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Ministry  
of Defence

**JSP 886**  
**THE DEFENCE LOGISTICS SUPPORT CHAIN MANUAL**

**VOLUME 3**  
**SUPPLY CHAIN MANAGEMENT**

**PART 3**  
**THE PURPLE GATE**

VERSION RECORD		
Version Number	Version Date	Version Description
4.0	5 Dec 08	Revision –Phased Implementation of Purple Gate complete.
4.1	9 Dec 09	<a href="#">Changes to details of Ownership and Points of Contact</a>
4.2	20 May 10	Organisational Name Changes and Clarification of Secondary Purple Gate Activity at <a href="#">Chapter 2 Paragraph 2</a> and <a href="#">Chapter 2 Paragraph 10(b)</a>
4.3	17 Mar 11	Annex A to Chapter 2 removed. All references to SCPT CLS now redirected to Volume 3 Part 1. Inclusion of Contents list. References to IPTs changed to PTs. References to DSDA changed to JSCS. Changes to Ownership and Points of Contact.
4.4	14 Feb 12	Organisational and POC changes (sidelined).
4.5	03 July 13	Update MOD Logo and contacts.

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## **CHAPTER 1 – INTRODUCTION TO THE PURPLE GATE**

### **POLICY**

1. This Part of JSP 886 provides MOD policy for the effective operation of the Purple Gate, which is the process to ensure the regulation of materiel flow into the Joint Support Chain (JSC) for sustainment of Operational and other Theatres. It mandates the procedures and processes to enable planners, managers and practitioners in DE&S and Front Line Commands (FLCs) to understand and fulfil their roles in the effective and efficient use and operation of the Purple Gate. JSP 886 is the source document for Key Support Area (KSA) 3 of the Support So utions Envelope (SSE), which Project Teams (PTs) are mandated by Chief of Defence Materiel (CDM) to use from concept to disposal of all military equipment. Purple Gate policy underpins SSE, KSA 3, Governing Policy (GP) 3.1 – Seamless Joint Supply Chain.
2. The maintenance of a seamless, single supply chain to a Theatre of operations is an essential component of the JSC. When approved and employed, separate contractor supply chains are to seamlessly interface with the JSC. The Purple Gate policy controls the entry of materiel into the JSC at pre-designated nodes. This is the key enabler of seamless supply, which must be followed by all PTs and their Defence contractors. PTs are to mandate that direct delivery of materiel and equipment from contractors for deployed units is to a nominated Purple Gate location. In exceptional circumstances, Defence Supply Chain Operations and Movements (DSCOM) may approve direct delivery to the secondary Purple Gate at the Air Port of Embarkation (APOE) with the lead taken by APOE Wg (specifically OC Air Cargo) but supported by Forward Support Wg (specifically OC R&D) where additional packing, labelling and documentation is required, or Sea Port of Embarkation (SPOE) on a case by case basis. Contractors are to comply with Purple Gate and Consignment Tracking policy ([JSP 886 Volume 3 Part 7](#)) for the movement of sustainment materiel and Urgent Operational Requirements (UORs) into and out of Operational Theatres. This includes the provision of information essential for Defence Consignment Tracking.

### **OWNERSHIP**

3. The Policy and Procedures described in the JSP 886: Defence Logistic Support Chain Manual is owned by Director Joint Support Chain (DES JSC-D). Head Support Chain Management (DES JSC SCM-Hd) is responsible for the management of Joint Support Chain policy on behalf of DES JSC-D.

### **POINTS OF CONTACT**

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Cedar 2a, Mail Point 3239, MOD Abbey Wood, BRISTOL BS34 8JH  
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[ACDSLOGOPS-DefLogPol-886](#)

## **GLOSSARY**

6. A glossary of Support Chain terms is available in JSP 886 Volume 1 Part 1A.

## **LINKED PUBLICATIONS**

7. The following publications are linked to this instruction:

[Joint Doctrine Publication 4-00 – Logistics for Joint Operations.](#)

[JSP 886 Volume 2 Part 4 – NATO Codification in the United Kingdom.](#)

[JSP 886 Volume 3 Part 1 - The Standard Priority System.](#)

[JSP 886 Volume 3 Part 2 - Contractor Logistic Support.](#)

[JSP 886 Volume 7 Part 8.02 - Packaging for the Handling, Storage and Transportation.](#)

[JSP 886 Volume 3 Part 7 - Consignment Tracking.](#)

[JSP 886 Def Stan 81-41 - Packaging of Defence Materiel.](#)

[Volume 3 Part 10 – Management of Equipment Procured under UOR Arrangements.](#)

[SSE Version 5.0.0 - The Support Solution Envelope.](#)

[BR 2002 Volume 1 - Naval Manual of Logistics for Operations.](#)

