | 3 | 4300 | 4287 | H | NNZ | N | Y | 13 | 20  |
| V | 58179 | LST | 4280 | A014 | 12 | 3 | 4359 | 4353 | H | S9I | N | Y | 6  | 79  |
| V | 58179 | LST | 4277 | W004 | 2  | 1 | 4287 | 4279 | N | NNZ | N | Y | 8  | 10  |
| V | 58179 | LST | 4280 | A016 | 5  | 2 | 4343 | 4293 | H | FLZ | N | Y | 50 | 63  |
| V | 58179 | LST | 4280 | A018 | 5  | 2 | 4288 | 4283 | H | B16 | N | Y | 5  | 8   |
| V | 58179 | LST | 4277 | W002 | 2  | 1 | 5035 | 5027 | N | S9C | N | Y | 8  | 124 |
| V | 58179 | LST | 4280 | A009 | 5  | 2 | 4293 | 4283 | H | NNZ | N | Y | 10 | 13  |
| V | 58179 | LST | 4277 | W005 | 2  | 1 | 4293 | 4284 | F | S9C | N | Y | 9  | 16  |

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