MARINE FORCES LOGISTICS PLAYBOOK

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FOREWORD

This Playbook provides guidance to logistics planners within II Marine Expeditionary Force (MEF), Major Subordinate Commands (MSCs), and Major Subordinate Elements (MSEs) to facilitate support to units and detachments deploying in support of operations and exercises. Specifically, the 2013-2016 Campaign Plan directed by Commanding General, II MEF, prioritizes specific geographic areas based on Service-level Regional Alignment guidance. This document provides operational level logistics information to facilitate tactical level planning in support of operations and exercises conducted by forces deployed in support of U.S. Africa Command (USAFRICOM), U.S. European Command (USEUCOM), and U.S. Southern Command (USSOUTHCOM). As part of the *new norm* to have designated forces postured and ready to respond rapidly to global crises and contingencies, the information contained in this publication focuses on bolstering regional logistics planning in concert with Marine Service Components within USAFRICOM, USEUCOM, and USSOUTHCOM.

Naval expeditionary forces draw upon their inherent characteristics to provide National Command Authorities the tools needed to safeguard vital national interests. The expeditionary qualities of readiness, flexibility, sustainability, and mobility allow naval forces to establish and maintain a forward presence around the globe. From a logistics perspective, II MEF planners must oversee pre-deployment training support, coordinate embarkation, and provide for equipping and sustainment the deployed unit.

This playbook is a reference guide and provides a planning framework for II MEF logisticians to more efficiently and effectively prepare their units for deployments. Additionally, specific regional Marine Corps Service component guidance and information outlines unique requirements within the Combatant Commander's Area of Responsibility (AOR). It incorporates doctrinal references, proven procedures, and subject matter expertise for developing and executing logistics plans in support of naval expeditionary forces operating at sea or ashore. As current / future expeditionary sustainment and distribution concepts are validated, these processes and procedures will be included herein or published in an updated playbook.

This Playbook is effective immediately and is applicable to all forward deployed II MEF units.

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BACKGROUND

Per the Marine Corps Service Campaign Plan for 2012-2020, II MEF is regionally aligned to U.S. Central Command (CENTCOM), U.S. Africa Command (USAFRICOM), U.S. European Command (EUCOM), and U.S. Southern Command (SOUTHCOM) and remains globally committed to numerous standing concept plans (CONPLAN) and operation plans (OPLAN), while standing ready to meet emerging threats and crises. Accordingly, II MEF will be expected to maintain Global Response Forces and Alert Contingency Forces that are ready to deploy and *fight tonight* as middleweight forces in response to rapidly emerging limited-scale crises and anticipated larger-scale contingencies. Under this *new norm* of operational requirements, warfighters at the tactical level must be supported logistically by the Marine Corps Forces service component (MARFOR) of the supported regional Combatant Commander (CCDR) when executing assigned missions. Additionally, mutual planning between logisticians at the force providing MEF and the support MARFOR must be closely synchronized to ensure no logistics gaps exist throughout the deployment, sustainment, and retrograde and redeployment (R2) process.

The National Security Strategy (NSS), Quadrennial Defense Review (QDR), and Guidance for Employment of the Force (GEF) provide the "what," while the National Military Strategy (NMS) and Joint Strategic Capabilities Plan (JSCP) provided the "how" in aligning ends, ways, means, and risks to accomplish missions in support of U.S. national interests. To accomplish strategic objectives, the JSCP tasks functional and geographic CCDRs (i.e., USAFRICOM, EUCOM, and SOUTHCOM) to develop a Theater Campaign Plan (TCP) for their respective Area of Responsibility (AOR). Theater Security Cooperation (TSC) plans, which focus on "Phase 0" shaping (i.e., deterring potential adversaries and solidifying relationships with allies) must be integrated and nested as branch plans to the campaign plan[1]. As logistics planners, we are required to expand beyond the expectation of service-only support to become proficient at leveraging theater capabilities in terms of joint and partner nation common user logistics / common item support, Host Nation Support (HNS), and contracting. This Playbook provides a framework for integrating operational and tactical levels of logistics planning by providing overall process guidance as well as specific MARFOR regional information to assist both staff planners and logisticians assigned to deploying units.

A logistics planning guide at any level would be remiss without being rooted in the tenets and steps of the Marine Corps Planning Process (MCPP). Aligned with and complementary to Joint Pub 5-0, *Joint Operation Planning*, Marine Corps Warfighting Publication 5-1 (MCWP 5-1) describes the process and its application to all echelons of command and across the range of military operations. To specifically assist logisticians, Marine Air Ground Task Force (MAGTF) Staff Training Program (MSTP) Pamphlet 4-0.2 expounds upon planning from the Logistics Combat Element (LCE) perspective to guide the development of MAGTF plans and the implementation of a logistics system to support actual operations. As previously stated, this playbook provides guidance to logistics planners within II Marine Expeditionary Force (MEF) to facilitate support to units and detachments deploying for operations and exercises. Specifically, it identifies and delineates specific operational and tactical level planning requirements associated with conducting operations and exercises in support of MARFORs regionally aligned with II MEF. In conjunction with other reference publications, logistics planners should adhere to the guidance and processes contained in this Playbook to

[1] CJCSI 3110.03D Logistics Supplement, JSCP

refine logistics staff estimates in supporting pre-deployment, deployment, and post-deployment requirements.

CHAPTER I: COMMAND AND CONTROL STRUCTURE

COMBATANT COMMAND STRUCTURE

The President establishes combatant commands to execute broad and continuing missions at the strategic level using forces of two or more Military Departments. Combatant commands typically have geographic or functional responsibilities. The CCDR exercises combatant command authority (COCOM) over assigned forces.

GEOGRAPHIC COMBATANT COMMANDS

As depicted in Figure 1, there are six combatant commands based on geography:

- United States Pacific Command (USPACOM).
- United States European Command (USEUCOM).
- United States Central Command (USCENTCOM).
- United States Northern Command (USNORTHCOM).
- United States Southern Command (USSOUTHCOM).
- United States Africa Command (USAFRICOM).

Based on Service-level regional alignment guidance, this Playbook focuses primarily upon logistics relationships with Marine Corps service components assigned to USEUCOM, USAFRICOM, and USSOUTHCOM. Depending upon future guidance, support relationships are subject to change.

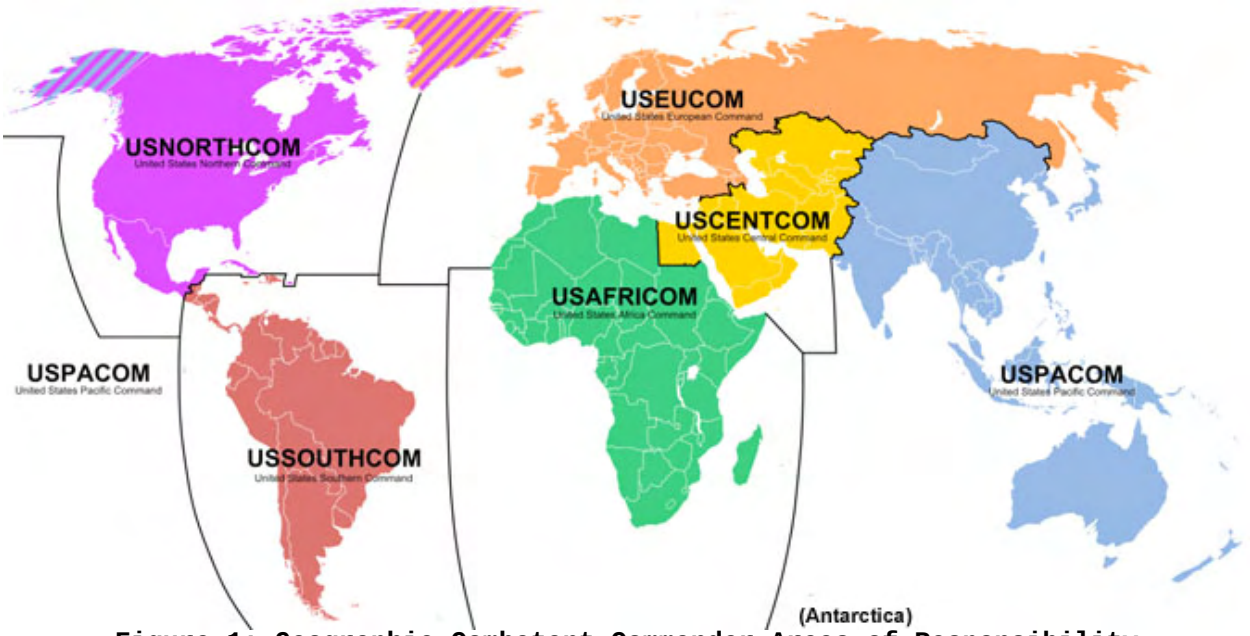


Figure 1: Geographic Combatant Commander Areas of Responsibility

SERVICE COMPONENT COMMANDS

Any joint force, by definition, will include forces belonging to two or more Military Departments. Per Figure 2, The CCDR may conduct operations through the Service components when stability, continuity, economy, ease of long-range planning, and the scope of operations dictate the organizational integrity of Service forces be maintained. Component commands may exercise operational control (OPCON) of forces assigned or attached to their CCDR or be limited to only tactical control (TACON) of these forces. Since the

individual Services are organized, trained, equipped, and employed per Service doctrine, this arrangement fully exploits the capabilities, experience, and perspective the individual Services can bring to a joint command. Exercising OPCON of Marine Corps forces allows the Marine Corps component commander to take full advantage of Marine Corps established command relationships and standing operating procedures. Further, it enables Marine Corps forces to function as a doctrinally designated MAGTF.

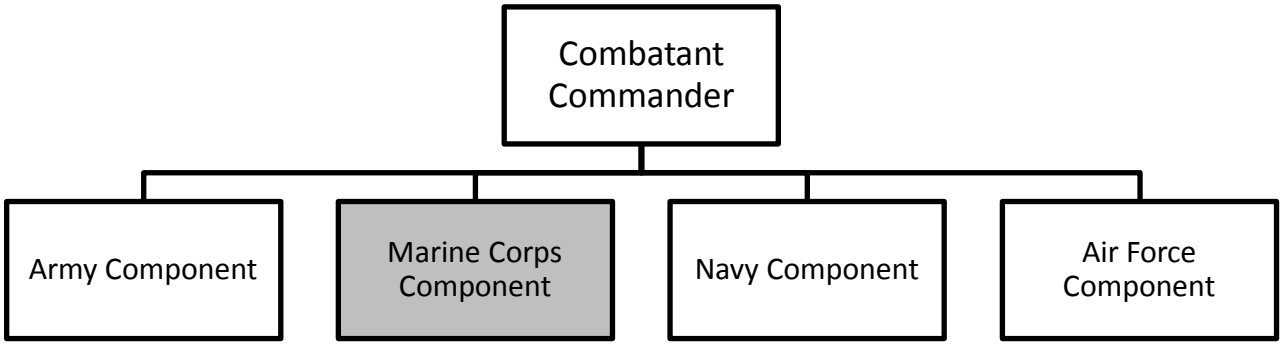


Figure 2: Combatant Command Structure

MARINE CORPS COMPONENTS

The Marine Corps component commander functions at the operational level of war and is responsible for accomplishing the assigned mission, providing forces, and accomplishing operational-level administrative and logistic tasks to assigned or attached Marine Corps forces.

Per Figure 3, there are currently nine combatant command-level Marine Corps components:

Combatant Command	Marine Corps Component
United States Joint Forces Command (USJFCOM) ***(Eliminated; functions transferred to the Joint Staff and other organizations)***	**United States Marine Corps Forces Command (MARFORCOM)**
United States Pacific Command (USPACOM)	**United States Marine Corps Forces, Pacific (MARFORPAC)**
United States European Command (USEUCOM)	**United States Marine Corps Forces, Europe (MARFOREUR)**
United States Central Command (USCENTCOM)	**United States Marine Corps Forces, Central Command (MARFORCENT)**
United States Northern Command (USNORTHCOM)	**United States Marine Corps Forces, North (MARFORNORTH)**
United States Southern Command (USSOUTHCOM)	**United States Marine Corps Forces, South (MARFORSOUTH)**
United States Strategic Command (USSTRATCOM)	**United States Marine Corps Forces, Strategic Command (MARFORSTRAT)**
United States Africa Command (USAFRICOM)	**United States Marine Corps Forces, Africa (MARFORAF)**
United States Special Operations Command (USSOCOM)	**United States Marine Corps Forces, Special Operations Command (MARSOC)**

Combatant Command	Marine Corps Component
United States Transportation Command (USTRANSCOM)	None

Figure 3: Marine Corps Components

MARINE COMPONENT COMMANDER TO COMBATANT COMMANDER RESPONSIBILITIES

Marine Corps component commanders have responsibilities derived from their roles in fulfilling Service functions. Their primary responsibility is that of a force provider and sustainer of assigned / allocated forces. Their specific responsibilities are as follows:

- Command all Marine Corps forces assigned or attached to the CCDR, to include all required elements of support (exception: the Commander, SOUTHCOM usually delegates OPCON of Marine special operations forces to the theater special operations commander (TSOC)).
- Recommend the allocation and coordinate provision of Marine Corps forces or individuals to support the CCDR's operations.
- Make recommendations to the CCDR on the proper deployment and employment of Marine Corps forces.
- Conduct deployment / redeployment planning and execution of assigned / attached Marine Corps forces.
- Accomplish such operational missions as may be assigned by the CCDR.
- Select and nominate specific units or individuals of the Service component for attachment to the CCDR's subordinate forces and recommend command relationships.
- Conduct joint and combined training, including the training, as directed, of components of other Services in joint operations for which the Service component commander has or may be assigned primary responsibility or for which the Service components facilities and capabilities are suitable.
- Conduct joint, component, and combined contingency, crisis action, and exercise planning to support CCDR-assigned missions.
- Ensure internal Service functions (e.g., general and personnel administration, finance, discipline, training, logistics, processing of urgent universal needs requests, force protection, safety, and Service intelligence in support of assigned or attached forces and individuals) are performed as directed.
- Ensure commanders, staffs, and forces are trained to conduct joint, combined, and Service exercises and operations.
- Retain Administrative Control (ADCON) of forces attached to a Service component or force commander of a subordinate joint force command or another unified CCDR.
- Develop plans and procedures for the effective and efficient utilization of reserve and active forces.
- Provide and / or coordinate logistic support and inform the CCDR of plans or changes in logistic support that would significantly affect operational capability or sustainability.
- Develop and submit the Marine Corps forces input to the CCDR's integrated priority list.
- Conduct theater security cooperation planning and execution in support of CCDR requirements.
- Develop program and budget requests that comply with the CCDR guidance on warfighting requirements and priorities.
- Inform the CCDR of program and budget decisions that may affect joint operation planning.

- ☐ Coordinate, execute, and report external funding for Marine Corps operations and exercises.
- ☐ Establish and maintain a resource evaluation and analysis function to ensure effective and accurate control and use of funds and resources provided for CCDR mission accomplishment.
- ☐ Ensure compliance with force protection, force health protection, and personnel recovery requirements for assigned and attached forces, civilian personnel, and families.
- ☐ Develop, coordinate, and execute strategic force plans and basing in the CCDR's AOR.
- ☐ Ensure assigned and attached forces have Command and Control (C2) systems that are interoperable in joint and combined environments.
- ☐ Maintain information management programs.
- ☐ Ensure planning, coordination, and execution of information operations.
- ☐ Plan, coordinate, and execute support for special technical operations conducted by or in support of Marine Corps forces through the CCDR.
- ☐ Establish a critical infrastructure program to meet Department of Defense (DOD), CCDR, and Service requirements.

CHAPTER II: LOGISTICS AUTHORITY

LOGISTICS AUTHORITY

US law, directives, and doctrine define Service responsibilities. The two key documents to understanding logistics responsibilities are Title 10, US Code (USC), chapter 6, section 165(b); and JP 0-2, *Unified Action Armed Forces (UNAAF)*. Both describe the statutory requirement of the individual Military Departments to provide logistics support to Service forces assigned to the combatant commands. Title 10, USC, and JP 0-2 also describe the CCDR's directive authority for logistics matters that pertain to assigned forces in specific joint operations. Directive authority for logistics authority is inherent in COCOM (command authority) as described in JP 0-2. While overall responsibility for logistics support remains with the individual military Service, operational circumstances may often require a joint or partner nation (PN) solution provided outside normal Service support channels.

SOURCES OF AUTHORITY

The key to understanding various support processes and methodologies resides in the different source documents that direct logistics support. These sources include DOD directives (DODD) and DOD instructions (DODI) that assign logistics executive agent responsibilities; inter-Service support agreements (ISSAs); acquisition and cross-servicing agreements (ACSAs); and CCDR OPLANs and / or operation orders (OPORDs) and directives.

a. **DOD Directives and Instructions**. A DOD component may be designated by the President, the Secretary of Defense (SECDEF), or law as the DOD executive agent to perform a function or service for others. These formal designations are normally published in the form of Presidential directives, legislative action, or SECDEF directives, instructions, or memoranda. The authority to designate a DOD component as a DOD executive agent for a specific common user logistics function is found in Title 10, USC, chapter 6, section 165 (c). Executive agent responsibilities are normally focused on national strategic level activities, but may also carry over to Common-User Logistics (CUL) related support in a specific theater.

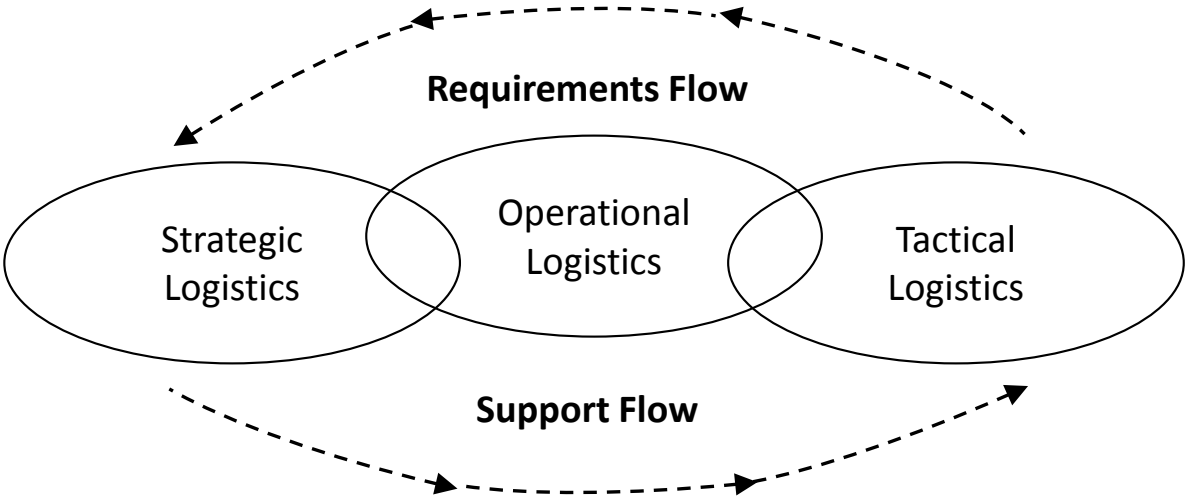
b. **Inter-Service Support Agreements**. ISSAs are formal support agreements between Services, DOD, and / or non-DOD agencies. ISSAs can be long-term or for a specific time period. ISSAs must clearly document funding and reimbursement procedures as well as standards of support between the supplying and receiving Services or agencies. DODI 4000.19, Inter-service and Intra-governmental Support, governs ISSA procedures.

c. **Acquisition and Cross-Servicing Agreements**. Negotiated on a bilateral basis with US allies or coalition partners, these agreements allow US forces to acquire or exchange most common types of support, including food, fuel, transportation, limited types of ammunition, and equipment. Authority to negotiate ACSAs is currently delegated to the COCOM by the SECDEF. ACSAs are agreements based on statutes under which the United States agrees to provide logistics support, supplies, and services to military forces of another country or organization in return for reciprocal provisions of logistics support, supplies, and services or on a reimbursement basis from the host nation (HN). This authority cannot be used to procure from any foreign government or international organization any goods or services reasonably available from US commercial sources.

d. **The Combatant Commander's OPLAN and / or OPORD and Directives.** A combatant commander, via COCOM authority, may delegate a common support responsibility to a subordinate Joint Force Commander (JFC), Service component, or DOD agency. This delegation of Common-User Logistics (CUL) authority normally covers a specific common user item or service support within a specific joint operation and may be further limited to specific units, types of units, time periods, and / or geographical areas. The COCOM must publish the specifics of the delegation of authority to include responsibilities and limitations, in the form of an OPLAN and / or OPORD or directive.

LOGISTICS INTEGRATION

Per Figure 4, logistics spans all levels of war; however, the tactical level is where the principal outcome - sustained logistics support of II MEF forces - must be realized.



- **Facilities**
- **Procurement**
- **War Reserves**
- **Mobilization**
- **Material Readiness**
- **Deployment and Support**
- **Strategic Airlift and Sealift**
- **Force Regeneration**
- **Force Closure**
- **Arrival and Assembly**
- **Intratheater Lift**
- **Theater Distribution**
- **Sustainment**
- **Retrograde and Redeployment (R2)**
- **Supply**
- **Maintenance**
- **Transportation**
- **General Engineering**
- **Health Services**
- **Services**

Figure 4: Levels of War—Logistics

a. **Strategic**. At the strategic level, logistics is characterized by the vast capacity of the Nation's industrial base, both government and commercial. The Nation's ability to project and sustain military power comes from the strategic level; it enables sustained military operations over time and represents one of our Nation's greatest strengths. At this level, modern, clearly-defined, well-understood and outcome-focused processes should drive effectiveness across joint, Service, agency, and commercial organizations. These global processes combined with agile force positioning are fundamental

to optimizing joint logistics and critical to the Nation’s ability to maintain flexibility in the face of constantly changing threats.

b. **Operational**. At the operational level, where strategic and tactical capabilities, processes, and requirements intersect, logistics has its most significant impact in terms of leveraging Service, joint, and HN / PN capacity. II MEF logisticians must be capable of conducting integrated planning with MARFOR, joint, and HN / PN counterparts to support tactical requirements. Logisticians face their greatest challenge at the operational level because of the difficulty of coordinating and integrating capabilities from many providers to sustain logistically ready forces in a forward deployed location.

c. **Tactical**. The tactical level represents that part of the operational environment where outcomes are realized. At the tactical level, logistics support is Service-oriented and executed. II MEF forces are comfortable with operating at the tactical level. Logistical planning is focused on planning and executing those operations, engagements, and activities required to achieve assigned military objectives.

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CHAPTER III: OPERATIONAL LOGISTICS

RESPONSIBILITIES AND FUNCTIONS

The Marine Corps component commander's responsibilities include the identification and coordination of required Marine Corps logistics support at the operational level. Assigned or allocated Marine Corps forces send support requirements and priorities to the Marine Corps component commander who determines or validates what resources will be used or are necessary to fulfill requirements. The Marine Corps component commander and his staff organize logistics support throughout the geographic CCDR's AOR by developing agreements with other Service component commanders and participating in component command-level working groups. The theater of operations / joint operations area sustainment base, which includes the geographic CCDR's AOR, links strategic sustainment to tactical combat service support. This logistical support can serve not only US forces, but also other US Government agencies and forces of friendly countries or allies of U.S. Forces. During pre-deployment, the Marine Corps component commander conducts force sustainment planning and force reception planning. Throughout deployment, the Marine Corps component commander refines Marine Corps forces personnel, sustainment, transportation, and reception requirements. The Marine Corps component commander may meet these requirements using Service sources or other joint resources. During **planning**, Marine Corps component commander pre-deployment functions include the following:

- □ Supporting the deployment of Marine Corps forces.
- □ Coordinating reception support.
- □ Coordinating fiscal requirements for pre-deployment training.
- □ Obtaining needed infrastructure support.
- □ Implementing COCOM-negotiated acquisition and cross-servicing agreements.
- □ Identifying, prioritizing, sourcing, and coordinating the delivery of unsourced requirements in the deploying MAGTF's accompanying supplies.
- □ Registering the war reserve withdraw plan to meet the deploying MAGTF commander's unsourced requirements.
- □ Coordinating CUL supply support.

A key function of the Marine Corps component commander during employment is to inform the CCDR of changes to personnel and logistics requirements that might affect the Marine Corps' ability to support the operation. During **employment**, the Marine Corps component commander concentrates on the following:

- □ Identifying, prioritizing, sourcing, and coordinating the flow of resupply for the MAGTF.
- □ Sourcing sustainment.
- □ Allocating intra-theater transportation assets.
- □ Developing facility and base.
- □ HNS.
- □ Managing health services.

During **redeployment**, the Marine Corps component commander focuses on the following:

- □ Reconstituting Marine Corps forces.
- □ Identifying, sourcing, and coordinating the flow of supplies needed to reconstitute and redeploy the MAGTF.

- Identifying accurate mission costs and material losses.

OPERATIONAL LOGISTICS EXECUTION

II MEF forces must adapt to evolving mission requirements and operate effectively across a range of military operations that vary in complexity and duration. Today's logistician must be aware of the characteristics and focus of these operations and tailor logistical support appropriately. This range of military operations extends from TSC activities to major operations and campaigns. II MEF logisticians must have a general understanding of the diversity, range, and scope of military operations and understand how to leverage both Service and Joint logistics capabilities.

While supporting a deployed force entirely through Service channels may be effective, operational situations will often dictate that selected logistics functions be executed utilizing a combination of four lines of effort (LOE): ***Service; Common-User Logistics (CUL) / Common Item Support (CIS); Contracting; and Host Nation Support (HNS)*** (Figure 5). When properly synchronized, MARFOR logistics planning can produce significant efficiencies by reducing / eliminating the deployment of II MEF equipment and supporting forces through the identification of capabilities and resources that can be provided by sister Services, DOD agencies, HNS, and / or contracting support in theater.