[DEFCON 129 - Packaging \(for articles other than Ammunition and Explosives\).](#)

[DEFCON 129J - The use of the Electronic Business Delivery Form.](#)

[DEFCON 507 - Delivery.](#)

## **CHAPTER 2 – OPERATION OF THE PURPLE GATE**

### **THE PURPLE GATE CONCEPT**

1. Sustained operations continue to highlight the need to better manage items in transit to Operational Theatres and for an improvement to the Reverse Supply Chain (RSC) for critical repair items. There is a need to control the flow of materiel, both from industry and from within the MOD boundary into the Coupling Bridge (CB). This includes the requirement to ensure common standards of preparation for all materiel including documentation, registration on Consignment Tracking (CT) systems and packaging prior to transportation by the selected mode. The Purple Gate has been developed as a method to resolve these issues and can be defined as:

“A process to ensure the regulation of materiel flow into the Joint Support Chain (JSC) for the sustainment of Operational Theatres.”

2. The process is to be applied to all Sustainment Materiel and Urgent Operational Requirements (UORs) destined for Operational Theatres. The principles and procedures set out in this document will be applied to all force elements deployed outside the UK and NW Europe that make use of the JSC. It includes any materiel not included in unit Force Element Tables (FET). If in doubt, clarification from the Defence Supply Chain Operations and Movements (DSCOM), DSCOM Log Ops should be sought. Materiel entering the JSC at a location other than a UK Purple Gate Node will be required to pass through and conform to the Purple Gate process at its point of entry into the JSC at the designated Theatre Purple Gate Node. The Purple Gate process applies equally to the RSC for repairable items returning from Theatre.

3. The Purple Gate is an evolving concept and will be incrementally enhanced and improved as new Logistic Information Systems (LOG IS) and communications bearers are introduced. Details of the implementation of any further refinements will be included as amendments to this instruction as and when new systems are introduced.

### **COMMAND**

4. Chief of Defence Materiel (CDM) is the logistic process owner on behalf of the Defence Management Board. CDM has delegated responsibility to D JSC for designing, operating and maintaining the JSC processes that support the end-to-end JSC. D JSC is responsible for the operation of the whole JSC, including the Purple Gate, and commands the non-operational elements. The Permanent Joint Headquarters (PJHQ), including the Joint Force Logistic Component (JFLogC), commands the operational Coupling Bridge and in-Theatre logistic assets in the operational JSC.

### **PRINCIPLES**

5. The key functions of the Purple Gate are listed below; the requirement is for all the functions to be carried out by the time the materiel arrives at the start of the Coupling Bridge (CB):

- a. The control of materiel and equipment entering the JSC.
- b. Centralised control and consolidation of the flow of materiel through any CB operated by the Permanent Joint Headquarters (PJHQ) or any Front Line Command (FLC).

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- c. The application of agreed CT to a common standard that enables consignment tracking end-to-end across the JSC.
- d. The application of agreed standards of preparation, both physical and documentary.
- e. Access to JSC transport and materiel handling facilities to enable onward movement to Air and Sea Ports of Embarkation (APOE/SPOE).

## **PURPLE GATE NODE LOCATIONS**

6. **Primary Purple Gate Node.** The Primary Purple Gate is located at Logistic Services (LS) Bicester. The main focus of Purple Gate activity will be at LS Bicester, which can be considered to be the central 'hub' for Purple Gate activity and the default location for all freight destined for an Operational Theatre via the CB. Whilst LS Bicester is the 'default' site for Purple Gate activity, depending on the nature and location of the materiel to be handled, LCS Head Office (HO) is permitted to nominate sites within LS as alternates to Bicester. This arrangement will cover munitions outload sites, medical supplies, vehicles, and for materiel sourced from Germany, LCS (Europe) located at Dulmen. For the Purple Gate, LS is responsible for capturing the information and ensuring the correct preparation of all sustainment materiel destined for Operational Theatres originating from within LS depot facilities.

7. **Secondary Purple Gate Nodes.** Secondary Purple Gate Nodes will replicate the function of the Primary Purple Gate Node when it is expedient to deliver sustainment materiel directly to the Port of Embarkation (POE) in order to meet operational requirements. Such cases will be specifically authorised by Defence Support Chain Operations & Movements Logistic Operations (DSCOM Log Ops). Locations currently nominated by DSCOM Log Ops as Secondary Purple Gate Nodes are:

- a. RAF Brize Norton.
- b. HMNB Portsmouth.
- c. Marchwood Military Port.
- d. HM Ships when deployed.
- e. LS Ashchurch.

Additional Secondary Purple Gate nodes will be nominated as required by DSCOM Log Ops.

8. **Theatre Purple Gate Nodes.** These are Secondary Purple Gate Nodes at the Theatre end of the CB and elsewhere as necessary, the scale and resourcing of which would be at the request of PJHQ or the relevant FLC, depending on who has command and control of the CB. The main purpose of the Theatre Purple Gate Node is to record the receipt of materiel into Theatre via the CB and to act as the conduit for materiel returning to the UK through the Reverse Supply Chain (RSC). This activity is to be carried out as directed by the Joint Force Logistics Component (JFLogC) HQ or National Support Element (NSE) as appropriate for each CB. In exceptional circumstances, where the materiel to be delivered into the Joint Operational Area (JOA) does not originate from the UK, and trans-shipment via the UK for entry into the JSC, is not practicable, then delivery

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direct in to the JOA via the Theatre Purple Gate can be authorised by Defence Supply Chain Operations and Movements (DSCOM).

## **ROLES AND RESPONSIBILITIES**

9. **Primary Purple Gate.** The Primary Purple Gate will be operated by CE LCS, who will be responsible for the efficient operation of the Purple Gate process at LS units. He will designate sites within LS that may conduct Primary Purple Gate processing. He will provide suitable storage, materiel handling and transportation assets to ensure the smooth preparation and transit of materiel passing through the Primary Purple Gate. CE LCS will also provide suitable trained manpower to operate the Primary Purple Gate and associated Logistic IS. Log NEC will be responsible for providing the logistic IS required to operate the Purple Gate.

10. **Secondary Purple Gate Nodes.** The major Secondary Purple Gate Nodes are as follows:

a. **HMNB Portsmouth.** Operation of the Secondary Purple Gate Node at HMNB Portsmouth will be the responsibility of Chief of Materiel (Fleet), who will be responsible for the efficient operation of the Purple Gate process at this location. Day-to-day management of the Secondary Purple Gate Node at HMNB Portsmouth will be delegated to the Logistics Operations Manager, who will provide suitable storage, materiel handling and transportation assets to ensure the smooth preparation and transit of materiel passing through the Secondary Purple Gate Node. The Warship Modernisation Support Initiative partner will provide suitably trained manpower to operate the Secondary Purple Gate at HMNB Portsmouth. Log NEC will be responsible for providing the logistic IS required to operate the Secondary Purple Gate.

b. **RAF Brize Norton.** Operation of the Secondary Purple Gate Nodes at RAF Brize Norton will be the responsibility of HQ Air, who will be responsible for the efficient operation of the Purple Gate process at this location. Day-to-day management of this Secondary Purple Gate Node will be delegated to OC Air Port of Embarkation (APOE) Wing at RAF Brize Norton with the lead taken by APOE Wg (specifically OC Air Cargo), supported by Logistic Squadron at RAF Brize Norton (specifically R & D) where additional packing, labelling and documentation is required and who will also provide suitable storage, materiel handling and transportation assets to ensure the smooth preparation and transit of materiel passing through the Purple Gate Node. SO1 Supply Chain Management (SO1 SCM) HQ Air will also ensure that suitably trained manpower is available to operate the Secondary Purple Gate at RAF Brize Norton, as well as the necessary Logistic IS through SO1 Logs IX. Log NEC Programmes team is responsible for providing the logistic IS required to operate the Secondary Purple Gate.

c. **Marchwood Military Port.** Operation of the Secondary Purple Gate Node at Marchwood Military Port will be the responsibility of Chief of Materiel (Fleet) in conjunction with HQ LAND FORCES Port and Maritime staff who will be responsible for the efficient operation of the Purple Gate process at this location. Log NEC is responsible for providing the logistic IS required to operate the Secondary Purple Gate.

11. **Theatre Purple Gate Nodes.** Operation of the Theatre Purple Gate Nodes will be directed by Chief of Joint Operations as owner of the Theatre space and delegated day-to-

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day to either PJHQ or the relevant Front Line Commands depending on the operation/exercise owner in each case. The differing requirements for each Theatre mean that each Theatre Purple Gate Node will be constructed to meet specific requirements. However, when the size of operation or exercise warrants the creation of a Joint Force Logistics Component (JFLogC), the JFLogC Commander will exercise control of the Purple Gate activity in-Theatre. For smaller operations or exercises the, National Support Element will control Purple Gate activity in-Theatre.

## PROCEDURES

12. **Initial Deployment.** Initial deployment of formed and non-formed units with their associated freight will be directed by Chief of Joint Operations (CJO) through PJHQ<sup>1</sup> and deployment activity is outside the scope of the Purple Gate, which focuses on the delivery of sustainment materiel into Theatre.