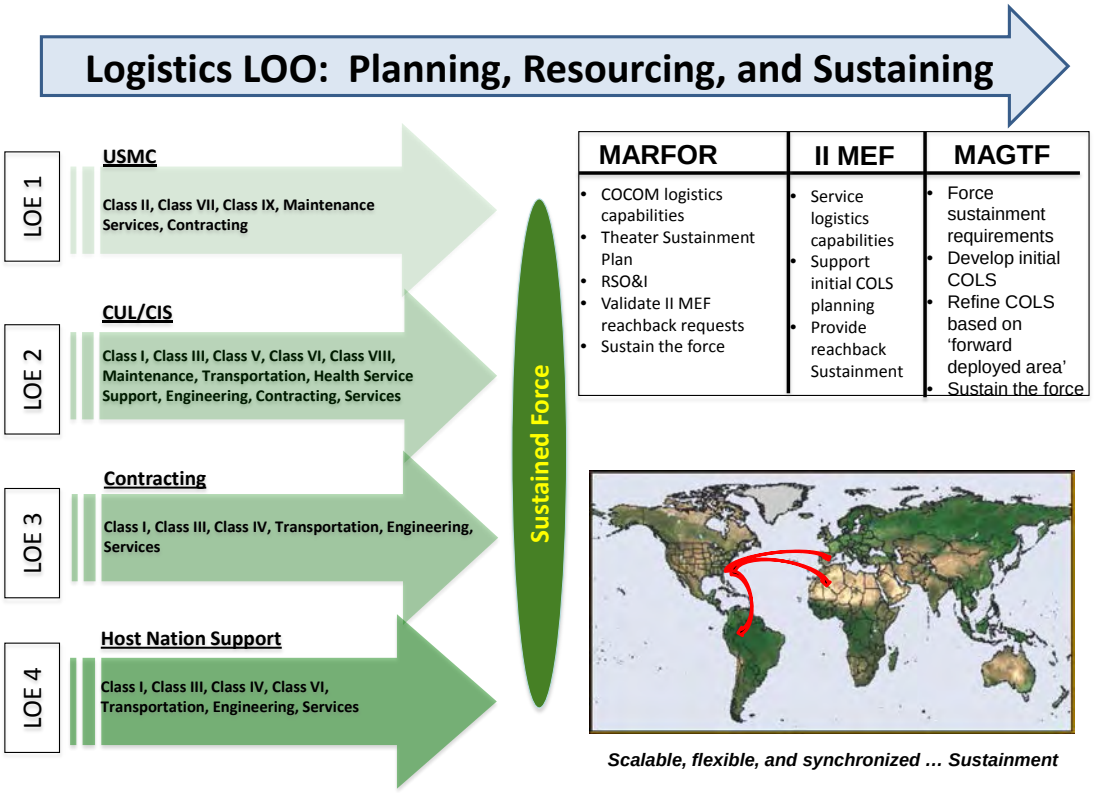


Figure 5: Regional Logistics Lines of Effort

Deploying unit logisticians, in coordination with II MEF and MARFOR component command logistics planners, must conduct a thorough logistics estimate of the situation to determine the applicable CUL support capabilities. The intent is to identify CUL, HNS, and contracting requirements to identify and develop

an integrated logistics system capable of sustaining forces from the strategic to tactical levels.

Logistics support provided via normal Service channels will almost always be more responsive, provided that II MEF is able to fully deploy their own support capabilities in a timely manner. Since this is often not possible, especially on short notice, limited-scale operations in austere conditions, CUL, HNS, or contracting support may be the best method to ensure adequate responsiveness.

SERVICE RESPONSIBILITIES

In accordance with Title 10, USC, the Services are responsible to prepare for such employment (of Service forces) by organizing, supplying, equipping, training, servicing, administering, and maintaining ready forces.

Classes and Subclasses of Supply

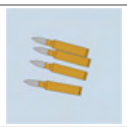
CLASSES	SYMBOLS			SUBCLASSES
Class I - Subsistence				A - Nonperishable C - Combat Rations R - Refrigerated S - Other Non-refrigerated W - Water
Class II - Clothing, Individual Equipment, Tools, Admin. Supplies				A - Air B - Ground Support Materiel E - General Supplies F - Clothing G - Electronics M - Weapons T - Industrial Supplies
Class III - Petroleum, Oils, Lubricants				A - POL for Aircraft W - POL for Surface Vehicles P - Packaged POL
Class IV - Construction Materials				A - Construction B - Barrier
Class V - Ammunition				A - Air Delivery W - Ground
Class VI - Personal Demand Items				
Class VII - Major End Items: Racks, Pylons, Tracked Vehicles, Etc.				A - Air B - Ground Support Materiel D - Admin. Vehicles G - Electronics J - Racks, Adaptors, Pylons K - Tactical Vehicles L - Missiles M - Weapons N - Special Weapons X - Aircraft Engines
Class VIII - Medical Materials				A - Medical Materiel B - Blood / Fluids
Class IX - Repair Parts				A - Air B - Ground Support Materiel D - Admin. Vehicles G - Electronics K - Tactical Vehicles L - Missiles M - Weapons N - Special Weapons X - Aircraft Engines

Table 1: Classes and Subclasses of Supply

COMMON USER LOGISTICS

CUL is materiel or service support shared with or provided by two or more Services, DOD agencies, or multinational partners to another Service, DOD agency, non-DOD agency, and / or multinational partner in an operation.[2] It is usually restricted to a particular type of supply and / or service and may be further restricted to specific unit(s) or types of units, specific times, missions, and / or geographic areas. While normal Service channels may be an effective means of supporting an operation, II MEF will often be precluded from deploying the capabilities necessary to provide 100 percent dedicated Service support.

Although CUL support can provide significant efficiencies, not all services and classes of supply—or specific commodities within a class of supply—can be considered common. This is due to certain unique supply and service requirements among Services. While CUL support may address some logistics deployment shortfalls, it must be planned for and conducted in a focused and deliberate manner to ensure proper execution. Properly planned and coordinated CUL support is a valid method of providing select supply items and / or services in nearly all joint and multinational operations, but it must be applied thoughtfully.

The more pertinent supplies and services capable of being supported via the CUL construct are listed below.

a. Supplies.

(1) Class I - Subsistence. Class I supplies consist of both perishable and semi-perishable subsistence items, such as meals, ready to eat (MREs); unitized group rations-A (UGR-A); and unitized group rations heat and serve (UGR H&S). **Class I is an excellent candidate for common-user support**.

(2) Class II – Clothing, Individual Equipment, Tools, Administrative Supplies. Consisting of items such as clothing, individual equipment, tentage, organizational tool sets and kits, hand tools, maps, administrative and housekeeping supplies, and equipment, Class II can be equated with the term “general stores.” These items support the day-to-day operations equipage lists and all items on general-use consumable lists. **Equipment and those items common the Services, such as limited clothing items, tentage, hand tools, maps, and administrative and housekeeping supplies, should be considered for CUL management. CUL Class II also has significant applicability to humanitarian support missions where a Service or agency is supporting other government agencies (OGAs) and non-governmental organizations (NGOs) with selected Class II items.**

(3) Class III – Petroleum, Oils, Lubricants (POL). Class III products include POL such as fuels, hydraulic and insulating oils, preservatives, bulk chemical products, coolants, deicing and antifreeze compounds (together with components and additives of such products), liquid and compressed gases, natural gas, and coal. **Most Class III products are excellent candidates for CUL support because of their commonality across all the Services.**

(4) Class IV – Construction Materials. Class IV consists of fortification, barrier, and other construction materials. Construction machinery, equipment,

[2] JP 4-07 Common User Logistics Joint Tactics, Techniques, and Procedures for Common-User Logistics During Joint Operations

vehicles, and tools used in construction are not part of Class IV. **Class IV materials may be procured locally, regionally, or brought from Continental United States (CONUS) and may be provided through a variety of means, including common-user provisioning.**

(5) Class V - Ammunition. Class V materiel consists of ammunition of all types, including chemical, biological, radiological, special weapons, bombs, explosives, land mines, fuses, detonators, pyrotechnics, propellants, and associated items. **Routinely, only small-arms munitions and selected pyrotechnic devices are considered appropriate for consideration for CUL support; however, additional common user opportunities may be possible for other Class V items such as artillery rounds, tank rounds, aircraft missiles, and general-purpose bombs.**

(6) Class VI - Personal Demand Items. Class VI supplies consist of health and comfort packages and female sundry packages. Health and comfort packages contain toothbrushes, toothpaste, razors, and personal demand items. Female sundry packages contain additional health and comfort items. **Class VI is not Service-specific; therefore, it is highly appropriate for CUL. Class VI materiel is procured and managed by the various Service exchange systems (Army Air Force Exchange System (AAFES); Navy Exchange Service Command (NEXCOM), and the Marine Corps Exchange (MCX)); and Morale, Welfare, and Recreation (MWR) organizations.**

(7) Class VII - Major End Items. Class VII consists of major end items that are normally procured by the individual Service hardware systems commands as part of major acquisition programs. Class VII consists of the major warfighting equipment that constitutes the combat forces, and includes ships, aircraft, tanks, launchers, and vehicles. Units requiring replacement of Class VII items coordinate directly with the MARFORs. **Class VII items are not usually considered for CUL support.**

(8) Class VIII - Medical Materials. Class VIII consists of two major subclasses: Class VIIIa and Class VIIIb. Class VIIIa consists of all medical supplies and materiel to include optical lens fabrication, medical equipment maintenance, medical-unique repair parts, and medical gases. Subclasses include controlled substances, tax-free alcohol, precious metals, and nonexpendable and expendable medical and dental items. Class VIIIb is comprised of blood and blood products, which include whole blood, packed red blood cells (RBCs), frozen RBCs, fresh frozen plasma, and platelet concentrate. **Because of the commonality of Class VIII items, they should be considered for CUL management.**

(9) Class IX Repair Parts. Class IX consists of any part, subassembly, assembly, or component required in the maintenance or repair of an end item, subassembly, or component. Military Services have management responsibility for the depot-level repairable items and major items and assemblies in their weapons systems, while the Defense Logistics Agency (DLA) manages the consumables and kits. **CUL Class IX support should be considered where commonality of equipment exists and supporting automation systems allow**; however, CUL should not be considered as a primary means to provide Class IX support. When CUL Class IX support relationships are established, specific requisitioning and reimbursement procedures must be worked out in detail in order to ensure that requisitions are properly submitted, tracked, and filled.

b. Operational Logistics Functions.

At the Marine Forces component level, operational logistics planning revolves around the following functions:

- □ Force Closure
- □ Arrival & Assembly
- □ Intra-theater Lift
- □ Theater Distribution
- □ Sustainment
- □ Reconstitution and Redeployment

Although MARFOR logisticians will make every effort to sustain forces deployed to their respective AOR, certain functions, especially sustainment, will likely be a shared responsibility with the supporting MEF. This will need to be closely coordinated among planners at all levels. The categories below identify functions and services coordinated by the service MARFOR.

(1) Maintenance and Salvage. Maintenance includes actions taken to keep materiel in a serviceable condition or to upgrade its capability. In most instances, maintenance is a Service-peculiar requirement because of differences in equipment, training, tools, and spare parts required to perform the required servicing of equipment. Some CUL maintenance support may be appropriate in certain circumstances. For example, CUL maintenance is provided via ISSAs such as Army support to deployed forces. Specific areas that should be investigated for CUL support are common ground equipment, communications-electronics repair, and salvage operations.

(2) Transportation. United States Transportation Command (USTRANSCOM) has the mission to provide common-user strategic air, land, and sea transportation and terminal services to deploy, employ, redeploy, and sustain military forces to meet national security objectives. Maximum use of common transportation resources depends on efficient and effective use of inter-Service and / or multinational transportation support. Each geographic COCOM develops a joint theater distribution plan to rapidly and efficiently transport theater assets and personnel. The joint theater distribution system enables the geographic COCOM to deploy, employ, sustain, and redeploy assigned forces and non-unit materiel to carry out missions assigned to the command. The system is a network of nodes and links tailored to meet the requirements of the military force during peacetime, contingency, or wartime operations. **Distinct CUL-related transportation processes include the following: common sealift support, common airlift support, common port operation support, common land transportation, movement control, logistics over-the-shore, and joint reception, staging, onward movement, and integration (JRSOI).**

Contracting

Contracting can be a key source of logistics support. Capable of providing supply and service support in any forward deployed area, Contracting support can bridge the gap prior to arrival of military support capabilities, can augment military or HNS, and can provide some support for selected logistics functions when force caps or other constraints do not allow for the deployment of adequate military logistics capabilities. Contracting, however, is just one of the many tools available to a unit in support of sustainment planning. A Contracting Officer (KO) is the only person authorized to enter into, administer, or terminate contracts and to make

related determinations and findings. KOs may bind the government only to the extent of the authority delegated to them.

Marine Corps contractors may acquire supplies and services from foreign governments as well as individual civilian providers. Planning should address theater sources, contracting capabilities (to include joint and agency capabilities) and the early identification of established contracts in place (blanket purchase agreements). Contracting in the operations area must be coordinated with the overall operations concept to ensure logistics measures do not compromise other aspects of the operations.

Host Nation Support

HNS is the civil and / or military assistance rendered by a nation to foreign forces within its territory during peacetime, crises or emergencies, or war based on agreements mutually concluded between nations. HNS can play an important role in reducing the military logistics footprint in theater, thereby maximizing the deployment of increased combat capabilities early in the operation. HNS can also provide long-term logistics support, thus freeing up key military logistics capabilities for other contingencies. HNS may include many different types of CUL support. Marine Components **have the responsibility to ensure the proper use of HNS for deployed MAGTFs in the AOR.**

Logistics planners identify, evaluate, and determine host-nation sources of supplies and services to be used during the operation. Information on existing agreements can be obtained from existing OPLANs and from requests to MARFOR for information formulated during the mission analysis phase of planning. The types of support that can be obtained and / or contracted from a host nation include:

- □ Transportation
- □ Civilian labor
- □ Acquisition of equipment
- □ Airlift services
- □ Port services
- □ Food
- □ Billeting
- □ Construction equipment
- □ Base operations support
- □ HSS
- □ Facilities
- □ POL
- □ Storage services
- □ Communications
- □ Maintenance services

MARFOR logistics planning can produce significant efficiencies by eliminating duplication provided by Service components, DOD agencies, HNS, and / or contract support in theater. By utilizing common-item and common-service support, II MEF may be able to produce significant savings in the areas of logistics equipment, personnel, and supplies. These savings may further reduce the requirement for strategic lift, the logistics footprint in the forward deployed area, and possibly the overall financial cost of an operation.

CHAPTER IV: MARFOR SUSTAINMENT PLANNING

MARFOR logistics planning divides sustainment into phases supported by accompanying supplies and follow-on sustainment. A MAGTF deploys with an initial sustainment capability (accompanying supplies) designed to support operations in theater until either the force is either integrated into an established Theater Distribution architecture or follow-on sustainment arrives. The duration of support provided by accompanying supplies varies based on MAGTF size and mission assigned. The purpose of MARFOR logistics planning is to determine the sequence of the personnel, logistics, and other support required to provide supply, maintenance operations, deployment and distribution, Health Service Support (HSS), engineering, logistics services, and operational contract support in accordance with the Concept of Operations (CONOPS). Logistics planning is conducted in parallel with other planning efforts and encompasses such essential factors as base operating support locations, airfield operation locations, HSS capabilities, theater distribution capabilities, theater general engineering policy, R2 operations, disposal, and HNS. Logistics planning is a shared responsibility and begins during CONOPS development. MARFORs identify and update theater capabilities and support requirements. II MEF and MAGTF logistics planners establish phased delivery plans for logistics in line with the phases and priorities of the CONOPS: 1) initiate the sourcing of approved equipment density list (EDL) items; 2) review and incorporate theater contracting guidelines and request required authorities; and 3) determine HNS suitability in support of defined CONOPs. The MARFORs and the deployed MAGTF will continuously refine logistics requirements to ensure effective and efficient operational support.

a. Logistics Supportability Analysis (LSA). The LSA, as outlined in Chairman of the Joint Chiefs of Staff Instruction (CJCSI) 3110.03D *Logistics Supplement to the Joint Strategic Capabilities Plan (JSCP)*, provides a broad assessment of core logistics capabilities required to execute the MARFOR plans. The LSA is a critical plan assessment tool that seeks to define the total unconstrained logistical requirement for execution of a CONOPS. The LSA findings should highlight deficiencies and their associated risk to supporting theater operations. The LSA assesses each core logistics capability, and is usually accomplished as part of plan development and updated during plan assessment.

b. Critical Items. Critical supplies and materiel must be identified early in the planning process. Critical items are supplies vital to the support of operations that are in short supply or are expected to be in short supply. Critical items may also be selected mission-essential items that are available but require intense management to ensure rapid resupply for mission success.

c. Limitations. Logistics planners must understand the limiting factors affecting deployment, sustainment, and redeployment degrading the ability to support a TSC event, OPLAN, or campaign. Traditionally, limited unloading capacities at ports and airfields, lack of asset visibility, and limited inland transportation have constrained the operational reach of combat forces. Planners must evaluate the impact of using seaports of debarkation (SPODs), aerial ports of debarkation (APODs), and / or theater enablers when preparing for operations.

d. Logistics Synchronization Matrix. One product of detailed planning is a synchronization matrix, which allows the MARFOR and II MEF planners to display many of the known activities of the operation by phases, functional

areas, and operating systems. It facilitates the assignment of a supporting tactical unit / force to allow for tracking of task accomplishment and identification of metrics for monitoring.

e. The Concept of Logistics Support (COLS) synchronizes all supporting / supported units by depicting supply and services support functional assigned responsibilities. The overall objective is the linking of critical Service responsibilities and theater capabilities in support of key operational objectives. The COLS includes, but is not restricted to:

- □ Concept for movement of prioritized force and sustainment packages throughout the operational area.
- □ Concept for minimizing shortages of critical resources.
- □ Identification of key logistics capabilities in the theater and coordination for their operation to support the CONOPS.
- □ Identification of transportation, supply, maintenance, services, health support, engineering, and contacting capabilities operating in the area.
- □ Assignment of Service, joint theater, Contracting, and HNS responsibilities by function and phase.

f. The resulting deliverable from the conclusion of plan development is a logistics order. The logistics order resides in the base plan and logistics annex to an OPLAN / OPORD. [3]

[3] CJCSM 3122.03C, JOPES, Volume II, Planning Formats.

CHAPTER V: COCOM THEATER OVERVIEW – USAFRICOM

OVERVIEW

USAFRICOM has one facility with continuous base operating support (BOS), including aerial port and transportation office at Camp Lemonnier, Djibouti. USAFRICOM has no pre-positioned logistics resources on the continent. Components are responsible for service specific pre-positioned logistics resources. This can, and should be, mitigated by leveraging ASCAs, joint theater enablers assets on the African continent, and capabilities inherent in Forward Operating Sites (FOS) / Cooperative Security Locations (CSL). Marine forces will deploy with doctrinal Service level days of supply (DOS) / ammunition (DOA) for all classes of supply (Marine Expeditionary Unit (MEU) = 15 DOS / DOA; Marine Expeditionary Brigade (MEB) = 30 DOS / DOA). Potable water (Class I) is available through Defense Logistics Agency (DLA) bottled water contracts. POL (Class III) HNS requests must be submitted 120 days in advance. DLA-Energy contracts are available for aviation fuel at major international airports throughout Africa. Construction materials (Class IV) are limited in the AOR and need to be either contracted for or shipped into the region. Contracted transportation assets may not be readily available and the condition of specific Lines of Communication (LOCs) in the Area of Operations (AO) may be unknown. HN capabilities vary widely throughout the USAFRICOM AOR. HNS will focus on three key areas: facilities for JRSOI, POL, and transportation.

JOINT ENABLERS

Commanding General, US Army Africa (USARAF)

- ☐ Lead agent for common user land transportation.
- ☐ Lead agent for veterinary support.
- ☐ Lead agent for surface mobility.
- ☐ Lead for container management program.
- ☐ Be prepared to serve as lead agent for surface / ground and rotary wing medical evacuation (MEDEVAC).
- ☐ Be prepared to execute duties as the Single Integrated Medical Logistics Manager (SIMLM) for Class VIII support.
- ☐ Be prepared to assume role as lead for US Engineer Class IV support.
- ☐ Be prepared to execute bulk petroleum receipt, storage, transport, and issue responsibilities. Plan for and be prepared to provide connectivity to over the shore and inland bulk petroleum delivery via the Inland Petroleum Distribution System (IPDS).

Commander, US Naval Forces, Africa (COMNAVAF)

- ☐ Provide cargo-handling personnel to offload Marine and Navy equipment and supplies aboard Maritime Prepositioning Ships (MPS).

Commander, US Air Forces Africa (COMAFAF)

- ☐ Provide aerial resupply if required.
- ☐ Provide intra-theater aeromedical evacuation (AE) for forces.
- ☐ Provide contingency response element (CRE) capability as required (operates APOE / D).
- ☐ Establish, in coordination with Air Mobility Command (AMC), airlift channel support.
- ☐ Manage pallets, nets, and devices program in Africa.

- ☐ Be prepared to execute bulk petroleum receipt, storage, transport, and issue responsibilities. Plan for and be prepared to provide over the shore bulk petroleum delivery via the Offshore Petroleum Discharge System (OPDS) and Amphibious Assault Fuel System (AAFS) as required.
- ☐ Be prepared to support airdrop and air-land sustainment.

Defense Logistics Agency (DLA)

- ☐ DLA maintains limited vegetables, and fuel.
- ☐ Maintenance, Repair, and Operations – Prime Vendor (MRO-PV) contract provides support to Egypt, Sudan, Ethiopia, Eritrea, Somalia, and Kenya.

Commander, Army and Air Force Exchange Services – Europe (COMMAAFES-EUR)

- ☐ Be prepared to coordinate the establishment of tactical field exchanges with the JTF commander / lead component commander.

Class of Supply	Lead Service / Agency	Logistics Authority
Class I Subsistence	**DLA**	**DODD 5101.10**
Class II Clothing / Individual Equipment / Textiles / Tools		
Class III POL Supply (Bulk)	**DLA**	**DODD 5101.8**
Class IV Construction & Barrier Material	**USARAF / DLA**	**USAFRICOM TCP DODD 5101.12**
Class V Ammo (Small Arms)		
Class VI Personal Demand Items	**COMMAFFES-EUR**	**USAFRICOM TCP**
Class VII Major End Items		
Class VIII Medical Supplies	**USARAF**	**USAFRICOM TCP**
Class IX Repair Parts		
Type of Service	**Lead Service / Agency**	**Logistics Authority**
Maintenance		
Motor Transport (Common User Land Transportation)	**USARAF**	**USAFRICOM TCP**
Medical / Dental / Veterinary	**USARAF**	**USAFRICOM TCP**
Mortuary Affairs	**USARAF**	**USAFRICOM ACI 4300.01A**
Laundry / Shower / Clothing Repair		
Postal		
Water Distribution	**Bottled – DLA**	**DODD 5101.10**
Engineer – Base Development Support / Pipeline Construction		

Class of Supply	Lead Service / Agency	Logistics Authority
Logistics Civil Augmentation Program (LOGCAP)	**US Army Corps of Engineers**	**USAFRICOM TCP**
Hazardous Materials (HAZMAT)		

USAFRICOM AREA OF RESPONSIBILITY

USAFRICOM is responsible for U.S. military operations and military relations with 53 African nations – an AOR covering all of Africa except Egypt, which is within the AOR of USCENTCOM. The figures below identify logistics infrastructure / nodes in terms of aerial ports of embarkation / debarkation (APOE / D) and sea ports of embarkation / debarkation (SPOE / D).