13. **Purple Gate Operation.** Where consignors of materiel to Operational Theatres are military units or organisations capable of carrying out the correct preparation of the freight, (including creating the appropriate CT record), the freight will be called forward to the APOE or SPOE by DSCOM. Where consignors from industry or military establishments are without this capability, the freight will almost always be called forward to the Primary Purple Gate. This will normally be LS Bicester, although LCS HO may direct certain freight to specific depots with specialist capabilities. For Naval supplies only, the Secondary Purple Gate at HMNB Portsmouth has been authorised by DSCOM Log Ops to be active during steady state for ships on operations (out of home port). In exceptional cases, some contractors who have the capability to carry out the full Purple Gate functions may be authorised by DSCOM to send materiel direct to the APOE/SPOE. This includes the requirements to pick the correct item, pack and document to the defined standards and register on CT systems (VITAL or RIDELS) to ensure full visibility.

14. **Immediate SPC 01.** For Immediate SPC 01 items, a bid for air transportation is to be made on F1380 to the Air Freight Centre (AFC) at DSCOM. The item will then be called forward to the APOE or the fastest available outlet as directed by the AFC.

15. **Priority and Routine SPC 02, 03/04.** Unless otherwise instructed, all other items are to be forwarded to LS Bicester where freight will be pooled prior to call-forward by DSCOM in accordance with Theatre Required Delivery Date (RDD) priorities and the Priority List. Consignors are to provide Traffic at LS Bicester sufficient information to allow them to raise F1380 or applications for shipping space and any applicable Dangerous Goods Note (DGN)<sup>2</sup>. All F1380s and applications for shipping space are to be clearly annotated 'Op/Ex \*\*\*\*\* - PG' to denote its status as sustainment freight for a particular Coupling Bridge<sup>3</sup>. DSCOM will then issue call-forward advice to Bicester, as air or sea space is made available based on Theatre priorities and RDD. LS will arrange suitable transport to deliver the prepared consignments to the POEs for despatch into Theatre. Air and sea freight consignments for HM ships and submarines will normally be consolidated at the Secondary Purple Gate Node at HMNB Portsmouth. The same processes are to be followed as for items being delivered to LS Bicester.

<sup>1</sup> Or FLCs for single-Service operations/deployments.

<sup>2</sup> LS Bicester Traffic fax 94240 3999 (military) or 01869 257999 (civilian)

<sup>3</sup> LS Bicester Traffic are to fax copies of F1380s to the AFC on 94391 7581(military) or 01264 381581 (civilian) or 94391 7598 (military) or 01264 381598 (civilian) for applications for shipping space.

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16. **Matériel Entering the JSC Direct from Industry or Commercial Sources.** Civilian companies that introduce matériel into the JSC must be affiliated by contract to a Purple Gate start node<sup>4</sup>. Selection of a suitable Purple Gate start<sup>2</sup>node must be agreed by D SCS and the Chain of Command for that Purple Gate Node prior to inclusion in any contract as specified in [JSP 886 Volume 3 Part 7 Section 6 - Consignment Tracking](#).

a. **Contractors utilising the Stores System 3 (SS3) Electronic Business Capability (EBC) Functionality<sup>5</sup>.** Prior to delivery to Purple Gate, contractors on EBC (the Supplier) will have pre-notified SS3 and VITAL, via the EBC process, of issue and consignment details including the 'Package ID'. The contractor is to deliver the matériel in satisfaction of the unit demand or PT Issue Order to LS Traffic Department<sup>6</sup>. Full details on EBC functionality can be found at Annex F to [JSP 886 Volume 3 Part 2 - Contractor Logistic Support](#). Packages are to be:

- (1) Labelled to the standards laid down in [DEFCON 129J](#). This label is populated with information produced as part of the EBC process for the contractor.
- (2) Marked, as appropriate, with hazard information and complete with a Safety Data Sheet (SDS) in accordance with [DEFCON 68](#).

If connectivity is disrupted and the contractor cannot send confirmation via the EBC process the stores are to be accompanied by contractor completed CT information using the MOD Consignment Tracking Information Sheet (CTIS) as detailed in [JSP 886 Volume 3 Part 7 - Consignment Tracking](#). This enables LS to complete the actions on VITAL as detailed below in Para 16b(1).

b. **Non EBC Contractors.** For items arriving from industry where the majority of consignors have no access to military CT systems (Non EBC Contractors), the focal point for delivery is to be the 'Purple Gate' at LS Bicester, or HMNB Portsmouth for supplies for HM ships. Purple Gate staff will carry out preparation for movement on behalf of the consignor in that they will enter the package on to VITAL (or RIDELS), raise the waybill on VITAL (or RIDELS) and then fax a signed copy of the F1380 to the AFC. DSCOM will call forward the freight to the relevant POE once an outlet becomes available, notifying the Purple Gate and the consignor by phone/fax. It should be noted that the cost of this activity may be billed to the UIN of the relevant PT for recovery from the contractor. Contractors using Purple Gate are to be made aware of the following requirements:

- (1) **Consignment Tracking.** Items entering the Purple Gate must be accompanied by sufficient information to allow Purple Gate staff to enter the item on to the military CT systems; the minimum information required to carry out this task is detailed at Annex A to Section 2 of [JSP 886 Volume 3 Part 7 - Consignment Tracking](#). It is recommended that the MOD CTIS is used to provide the relevant CT data; however, other formats are acceptable if all the CT information requirements are included. The CT information must be attached to the outside of the package and not sealed inside the package.