Figure 6: USAFRICOM Area of Responsibility

Figure 7: Section 1 USAFRICOM Area of Responsibility

Figure 8: Section 2 USAFRICOM Area of Responsibility

Figure 9: Section 3 USAFRICOM Area of Responsibility

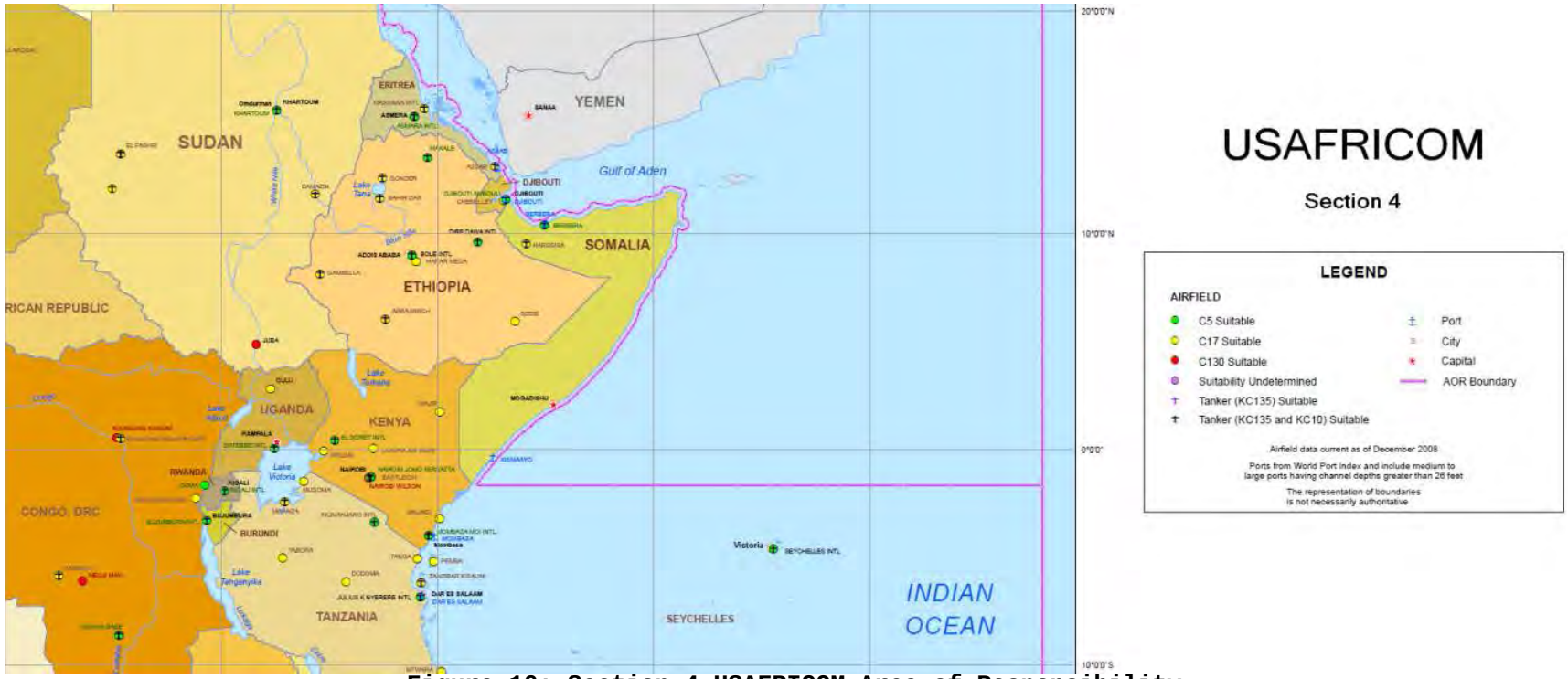


Figure 10: Section 4 USAFRICOM Area of Responsibility

Figure 11: Section 5 USAFRICOM Area of Responsibility

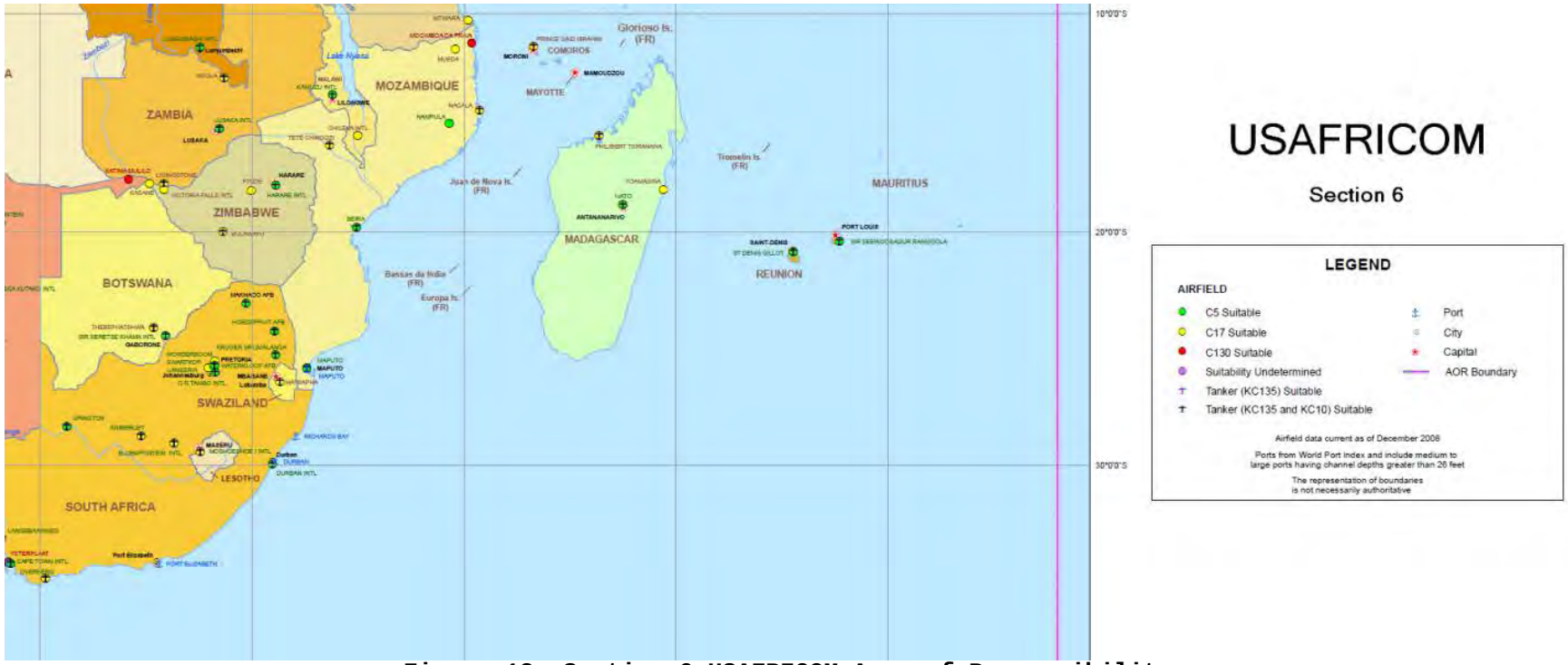


Figure 12: Section 6 USAFRICOM Area of Responsibility

POINTS OF CONTACT

MARFORAF G-4 Points of Contact List:

(1)	AC / S G4	DSN 314-431-3143	Comm +49 703 115 3143
(2)	Deputy G4 / Operations Officer	DSN 314-431-2093	Comm +49 703 115 2093
(3)	G4 Plans Officer	DSN 314-431-2165	Comm +49 703 115 3143
(4)	G4 Engineer Officer	DSN 314-431-2059	Comm +49 703 115 2059
(5)	G4 Strategic Mobility Officer	DSN 314-431-2169	Comm +49 703 115 2169
(6)	G4 Medical Officer	DSN 314-431-3145	Comm +49 703 115 3145
(7)	G4 Ammunition Officer	DSN 314-431-2066	Comm +49 703 115 2066

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CHAPTER VI: COCOM THEATER OVERVIEW – USEUCOM

OVERVIEW

USEUCOM maintains logistics support agreements (ACSAs) with 43 of the 51 AOR countries. HN support costs to the U.S. will vary depending on the specific country. A combination of HNS and Service resources, if necessary, is required to ensure effective logistics support. Support will be provided to Allied forces if mutual logistics support assessment, ACSA, and memoranda of agreement (MOA) are in place, or as approved by Commander, USEUCOM. Marine forces deploying into USEUCOM will deploy with initial sustainment supplies (accompanying supplies); then transition to a requisitioning system. Logistics support may transition to a Logistics Civil Augmentation Program (LOGCAP), Air Force Contract Augmentation Program (AFCAP), Construction Capabilities (CONCAP) and / or contract support as practical / feasible to minimize the logistics footprint. Regarding mobility assets, USEUCOM has limited transportation capabilities to meet its normal peacetime mission support. Additional strategic and theater lift assets (i.e., strategic aircraft, Joint High Speed vessel, etc.) must be requested to meet operational requirements. USEUCOM assigned transportation assets, including fourteen (14) C-130J aircraft based at Ramstein Air Base (AB), Germany with four (4) aircraft typically available to USEUCOM. USEUCOM, with Joint Staff oversight, manages the War Reserves Program and associated stocks in theater to ensure U.S. preparedness to assist Allies in the event of war. Class V assets are prepositioned in the AOR and are controlled and maintained by U.S. Service Components. Release authority of war reserve stocks to an ally requires Presidential approval at the official request of the allied government. Initial movement of supplies and equipment will be accomplished through utilization of both strategic and tactical lift (air, sea, and land). Theater resupply movement will be primarily via surface means for all classes of supply, except for Class VIII (A&B), critical Class IX, perishable short life commodities, and mail which will be moved, in whole or in part, by air. Another critical capability within USEUCOM is the Humanitarian Assistance Program which includes Humanitarian and Civic Assistance (HCA) (exercise-related civic assistance in which U.S. troops construct / renovate public facilities); Humanitarian Assistance – Outsourced (HA-O) (provides rudimentary construction / renovation of public facilities through outsourcing to local builders), and Humanitarian Assistance Excess Property (HAP-EP) (distributes DOD excess property – non-lethal, non-high tech medical and school furniture, equipment, and supplies).

JOINT ENABLERS

Commanding General, 21st Theater Sustainment Command (TSC)

- □ Provide Common User Land Transportation (CULT) for countries identified in Figure 13 on a reimbursable basis. CULT is provided on a non-reimbursable basis when organic 21st TSC's military (tactical) transportation is available. CULT may be provided on a reimbursable basis when non-tactical or commercial transportation capability is used. The MAGTF must provide a fund cite for procurement of commercial transportation or a Military Inter-Departmental Purchase Request (MIPR) for use of non-tactical or commercial transportation capability.
- □ Provide traffic management services for countries identified in Figure 13. Traffic management services are provided on a non-reimbursable basis. Traffic management refers to the processing of transportation requirements, mode determination, production of transportation freight

documentation (freight bills, customs forms), obtaining technical and diplomatic clearances (as required), and coordination with the transportation provider.

- □ Support Disaster Mortuary Affairs Response Team (DMART) services for countries identified in Figure 13. DMART responsibilities are identified in *USEUCOM Directive 66-1.*
- □ Provide mail delivery for countries identified in Figure 13. Mail delivery refers to the movement of mail between the German mail terminal and Army Post Offices (APOs).
- □ Provide common item repair for countries identified in Figure 13 on a reimbursable basis. Other Services / Defense agencies requesting common item repair must have an ISSA in place to document reimbursement procedures.
- □ Provide theater program management of the LOGCAP support contract. LOGCAP is a contracting tool that can provide planned / unplanned military readiness exercise and contingency support throughout the USEUCOM AOR. Requests for reimbursable logistics contract support should be made through MFE to determine whether LOGCAP is an appropriate tool.

Commander, United States Army Medical Material Command Europe (USAMMCE)

- □ USAMMCE, as the single integrated medical logistics manager for the military health care system in the USEUCOM AOR, provides acquisition, storage, and distribution of medical materiel; clinical engineering support; optical fabrication; management of war reserve and prepositioned Class VII stocks; and assembly, reconstitution, and disassembly of medical facilities; and customer training.

Defense Logistics Agency-Europe (DLA-E)

- □ Provide DLA Contingency Support Teams that deploy to forward operating locations to establish DLA services in the field when requested.
- □ Through Defense Supply Center Philadelphia-Europe Region: provides integrated subsistence (Class I), clothing and textiles (Class II), construction / barricade items (Class IV), personal welfare items (Class VI), major end items (Class VII), medical (Class VIII), and repair parts (Class IX) logistical support throughout the USEUCOM AOR.
- □ Through Defense Distribution Depot-Europe (DDD-E): provide forward stockage of several classes of common-user supply items, including operational rations, barrier / construction materials, packaged POL, clothing, textile and tentage, medical, repair parts, and humanitarian assistance supplies. DDD-E executes joint theater distribution of supplies via air, road, rail, and barge throughout Europe, Africa, and southwest Asia. DDD-E, through the Theater Consolidation and Shipping Point (Europe), also provides inter-theater break bulk support and intra-theater redistribution support.
- □ Through Defense Distribution Depot Sigonella, Italy (DDSI): provide forward stock positioning support, physical distribution services, specialized handling and support services, depot level repair storage and distribution, material packing and shipping services, as well as expedited requisitioning and centralized receiving support to the military community throughout the Mediterranean.
- □ Through Defense Energy Support Center-Europe (DESC-E): provide comprehensive energy solutions to USEUCOM, in-theater U.S. government

activities and NATO, and deliver quality fuels to its customers to meet warfighter requirements.

- Through Defense Reutilization and Marketing Service-International (DRMS-I) Forward Support Team-Europe: redistribute assets among the military services, authorized U.S. federal agencies, and other eligible organizations; and support the State Department's Humanitarian Assistance Program and Foreign Military Sales Program (FMS). Also establish mechanisms for disposal of Hazardous Waste throughout the theater.

USEUCOM
COMMON USER LOGISTICS GEOGRAPHIC RESPONSIBILITIES

Country	Aerial Ports 1	Ocean Cargo Terminals 2	Common User Land Trans 3	Customs 4	Traffic Mgmt 5	Mortuary Services 6	Base Ops Sup 7	Mail Delivery 8	Common Item Repair 9
Albania	AF	SDDC		A	A	A			
Austria	AF			A	A	A			
Baltic States	AF	SDDC		A	A	A			
Belgium	AF	SDDC	A	A	A	A	I	A	
Bosnia	AF		A	A	A	A	A	A	A
Bulgaria	AF	SDDC	A	A	A	A			
Croatia	AF	SDDC	A	A	A	A			
Czech Republic	AF			A	A	A			
Denmark	AF	SDDC	A	A	A	A			
Finland	AF	SDDC				A			
France	AF	SDDC		AF	AF / A	A	AF		
Germany	AF	SDDC	A	A	A	A	I / AF	A	
Greece	N	SDDC	A	A / N	A	A	N	N	N
Greenland	AF	SDDC		AF	AF	AF	AF		
Hungary	AF		A	A	A	A			
Iceland	AF	SDDC	AF	AF	AF	AF	AF		
Israel	AF	SDDC		AF	AF	AF			
Italy	AF / N	SDDC / N	A / N	A / AF / N	A / N+	A	I / AF / N	A / N	
Kosovo	AF		A	A	A	A	A	A	
Luxembourg	AF		AF	AF	AF	AF	AF	A	
Netherlands	AF	SDDC	A	A	A	A	I	A	
Norway	AF	SDDC		AF	AF	AF	AF		
Poland	AF	SDDC		A	A	A			
Portugal	AF	SDDC		N		N			
(Azores)	AF	SDDC		AF	AF	AF	AF		
Romania	AF		A	A	A	A	A		A
Sao Tome	AF			N		N			
Serbia	AF		A	A	A	A			
Slovakia	AF		A	A	A	A			
Slovenia	AF		A	A	A	A			
Spain	AF / N	N		N	N	N	N		

USEUCOM COMMON USER LOGISTICS GEOGRAPHIC RESPONSIBILITIES									
Country	**Aerial Ports 1**	**Ocean Cargo Terminals 2**	**Common User Land Trans 3**	**Customs 4**	**Traffic Mgmt 5**	**Mortuary Services 6**	**Base Ops Sup 7**	**Mail Delivery 8**	**Common Item Repair 9**
Sweden	**AF**	**SDDC**		**AF**	**AF**	**AF**			
Turkey	**AF**	**SDDC**		**AF**	**AF**	**AF**	**AF**	**AF**	
United Kingdom	**AF**	**SDDC**		**AF**	**AF**	**AF**	**AF**	**AF**	**AF**
CODES: A=USAREUR; AF=USAFE; N=NAVEUR; SDDC= SURFACE DEPLOYMENT DISTRIBUTION COMMAND; I=IMA-E									
(DLA is lead for all Fuel and Supply Support, except Class V, in all countries)									
*Organic Transportation includes both military trucks and contractor assets.									
+ Navy provides traffic management in Rome, Naples, and Sicily, to include Navy ships									
NOTES:									
1. Aerial Ports: Passenger and cargo handling / processing services at an airfield designated for sustained movement or as a point of arrival or departure.									
2. Ocean Cargo Terminals: Management of the receipt, transit storage or staging, processing, and loading / unloading of passengers and cargo aboard ships at water ports.									
3. Organic Military Highway: Surface transport provided by government owned / operated vehicles.									
4. Customs: Provide duty-free customs coordination for cargo originating in USEUCOM AOR. USTRANSCOM (through AMC or Surface Deployment and Distribution Command (SDDC)) will provide customs clearance for cargo entering the USEUCOM AOR.									
5. Traffic Management: The direction, control, and supervision of all assigned functions associated with the use of freight and passenger transportation services.									
6. Mortuary Affairs: The search for, recovery, identification, preparation, and disposition of human remains									
7. Base Ops Support: Critical life and logistics support functions required to maintain personnel at an operating base (food services, lodging, base supply / transportation, public works / engineering, etc.)									
9. Common items repair: Responsible for the service and repair of equipment common to multiple services in the area (Generators, High Mobility Multipurpose Wheeled Vehicle [HMMWV] engines, Night Vision Goggles [NVG] components)[4]									

Distribution:

1. Ensure adequate transportation lift capacity to meet the demand (sufficient trucks and drivers to meet volume of air pallets) 24 / 7.
2. Ensure empty trailers (maximize use of rollerized trailers) are staged at the truck dock and available for loading 24 / 7.
3. Ensure full trailers are pulled away from the cargo terminal warehouse in a timely manner to prevent air pallet buildup at the cargo terminal.
4. Ensure trailers and drivers are International Transport of Dangerous Goods by Road Hazardous Material (ADR HAZMAT) certified.
5. Provide positive inbound clearance with receiving consignees and coordinate for backhaul requirements for shipments arranged by 21st TSC movement control activities.
6. Synchronize Ramstein aerial port clearance in conjunction with (ICW) 721 APS. 21 TSC and 721 Aerial Port Squadron (APS) will jointly monitor inbound cargo manifests and determine appropriate onward movement method IAW business rules identified in the European Intermodal Distribution (EID) Theater Distribution Plan (TDP) (i.e., full truckload direct to destination, local cargo delivery, or shuttle movement to Germersheim Army Depot (TCSP [E]).
7. Act as the USEUCOM single manager for containers, flat racks, and other distribution platforms (i.e., 463L Air Force pallets).
8. Accurately inventory, account for, and report the status, condition and location of all DOD owned / leased containers, flat-racks, and other platform distribution systems.
9. Assist units as necessary with container management issues.

[4] United States European Command Instruction ECM 4301.01 of 1 Apr 08, Common User Logistics (CUL) in the USEUCOM AOR

Figure 13: USEUCOM Common User Logistics Matrix

MULTINATIONAL MOVEMENT PARTNERSHIPS AND SOLUTIONS

Heavy Airlift Wing (HAW)

The Strategic Airlift Capability (SAC) C-17 program was developed in 2006 to pool resources and purchase C-17 aircraft in support of the 12 SAC member nations. Under the SAC initiative, the HAW operates three Hungarian certified C-17 Globemasters out of Papa AB, Hungary to provide dedicated and timely access to strategic airlift in support of the SAC participants. Participating nations include Bulgaria, Estonia, Finland, Hungary, Lithuania, Netherlands, Norway, Poland, Romania, Slovenia, Sweden, and the United States. The SAC program supports European Union (EU), NATO, United Nations (UN), national military, peacekeeping, and humanitarian and disaster relief operations. The HAW maintains 3,165 operating hours per calendar year. The U.S. controls 1,000 flying hours annually. Operational flying hour allocation is 900 with 100 hours dedicated to aircrew training. ECJ4-USEUCOM Deployment and Distribution Operations Center (EDDOC) validates HAW user requirements. United States Air Forces in Europe (USAFE) manages the annual flying hour program. Scheduling and execution are managed by the 603rd Air Mobility Division (AMD) HAW Liaison Officer (LNO), and USAFE A5 / 8 provides the U.S. member on the SAC Working Group to develop and implement policy.

Movement Coordination Center Europe (MCCE)

The MCCE, located in Eindhoven, The Netherlands, coordinates member air and surface lift and air-to-air refueling transactions to optimize transportation capability efficiencies. The MCCE has no assigned assets or command authority, but acts as a facilitator between nations to match available assets to member nation requirements. U.S. involvement in the MCCE, through ECJ4-EDDOC, enables the U.S. to leverage partner transportation assets in case of crisis or constrained U.S. capacity. Requests for MCCE support in coordinating lift or air-to-air refueling services are made and managed primarily through the Effective Visibility Execution (EVE) system or by direct coordination with the U.S. modal desk officers supporting within the MCCE.

European Air Transport Command (EATC)

The EATC, located in Eindhoven, The Netherlands, is the first multinational military command with C2 and tasking authority of a multinational airlift and air-to-air refueling fleet. EATC was established to coordinate the interoperability and shared use of contributing nation airlift and air refueling assets to promote security cooperation and ensure cost saving to participating nations.

a. U.S. Participation: Although the U.S. is not an EATC member, requests for use of EATC assets can be accomplished through coordination with the MCCE.

b. Fleet Management: EATC fleet consists of 218 airlift and air-to-air refueling assets. Member nations retain ownership of all assets, which remain at national installations until tasked. EATC allocated resources can be recalled at any time for its national interest. EATC is independent of MCCE, which does not have tasking authority over EATC or vice versa.

Strategic Airlift Interim Solution (SALIS)

SALIS is a multi-national airlift consortium which charters six Antonov AN-124-100 transport aircraft capable of handling outsized cargo. The Russian and Ukrainian Antonov aircraft provide an interim solution to meet shortfalls in strategic airlift capabilities pending delivery of the newly-developed Airbus A400M aircraft.

a. U.S. Participation: Although the U.S. is not a SALIS member, requests for use of SALIS assets can be made through coordination with the MCCE.

b. Fleet Management: The SALIS contract provides two Antonov AN-124-100 aircraft on full-time charter, two more on six-day notice, and another on nine-day notice. Member nations have committed to a minimum of 2,000 flying hours per year.

USEUCOM AREA OF RESPONSIBILITY

USEUCOM covers 21,000,000 square miles (54,000,000 km^2) and consists of 51 countries and territories, including Europe, Russia, Iceland, Greenland, and Israel. The figures below identify the nine logistics infrastructure / nodes in terms of APOE / D and SPOE / D.

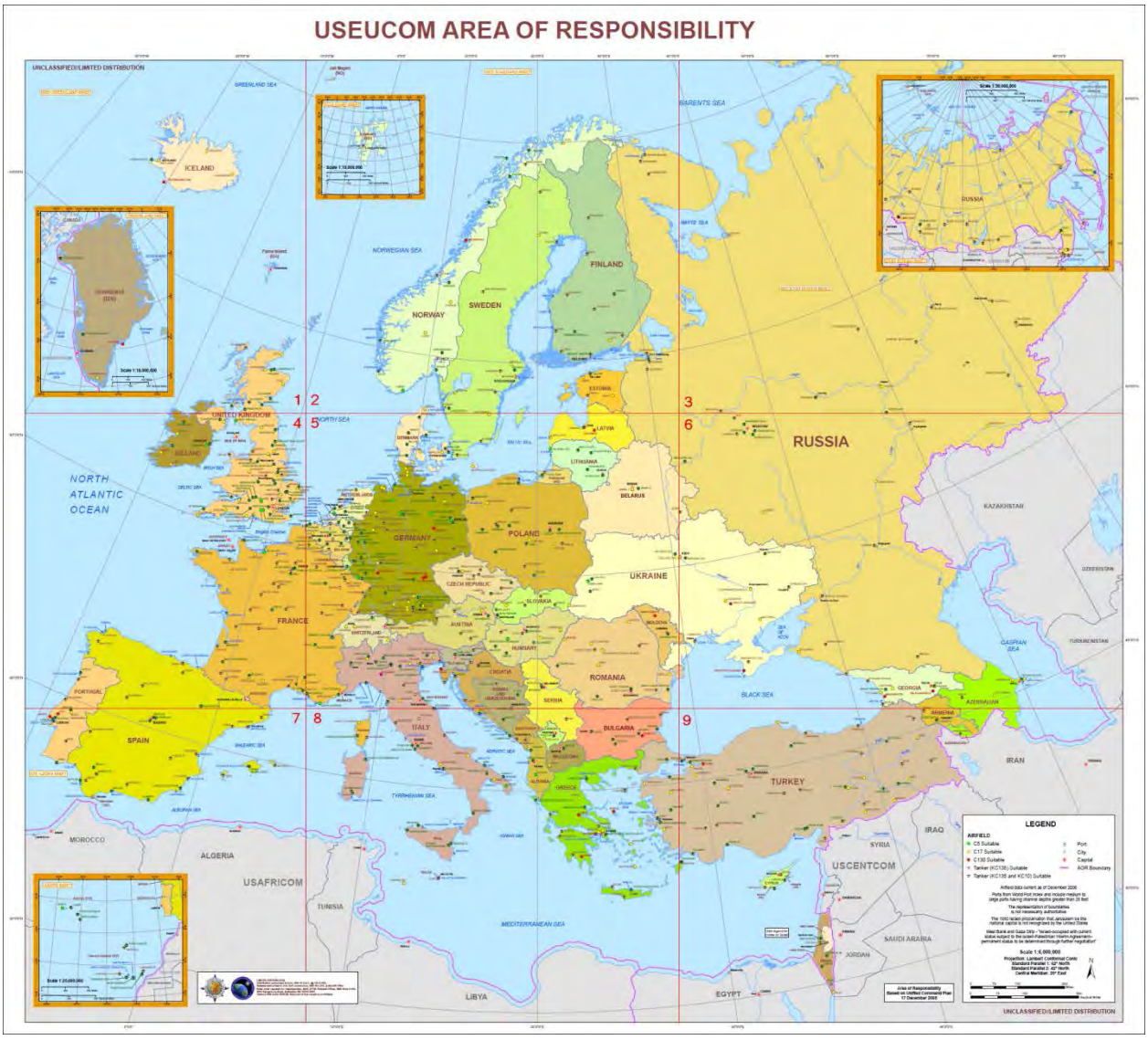

Figure 14: USEUCOM Area of Responsibility

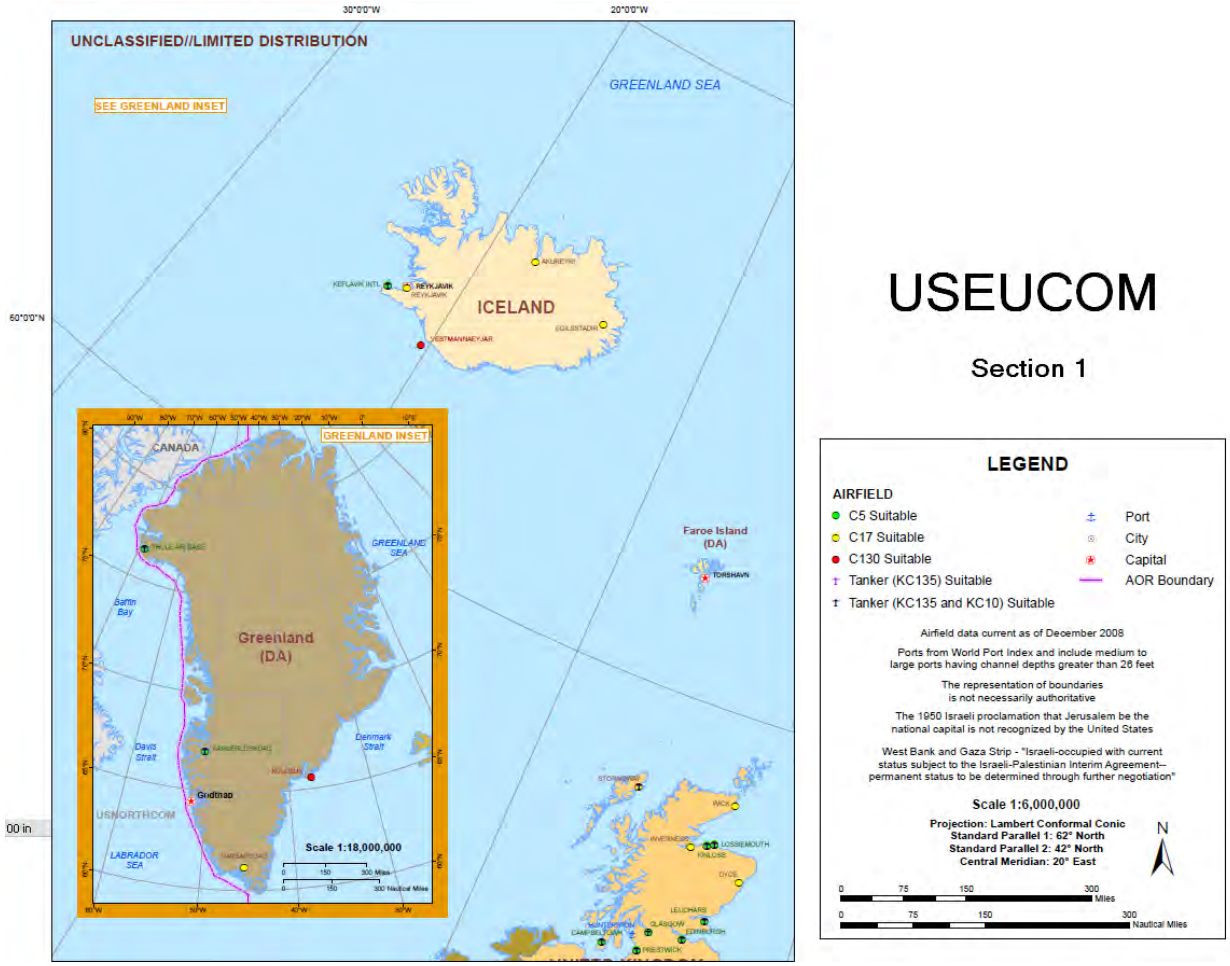

Figure 15: Section 1 USEUCOM Area of Responsibility

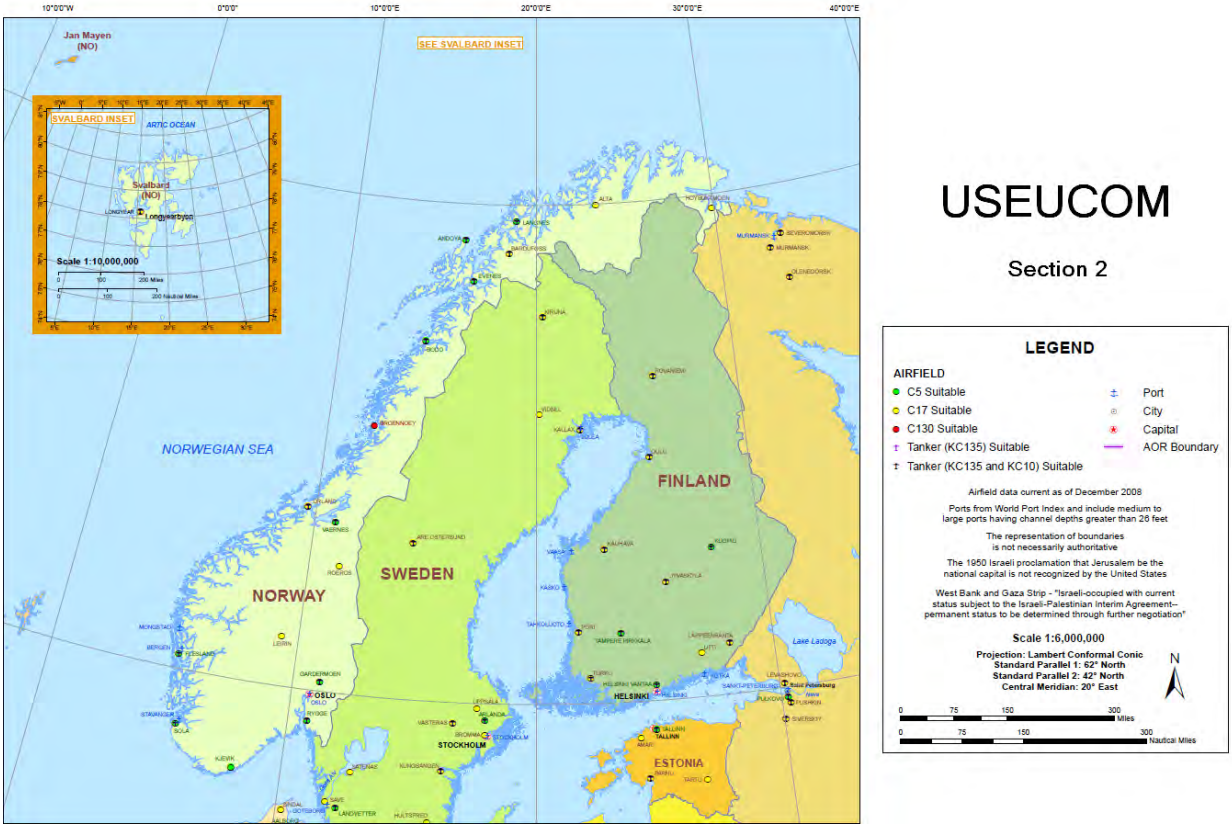

Figure 16: Section 2 USEUCOM Area of Responsibility

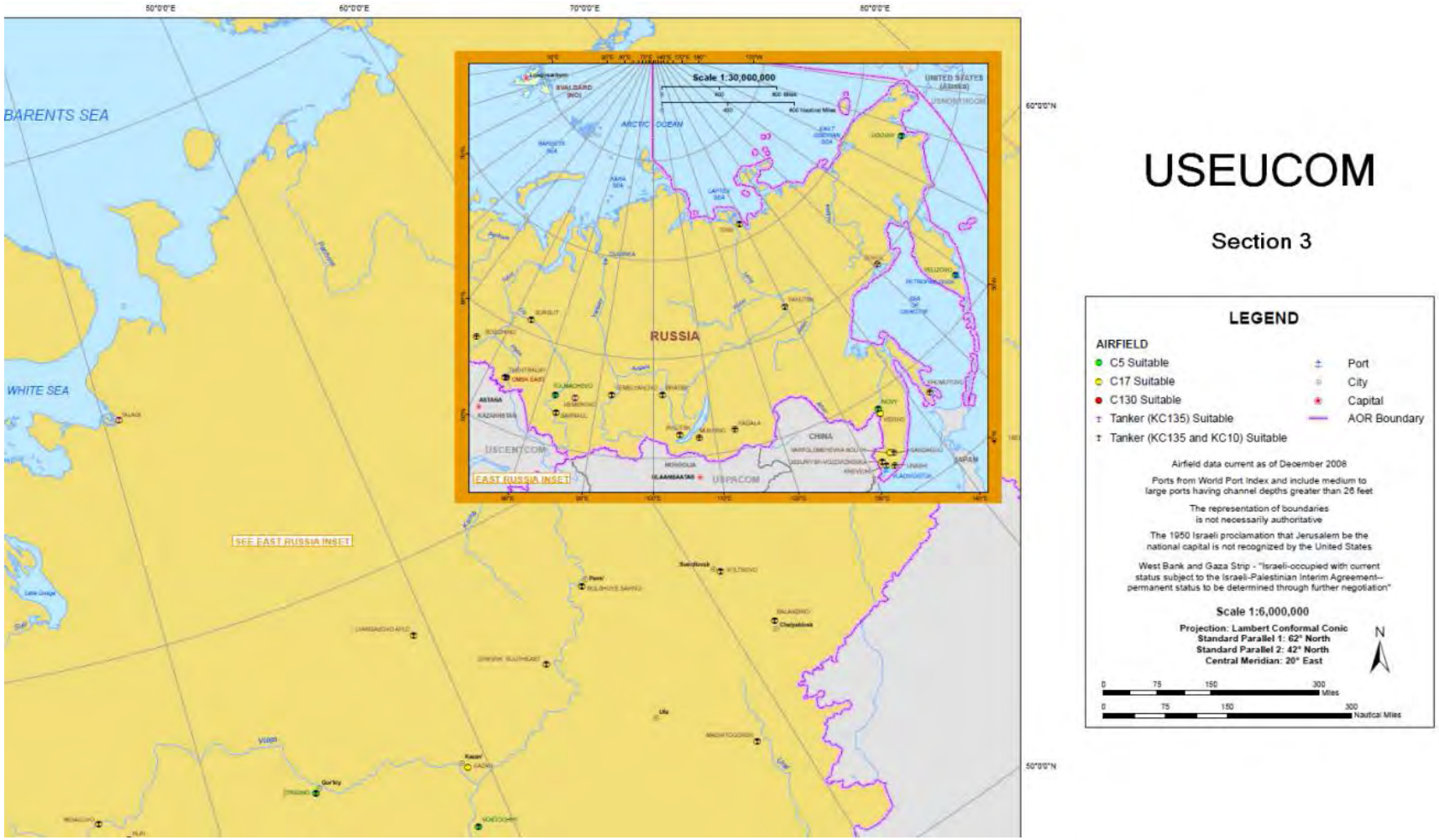

Figure 17: Section 3 USEUCOM Area of Responsibility

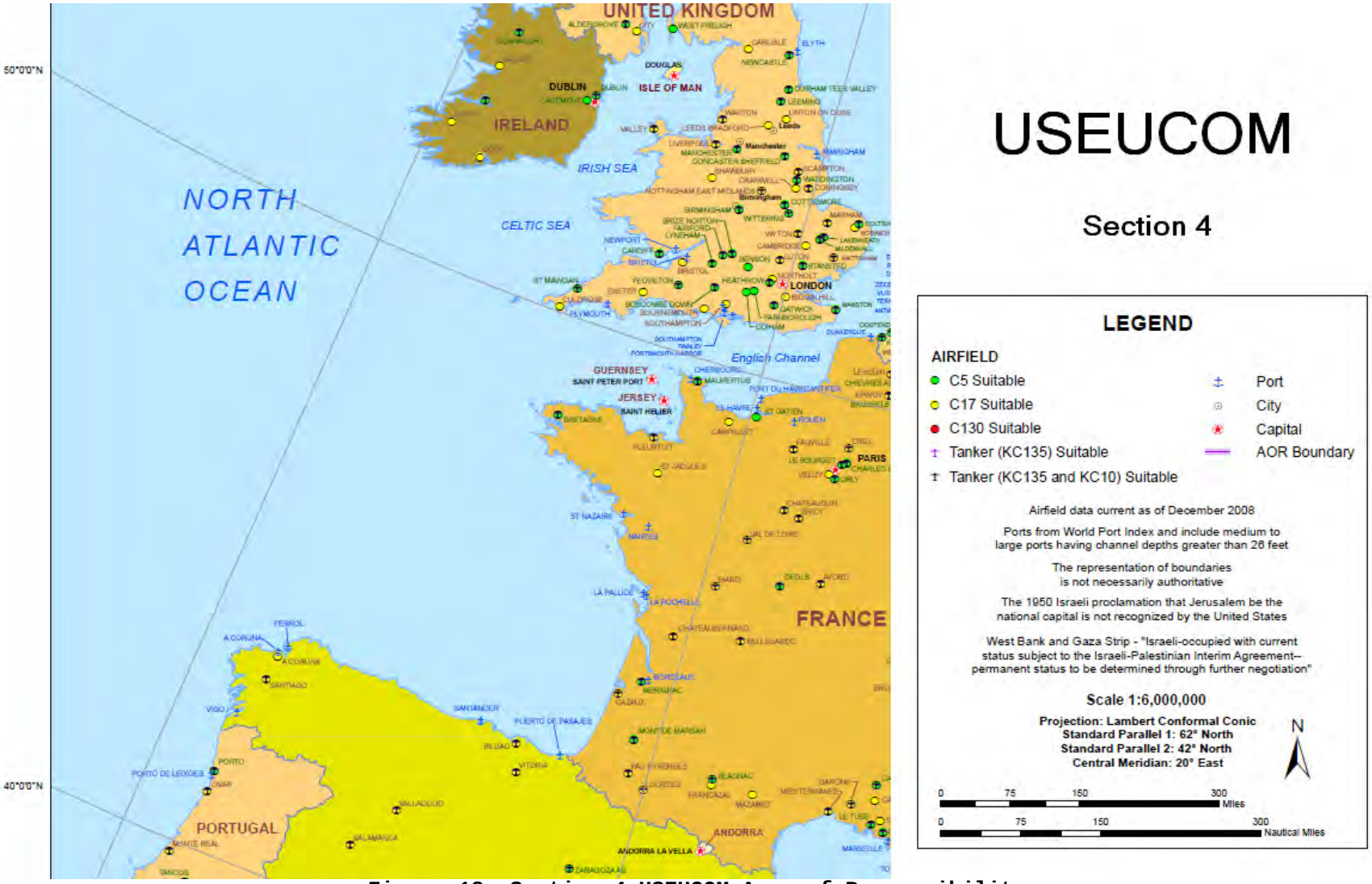

Figure 18: Section 4 USEUCOM Area of Responsibility

Figure 19: Section 5 USEUCOM Area of Responsibility

Figure 20: Section 6 USEUCOM Area of Responsibility

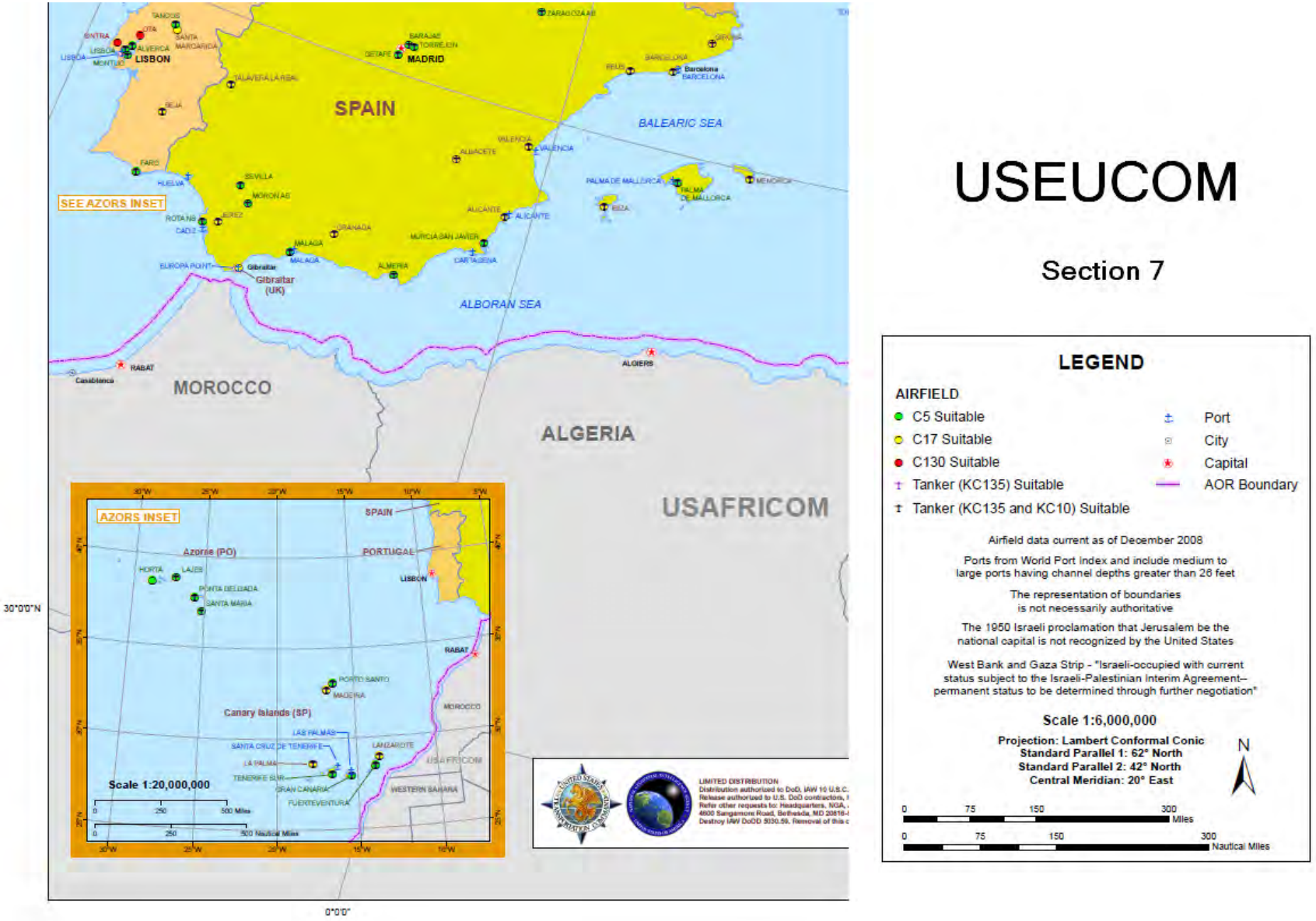

Figure 21: Section 7 USEUCOM Area of Responsibility

USEUCOM

Section 8

LEGEND

AIRFIELD

- C5 Suitable
- C17 Suitable
- C130 Suitable
- Tanker (KC135) Suitable
- Tanker (KC135 and KC10) Suitable
- Port
- City
- Capital
- AOR Boundary

Airfield data current as of December 2008

Ports from World Port Index and include medium to large ports having channel depths greater than 26 feet

The representation of boundaries is not necessarily authoritative

The 1950 Israeli proclamation that Jerusalem be the national capital is not recognized by the United States

West Bank and Gaza Strip - "Israeli-occupied with current status subject to the Israeli-Palestinian Interim Agreement--permanent status to be determined through further negotiation"

Scale 1:6,000,000

Projection: Lambert Conformal Conic
Standard Parallel 1: 62° North
Standard Parallel 2: 42° North
Central Meridian: 20° East

N

0 75 150 300 Miles

0 75 150 300 Nautical Miles

Figure 22: Section 8 USEUCOM Area of Responsibility

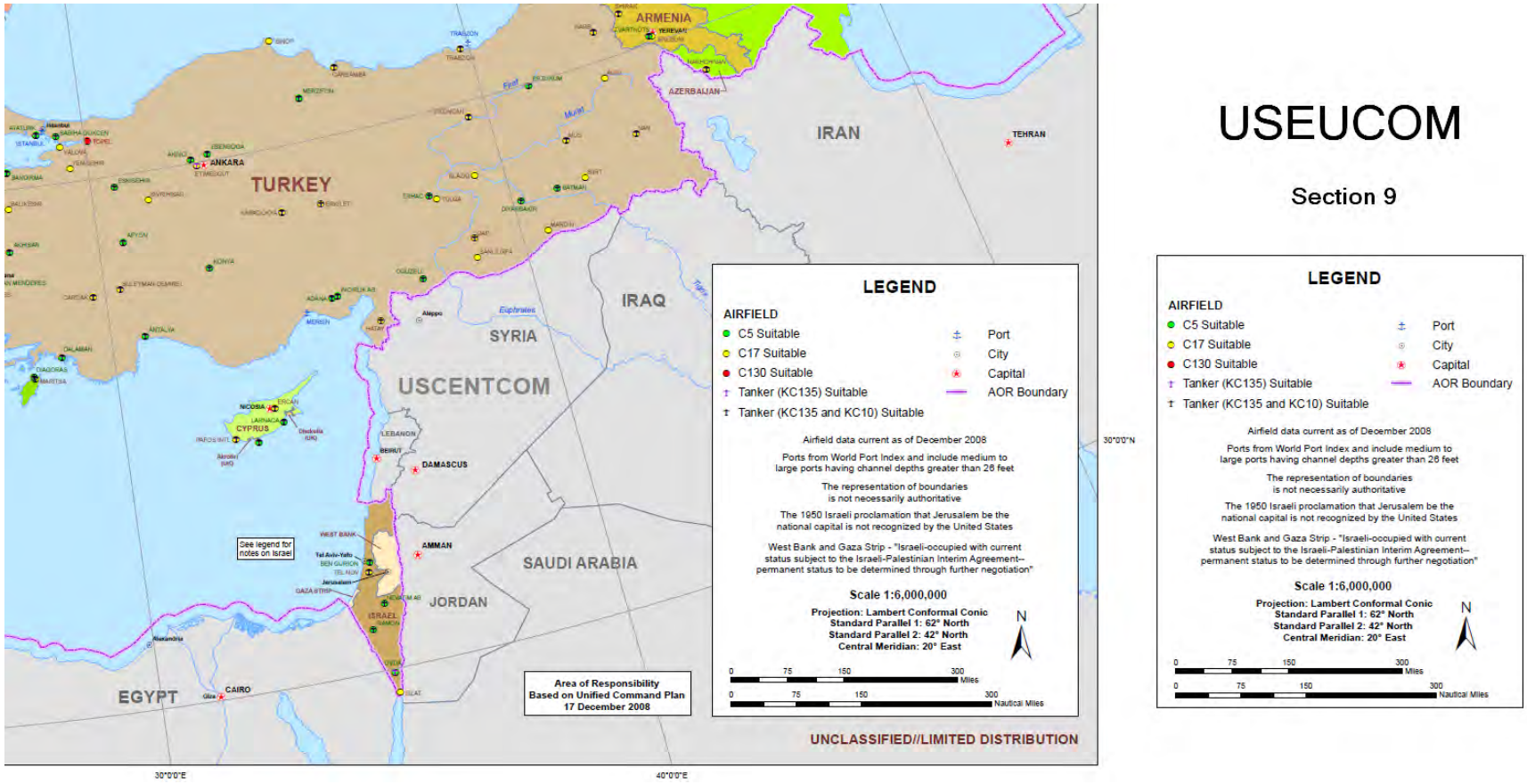

Figure 23: Section 9 USEUCOM Area of Responsibility

POINTS OF CONTACT

MARFOREUR G-4 Points of Contact List:

(1)	AC / S G-4	DSN 314-431-3142	Comm +49 703 115 XXXX
(2)	Deputy G-4	DSN 314-431-3141	
(3)	G-4 Plans Officer	DSN 314-431-2168	
(4)	G-4 Operations Officer	DSN 314-431-3147	
(5)	G-4 Strategic Mobility Officer	DSN 314-431-3146	
(6)	G-4 Medical Planner	DSN 314-431-3145	
(7)	G-4 Ammunition Officer	DSN 314-431-2066	
(8)	G-4 Prepositioning Planner	DSN 314-431-2066	

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CHAPTER VII: COCOM THEATER OVERVIEW – USSOUTHCOM

OVERVIEW

Due to limited HN contributions, the support strategy of USSOUTHCOM is to rely on local procurement to obtain resources when the deploying force's capabilities are insufficient. Marine forces will deploy with doctrinal Service level DOS / DOA for all classes of supply (MEU = 15 DOS / DOA; MEB = 30 DOS / DOA). Follow-on sustainment will be executed via a mixture of HNS (ACSA) and contracting. ACSAs provide a mechanism for the MAGTF to acquire support in exchange for cash or replacement in kind or of equal value support. USSOUTHCOM currently has nine signed ACSAs:

- Argentina
- Chile
- Colombia
- Dominican Republic
- Ecuador
- El Salvador
- Honduras
- Peru
- Uruguay

An additional 16 countries are eligible but have not signed ACSAs: Antigua, Barbados, Belize, Bolivia, Brazil, Cost Rica, Guatemala, Guyana, Haiti, Jamaica, Nicaragua, Panama, Paraguay, St Kitts / Nevis, Trinidad & Tobago, and Venezuela. Theater distribution is predominantly through strategic airlift with limited theater airlift. The hub and spoke operation in Soto Cano AB, Honduras is the most developed distribution operation in the theater. Muniz AB, Puerto Rico can serve as alternate / "Contingency Hub" in support of the USSOUTHCOM theater distribution. Theater assets / capabilities include:

- Four C-130 Hercules aircraft
- Contract Short Take-Off and Landing (STOL) aircraft
- Two Landing Craft Units

JOINT ENABLERS

Joint Task Force-Bravo (JTF-B), Soto Cano AB, Honduras

- 1-228th Aviation Regiment, CH-47 and UH-60 helicopters
- Medical Detachment
- Personnel Recovery
- Airfield support
- Mortuary Affairs

USSOUTHCOM AREA OF RESPONSIBILITY

USSOUTHCOM encompasses 31 countries and 15 areas of special sovereignty, including the land mass of Latin America (south of Mexico), the waters adjacent to Central and South America, and the Caribbean Sea. The region represents about one-sixth of the landmass of the world assigned to regional unified commands. USSOUTHCOM is also responsible for ensuring protection of the Panama Canal. The figures below identify the six logistics infrastructure / nodes in terms of APOE / D and SPOE / D.