<sup>4</sup> And end node for matériel that use the RSC.

<sup>5</sup> The introduction of Electronic Business Capability (EBC) from Q2 2009 will replace the 'swivel chair' arrangements that exist for CLS contractors; EBC will enable Stores System 3 to route demands electronically to contractors' systems and receive demand related information from contractors' systems.

<sup>6</sup> When the item is ready to move the contractor is to book the delivery in with the LS, Onwards Transmission Booking-in Clerk on 01869 257039, who will issue a booking reference number, time to deliver and the appropriate movement directions

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Failure to provide the minimum information will mean that the item will not be consignment tracked to its destination and may result in a CT Failure Notice being raised to the relevant DE&S PT for further investigation.

(2) **Observance of Supply Chain Pipeline Times.** PTs are to ensure that contractors are aware of the requirement to satisfy demands within the pipeline times specified by the Standard Priority System (SPS). The supplier must be contractually bound to deliver materiel, packed and documented to the required standard, to the designated Purple Gate within an SPS compliant timeframe to allow the JSC sufficient scope to complete the delivery within the overall Supply Chain Pipeline Times (SCPT). A table detailing the SCPT for CLS contractors can be found at [Volume 3 Part 1 \(Standard Priority System\)](#) to these instructions. For further details on the application of the SPS and SCPT see [JSP 886 Volume 3 Part 1 - The Standard Priority System](#).

(3) **Packaging.** Items that are delivered to a Purple Gate Node for movement across the JSC must be packed in a sufficiently robust manner to allow them to withstand the climatic and environmental rigours of transportation, trans-shipment and deployments on operations, including periods of storage immediately prior to use. In order to ensure this, packaging for all items, excluding munitions, must be designed and manufactured in compliance with [Def Stan 81-41 - \(Packaging of Defence Materiel\)](#) to meet the requirements of commercial and Military Level Packaging (MLP). Packaging for munitions is to be designed in accordance with Def Stan 08-8. In order to ensure this, DEFCON 129 must be applied to contracts for all items excluding munitions. Packaging for munitions is to be designed in accordance with Def Stans 00-88, 00-810 and 00-814. For further guidance on packaging and transportation information see [JSP 886 Volume 3 Part 5](#) and [Key Support Area 3 \(KSA 3\) of the SSE](#).

17. **Urgent Operational Requirements.** Urgent Operational Requirements (UOR) by their nature require expedient handling. UORs delivered prior to deployment will be included in unit Force Element Tables (FET) and therefore deploy as unit freight. UORs delivered after deployment will use the sustainment process and will be delivered to the Purple Gate as directed by DSCOM Log Ops for preparation and call forward in the same manner as items receipted direct from industry at Paragraph 16 above. However, DSCOM may direct the PT concerned to deliver the UOR directly to a more appropriate Secondary Purple Gate Node for preparation, packing, documentation and CT activity before being dispatched into Theatre. Scheduling the movement of UORs to Theatre will be undertaken through co-ordination between the providing PT, DSCOM, PJHQ and JFLogC/NSE in-Theatre.

18. **Munitions.** Munitions originating from MOD Munitions Depots or being outloaded through MOD-operated or civil A/SPOEs will be handled through existing [LS](#) procedures and will be consignment tracked in accordance with [JSP 886 Volume 3 Part 7 - Consignment Tracking](#).

19. **Fuels and Lubricants.** Bulk Fuels and Lubricants (F&L) are exempt from Purple Gate activity. However, packed F&L are to follow Purple Gate procedures. Consignments originating from within the Defence Fuels Group (DFG) Depot at West Moors and requiring specialist handling and packaging will be entered on to CT systems (VITAL) and forwarded directly to the designated A/SPOE. Hazardous materials, including compressed gasses, may be forwarded through the Primary Purple Gate Node following direction from LCS HO.