Figure 24: USSOUTHCOM Area of Responsibility

Figure 25: Section 1 USSOUTHCOM Area of Responsibility

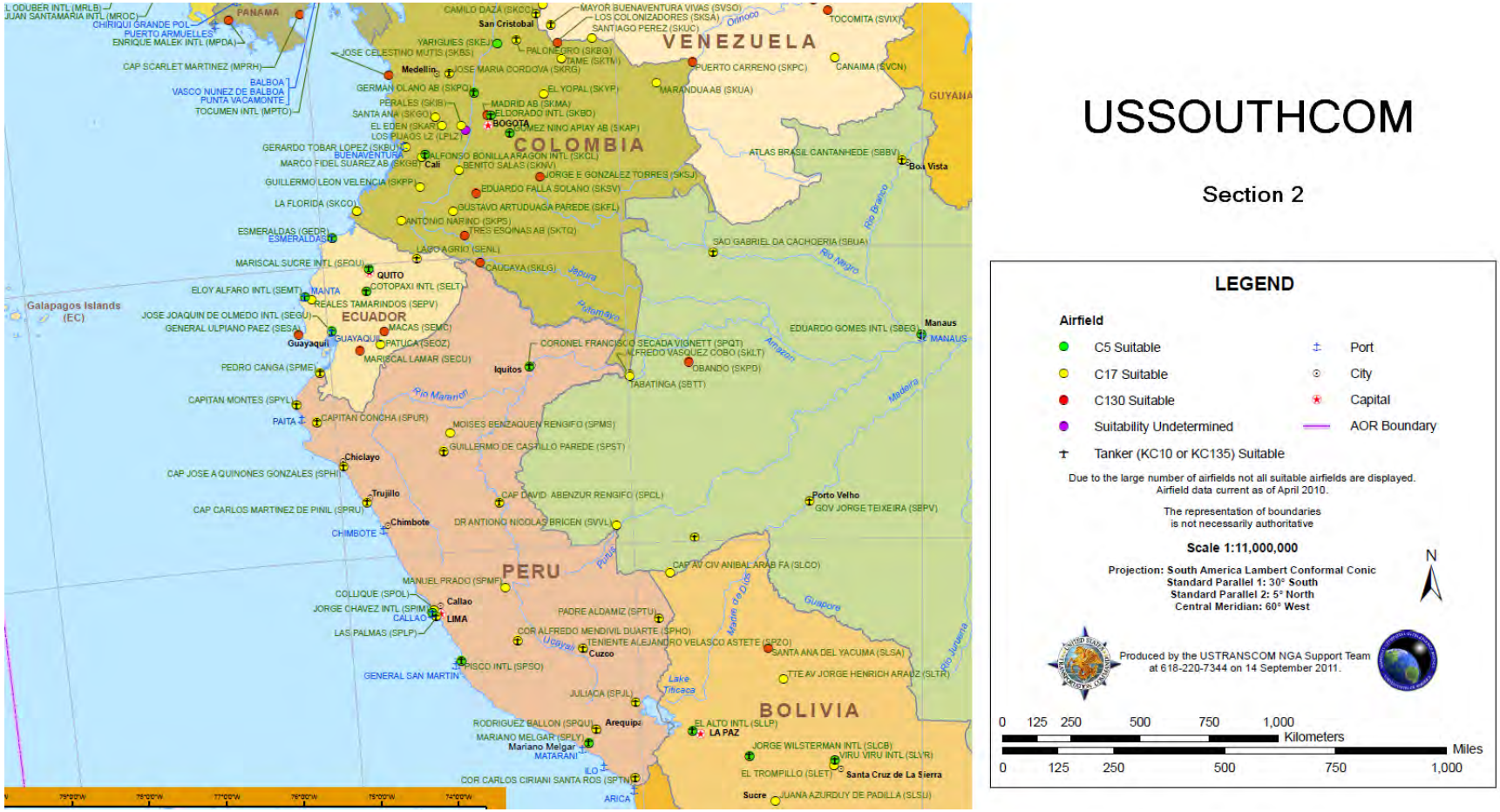


Figure 26: Section 2 USSOUTHCOM Area of Responsibility

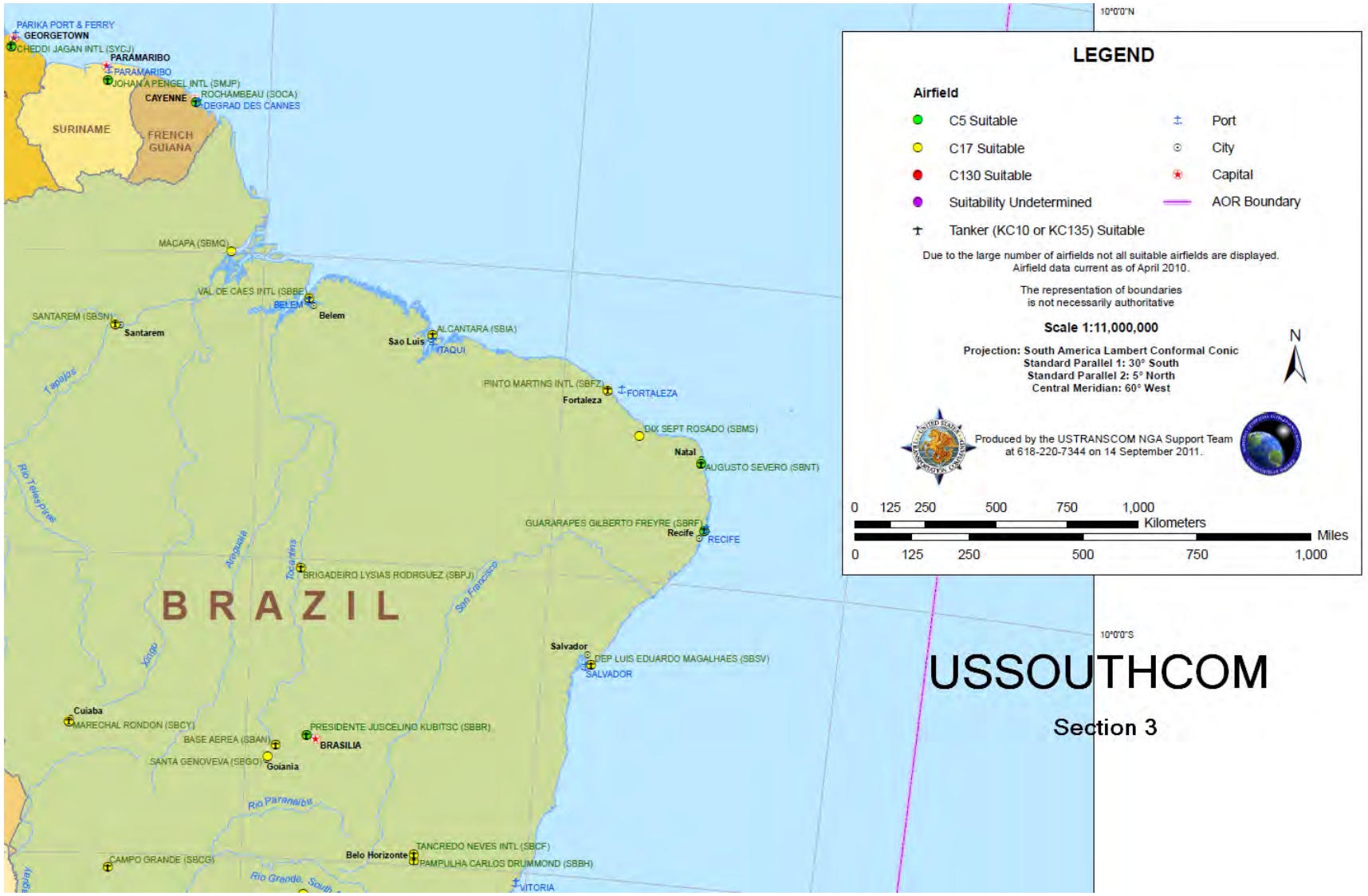
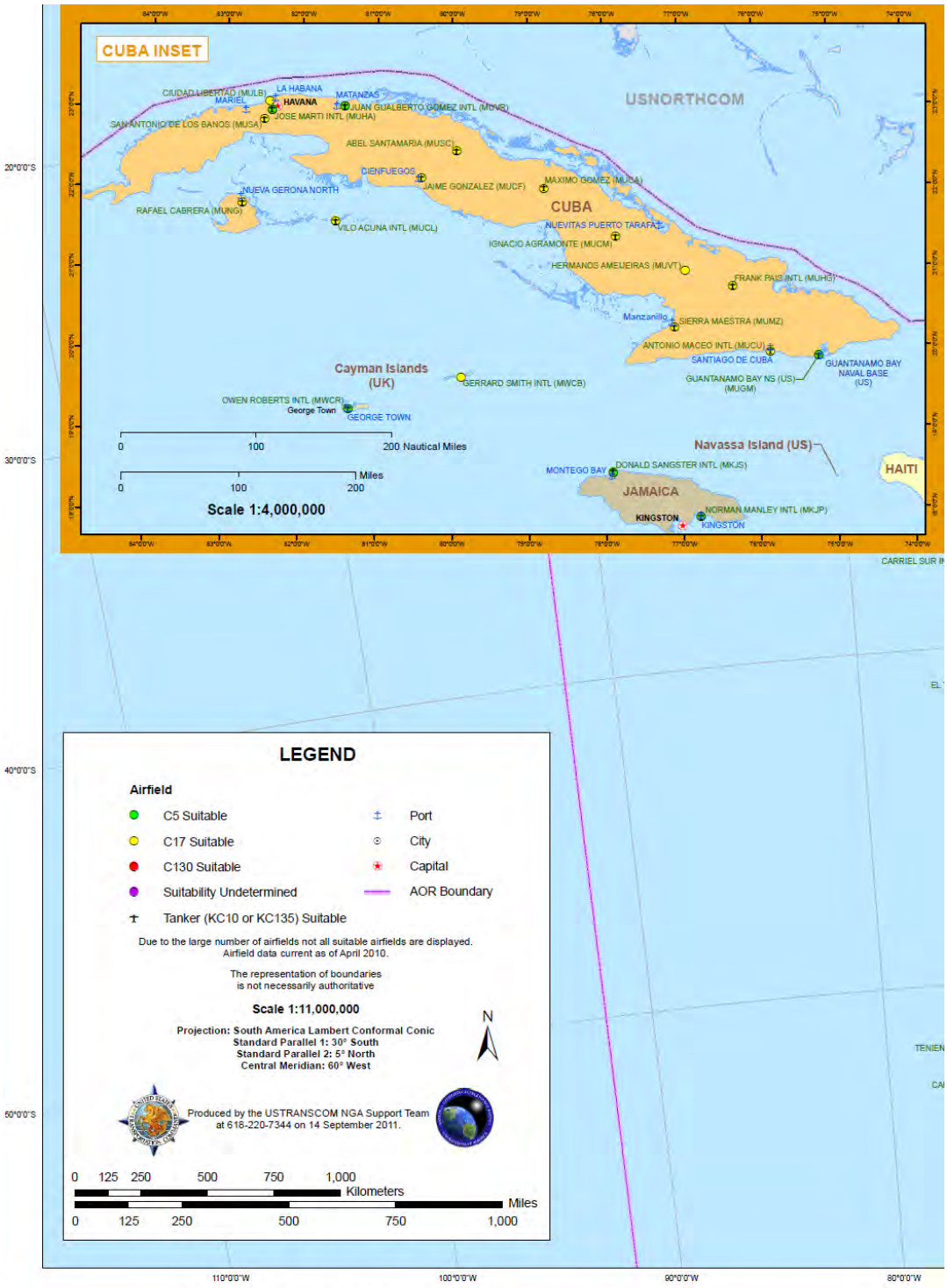


Figure 27: Section 3 USSOUTHCOM Area of Responsibility



USSOUTHCOM Section 4

Figure 28: Section 4 USSOUTHCOM Area of Responsibility

Figure 29: Section 5 USSOUTHCOM Area of Responsibility

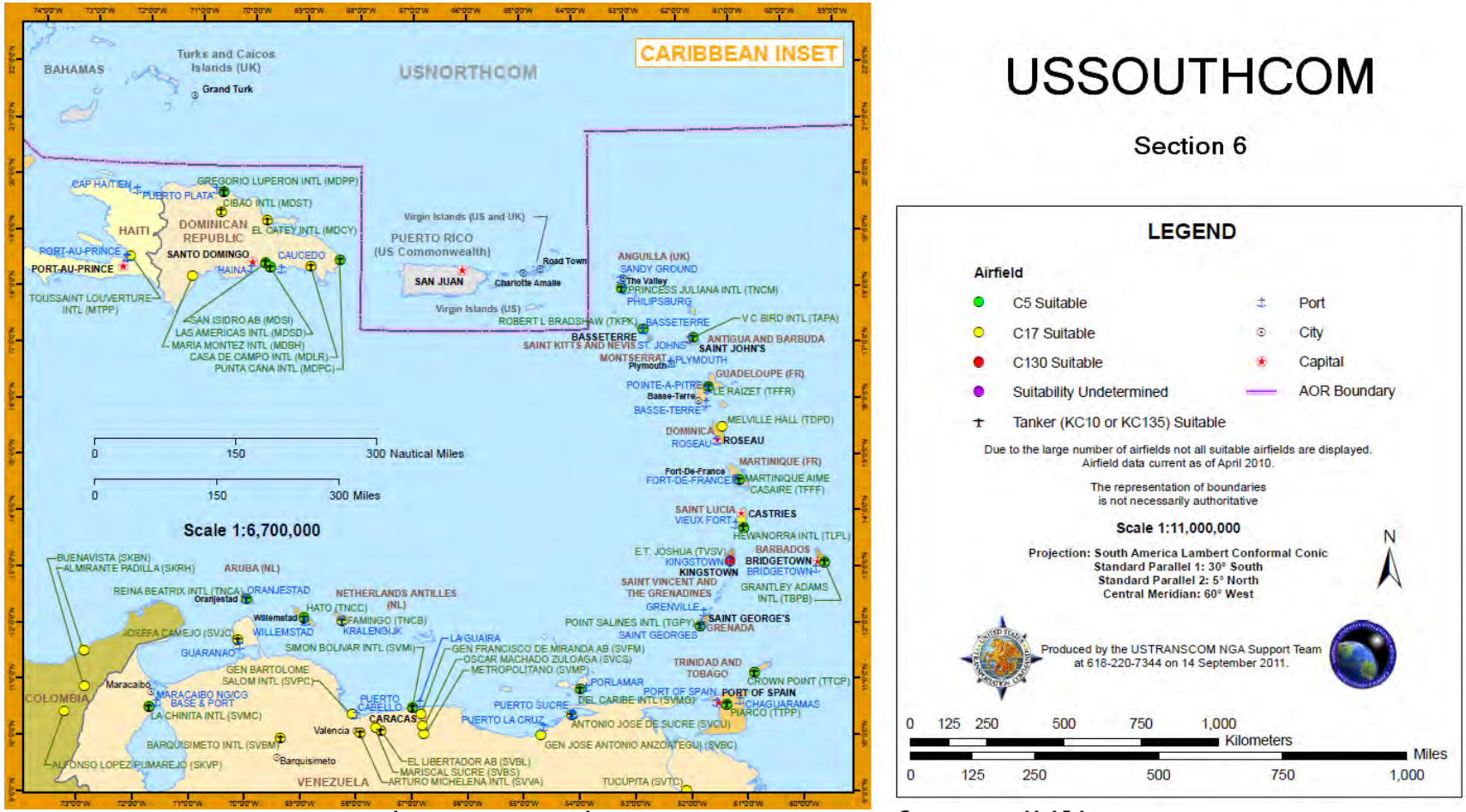


Figure 30: Section 6 USSOUTHCOM Area of Responsibility

POINTS OF CONTACT

MARFORSOUTH G-4 Points of Contact List:

(1)	AC / S G-4	DSN 567-2619	Comm (305) 437-2619
(2)	Deputy G-4	DSN 567-2620	Comm (305) 437-2620
(3)	G4 Logistics Capabilities Branch OIC	DSN 567-2605	Comm (305) 437-2605
(4)	G4 Logistics Support Branch OIC	DSN 567-0517	Comm (305) 437-0517
(5)	G4 Logistics Plans Branch OIC	DSN 567-2618	Comm (305) 437-2618
(6)	G4 Logistics Plans Officer	DSN 567-0516	Comm (305) 437-0516
(7)	G4 Logistics Plans Officer	DSN 567-2627	Comm (305) 437-2627
(8)	G4 Logistics Plans Officer	DSN 567-2623	Comm (305) 437-2623
(9)	G4 Logistics Chief	DSN 567-2265	Comm (305) 437-2265
(10)	G4 Contracting Officer	DSN 567-2625	Comm (305) 437-2625
(11)	G4 Supply Chief	DSN 567-2604	Comm (305) 437-2604
(12)	G4 Senior Medical Advisor	DSN 567-2606	Comm (305) 437-2606
(13)	G4 Facilities Chief	DSN 567-2623	Comm (305) 437-2623
(14)	G4 Motor Transportation Chief	DSN 567-2623	Comm (305) 437-2623

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CHAPTER VIII: II MEF SUPPORT PROCESS

In concert with logistics planners at the unit / MSC, supported MARFORs, MARFORCOM, and other applicable organizations, the II MEF G-4 will assist in developing support requirements for pre-deployment, deployment, and post-deployment phases of operations and exercises. Of equal or greater importance, logisticians must anticipate equipment, maintenance, and supply support in theater and plan accordingly to ensure uninterrupted sustainment. This chapter provides basic guidance on determining initial supply support, focusing on Classes I, III, IV, V, VII, VIII, and VIX. Although Class II (uniform clothing, personal weapons, and administrative supplies) and Class VI (personal demand items) must be included in planning, initial support for those classes will either be obtained from the requested Bill of Materials (BOM) or be embarked individually with deploying personnel. Refer to Table 1 for a descriptive table of all classes of supply.

DETERMINING CLASS I (SUBSISTENCE) REQUIREMENTS

Logisticians must consider numerous factors when planning for Class I (Subsistence), including the deployed environment, availability of HN / PN support, contracting support, and types of funding. Unit logisticians should contact either the MSC or MEF Food Service section to obtain assistance with developing a complete subsistence plan. The information below assists with determining initial requirements.

Regarding the subsistence funding process, II MEF G-4 Food Service manages the day-to-day allocation, provision, and expenditure of Subsistence-in-Kind (SIK) funds (aka 1105) for all of II MEF. 1105 funds are authorized by Congress and provided to DOD (i.e., the individual Services) on an annual basis to support the feeding of service members (primarily enlisted personnel) in garrison and in the field. 1105 funds are utilized to procure operational rations or facilitate the conduct of Host Nation Contract Feeding to II MEF units during the conduct of training exercises or contingency operations (CONUS or Outside CONUS [OCONUS]). It is important to note that 1105 funds are NOT intended to support the feeding of civilians and / or non-US Military service members unless prior approval is granted from Headquarters, U.S. Marine Corps (HQMC) (LFS-4). Also, for HN / Contract feeding, 1105 funds are only to be utilized for the procurement / provision of "food" items (i.e., ingredients on a plate). These funds are NOT to be used for ancillary items, such as tables, chairs, eating utensils, contractor labor costs, contractor overhead charges, etc., associated with HN Contract Feeding. Any and all additional costs associated with HN contract feeding other than actual food expenses will be paid using the requesting unit’s internal Operation and Maintenance Marine Corps (O&MMC / 1106) funds.

The following process outlines subsistence support to II MEF units:

1. If a unit is requesting 1105 funds from II MEF to support the feeding of their personnel during the conduct of training exercises or contingency operations (CONUS or OCONUS), the unit must request 1105 funding via Automated Message Handling System (AMHS) message (from requesting unit to II MEF G-4 Food Service). The AMHS 1105 request would include the following information: Unit Feed Plan (e.g., POR, Unitized Group Rations (UGR), etc.), number of personnel to be fed, inclusive dates of feeding operations, and amount of 1105 funds being requested.

2. Once the II MEF G-4 Food Service section receives the unit's AMHS 1105 request, it will be reviewed for accuracy and either approved / authorized or disapproved. To correct administrative errors or clarify the requirement, the II MEF G-4 Food Service section may informally contact the requesting unit to help resolve minor errors or provide guidance. Subsequently, an official AMHS response from II MEF G-4 Food Service to the requesting unit will indicate whether the request was approved or disapproved. If disapproved, the AMHS response will outline the reason(s) why the request was disapproved as well as outline corrective actions (if applicable) or proposed alternatives to facilitate the feeding of unit personnel.

3. Following approval / authorization, II MEF G-4 Food Service will coordinate with the II MEF Comptroller to establish a Line of Accounting (LOA) and Standard Document Number (SDN) for the requesting unit. The assigned LOA and SDN will serve as a "portal" for the unit to draw 1105 funding from the II MEF 1105 funding line to utilize for their feeding operations. The II MEF G-4 Food Service AMHS response to the requesting unit will include necessary guidance and the LOA and SDN.

RATION MENU PLANNING

Packaged Operational Rations (POR)

- □ Meals Ready to Eat (MRE)
  12 meals per case / 48 cases per standard warehouse pallet
- □ Religious Meals (Kosher and Halal)
  12 meals per case / 30 cases per standard warehouse pallet
- □ Ration, Cold Weather (RCW)
  12 meals per case / 48 cases per standard warehouse pallet
  Will only be used in a cold weather environment
- □ Meal, Cold Weather (MCW)
  12 meals per case / 48 cases per standard warehouse pallet
  Will only be used in a cold weather environment
- □ Milk, Ultra-High Temperature (UHT)
  27 servings per case / 120 cases per standard warehouse pallet

Unitized Group Rations (UGR)

- □ Unitized Group Ration, Heat & Serve (UGR, H&S)
  50 meals per module / 8 modules per standard warehouse pallet
- □ Unitized Group Ration, B-Option (UGR-B)
  50 meals per module / 12 modules per standard warehouse pallet
- □ Unitized Group Ration, A-Option (UGR-A)
  50 meals per module / 12 modules per standard warehouse pallet

REQUIRES REFRIGERATION!!!

Enhancements can include Fresh Fruits and Vegetables (FF&V), hot / cold beverages, milk, cereal, soups, and breads.

1. The approved Marine Corps Field Feeding policy is one (1) POR and two (2) hot meals per day.

2. PORs should be served for lunch meals, while hot meals are appropriate for breakfast and dinner meals. The primary rations for hot meals during all field feeding scenarios are UGR-B and UGR-H&S.

3. The POR is designed for individual and small group feeding when the tactical situation is so unstable that a field mess cannot be established. PORs can only be consumed up to 21 days as a sole daily diet.

4. The UGR-H&S is used as a bridge between the POR and the UGR-B.

5. The UGR-B is best used when units are located in more stable or uncontested regions on the battlefield or AO. These meals require more time and resources to prepare and depend on a secure area and logistical capability to deliver, prepare, and serve all components.

6. Operational planning shall be based on the following ration mix:

- □ Days 1 – 21 consists of PORs (MRE, RCW / MCW)
- □ Days 22 – 90 consist of the following computation of the total personnel to be fed:
  - 20 percent = PORs, three (3) times per day
  - 30 percent = UGR-H&S (hot meal), two (2) times per day / PORs, one (1) time per day
  - 50 percent = UGR-B (hot meal), two (2) times per day / PORs, one (1) time per day

NOTE: UGRs shall be introduced into the feed plan as soon as the situation permits (Mission Enemy Terrain Troops available Time available [METT-T] Dependent).

7. Enhancements are authorized monetary allowances provided to a unit to be added to the cost of the meal for procurement of enhancement items.

8. Enhancements are perishable food items that require refrigeration and increase transportation, fuel, equipment, and water requirements.

- □ Authorized for use with PORs only when PORs are the sole daily diet
  - Limited to hot / cold beverages, soups and FF&V only
- □ Authorized for use with UGRs when tactical, operational, and logistical situation permits.
  - Added to UGR-H&S and UGR-B meals to provide a complete menu
  - Limited to breads, milk, cereal, and FF&V only

➢ Monetary Authorizing Entity = II MEF G-4 Food Service Office

Class I Requisitioning Procedures for CONUS:

- □ All II MEF Commands within CONUS will requisition Operational Ration requirements through utilization of the Combined Logistics Command and Control System (CLC2S).
- □ All POR (MRE) requests for local exercises within the vicinity of Camp Lejeune will be submitted directly from the MSC G-4 Food Service Office to the 2D Marine Logistics Group (MLG) Rations Warehouse NLT 3 working days prior to the requested pickup date.
- □ All POR (MRE) requests for exercises outside the vicinity of Camp Lejeune, and requiring delivery of rations to the exercise area, will be submitted from the respective MSC G-4 Food Service Office to the II MEF G-4 Food Service Office NLT 30 working days prior to the requested delivery date.
- □ All UGR requests for local exercises within the vicinity of Camp Lejeune will be submitted directly from the MSC G-4 Food Service Office

to the II MEF G-4 Food Service Office NLT 15 working days prior to the requested pickup date.

- □ All UGR requests for exercises outside the vicinity of Camp Lejeune, and requiring delivery of rations to the exercise area, will be submitted from the respective MSC G-4 Food Service Office to the II MEF G-4 Food Service Office NLT 30 working days prior to the requested delivery date.

OCONUS REQUISITIONING PROCEDURES

- □ Due to CLC2S not implemented for deployed MEUs and other II MEF units operating OCONUS, all OCONUS Operational Ration requirements will be requisitioned utilizing the AMHS.
- □ All OCONUS POR and UGR requests will be submitted from the respective MSC to the II MEF G-4 Food Service Office NLT 45 working days prior to the requested delivery date.

DETERMINING CLASS III (PETROLEUM, OILS, AND LUBRICANTS; BULK LIQUID) REQUIREMENTS

REFERENCES

(a) MCWP 4-11.6 Petroleum and Water Logistics Operations
(b) TM3835 OI / 1B Marine Corps Tactical Fuel Systems
(c) NAVMC 3500.12B Engineer and Utilities Training and Readiness Manual

ESTIMATING FUEL REQUIREMENTS

Developed Theater

A mature or developed theater will usually have HN infrastructure assets available such as pipelines, storage facilities, and railways that will help support the bulk petroleum distribution system. Airbases, tactical airfields, and Service bed-down sites will be supported by HNS whenever tactically feasible. HNS will extend as far forward as possible.

Undeveloped Theater

In the undeveloped theater, HN or commercial bulk fuel facilities normally will not be available; therefore, tactical assets will have to be used. The bulk fuel supply system in the undeveloped theater may include limited tanker mooring systems, floating or submerged hose lines, and tactical fuel systems.

A formula to determine the Daily Consumption Rate (DCR) is to take the burn rate or Gallons per Hour (GPH) per piece of equipment multiplied by the Hours per Day (HPD) that piece of equipment is expected to operate: (GPH) X (HPD) = (DCR) per piece of equipment. Example consumption rates and associated fuel capacities of common assets are provided in Table 2 below. To determine the total daily fuel requirement, add up consumption amounts for each equipment type on-hand.

Fuel Consumption Rates			
Nomen	Capacity (gal)	Consumption (mpg)	Distance (miles)
HMMWV	25	14	350
Medium Tactical	80	4.5	360

Vehicle Replacement (MTVR)						
LVSR	166		2.5		415	
M88	400		0.7		280	
AAV(all)	171		0.6		102.6	
Fuel Capacity						
TAMCN	NOMEN	CAPACITY (GAL)				
D0215	M970	5,000				
B2085	FUEL SIXCON	900				

Table 2: Fuel Consumption Rates

The amount of associated storage is determined by the requirement. The unit submits a fuel requirements worksheet (see example below) to the Joint Petroleum Office (JPO) for that area of operation. The JPO will assist in determining the delivery method based on current sources that DLA has in the area. The JPO will then submit the request to DLA, which will determine how to fill the requirement. If there are no ample storage facilities in the area, then a tactical fuel system(s) may be required. If requested fuel quantities cannot be stored in a tactical fuel system, DLA will schedule multiple shipments to meet the requirement.

Once forward operating bases (FOBs) and sites are established, Reporting Emergency Petroleum, Oils, and Lubricants (REPOL) reports are submitted from each site to the Joint Staff or Combatant Commanders. REPOL (Bulk Petroleum Contingency Report) is a Web-based automated application providing the Defense Energy Support Center (DESC) and the DLA with worldwide visibility of fuel assets and equipment to support their decision-making and planning functions for fuel and petroleum inventory management. It provides "real time" daily fuel reports about POL based on the Department of Defense Activity Address Code / Unit Identification Code (DODAAC / UIC) as an alternative up to an activity level of the Joint Chiefs of Staff. It processes information necessary for REPOL / Operation Capabilities (REPOL / OPCAP). It displays the current inventory and deficiencies affecting bulk POL supplies, storage, and distribution. The REPOL is a wartime and / or contingency report and is not intended to replace any other reports needed to manage bulk petroleum resupply.

DOS on-hand and the Daily Demand Rate (DDR), which is an average of the previous seven (7) days of issues, is reported in REPOL. This is calculated by taking the physical inventory at the site and dividing it by DDR. In turn, this allows decision makers (DLA, Joint Staff, CCDRs, MEF Fuels Officer) to make recommendations on petroleum resupply actions based on consumption rates at those sites.

After estimating fuel requirements, the procurement process is initiated by coordinating fuel requirements with the MARFOR G-4 and JPO in the AO. They are tasked with oversight and validation of fuel requirements within the theater of operation. The requesting unit will need to submit a requirements worksheet, which may be required up to six (6) months in advance of the operation. For example, requirements worksheets must be routed through the applicable COCOM JPO for validation and submitted from the JPO to DLA Energy

Regional Operations Center NLT **120 days** prior to date fuel is required to be in-place for USEUCOM AOR and **150 days** for USAFRICOM AOR.

If fuel is required off base, the requesting unit may need to submit a fuel contracting worksheet to the JPO via the MARFOR G-4. A requirement for fuel support on base may require coordination with the MARFOR G-4 or with the Service Component that has Base Operating Support-Integrator (BOS-I) responsibilities. The MARFOR G-4 will coordinate with the JPO to assist with fuel support from the supporting Service Component fuel staff.

Example Fuel Requirements Worksheet				
Requirement Type (Circle One):	**New**	Revised		
If Revision, Reference ITEM NUMBER here:				
Please provide the following information to establish your activity's fuel requirement:				
Billing DODAAC:	**V01467**			
Delivery DODAAC:	**M00029**	(FEDAAC for Federal Civilian Agencies)		
Activity location and address: (Exact address needed for delivery)				
Km. 77 Carretera Hacia Champerico Retalhuleu, Guatemala				
Branch: (Circle One)	Army	**Navy / Marines**	Air Force	Federal Civilian
If Federal Civilian Agency, please provide Agency name:				
County:		State / Country:		
Type of Fuel Requested:	**JP-8**	NSN:		
Estimated Requirements: **40K gals** (approx 5K gal / week for 8 weeks) Mission duration: **60 Days** Start Date: **12 Aug 2012** End Date: **15 Oct 2012**		Method of Delivery	**Tank Truck w / Meter**	
Tank Narrative:	**Fuel will be off-loaded into (1) 3K gallon fuel bladder. The bladder will be located on / near the A / C parking area but away from the access road.**			
Are metered or multiple delivery tickets required?	**Yes** or No			
Delivery Hours:	**0800-1600 Mon-Sun**	(Indicate if Mon-Fri, include weekends, holidays or any combination)		
Ordering Office Telephone Number:	**Martillo Logistics Element**	Requester Name, Number, and Title:	**Captain David McGrath Logistics Officer 252-466-3190**	
How will delivered quantity be determined:	Metered delivery			
Please provide any special requirements:	**Need to be able to connect to male 2" Quick-connect (cam-lock) fittings. Fuel storage may be approximately 50'-100' from road on A / C parking apron.**			
Activity Mailing Address:	**II Marine Expeditionary Force Bldg H-1 Camp Lejeune, NC 28542**			
Civilian Paying Office:	N / A			
Recommended Local Source of Supply:	**ETSA International 6ta. Avenida 6-92 Zona 9 Guatemala City, Guatemala Mr. Rodolfo Gaitan Gomar +1 502 2418 3872**			

DETERMINING CLASS IV (CONSTRUCTION MATERIALS) REQUIREMENTS

REFERENCES

(a) Joint Publication 3-34 Engineer Doctrine for Joint Operations – 30 June 2011
(b) FM 3-34 Engineer Operations – August 2011
(c) MCWP 3-17 Engineering Operations
(d) MCWP 3-17.7 General Engineering – December 2008
(e) MCWP 3-17.6, Survivability Operations July 2012
(f) MCRP 3-17.7N Base Camps January 2013
(g) MCRP 3-17A Engineer Field Data

PROCUREMENT OF CONSTRUCTION MATERIALS

Engineer units may obtain construction materials using standard supply procedures that unify the way in which they are requested, managed, and distributed. Many Class IV materials are also used for field fortifications, fighting positions, and other sorts of protection work, making it likely that they are in high demand and necessitate the engineer involvement in prioritizing distribution decisions. Class IV supplies are not maintained in significant quantities and are bulky; this makes handling and transportation over strategic distances difficult. Because of this, obtaining construction materials through normal supply channels is considered the least efficient and desirable method for engineer missions. Engineers should only use this method after determining the following: materials are unavailable locally, proper quantity and quality cannot be met locally, or obtaining them in this manner is cost-prohibitive. Engineers and logisticians must track the status of orders throughout the requisition process to ensure fulfillment. Table 3 is an example of a list of supplies that units might maintain in an engineer Class IV point during a contingency. Note that it contains only very basic materials and supplies. Units may need to be creative in the way they obtain Class IV supplies; using materials from base camps that are closing is an example.

Nomenclature	NSN	Unit of Issue
Sandbags	8105-00-142-9345	HD
Wire, barbed	5660-00-224-8663	RO
Wire, concertina	5660-00-921-5516	RO
Pickets, long, 6 feet long	5660-00-270-1510	EA
Pickets, short, 3 feet long	5660-00-270-1589	EA
Barrier, Hesco bastion, 2 x 2 x 10 feet	2590-99-169-0183	EA
Barrier, Hesco bastion, 2 x 2 x 4 feet	2590-99-001-9392	EA
Barrier, Hesco bastion, 3 x 3 x 2.5 feet	2590-99-001-9393	EA
Barrier, Hesco bastion, 3 x 5 x 2.5 feet	2590-99-001-9395	EA
Barrier, Hesco bastion, 4.5 x 3.5 x 2.5 feet	2590-99-835-7866	EA
Barrier, Hesco bastion, 4.5 x 4 x 2.5 feet	2590-99-391-0852	EA
Barrier, Hesco bastion, 7 x 7 x 7.5 feet	2590-99-335-4902	EA
Lumber, 1 inch x 6 inches x 12 feet	5510-00-220-6080	EA

Nomenclature	NSN	Unit of Issue
Lumber, 1 inch x 4 inches x 12 feet	5510-00-220-6078	EA
Lumber, 1 inch x 10 inches x 12 feet	5510-00-220-6084	EA
Lumber, 2 inches x 4 inches x 8 feet	5510-00-220-6194	EA
Lumber, 2 inches x 4 inches x 10 feet	5510-00-220-6194	EA
Lumber, 2 inches x 4 inches x 12 feet	5510-00-220-6194	EA
Lumber, 2 inches x 6 inches x 8 feet	5510-00-220-6196	EA
Lumber, 2 inches x 6 inches x 10 feet	5510-00-220-6196	EA
Lumber, 2 inches x 8 inches x 14 feet	5510-00-220-6198	EA
Lumber, 2 inches x 10 inches x 12 feet	5510-00-220-6200	EA
Lumber, 2 inches x 12 inches x 12 feet	5510-00-220-6202	EA
Lumber, 4 inches x 4 inches x 8 feet	5510-00-220-6178	EA
Lumber, 4 inches x 4 inches x 10 feet	5510-00-220-6178	EA
Lumber, 4 inches x 4 inches x 16 feet	5510-00-220-6178	EA
Timber, 6 inches x 6 inches x 8 feet	5510-00-550-6825	EA
Timber, 6 inches x 6 inches x 10 feet	5510-00-550-6825	EA
Plywood, 1 / 2-inch x 4-foot x 8-foot ply	5530-00-128-5143	EA
Plywood, 5 / 8-inch x 4-foot x 8-foot ply	5530-00-128-5147	EA
Plywood, 3 / 4-inch x 4-foot x 8-foot ply	5530-00-128-5151	EA
Nail, common wire, steel 5d	5315-00-0104656	EA
Nail , common wire, steel 8d	5315-00-010-4659	EA
Nail, common, 3 inch 10d	5315-00-753-3883	EA
Nail, common, 3 ¼ inch 12d	5315-00-753-3884	EA
Nail, common, 3 ½ inch 16d	5315-00-753-3886	EA
Screening, insect, nonmetal, 48 inches wide	8305-00-559-5047	YD
Bolt, machine, 3 / 4 inch x 12 inches with nut	5306-00-550-3697	EA
Washer, flat cadmium steel, 13 / 16-inch inside diameter, 2-inch outside diameter	5310-00-236-6478	EA
Hinge, butt, steel leaves, 3 ½ x 1 ¾ inch	5340-00-243-6193	EA
Hook and eye, door steel, 3 inches	5340-00-243-3224	EA
Nipple pipe, steel galvanized, 1 / 2 x 4 inches long	4730-00-196-1547	EA
Union pipe, galvanized, 1 / 2-inch pipe	4730-00-240-1674	EA
Elbow pipe, galvanized, 1 / 2 inch x 90° angle	4730-00-278-4773	EA
Elbow pipe, galvanized, 3 / 4 inch x 90° angle	4730-00-249-1478	EA
Reducer, pipe, galvanized, 3 / 4 inch to 1 / 2 inch	4730-00-231-5650	EA
Valve gate, bronze screw, 3 / 4 inch, class 125	4820-00-288-7567	EA
Pipe, steel galvanized, 3 / 4 inch x 21 feet (threads)	4710-00-162-1019	EA

Nomenclature	NSN	Unit of Issue
Nipple pipe, steel galvanized, 3 / 4 x 4 inches long	4730-00-196-1500	EA
Nipple pipe, steel galvanized, 3 / 4 x 2 inches long	4730-00-196-1505	EA
Union pipe, galvanized, female 3 / 4 inch, 300 pounds per square inch with water on gas	4730-00-240-1675	EA
Coupling pipe, mall iron, 1 / 2-inch standard weight	4730-00-187-7612	EA
Coupling pipe, mall iron, 3 / 4-inch standard weight	4730-00-187-7613	EA
Cap pipe, galvanized mall iron, 1 / 2 inch	4730-00-231-2424	EA
Cap pipe, galvanized mall iron, 3 / 4 inch	4730-00-231-2425	EA
Primer adhesive for PVC pipe	8040-01-001-2705	EA
Wire, electrical 6 round 90° Celsius, .13 single conductor (red)	6240-00-152-2987	EA
Lamp, fluorescent, 48 inches nominal, 3,000 lumens	6240-00-990-8190	EA
Lamp incandescent, 5.25 inches maximum, 1,650 lumens nominal	6210-00-865-8451	EA
Fixture, lighting, 36 inches, translucent, diffuser	6210-01-395-9544	EA
Cement, Portland, 94-pound bag	5610-00-250-4676	BG
Pipe, PVC drain waste vent, schedule 40, 20 foot long, 2 inch diameter	4710-00-159-0969	EA
Outlet box, 4 x 4 ½ to 3 / 4-inch knockout	5975-00-159-0969	EA
Cover junction box, 4 inches square flat	5975-00-281-0057	EA
Junction box, rectangular, surface mounted for switch or receptacle	5975-00-281-0090	EA
Wire, electrical 6 round 20° Celsius, .162 inches nominal	6145-00-299-4456	EA
Wire, electrical 6 round 60° Celsius, .449 inches nominal	6145-00-519-1332	FT
Cable, power, electrical, 4 oval, 60° Celsius	6145-00-519-2718	FT
Wire, electrical 6 round 75° Celsius, .481 inches nominal	6145-00-939-4951	FT
Wire, electrical 6 round 90° Celsius, .19 single conductor	6145-01-204-6473	FT
Wire, electrical 6 round 90° Celsius, .13 single conductor, (white)	6145-01-204-6477	FT
Wire, electrical 6 round 90° Celsius, .13 single conductor, (blue)	6145-01-204-6478	FT

Table 3: Sample Stockage Levels for Engineer Class IV Point

Engineers may also procure construction materials in theater using local purchase procedures or contracting. In a contingency, engineer logisticians must rapidly learn the methods and rules for obtaining construction supplies through the appropriate system. To maximize its benefits, local procurement should occur as close as possible to the actual construction site to minimize transportation requirements. Engineers must learn specific procedures and rules for local purchase procedures and contracting. Some of the options include:

Government Commercial Purchase Cards (GCPC). These are useful instruments for purchasing small amounts of supplies up to an established limit. When deploying, users must determine the specific rules for their cards for the specific contingency. Depending on the deployment location, there may be problems with finding vendors who are willing to accept the GCPC.

Blanket purchase agreements (BPAs). A BPA is a simplified method of filling anticipated repetitive needs for supplies by establishing charge accounts with qualified sources of supply. A BPA is a written understanding between the government and a supplier that eliminates the need for individual purchase and payment.

Prime vendor program. This is a DOD institutionalized program that is operated by the DLA. It establishes a series of contracts with different vendors. When a specific item is needed, each vendor is given an opportunity to bid to fill the order in a set period of time.

DETERMINING CLASS V (AMMUNITION) REQUIREMENTS

REFERENCES

(a) MCO 4340.1, Reporting of Missing, Lost, Stolen, or Recovered (MLSR) Government Property
(b) MCO 4400.150, Consumer-Level Supply Policy Manual
(c) MCO 4400.151, Intermediate-Level Supply Management Policy Manual
(d) MCO 5100.29, Marine Corps Safety Program
(e) MCO 8000.7, Marine Corps Capabilities-Based Munitions Requirements (MCCBMR) Process for Ground Ammunition (Class V[W])
(f) MCO 8011.5, Ammunition Policies, Procedures and Information for Training, Programmed Testing and Security
(g) MCO 8023.3, Personnel Qualification and Certification Program for Class V Ammunition and Explosives
(h) MCO 8025.1, Class V (W) Malfunction and Defect Reporting
(i) MCO P4030.19, Preparing Hazardous Materials for Military Air Shipments
(j) MCO P4400.39, War Reserve Materiel Policy Manual
(k) MCO P5090.2, Environmental Compliance and Protection Manual
(l) MCO P8020.10, Marine Corps Ammunition and Explosives Safety Policy
(m) MCWP 4-11.9, Ammunition Logistics
(n) NAVMC 11381, Class V(W) Expenditure Report
(o) NAVMC 11797, Notice of Delegation of Authority (DOA) to Request, Approve, and Receive Class V (W)
(p) NAVSEA OP 4, Ammunition Afloat
(q) NAVSEA OP 5 VOL 1, Ammunition and Explosive Safety Ashore
(r) NAVSEA OP 5 VOL 3, Ammunition and Explosive Safety Ashore, Advanced Base
(s) OPNAVINST 5530.13, Department of the Navy Physical Security Instruction for Conventional Arms, Ammunition, and Explosives (AA&E)

(t) SW020-AC-SAF-010, Transportation and Storage Data for Ammunition, Explosives and Related Hazardous Materials, Volume 1
(u) SW020-AF-HBK-010, Motor Vehicle Driver and Shipping Inspector's Manual for Ammunition, Explosive and Related Hazardous Materials
(v) UM 4400-15, Organic Property Control
(w) UM 4400-124, FMF Sassy Using Unit Procedures
(x) 49 CFR, Code of Federal Regulation – Title 49: Transportation

INSTRUCTIONS AND GENERAL INFORMATION

Per the references, ammunition must be controlled, managed, and used effectively and efficiently. Over-expending, unprogrammed requirement changes or authorized allowance changes outside the normal procurement cycle have the potential to create inventory shortfalls. The transportation, receipt, issue, and maintenance of ammunition is resourced with Operations and Maintenance, Marine Corps funds. Ground Ammunition is centrally programmed and procured using Procurement Ammunition, Navy and Marine Corps (PANMC) funds. However, guided missiles; High Mobility Artillery Rocket System (HIMARS); tube-launched, optically tracked, wire-guided (TOW) missiles; Stingers; and Javelins are procured using Procurement Marine Corps funds. As such, Commanders have no direct programming and budgeting responsibility or acquisition authority for training ammunition. However, it is incumbent on Commanders to responsibly manage the training ammunition resources allocated to meet their training requirements and when possible, meet training objectives utilizing simulation. Ammunition will always be handled per existing safety procedures identified in MCO P8020.10_ and / or other related directives.

MANAGEMENT AND CONTROL

The current Marine Corps Total Ammunition Management System is the U.S. Army's Training Ammunition Management Information System (TAMIS). TAMIS is the only automated system authorized for use by the Marine Corps for allocating, forecasting, requisitioning, expenditure reporting, redistributing, and managing training ammunition allowances. Improper or unauthorized storage of ammunition violates explosive safety principles, exposes personnel and property to unnecessary risk, and will not be tolerated. Authorization for storage must be submitted to the Installation Explosive Safety Officer for approval prior to storage. Security ammunition and safety pyrotechnics held by units will be requisitioned from their annual training allowance and may be rotated on a reasonable periodic basis to replace ammunition found to have incidental damage that occurs in routine handling. Security and safety ammunition being replaced (which is otherwise serviceable) may be expended as training assets and will be chargeable against annual training allowances. Units may not exceed their total annual allowance in this manner without specific authorization from appropriate authority (i.e., special allowances or redistribution).

FORECASTING

TAMIS serves as the Marine Corps standard for forecasting training ammunition at Marine Corps and other training facilities. Commanders of supported units will be responsible for forecasting all known ammunition requirements to supporting Ammunition Supply Points (ASPs). Forecasting is conducted at the UIC level, optimally, at least 30 days in advance. Forecasting lockout is computed using current month plus one for all USMC / Navy ASP's and current month plus two for Army ASPs. Example, to forecast for the month of June at

USMC / Navy ASP and the month of July for all Army ASP you will have to enter your forecast in TAMIS by the 30th day of April. Supported unit training, Tactical Exercise Employment Plan (TEEP), Training Input Plan (TIP), or annual training plans should provide baseline information to forecast ammunition requirements.

SPECIAL ALLOWANCES

Funding to support special allowances does not exist. Ammunition procurement is based on known requirements; therefore, special allowances that exceed the training requirement would draw directly on the out years without funding for replacement. Training requirements are not decremented to offset special allowance expenditures; consequently, inventories of the WRMR could decline. Special allowances are intended to provide Commanders with additional ammunition to conduct training beyond the prescribed annual ammunition allowance. In most instances, requests for special allowances can be supported within the units MARFOR or supporting establishment through redistribution of allocations. Commanders at all levels are encouraged to scrutinize every request for increases to annual allowances and to exhaust all means prior to seeking a special allowance. Favorable consideration will be given to special alliance requests once the unit has reached 80% expenditure for that DOD Identification Code (DODIC). Ammunition expended for demonstrations, family days, open houses, or in preparation thereof will be minimized. In most cases, requests for special allowances or for reimbursement of annual allowances expended for such purposes will not be considered.

REQUISITIONING AMMUNITION

When units requisition ammunition to the ASPs that use Ordnance Information System-Retail (OIS-R) as their accounting system, the transactions are exported from OIS-R (expenditures and turn-ins) daily to an OIS-R output file that is forwarded to the TAMIS helpdesk. All transactions go through the correct and review process prior to being posted into TAMIS. In the event that TAMIS is offline, requisitions will be submitted electronically or hand-carried in Military Standard Requisitioning and Issue Procedures (MILSTRIP) format as provided below. Be advised this does not include contingency ammunition requests; TAMIS is set for training ammunition only. All offline requisitions will be sent to the ASP via the unit’s chain of command. In order to requisition ammunition through TAMIS, the using unit must ensure their Delegation of Authority (DOA) (NAVMC 11797) is updated. Personnel on the DOA may be authorized to requisition, approve, and / or receive ammunition on the DOA; however, cannot physically perform the same action of approving a request and receiving for the ammunition they have approved.

REQUISITIONING LEAD TIMES

- □ Emergency Priority: “02 / 03 / 07” (24 hours or less)
- □ Walk-Thru Priority: “05 / 06 / 09” (more than 24 hours, but less than 5 working days)
- □ Routine Priority: “12 / 13 / 14” (5 to 30 working days from requirement date; Do not submit for events more than 30 days out)
  - *Note: All “03” and “06” requisitions are to be submitted only when absolutely necessary. On the printed e581 forms, priority requisitions must have a written signature from the unit’s Battalion Commander or above.

- □ Ensure the appropriate Advice Code(s) is used for requisitions such as the following:
  - 41: Pre-stage for next day pick-up
  - 42: Pre-stage covering the weekend
  - 43: Prepare for Off-Base shipment
  - 44: Security ammo – Request issue of one lot must be Condition Code "A"
  - 45: Prepare / Certify for air shipment
  - 46: Prepare for Embark / Storage aboard ship

EXPENDITURE REPORTING

Ammunition and Explosive (A&E) is most susceptible to theft or loss during field exercises. To ensure that proper accountability is afforded to all A&E, Commanding Officers (COs) and Officers In Charge (OICs) shall ensure that NAVMC 11381 Class V(W) Expenditure Report(s) are completed in accordance with MCO 4400.150_ and the electronic requisition form DA e581s are reconciled in TAMIS once issue / receipt is completed. Ammunition that has not been expended will not be reported as expended. The only exception will be ammunition sentenced as unserviceable during the turn-in process. Ammunition received in one fiscal year and expended in the next is considered expended from the current fiscal year's allocation. Accurate and timely expenditure reporting is critical in the management of training ammunition and will be recorded and maintained in TAMIS. Unit annual expenditures will not exceed their annual allocation unless additional allowances are obtained through redistribution or authorized by CG Training and Education Command (TECOM).