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20. **Contractors in Support of Operations or Contractor Logistics.** Contractors in Support of Operations (CSO) or Contractor Logistics (CONLOG) support may have a requirement to move materiel into Theatre to support their contracted activity. When this occurs, they may obtain authority to move this equipment into Theatre via the CB using military transport outlets. Application for freight space should be sought from DSCOM either directly on 94391 7578 (military) or 01264 381578 (civilian), or through the relevant PT. Where military movement has been authorised, contractors are to deliver the consignment to the specified Purple Gate where the consignment will be prepared ready for call forward and entered on to VITAL (or RIDELS). The minimum information required to carry out this task is detailed at Annex A to Section 2 of [JSP 886 Volume 3 Part 7 - Consignment Tracking](#). The cost of any packing and documentation activity may be billed to the contractor through the UIN of the originating PT. The regulations detailed at [Paragraph 16b\(1\)](#) above are also applicable to CSO and CONLOG moving equipment into Theatre via the CB using military transport.

21. **Medical Support.** Medical supplies will enter the JSC at the medical storage facility at LS Donnington which acts as a Purple Gate. They are prepared for movement by LS staff in accordance with any special handling instructions. Blood and associated products will be called forward directly to the APOE (the Secondary Purple Gate) due to the critical temperature controls that must be maintained.

22. **Vehicles.** LS Ashchurch is the nominated node for vehicles; this includes the main platform and related items, ie Complete Equipment Schedule (CES) and vehicle specific ancillaries which form part of the complete platform capability. It does not include Manufacturers Spares Pack (MSP) or Specialist Tools and Test Equipment's (ST&TE) which should be consigned via the Purple Gate at LCS Bicester.

23. **Mail.** Because of the consistently high priority attached to mail, BFPO (UK) Northolt forwards mail directly to and from BFPO detachments at the A/SPOEs. Mail will therefore be exempt from passing through Purple Gate Nodes and will not be consignment tracked.

### **THE REVERSE SPLY CHAIN (RSC)**

24. RSC is a critical component within the JSC and is the means by which repairables are delivered back to depth maintenance organisations for repair. RSC priorities will be set by DSCOM Log Ops who will maintain the Theatre Returns Priority List (TRPL) and who will allocate priorities to air freight. It will be the responsibility of the Logistic Component in-Theatre (either the Joint Force Logistics Component (JFLogC) or HQ National Support Element (HQ NSE)) to ensure that repairables are tracked when being returned using available asset management tools. It is essential that all repairables are consignment tracked by the Theatre Purple Gate Node. Repairables can be returned by one of the following methods:

- a. **Consigned Directly to Repair Organisation or Contractor.** For priority repairables subject to contracted repair timescales, and where the repair organisation is clearly identifiable, the item is to be prepared for transportation and consigned directly to the repair organisation, or unit hosting the interface with the contractor, from Theatre using an appropriate SPC to ensure movement by air.
- b. **Consigned via the Primary Purple Gate Nodes.** Where the repair requirement is of a lower priority or the item is returning by surface means as part of a larger containerised consignment, the repairable item is to be consigned to the Primary Purple Gate Node LCS Bicester where the item will be consolidated for

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onward movement to the repair organisation via the Freight Delivery Service (FDS). Supporting Issue Vouchers must make the final repair location consignee clear to enable staff at LCS Bicester to deliver the item to the correct destination. Surface moved returns from ships should normally be consigned to the Secondary Purple Gate Node at HMNB Portsmouth.

c. **For HM Ships and Submarines.** Returned items are landed at a returns processing facility in any one of the three Naval Bases. In this case there is no requirement to use the Purple Gate.<sup>7</sup>

## CONSIGNMENT TRACKING

25. CT is critical to the efficient support of operations. CT for all items is to be carried out in accordance with CT policy detailed in [JSP 886 Volume 3 Part 7](#). CT should be undertaken at the earliest point possible in the JSC. All items leaving a Purple Gate Node are to be (or be part of) a fully tracked consignment. For VITAL, this means registration using the 'Maintain Issue' screen or equivalent on RIDELS. Where materiel is called forward from a military organisation, it is critical that the consignment is registered on the CT system. Where a consignor does not have CT capability using VITAL or RIDELS, they are to provide the information contained in Annex A to Section 2 of [JSP 886 Volume 3 Part 7](#) to the Purple Gate Node, in order that the CT record can be created. Failure to provide the minimum information will mean that the item cannot be tracked to its destination.

## PT AND CONTRACTORS' GUIDE TO PURPLE GATE REQUIREMENTS

26. At [Annex A](#) to this instruction is an PT and contractors guide to the key requirements which contractors must follow when using the Purple Gate System. This guide summarises all the policy requirements, contained within the relevant JSP 886 instructions referred to in this document.