DETERMINING CLASS V(W) (GROUND AMMUNITION) CONTINGENCY REQUIREMENTS

Logisticians must consider numerous factors when planning for Class V(W) (Ground Ammunition). In general, ammunition contingency requirements are determined by applying force structure (table of organization and table of equipment data), weapons mix, combat intensity, and phase duration to the appropriate combat planning factors. Unit logisticians should contact either the MSC or MEF Ammunition Office to obtain assistance with developing ammunition requirements for a deploying unit. The information below assists with determining initial requirements.

Deploying forces will use the combat planning factors (CPFs) that are generated by Marine Corps Combat Development Command (MCCDC) to assist in Class V(W) combat / contingency requirements planning. The CPF's are published on the MCCDC Web page: https:// www.mccdc.usmc.mil/CDD/Ammo/ index.html. The CPFs, in conjunction with the ammunition requirements generator, will act as the sole source document for Class V(W) requirements determination. The requirements generator can be downloaded from the aforementioned website along with the user's manual to assist with Class V(W) requirements determination.

The following process outlines Class V(W) contingency support to II MEF units:

1. The deploying unit will determine the Class V(W) ammunition requirement utilizing the CPFs and requirements generator. In conjunction with the units 3, the requirements will be validated and submitted to their MSC G3 / 4 for validation. Once validated by the MSC G3 / 4, the requirements will be submitted to the II MEF Ammo office.

2. Once the II MEF G-4 ammunition office receives the requirements, the II MEF ammunition office will review and validate those requirements. Once the validation is completed, the ammo office will submit the requirements to MARFORCOM for sourcing.

3. The normal lead time required for Ammunition contingency requirements to facilitate proper sourcing is 120 days prior to deployment.

ADDITIONAL CLASS V(W) CONTINGENCY PLANNING FACTORS

- ☐ HNS
- ☐ Real estate requirements at FOB
- ☐ Pre-existing ammunition facilities at the FOB
- ☐ Environment at FOB (terrain, weather, etc.)
- ☐ Transportation requirements (Air or surface movement) to FOB included in the Time-Phased Force Deployment Data (TPFDD)
- ☐ Ammunition Compatibility
- ☐ Quantity / Explosive safety distances
- ☐ Security Requirements
- ☐ Materials handling equipment (MHE) capability
- ☐ Location of Ports & airfields
- ☐ Location of Main Supply Route
- ☐ Internal vehicle support for ammunition movements
- ☐ Training Ammunition requirements
- ☐ ASP Standard Operating Procedures (SOP)
- ☐ Waiver or Exceptions
- ☐ BOM to support ASP functions

MILSTRIP Requisition Form

CLASS V(W) MILSTRIP REQUEST

A0D / / / DODICBELOW / UI / QTY BELOW / / /
SERNBR BELOW / R / / / / BLANK / / / / 2D

ASP USE ONLY

DODIC	QTY	SER NR	LOT NUMBER	C / C	LOCATION	BBOH	ABOH
______	____	_______	____________	___	_________	_____	_____
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AUTHORITY: ____________________________ SIGN: _____________________________________
Printed Rank & Name of Approving Authority

Signature of Approving Authority

RANK: ____ Printed Name: _____________________ Sign: ________________________________
Printed Name of Person Receiving

Ammo Signature of Person Receiving Ammo

Issue Tech Sign _______________________________ Storage SIGN: ________________________

DETERMINING CLASS VII (PRINCIPLE END ITEM) REQUIREMENTS

Identifying Class VII Principle End Item (PEI) requirements and the associated EDL results from outputs obtained through the MCPP. Specifically, logistics planners will develop staff estimates based on the initial task organization and METT-T factors, typically identified during Course of Action (COA) development. As depicted in Figure 31, the equipment sourcing process consists of numerous steps and organizations necessary to identify and validate requirements, source the equipment, and then proceed with embarking the assets. HQMC, Plans, Policies, and Operations (PP&O) with assistance from Installation and Logistics (I&L) will make the final determination on global sourcing requirements for an approved EDL. While II MEF may be tasked to source certain assets, PP&O will conduct an enterprise-level risk assessment for sourcing and then determine which organizations, such as Marine Corps Logistics Command (MCLC), Marine Corps Prepositioning Program-Norway (MCPP-N), and the Operating Forces (OPFOR), can best support the requirement while minimizing operational impact. Regardless of parent command, an overarching requirement throughout the process is to maintain proper equipment accountability, ideally through the Global Combat Support System-Marine Corps (GCSS-MC) system.

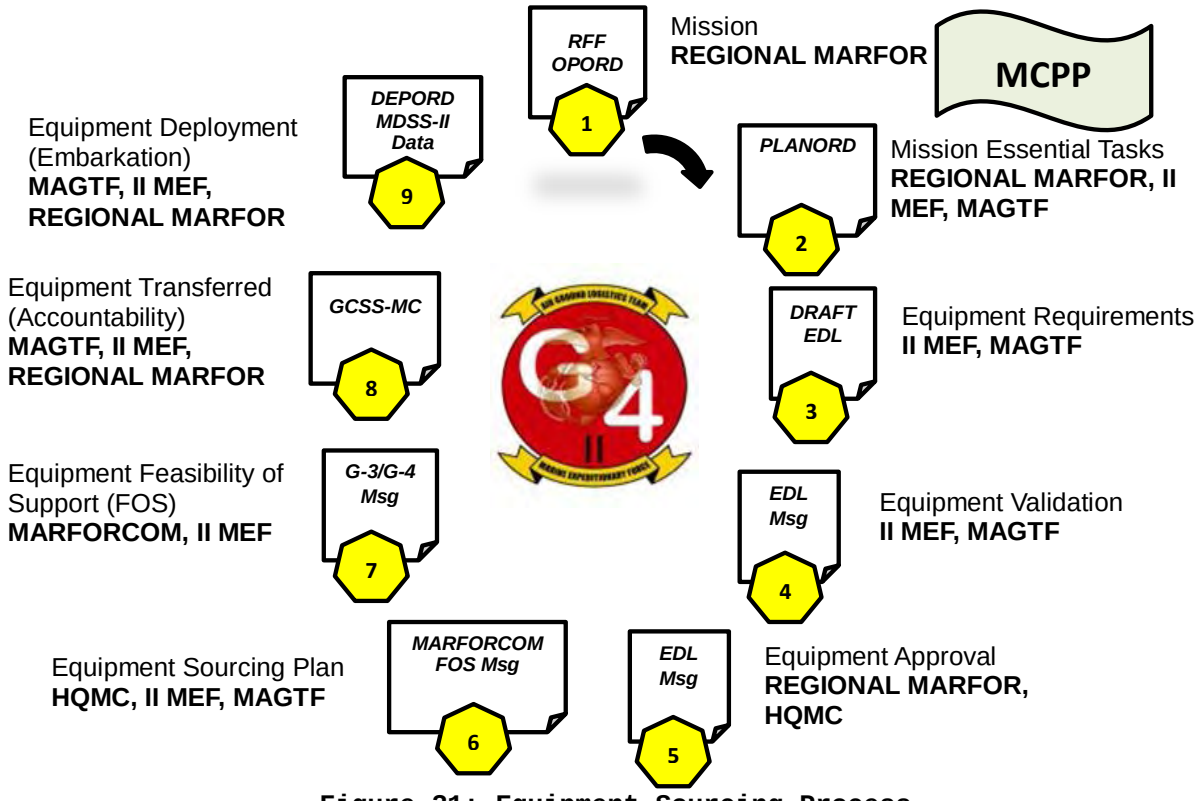

Figure 31: Equipment Sourcing Process

EQUIPMENT SOURCING ACTIONS		
STEP	**ACTION(S)**	**OPR**
1	Request for Forces (RFF), OPORD, Warning Order (WARNORD), etc. identifies the mission	COCOM, Regional MARFOR
2	PLANORD identifies Mission Essential Tasks (METs); initiates execution planning via Marine Corps Planning Process Operational Planning Team (MCPP OPT) for anticipated President or SECDEF selected COA	Regional MARFOR, II MEF, Sourcing MAGTF / Det
3	Marine Expeditionary Force (MEF) OPT conducts MCPP to estimate required capability (personnel and equipment) to support most likely COA	II MEF, MAGTF
4	**CRITICAL STEP**: MAGTF S-3 / S-4 submits draft EDL to II MEF G-4 (Materiel Readiness Branch) to analyze and assess the request and determine sourcing supportability within the MEF; G-3 validates the EDL and submits it to the supported MARFOR via AMHS msg for follow-on validation	II MEF, MAGTF
5	Supported MARFOR reviews and validates the requested EDL and submits it to HQMC (PP&O) for final validation. HQMC will determine if a global sourcing solution is required.	HQMC, Regional MARFOR
6	HQMC (PP&O) sends the validated EDL to II MEF via MARFORCOM for a Feasibility of Support (FOS) to determine which equipment can be sourced internally by the MEF; HQMC will also send the FOS to other organizations to determine ability to source	HQMC, MARFORCOM, II MEF, MAGTF
7	II MEF G-3 / G-4 responds to HQMC FOS via MARFORCOM	HQMC, MARFORCOM, II MEF
8	II MEF G-4 directs MSCs to transfer equipment to the supported MAGTF and provides guidance on GCSS-MC transactions (See separate section on GCSS-MC and requesting a PUIC.)	II MEF, II MEF MSCs, Supported MAGTF
9	Regional MARFOR releases Deployment Order (DEPORD); validated TPFFD data loaded into MDSS-II; equipment embarked	Regional MARFOR, II MEF, Supported MAGTF

DETERMINING CLASS VIII (MEDICAL MATERIALS) REQUIREMENTS

HSS capabilities deploy with equipment and Class VIII (A) consumable items to support combat support operations. Medical equipment and consumable items are tailored to the HSS capability in the form of authorized medical allowance lists / authorized dental allowance lists (AMAL / ADAL). AMALs and ADALs are assembled as modules which contain equipment and reusable materiel required to establish its prescribed function (e.g., operating room). The supply module contains consumable materials designed to support and treat a designated number of casualties or to perform a specific task. For readiness

purposes, an equipment module may be stored in combination with its corresponding supply module. The AMALs / ADALs are maintained by Medical Logistics Company, Supply Battalion, MLG. Each AMAL with a consumable block has a ratio of one set of equipment per two sets of consumables.

To determine specific AMALs / ADALs requirements for a specified mission, the MAGTF surgeon and medical planner advise the MAGTF commander regarding medical and dental material support. Allocation of material is documented in the table of equipment, the AMALs / ADALs, and the normal replenishment supply support. The total table of equipment and AMALs / ADALs are designed to support a MEF (organic) in an estimated worst case scenario are: MEF—60 days; MEB—30 days; MPF—30 days; and MEU—15 days of supply. The quantity of AMALs / ADALs required to support a MEF is determined by the mission requirements of that force and should be allocated to support specific requirements. The authorizing commander is responsible for funding AMALs / ADALs above the level prescribed by Marine Corps Order (MCO) 6700.5, Medical and Dental (Class VIII) Materiel Support of the Marine Operational Forces.

AUTHORIZED MEDICAL / DENTAL ALLOWANCE LISTS

The AMALs / ADALs number and nomenclatures are described below:

AMAL	Nomenclature
618–Lab Equipment	Equipment and reusable materiel to establish a laboratory capable of hematology, microbiology, urinalysis, collecting, and chemistry testing.
619–Lab Supply	Consumable supplies to perform hematology, microbiology, urinalysis, and chemistry testing for 100 patients.
627–X-Ray Equipment	Equipment, consumable supplies, and reusable materiel to establish 1 X-ray suite.
631–Shock Surgical / Triage Equipment	Equipment and reusable materiel to establish a basic shock trauma surgical team or triage supporting the receipt, resuscitation, sorting, and temporary holding of casualties.
632–Shock Surgical Team / Triage Supply	Consumable supplies required to receive, resuscitate, sort, and temporarily hold 50 casualties with major wounds.
633–Acute Care Ward Equipment	Equipment and reusable materiel to establish a 10-bed unit providing care for patients.
634–Acute Care Ward Supply	Consumable supplies to provide ward support for 100-bed days to patients.
635–Battalion Aid Station Equipment	Equipment and reusable materiel required to support 1 division, wing, group or engineer, BAS.
636–Battalion Aid Station Supply	Consumable supplies to provide aid station support, initial resuscitative and stabilizing care for 50 casualties with major wounds prior to evacuation and resupplying basic line corpsman.

AMAL	Nomenclature
637–Preventive Medicine Maneuver	Equipment and reusable materiel to establish a Preventive Medicine (PVNTMED) section providing technical PVNTMED advice and inspection of food service operations, waste disposal, water potability, and sources, vector control, and coordinating control measures required of communicable diseases and monitoring and assisting in immunization programs.
638–Preventive Medicine Technician	Consumable supplies required to support of PVNTMED effort of the MEF in (12) 5-day packages for 60 days.
639–Operating Room Equipment	Equipment and reusable materiel required to support 1 operating room for performance of major surgical procedures, administrating general anesthesia, sterilizing, and maintaining sterile materiel.
640–Operating Room Supply	Consumable supplies required to provide operating room support for 25 surgical cases.
645–FRSS	Equipment, consumable supplies, and reusable materiel required to care for 18 patients in a 48-hour period.
646–FRSS Resupply	Equipment and consumable supplies required to reconstitute the FRSS suite.
647–ERCS	Equipment, consumable supplies, and medical treatment protocols necessary for the medical management of 2 critically injured / ill, but stabilized, patients during transport aboard Marine Corps aircraft from elements ashore to elements at sea or ashore.
648-CASEVAC	Provides the equipment and consumables required to conduct En-Route care for two critically injured / ill, but stabilized patients within the ACE.
650- Preventive Medicine OEHS	Provides the equipment and consumables required to conduct industrial hygiene functionality and environmental health assays.
651-Preventive Medicine ENTO	Provides equipment and consumables required to conduct entomology functionality.
652-CBIRF	Provides the equipment and consumables required to provide care to military and civilian casualties from a chemical, biological, radiological, nuclear or high-yield explosives incident in CONUS and OCONUS.
660-MARSOC	Provides the equipment and consumables required to provide initial resuscitative and stabilization capability for a MARSOC unit.

AMAL	Nomenclature
685–GEO Mission / Cold Weather	Consumable supplies and reusable materiel to accommodate special mission / geographic related requirements into areas where cold-related injuries are likely to occur.
686–GEO Mission / Hot Weather Supplement	Consumable supplies and reusable materiel to accommodate special mission / geographic related requirements into areas where heat-related injuries are likely to occur.
687–GEO Mission / CBRN Individual	Materiels required for the individual to conduct primary decontamination and treatment in a CBRN environment.
688–GEO Mission / CBRN Unit	Materiels required for the units to conduct primary and secondary decontamination and treatment in a CBRN environment.
691–MEDLOG Test / Repair Equipment	Equipment and reusable materiel to perform testing, calibration, and 3d and 4th echelon maintenance of medical / dental equipment.
692–MEDLOG Test / Repair Supply	Consumable supplies to accommodate a medical repair section in the testing, calibrating, and intermediate maintenance of medical / dental equipment.
699–Sick call	Medical materiel to provide essential treatment for DNBIs during routine sick call for 300 deployed Marine Corps forces for 30 days. This AMAL provides the sick call capability for a BAS and will usually be deployed with the BAS AMALs.
ADAL	Nomenclature
662–Field Dental Operatory	Equipment and reusable materiel establishing a field dental clinic. Consumable supplies providing emergency, diagnostic, preventive, and maintenance dental support for 400 patients.

DETERMINING CLASS IX (REPAIR PARTS) REQUIREMENTS

REFERENCES

(a) MCO P4400.151B, Intermediate-Level Supply Management Policy Manual – 09 July 1992
(b) MCO P4400.150E, Consumer-Level Supply Policy Manual – 21 June 1999
(c) UM 4400-123, FMF SASSY Management Unit Procedures
(d) UM 4400-124, FMF SASSY Using Unit Procedures – February 1991

Marine Corps ground supply consists of two major levels—wholesale and retail. The wholesale level encompasses worldwide asset management utilizing elements such as an item manager or inventory control point. MCLC and the DLA fall into the realm of wholesale level organizations. Alternatively, all II MEF units fall into the retail level of supply, which is subordinate to the wholesale level and is further subdivided into the consumer and intermediate levels of supply. Organizational using unit supply accounts are consumer

level supply accounts that are governed by reference (b). The intermediate level of supply, which is governed by policy provided in reference (a), is required between the consumer and wholesale levels to support a specific organization or geographic region. The Supply Management Unit (SMU) is the intermediate supply organization for packaged Class III, Class IV, and consumable Class IX supplies within II MEF. A Material Issue Point (MIP) is a consumer level supply inventory in between the consuming using unit and the intermediate supply inventory. A MIP is an optional organization and is normally under the operational control of the parent SMU. MIPs will be sourced to deploying forces from the SMU via the MLG. Consumer level using unit supply accounts are governed by reference (b) and are not normally authorized to stock and manage consumable inventory above what is authorized in the reference (e.g., Pre-expended Bin (PEB) items). If a deploying unit is authorized to stock and manage consumable inventory beyond normal authorizations, the steps listed below are provided as a general guideline to request consumable inventory from the SMU. Class IX inventory associated with a MIP is handled through this same general process.

Steps to Request and Build a Class IX Block

1. The requesting unit submits an EDL with the estimated deployment duration to the customer service section of the SMU.

2. Using a database with SL-3s (components lists) and SL-4s (repair parts lists), the SMU General Account creates a proposed Class IX block based on prior usage data. Those numbers determined based on duration of the exercise. (Note: "GEN PACs" are no longer created.)

3. The proposed block is sent to the requesting unit (SMEs) for validation by maintenance and supply personnel. The requesting unit is notified of the National Item Identification Numbers (NIINs) that the SMU has on hand. Depending on usage, the SMU will order quantities currently not on hand.

4. The requesting unit sends the request back to the SMU identifying the requested quantities.

5. The requesting unit coordinates with SMU customer service to request and obtain the Class IX block.

NOTIONAL PRE-DEPLOYMENT PLANNING TIMELINE FOR REQUESTING A CLASS IX BLOCK

TARGET DATE	MILESTONE
C-90	INITIAL CLASS IX BLOCK REQUEST. Deploying unit indicates to the SMU the initial requirement to build and deploy consumable Class IX material. The deploying unit submits the deploying EDL to the SMU for analysis and initial recommended Class IX block based on historical usage data.

TARGET DATE	MILESTONE
C-75	USING UNIT REVIEW OF RECOMMENDED CLASS IX BLOCK. The using unit maintenance and supply personnel will review the recommended Class IX block to ensure appropriate identification of critical items and application of operational constraints (embark footprint, cost, etc.). The using unit will submit their refined Class IX block back to the SMU for final review and physical sourcing. Items requested that are not on-hand at the SMU will be requisitioned by the SMU from wholesale sources of supply.
C-60	SCHEDULE JOINT INVENTORY. The deploying unit will schedule a joint inventory with the SMU Customer Service Section in order to issue on-hand Class IX parts.
C-45	CONDUCT JOINT INVENTORY. The deploying unit will conduct a joint inventory of issued Class IX block with representatives for the SMU. DD1348 Shipping and Receiving documents will be signed at this time to receipt for the redistributed Class IX material.
C-40	MATERIAL RECEIPT TRANSACTIONS. The deploying unit runs appropriate receipt transactions to load the Class IX material to appropriate accountable records.
C-30	MONITOR AND ISSUE FROM PERPETUAL INVENTORY. The deploying unit will fulfill required demands from its respective perpetual inventory or MIP.
C-30	MONITOR AND ISSUE FROM PERPETUAL INVENTORY. The deploying unit will fulfill required demands from its respective perpetual inventory or MIP.
R+10	SCHEDULE ROLLBACK. The deploying unit will contact SMU customer service to coordinate and schedule the rollback of unused Class IX supplies.
R+20	CONDUCT CLASS IX ROLLBACK. The deploying unit will conduct a joint inventory with SMU representatives in order to rollback unused Class IX supplies.
C = C-day: The day on which a deployment operation commences or is to commence.* R = R-day: The day on which redeployment of forces begins in an operation.* *JP 1-02, DOD Dictionary of Military and Associated Terms	

SECONDARY REPARABLE SUPPORT

REFERENCES

(a) DoD 4140.1-R, DOD Supply Chain Materiel Management Regulation – 23 May 2003
(b) DoD 4145.19-R-1
(c) MCO 4400.16G, Uniform Materiel Movement and Issue Priority System, 19 June 1985
(d) MCO 4450.7, MC Warehousing Manual
(e) MCO 8300.1C, Marine Corps Serialized Control of Small Arms System – 27 March 1984
(f) MCO P4400.39H
(g) MCO P4400.82F, Regulated/Controlled Item Management Manual – 7 February 1985
(h) MCO P4400.151B, Intermediate-Level Supply Management Policy Manual – 9 July 1992

(i) MCBUL 3000, Marine Corps Readiness Reportable Ground Equipment – 25 March 2013
(j) UM 4400-71
(k) UM 4400-123, FMF SASSY Management Unit Procedures
(l) UM 4400-124, FMF SASSY Using Unit Procedures

The II MEF Reparable Issue Point (RIP) is the central management facility for all ground common and low-density secondary repairables (SECREPs); using units turn in unserviceable components to the RIP in a one-for-one exchange for condition code A stock. The unserviceable components are then either repaired or replaced based upon criteria published in references (h) and (k). The secondary reparable items program is composed of two categories of equipment: Depot and Field Level Repairables. All repairables are identified by the Source Maintenance and Recoverable Code (SMRC) assigned to individual NIINs used within the Marine Corps. Reference (k) contains the SMRC definitions. Recoverability codes are contained in the Master Header Information File (MHIF) and SL 6-2, which are provided by the Supported Activities Supply System (SASSY) Management Unit (SMU) or may be found in the Federal Logistics Information System (FedLog or FLIS). Any conflicting information in the source documentation should be brought to the attention of the Reparable Issue Point.

The main RIP consists of the Reparable Management Section (RMS), which is located in building FC-285, along with satellite issue points located at building FC-280 and building FC-281. The RIP (designated as MMFAF5) accounts for all authorized operating mount-out allowance, special allowance, and initial issue provisioning stocks located at the Main RIP or its sub-floats / issue points. Supported units will submit direct exchanges through the RIP / sub-float issue points. The RIP has established sub-floats / issue points to support II MEF units geographically outside the area of Camp Lejeune and units temporarily deployed.

DEPLOYED UNIT SUPPORT

Commanding officers of MEUs and other deploying units have the authority to request additional SECREP stocks depending on mission requirements and specialized equipment set support. Once unit logistics planners determine that SECREP support is required, the unit commander will assign a Responsible Officer (RO), normally the supply officer, to complete an equipment validation of all assets required to support the mission. Following a reconciliation of the unit’s Table of Equipment (TE) with the assigned mission, capabilities, and composition of the force, a supporting EDL will be generated. **No later than D-30**, the RO will then submit a request for EDL SECREP support via the chain of command to the II MEF G-4 (Materiel Readiness Branch). The II MEF G-4 will validate the request, coordinate its prioritization against other competing demands, and then forward it to the RIP OIC for action. Following approval of the request, the deploying unit RO will submit the EDL to the Maintenance Operations Section (MOS), 2d Maintenance Battalion. The EDL should contain the Table of Authorized Material Control Number (TAMCN) \ ID number of equipment to be supported as well as the estimated duration of the deployment. The MOS will then review the EDL to ensure all listed equipment is supported by the RIP and to develop recommended SECREP quantities based off historical maintenance and component failure trends. These MOS recommendations, along with the SECREP request, are submitted to the RIP OIC, who will develop a baseline SECREP support block for the unit within five working days. Finally, the requesting unit

will review the proposed baseline block, adjust it according to specific unit requirements, and provide the final SECREP block request back to the RIP OIC for processing and preparation. Unit logisticians must factor in the embarkation timeline when requesting the SECREP block.

b. Tactical Logistics Functions.

The LCE uses the warfighting functions for planning with particular emphasis on the functions of logistics.

*Note: Although not doctrinally recognized as one of the six functions, contracting support is identified due to its ever-increasing importance in planning.

Supply	**Maintenance**	**Transportation**
• Determination of requirements • Procurement • Storage • Distribution • Salvage • Disposal	• Inspection and classification • Service, adjustment & tuning • Testing & calibration • Repair • Modification • Rebuilding & overhaul • Reclamation • Recovery & evacuation	• Embarkation • Landing support • Port & terminal operations • Motor transport • Air delivery • Freight / passenger transportation • Material handling equipment
General Engineering	**Health Services**	**Services**
• Engineer reconnaissance • Horizontal / vertical construction • Facilities maintenance • Demolition & obstacle removal • Explosive ordnance disposal • Bridging	• Health maintenance • Casualty collection • Casualty treatment • Temporary casualty holding • Casualty evacuation	• Command Services c. - Personnel administration - Religious ministries - Financial management - Communications - Billeting - Messing - Band - Morale, welfare, recreation • CSS Services - Disbursing - Postal services - Exchange services - Security support - Legal services support - Civil Affairs support • Mortuary Affairs Services

Table 4: The six tactical logistics functions and sub-functions.

SUPPLY SUPPORT: ESTABLISHING A NEW INVENTORY ORGANIZATION / DEPARTMENT OF DEFENSE ACTIVITY ADDRESS CODE (INV ORG / DODAAC) IN GCSS-MC

The information below applies to the equipment transfer (accountability) step in Figure 31 Equipment Sourcing Process.

1. Identify requirement for an Inventory Organization (Unit) in support of a Special Marine Air Ground Task Force (SPMAGTF) or other designated unit. (HQMC, PP&O directs MARFORCOM to source and allocate forces in the Global Force Management Allocation Plan (GFMAP) to support the requirement.)