## ADDITIONAL ADVICE AND GUIDANCE

27. All queries relating to the operation of the Purple Gate are to be directed, in the first instance, through Support Chain Management (SCM) SO2 SC Policy Development:

DES SCM PolComp – Policy Development  
[Cedar 1b, Mailpoint 3139](#), MOD Abbey Wood, BRISTOL, BS 34 8JH  
Tel: Mil: 9679 80960. Civ: 03067 980960  
Email: [DESSCM-PolComp-PolDev2@mod.uk](mailto:DESSCM-PolComp-PolDev2@mod.uk)

28. For Items entering the Purple Gate additional advice can be obtained from:

HQ JSCS Depot Ops  
Tel: Civ: 01869 257211  
Mil: 94240 3211/3230

29. For follow on consignments, contact the LS Help Desk, not the Onwards Transmission cell. LS Help Desk contact numbers are:

<sup>7</sup> Normally, HM Ships will retain repairables on board until they can be landed at a Naval Base. In some circumstances direction will be given to use the CB, in which case the consignment will go through the Theatre Secondary Purple Gate Node.

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Tel: Civ: 01869 256052  
Mil: 94240 2052

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## **ANNEX A - PT AND CONTRACTOR'S GUIDE TO PURPLE GATE REQUIREMENTS**

(Introduced at [Paragraph 26](#))

### **PURPOSE**

1. This Annex is a summary of the JSP 886 instructions to which Project Teams (PT) and contractors must strictly adhere when using the Joint Support Chain (JSC) Purple Gate system. Specific detail can be found within the linked reference documents.

### **SEAMLESS JOINT SUPPORT CHAIN INCLUDING THE USE OF PURPLE GATE**

2. JSC policy directs that Front Line Commands (FLC) and their units should only have to understand and operate a single supply chain, both in home bases and when deployed. Exceptions to this rule require DG JSC endorsement. JSC policies are laid down in JSP 886, and all support solutions adopted must support the maintenance of a seamless and coherent JSC. In particular all materiel provided from contractors in support of operations (including Urgent Operational Requirements (UOR)) is to enter the JSC via the Primary Purple Gate, which is located at LS Bicester. With the authority of the Defence Support Chain Operations & Movements Logistic Operations (DSCOM Log Ops), materiel can enter the JSC at a Secondary Purple Gate Node, usually an Air Port of Embarkation (APOE) such as RAF Brize Norton or a Sea Port of Embarkation (SPOE) such as the Sea Mounting Centre (SMC) Marchwood. The correct use of the Purple Gate system ensures that materiel provided from the contractor is properly regulated and Consignment Tracked across the Coupling Bridge. For further details on Seamless Supply and the Purple Gate see [JSP 886 Volume 3 Part 3](#) and Key Support Area 3 (KSA 3) of the [Support Solution Envelope](#) (SSE).

### **OBSERVANCE OF SUPPLY CHAIN PIPELINE TIMES (SCPT)**

3. PTs are to ensure that contractors are aware of the requirement to satisfy demands within the pipeline times specified by the Standard Priority System (SPS). The supplier must be contractually bound to deliver materiel, packed and documented to the required standard, to the designated Purple Gate within an SPS compliant timeframe to allow the JSC sufficient scope to complete the delivery within the overall Supply Chain Pipeline Time (SCPT). For further details on the application of the SPS and the use of SCPTs see [JSP 886 Volume 3 Part 1 - The Standard Priority System](#).

### **NATO CODIFICATION OF ITEMS OF SUPPLY**

4. It is a fundamental requirement of the JSC and of the Single Defence Inventory that all items of supply which enter or are likely to enter the JSC, and which were procured using public funding by DE&S PTs or by Industrial partners under Contractor Logistic Support (C:LS) arrangements, are accurately codified<sup>8</sup>. Each Item of Supply must have a unique NATO Stock Number (NSN), be 'owned' on behalf of Defence by a single PT and be hosted on a single base inventory management system. PTs must apply to UKNCB for the codification of all non-codified items that move across the JSC. For further details on NATO Codification see [JSP 886 Volume 4 Part 4 – NATO Codification in the United Kingdom](#) and KSA 3 of the [SSE](#).

<sup>8</sup> Where exceptionally Non-Codified items, such as medical materiel or UOR, pass through the Purple Gate, they must be supported by a completed [Annex A to Section 2 of JSP 886 Volume 3 Part 7 - Consignment Tracking](#)

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## **PACKAGING**

5. Items that are delivered to a Purple Gate Node for movement across the JSC must be packed in a sufficiently robust manner to allow them to withstand the climatic and environmental rigours of transportation, trans-shipment and deployments on operations, including periods of storage immediately prior to use. In order to ensure this, packaging for all items, excluding munitions, must be designed and manufactured in compliance with [Def Stan 81-41](#) to meet the requirements of commercial and Military Level Packaging (MLP). Packaging for munitions is to be designed in accordance with Def Stan 08-8. In order to ensure this, [DEFCON 129](#) must be applied to contracts for all items excluding munitions. Packaging for munitions is to be designed in accordance with Def Stans 00-88, 00-810 and 00-814. For further guidance on packaging and transportation information see [JSP 886 Volume 3 Part 5](#) and KSA 3 of the [SSE](#).

6. Each package must be clear of oils and lubricants and certification to this effect must also accompany the consignment. Where, due to the construction of the consignment or equipment, it requires oils and lubricants to remain, certification to this effect must be provided and full details of the oils and lubricants must also be shown on the consignment documentation.

## **LABELLING AND MARKING**

7. Contractor supplied items, PT Issue Orders (IO), UOR and items with Special Handling Indicators<sup>9</sup>(SHI) are to be packed and documented to the mandated JSC standard for transmission through a designated Purple Gate Node. To facilitate the movement of materiel through Purple Gate, the following information must be clearly stated on the package by the contractor; ie the Name, Address, BFPO number and Unit Identification Number (UIN) of the Consignee, the Supply Priority Code<sup>10</sup>, Weight, Dimensions, SHI and Project Name (if known). If the item is to meet a UOR, the package must be marked with the UOR number and the description of contents; the appropriate warning labels are to be clearly visible and each package should clearly be marked 'For Onward Transmission'.

8. If the item is Hazardous<sup>11</sup>, the appropriate UN Classification and relevant documentation must accompany the package. Hazardous items must be packed separately to general stores.

9. If the item contains any refrigerant gases, the type and weight must be clearly displayed. If the package or container has a key, this should be attached to the outside and clearly marked (should access be required by RAF Brize Norton Export personnel).

10. It is essential that a detailed description of the stores accompanies the consignment. If the labelling just contains a generic term such as "Mastiff Spares" it will be rejected by the Air Freight Centre (AFC) at Andover

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<sup>9</sup> All 3 services use Special Handling Indicators (SHI) to denote demands for items of a critical nature (e.g. OPDEF, DEFREP, OVI and AOG). Details of SHIs can be found in Chapter 4 of [JSP 886 Volume 3 Part 1 - The Standard Priority System](#)

<sup>10</sup> . If the item is a priority and is going by air it must also show 'Must Go Airfreight - Priority 02' (or as advised by the person placing the contract). Note that if this priority is not shown, the package will travel by surface means to its destination.

<sup>11</sup> Failure to provide the correct dangerous goods and COSHH certificates will result in a delay of movement until such time the correct details can be clarified.

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## **CONSIGNMENT TRACKING REQUIREMENTS**

11. Items entering the Purple Gate must be accompanied by sufficient information to allow Purple Gate staff to enter the item onto the military Consignment Tracking systems, the minimum information required to carry out this task is detailed at, Annex A to Section 2 of [JSP 886 Volume 3 Part 7 - Consignment Tracking](#). The information must be attached to the outside of the package with the delivery documentation (ie MOD Form 640/650) and must not be sealed inside the package. A secure clear and readable plastic envelope affixed to the outside of the package is permissible. Failure to provide the minimum information will mean that the item will not be consignment tracked to its destination.

## **CALL FORWARD OF MATERIEL**

12. Unless otherwise instructed, all items for that enter the JSC via the Purple Gate are to be forwarded to LS Bicester<sup>12</sup>. Freight will then be pooled prior to call-forward by DSCOM in accordance with Theatre Required Delivery Date (RDD) priorities and the Priority List. All F1380s and applications for shipping space are to be clearly annotated 'Op/Ex \*\*\*\*\* - PG' to denote its status as sustainment freight for a particular Coupling Bridge. If the item is known to be UOR<sup>13</sup>, Operationally Vital, Aircraft on the Ground (AOG) or Operational Deficiency (OPDEF), then this information should also be stated on the documentation. Defence Supply Chain Operations and Movements (DSCOM) will then issue call-forward advice to the Purple Gate based on Theatre priorities and the Required Delivery Date (RDD). LS will arrange suitable transport to deliver the prepared consignments to the A/SPOEs for despatch into Theatre. For further details on the Call Forward of Materiel see [JSP 886 Volume 3 Part 3](#).

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<sup>12</sup> When the item is ready to move the contractor is to book the delivery in with the LS, Onwards Transmission Booking-in Clerk on 01869 257039, who will issue a booking reference number, time to deliver and the appropriate movement directions. The delivery will then be made to The Onwards Transmission Cell or the Purple Gate, E1 Traffic, LS Bicester, OXON, OX25 2LD.

<sup>13</sup> If the item is to meet an Urgent Operational Requirement the package must be marked 'UOR – Ref Number CCNNNN' (eg UOR – Ref Number AO1234).