2. Request to establish a DoDAAC:

a. Assigned unit (requester) completes USMC DODAAC Request form (NAVMC 11718).

b. Submit NAVMC 11718 through appropriate chain of command for validation and approval.

c. Approval authority submits completed and signed NAVMC 11718 to Headquarters Marine Corps, Installations and Logistics Plans (HQMC, I&L, Logistics Plans, Policy and Strategic Mobility Division [LP]) for approval and subsequent DODAAC creation.

3. Provisional Unit Identification Code (UIC):

a. If the unit is required to maintain equipment / personnel and to report associated readiness in DRSS, then a Provisional UIC will need to be obtained. Although it is possible to create a unit in GCSS-MC without a Provisional UIC, the new unit will not be able to see their equipment status via the Equipment Status Report (ESR) in GCSS-MC without a Provision UIC assigned. This is because Total Force Structure Management System (TFSMS) feeds GCSS-MC the unit’s information such as the Authorize Acquisitions Objective (AAO) and the ESR is based off the AAO. The receiving MARFOR needs to request the Provisional UIC from HQMC PP&O POR for the designated unit. (Ideally, this should be done when PP&O tasks MARFORCOM to source the force.)

b. Criteria to obtain a Provisional UIC:

1. Company size or larger
2. Enduring requirement
3. Assigned mission defined
4. Assigned METs approved by HHQ
5. Approved manning document
6. Approved EDL*
7. Trained Defense Readiness Reporting System (DRRS) personnel-POC identified

*Must be populated in TFSMS via Table of Organization and Equipment Change Request (TOECR)

4. Inventory Organization Code:

a. The preparer (unit supply officer) will need to request an inventory organization code from Marine Corps Logistics Command (MARCORLOGCOM) per the following contacts:

1. Alan Huston (alan.huston@usmc.mil)
2. Jim Schauer (james.a.schauer@usmc.mil

b. Any TFSMS changes in Unit Hierarchy, (i.e., New Parent Unit Alignment), must be submitted to TFSMS and approved via the TOECR process.

5. Business Requirements.100 (BR.100):

a. A BR.100 will need to be filled out by either the unit Supply Officer or Using Unit Account Manager (Template attached).

b. There are several tabs on the BR.100 that must be carefully and accurately populated; namely, all required data cells. Consult the following personnel as required to correctly fill out the BR.100 correctly: Comptroller, Supply Officer and UUAM.

6. Users of GCSS-MC will need to submit a REMEDY TICKET:

a. Log a REMEDY Ticket via https://gdscnola.sscno.nmci.navy.mil/ and attach the completed BR.100.

b. Send an email with attached BR.100 to the GCSS-MC Priority Materiel Office (PMO) and MARCORLOGCOM representative. Currently, the following personnel can accept the request:

richard.peno.ctr@usmc.mil
bruce.cartwright@oracle.com
alan.huston@usmc.mil
james.a.schauer@usmc.mil

7. The Using User Account Manager (UUAM) fills out a UUAM SAAR FORM and submit to IA for approval. This is done through the REMEDY process as well.

8. The Financial Data Manager (FDM) fills out a UUAM System Authorization Access Request (SAAR) FORM and submits to Information Assurance (IA) for approval. This is done through the REMEDY process as well.

9. The PMO GCSS-MC reviews the form and sends it to the MARCORLOGCOM representative for final review and approval.

10. The MARCORLOGCOM representative reviews and approves the request; GCSS-MC PMO then inputs the BR.100 and notifies the submitter when complete.

TRANSPORTATION SUPPORT:

a. Notional Generic Embarkation Predeployment Milestones

TARGET DATE	MILESTONE
D-60	Pre-deployment conference
D-47	TPFDD PAX data due to unit MAGTF Planners
D-47	All rail requests due to unit MCC
D-32	Bonded / Non-Bonded MAGTF Deployment Support System, Version 2 (MDSS II) data due
D-15	All super loads (any large cargo that is bigger in mass than an MTVR) Transportation of Things (TOT) submitted
D-13	All TOT requests submitted via Transportation Capacity Planning Tool (TCPT)
D-13	All Transportation of Personnel (TOP) requests submitted
D-7	Start monitoring flights in the Single Mobility System (SMS)

TARGET DATE	MILESTONE
D-4	Plane Team Commander (PTC) designated
D-4	All Manifests submitted
D-3	Confirm all TCPT requests
H-10	Marines muster at UMA. 100% baggage inspection
H-8	Baggage trucks show time at UMA to get loaded
H-7	Baggage trucks depart UMA to APOE (required to be at A / DACG NLT 5 hours prior)
H-6	Buses arrive at UMA to begin loading of PAX.
H-5	Buses depart UMA to APOE (required to be at A / DACG NLT 4 hours prior)
H-4	Marines arrive at APOE. Unload baggage & scan IDs with A / DACG for roster

b. Notional Amphibious Embarkation Predeployment Milestones

TARGET DATE	MILESTONE
Ongoing	MEU establishes early liaison with MSEs prior to operational control date.
Ongoing	MSEs conduct early liaison with planned attachments and produce Unit Deployment Lists (UDLs).
E-270	MEU determines assigned shipping from Expeditionary Strike Group (ESG).
E-270	MEU requests appropriate **Ship's Loading Characteristics Pamphlet** (SLCPs) / troop regulations from ESG or other agencies.
E-270	Unit and Tactical Embarkation Officers (TEOs) assigned.
E-240	MEU conducts early embark liaison with ships.
E-230	MEU submits AMC channel request augmentees.
E-180	MSEs ensure all embarkation personnel are formal- school trained by this date.
E-180	MEU obtains Landing Force Operational Reserve Material (LFORM) data from each assigned ship.
E-180	MEU hosts logistics conference with MSEs and ESG.
E-180	MSEs provide complete UDL to MEU.
E-170	MEU develops landing plan.
E-160	MEU develops proposed initial assignment to shipping based on MEU commander’s guidance, input from S-3, S-4, and MSEs.
E-160	MEU provides UDL to MEU service support group for procuring Class IX block.
E-160	Determine lift requirements and match against lift available.
E-150	MEU and Major Subordinate Elements (MSEs) order embarkation boxes as required; MSEs identify embarkation material deficiencies to MEU S-4.
E-140	ESG sends NSE augmentation message to MEU.
E-120	MEU and MSEs conduct preload conference with ESG.
E-60	ESG publishes Landing Craft Assignment Table (LCAT).
*E-50	MEU submits Organization for Embarkation and Assignment to Shipping (OE&AS) to the Amphibious Squadron (PHIBRON.)
*E-45	Where required, ships submit pre-embarkation planning report to MEU.

TARGET DATE	MILESTONE
*E-45	MEU submits staging area request to ESG.
*E-45	Final decisions on OE&AS are made; TEOs prepare message load plans (MLPs) as required.
*E-45	MSEs submit transportation, MHE, and convoy requirements to MEU.
*E-40	Where required, TEOs submit MLPs to MEU.
*E-30	MEU submits MLPs to ships as necessary.
*E-30	MEU submits training area request to CG, Marine Corps Base (MCB) Camp Pendleton (West Coast MEU).
*E-30	MEU submits consolidated transportation / MHE request to MLG / Logistics Movement Coordination Center (LMCC); continues close coordination with MLG.
*E-25	MEU publishes embarkation plan with tabs.
E-25	MEU conducts embarkation MSEs inspection.
*E-20	MLG publishes movement schedule.
*E-15	Ships submit MLP response to MEU as required.
*E-15	ESG submits official berthing and loading schedule (BALS) to MEU.
*E-15	MEU / MLG hosts final transportation planning conference with MSEs to discuss movement schedule.
*E-15	TEOs submit formal load plans to MEU to include final Unit Deployment List (UDL).
*E-10	ESG hosts BALS conference.
*E-10	MEU submits formal load.
*E-5	Advance party / ship’s platoon personnel to ships.
*E-DAY	Embarkation operations.
E+1.5	Ships submit Embarked Personnel and Material Report (EPMR) to ESG.
E+2	Commander of Troops (COT) submits LFORM / aviation ammunition mission load allowance inspection report to ESG.
E+5	COT prepares shipboard inspection summary for release by the ship CO.
* Indicates that this event occurs for any amphibious exercise.	

DEPLOYED CONTRACTING SUPPORT:

Deployment contracting is a force multiplier. It is a means of leveraging our assets and reducing our dependence on CONUS-based logistics. Contracting with local sources during a deployment also frees up limited air and sea lift assets for other higher-priority needs, reduces the time between identification of needs and the delivery of supplies or performance of services, and provides alternative sources for supplies and services. Depending on the particular mission, deployment contracting can provide other collateral benefits such as strengthening the local economy and establishing relationships with the community. Deployable KOs are an essential element of the overall process used to provide supplies and services to support MAGTF operations. A KO is the only person authorized to enter into, administer, or terminate contracts and to make related determinations and findings. KOs may bind the government only to the extent of the authority delegated to them. The appointing authority shall give the KO clear instructions in writing regarding the limits of their authority. KOs assigned to MEUs shall have the acquisition training, education and experience, in accordance with the HQMC I&L (Contracts) warrant matrix, necessary to obtain a Deployed Contracting Warrant with authority to award contracts using simplified acquisition

procedures (SAP) up to $150,000. Other warrant authorities will be determined by defined need and individual KO qualifications.

PROCEDURES FOR REQUESTING KO SUPPORT

Until realignment of the contracting community occurs, the current state of Contingency Contracting billets usually dictates the need for a formal request for sourcing Contingency KOs to support deploying forces. The process to request sourcing of Contingency KOs is similar to sourcing other non-organic personnel. The request for sourcing must be started early enough so that the augmenting KO can report prior to commencement of the pre-deployment training period.

1. Upon identification and validation of the requirement for deployable KOs, the requiring unit's S-1 / G-1 must submit a formal request, via AMHS message, for KO(s) to II MEF G-1.

2. II MEF G-1 will assess availability of organic personnel, and as required, submit a formal request to MARFORCOM G-1.

3. MARFORCOM G-1 will assess availability, and as required, submit the formal request to HQMC Manpower Management Force Augmentation (MMFA); HQMC (MMFA) will, in turn, submit the request to Marine Corps Installations Command (MCICOM) G-1.

4. MCICOM G-1 will submit the request to MCI-East Manpower. MCI-East Manpower will determine if they can source the request and respond. If MCI-East cannot source the request, MCICOM will assess availability within other Marine Corps Installations.

5. The requesting unit, after validating the requirement for a deployable KO, should inform the II MEF G-4 Contract Oversight Officer that a formal request has being submitted. The II MEF G-4 Contract Oversight Officer will perform informal coordination with MCI-East Contracts Division so that a suitable candidate, if available, can be identified and sourced per the formal request.

CHAPTER IX: NAVAL LOGISTICS INTEGRATION (NLI) SUPPORT

REFERENCES

(a) Naval Operations Concept – 2010, 23 May 2010
(b) Marine Corps Operating Concepts – 3d Edition, June 2010
(c) NLI 2011-2015 Strategic Plan, 15 Nov 2010
(d) SECNAVINST 4000.37A, NLI, 24 Oct 2011
(e) NWP 4-0M / MCWP 4-2, Naval Logistics, Jul 2011
(f) NLI Playbook (Edition 3), 1 Nov 2012

II MEF units embarked aboard U.S. Navy ships should maximize Naval Logistics Integration (NLI) to requisition high priority repair parts. Supported unit logisticians must first receive NLI training and then follow provided procedures to establish requisite shipboard supply accounts. Subsequently, embarked forces can be better sustained through an extensive defense distribution system comprised of military bases at home and abroad; expeditionary enabling and support forces; joint capabilities; HNs and PNs; and private vendors. Naval expeditionary logistics provides an end-to-end supply chain capable of continuously providing parts, supplies, and equipment from CONUS or intermediate advanced bases directly to naval forces at sea. The ability to conduct logistics functions afloat enables naval forces to maintain station anywhere. The Navy, Marine Corps, and Coast Guard are moving beyond logistics interoperability to NLI, which is enhancing the Naval Service's ability to provide support to naval as well as joint and multinational forces operating at sea or ashore.

References (a) and (b) guide the implementation of the Maritime Strategy and describe how, when, and where U.S. naval forces will contribute to enhancing security, preventing conflict and prevailing in war. Reference (c) outlines the vision, mission, goals, and objectives of NLI and serves as a road map to cohesively guide our current and future initiatives; it is included within this playbook as ANNEX A. Reference (d) provides Department of the Navy (DON) policy and assigns Service responsibilities for implementing NLI. Reference (e) is the capstone doctrine for naval logistics. For unit logisticians, especially supply officers, reference (f) provides common tactics, techniques, and procedures for implementing NLI initiatives at the operational-tactical level and leveraging logistics capabilities of supporting naval / joint commands.

NOTIONAL NAVAL LOGISTICS INTEGRATION (NLI) PREDEPLOYMENT MILESTONES
Note: This is a "notional" pre-deployment planning timeline applicable to deploying / supported units embarked aboard ship. Any unit, regardless of size or Service affiliation will need to adjust planning activities to accommodate available planning timelines.

C = C-day: The day on which a deployment operation commences or is to commence.* R = R-day: The day on which redeployment of forces begins in an operation.* *JP 1-02, DOD Dictionary of Military and Associated Terms		
TIMELINE	**EVENT / ACTION**	**NLI PLAYBOOK ANNEX**
C-180	**LOGISTICS TRAINING AND EDUCATION** Deploying unit determines and coordinates available training opportunities with appropriate Service POCs, to include NLI Pre-deployment Training.	I
C-180	**CONTRACTING** Deploying unit requests contracting support per local procedures as appropriate – (The NLI Playbook provides points of contact for contracting support.) Unit requests for deployable KOs or Contingency KOs from Naval Supply Systems Command (NAVSUP) / Naval Facilities Engineering Command (NAVFAC) entities should be submitted to the nearest contracting office using the form provided in the NLI Playbook.	L
C-120	**INVENTORY POSITIONING** Deploying unit obtains a copy of NAVSUP P-4998, Consolidated Afloat Requisitioning Guide Overseas (CARGO)	F
C-120	**INVENTORY POSITIONING** Deploying unit initiates intra-unit coordination to compile itemized lists of requirements for submission to the Ship's Supply Officer requesting afloat inventory positioning; and coordinates with the Ships' Supply Officers to determine the method of funding for afloat inventory support.	F
C-120	**NAVSUP GLS CAPABILITIES** Deploying unit reviews potential support requirements from NAVSUP Global Logistics Support (GLS), establishes accounts for One-Touch Support (OTS) and effects initial liaison with Fleet Logistics Center (FLC) points of contact (POCs) located within the deployed units planned area(s) of operations.	K
C-120	**CONTRACTING** Deploying unit identifies requirements for contracted supplies / services to appropriate contracting offices as early as possible. Afloat units coordinate their ashore contracting requirements with Ship's Supply Officers to ensure supporting agencies are able to leverage economies of scale and avoid unnecessary duplication of effort and market competition.	L
C-90	**INVENTORY POSITIONING** Deploying unit Supply Officer submits final lists of items requested for afloat positioning to the Ships' Supply Officers. Ships' Supply Officers initiate procurement and stock positioning actions.	F

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TIMELINE	**EVENT / ACTION**	**NLI PLAYBOOK ANNEX**
C-90	**SOURCING / EXPEDITING OF PRIORITY MATERIAL** Deploying unit Supply Officer makes liaison with Priority Material Office (PMO) to establish communication and coordinate required actions. During initial liaison, the deploying unit's start date for PMO support will be established. Deploying unit also provides a Standard LOA to PMO for purchase card buys.	D
C-XX	**SOURCING / EXPEDITING OF PRIORITY MATERIAL** On the date determined during initial liaison, the deploying unit begins submitting Issue Priority Group (IPG)-1 requisitions to PMO. A list of all outstanding IPG-1 requisitions, in MILSTRIP format, will also be submitted to PMO. PMO loads these documents to ISIS and provides the supported unit with the latest system status. PMO will use aggressive techniques to improve status for expedited material delivery.	D
C-60	**SHIPMENT OF REPAIRABLES** Both the ship and deploying unit supply officers coordinate with NAVSUP Water Supply and Sanitation (WSS) Advanced Traceability and Control (ATAC) / Electronic Retrograde Management System (eRMS) Program Manager to identify the assigned Technical Assistance for Repairables Processing (TARP) Representative and establish timelines for support.	E
C-60	**INVENTORY POSITIONING** The deploying unit supply officer and ships' supply officers reconcile to determine outstanding requirements to be purchased and stocked.	F
C-60	**INVENTORY POSITIONING** Establish account w / DLA to access the Distribution Standard System (DSS) and obtain access to the DLA Customer Assistance Handbook.	F
C-45	**DECISION SUPPORT TOOLS** Establish Integrated Data Environment (IDE) & Global Transportation Network (GTN) Convergence (IGC) Account.	H
C-45	**INVENTORY POSITIONING** Deploying unit supply officer and ships' supply officers conduct a reconciliation to determine any outstanding requirements. If there are requirements that still have not been met, the deploying unit supply officer must either initiate action to source the requirements elsewhere for unit embarkation or make alternative arrangements for support as appropriate.	F
C-45 to C-30	**SHIPMENT OF REPAIRABLES** Ship and deploying unit supply officers submit requests for ATAC / eRMS Usernames and Passwords to NAVSUP WSS and request ATAC / eRMS training through their assigned TARP Representative.	E

C = C-day: The day on which a deployment operation commences or is to commence.* R = R-day: The day on which redeployment of forces begins in an operation.* *JP 1-02, DOD Dictionary of Military and Associated Terms		
TIMELINE	**EVENT / ACTION**	**NLI PLAYBOOK ANNEX**
C-45 to C-30	**CARGO ROUTING** Deploying unit submits DoDAAC change requests to their Service's DOD Activity Address Directory (DODAAD) Central Service Point (CSP) and notifies NAVSUP GLS of their intent for activating addresses in the CRIF.	G
C-45 to C-30	**LOGISTICS TRAINING AND EDUCATION** Commander, Naval Surface Forces (COMNAVSURFOR) typically hosts a pre-deployment briefing.	I
C-15	**CARGO ROUTING** Deploying unit provides primary / secondary email addresses to appropriate Service Airlift Clearance Authority (ACA).	G
C-14	**CARGO ROUTING** LHA / LHD Supply Officer releases the Fleet Freight Routing message identifying the last day in homeport and the first scheduled overseas ports for transportation priorities 1, 2 and 3.	G
CRIF effective date to R-30	**CARGO ROUTING** For any Cargo Routing Information File (CRIF) changes, the deploying unit supply officer submits the appropriate information to the LHA / LHD Supply Officer and the NAVSUP GLS Fleet Locator.	G
Upon arrival in CTF-_3 AOR	**INVENTORY POSITIONING** Supported unit Supply Officer coordinates arrival into the CTF-_3 AOR through the Ships' Supply Officers. Review CARGO / Fleet Issue Load List (FILL) for items stocked aboard Combat Logistics Force (CLF) ships.	F
R-30	**SOURCING / EXPEDITING OF PRIORITY MATERIAL** Supported unit Supply Officer makes liaison with PMO to establish the termination date of PMO support. On the date determined, PMO will pass all outstanding requisitions to the units supporting supply activity and purge all requisition data from ISIS.	D
R-30 To R-10	**CARGO ROUTING** Submit the DoDAAC TAC-2 Address Change Request to the appropriate Service DODAAD CSP to resume routing cargo to the unit's home station; and notify NAVSUP GLS of intent to deactivate DoDAACs in the CRIF.	G

ANNEX A: EXAMPLE AMHS MESSAGES

APPENDIX 1 TO ANNEX A TO MARFOR REGIONAL PLAYBOOK

MESSAGE REQUESTING EQUIPMENT VALIDATION

********** UNCLASSIFIED / **********

Originator: COMMARFOREUR(UC)

UNCLASSIFIED /

Subject: REQUEST FOR VALIDATION OF EQUIPMENT DENSITY LIST ISO SPECIAL PURPOSE MAGTF, BLACK SEA ROTATIONAL FORCE-13

REF / A / MSG / 281215Z APR 10 CDRUSEUCOM FY 2012 THROUGH FY 2014 FORCE REQUIREMENTS //

REF / B / MSG / MARFORCOM INITIATING DIRECTIVE / PENDING DEC 2012 //

AMPL / REF A IS RFF FROM MARFOREUR REQUESTING SOURCING FOR THE BLACK SEA ROTATIONAL FORCE (BSRF). REF B IS PENDING INITIATING DIRECTIVE FROM MARFORCOM EXPECTED TO BE RELEASED IN EARLY DECEMBER //

POC / ROBERTSON, T.E. / MAJ / MARFOREUR G4 / DSN:314.431.2168 /

EMAIL:TIMOTHEY.ROBERTSON@MFE.USMC.MIL //

GENTEXT / REMARKS / 1. MARFOREUR REQUESTS THAT HQMC,(PPO) VALIDATE THE SUBMITTED EQUIPMENT DENSITY LIST. MARFOREUR APPROVES REQUESTED QUANTITIES BELOW. RECOMMENDED SOURCING SOLUTIONS HAVE BEEN PROVIDED AND COORDINATION WITH MFC G4, BLOUNT ISLAND COMMAND AND II MEF G4 HAS BEEN ONGOING. MARFOREUR, VIA SEPCOR WILL REQUEST USE OF MCPP-N ASSETS ISO OF BLACK SEA ROTATIONAL FORCE-13. BSRF-13 WILL CONDUCT TSC AND PROVIDE A CRISIS RESPONSE CAPABILITY TO CDRUSEUCOM. BSRF-13 DEPLOYMENT WILL LAST APPROX 6 MONTHS FROM LATE FEB 2013 TO MID AUGUST 2013 AND WILL BE BASED IN ROMANIA. EQUIPMENT SOURCED FROM CONUS AND NORWAY WILL RETURN NLT OCT 2013. ANY EQUIPMENT SOURCING DETERMINED NOT SUPPORTABLE BY MCPP-N OR II MEF IS RECOMMENDED TO BE GLOBALLY SOURCED.

2. REQUEST THE BELOW LISTED ITEMS AND QUANTITIES BE APPROVED TO SUPPORT THE BSRF-13 MISSION. EQUIPMENT MUST BE IN CONDITION CODE A AND SL-3 COMPLETE. (READ IN 4 COLUMNS)

TAMCN	NOMENCLATURE	QTY	RECOMMENDED SOURCE
A0012	CHARGER BATTERY	11	II MEF
A0097	RADIO SET AN / VRC-110	30	II MEF
A0118	RADIO SET AN / PRC-153	250	II MEF
A0124	COMMUNICATIONS SYSTEM	2	II MEF
A0126	MULTI-BAND RADIO AN / VRC-103	8	II MEF
A0129	RECEIVER-TRANSMITTER AN / PRC-152	110	II MEF
A0139	TRC-209	2	II MEF
A0173	SECURITY, DATA SYSTEM	2	II MEF
A0174	SWITCHING SET, COMMUNICATIONS	2	II MEF
A0176	SWITCHING GROUP, DIGITAL	4	II MEF
A0197	CORE MEMORY UNIT	2	II MEF
A0234	SWAN D V	1	II MEF
A0255	COC	1	II MEF

A0272	RADIO SET CONTROL GROUP	4	II MEF
V4652	COLD WEATHER 4 MAN TENT	210	MCPP-N

NSN	AVIATION SUPPORT EQUIPMENT	QTY	RECOMMENDED SOURCE
011039693	PROP DOLLY	1	MCPP-N
012314826	ENGINE STAND	1	MCPP-N
1730005545439	TOW BAR C-130	1	MCPP-N
1730003905618	B-1 MAINT STAND	1	MCPP-N
1730002948884	B-5 MAINT STAND	2	MCPP-N
0000000000000	NITROGEN CART NAN-B	1	MCPP-N
6230014429201	FLOODLIGHT	1	MCPP-N
6115012126567	NC-10B POWER CART	1	MCPP-N
1730002948883	B-4 MAINT STAND	1	MCPP-N

OTHER TAMCN	NOMENCLATURE	QTY	RECOMMENDED SOURCE
NO TAMCN	PELICAN CASE LIGHT SET	3	TBD
NO TAMCN	TOW STRAPS	6	TBD
NO TAMCN	HAZMAT BERMS	10	TBD

3. REQUEST VALIDATION NLT 14 DEC 12. THE FORCE WILL BEGIN EXECUTING DEPLOYMENT VIA SEALIFT IN MID JANUARY 2013. DEPLOYMENT OF PERSONNEL TO USEUCOM AOR BEGINS IN LATE FEBRUARY 2013. //

APPENDIX 2 TO ANNEX A TO MARFOR REGIONAL PLAYBOOK
MESSAGE PROVIDING THE EQUIPMENT SOURCING PLAN:

Originator: COMMARFORCOM G-4(UC)

UNCLASSIFIED // FOR OFFICIAL USE ONLY
SUBJ / APPROVED BLACK SEA ROTATIONAL FORCE 13 EDL //

REF / A / MSG / CMC WASHINGTON DC PPO POE / 171938Z DEC 12 //
AMPN / REF A IS HQMC APPROVED EDL ISO BLACK SEA ROTATIONAL FORCE 13 (BSRF-13). //
POC / ROBINSON A.C. / MFC / G-4 OPS / DSN: 836-1582 / EMAIL: AMY.ROBINSON@USMC.MIL //
POC / LABREE A. / MFC / G-357 / DSN: 836-2076 / EMAIL: ARTHUR.LABREE@USMC.MIL //
POC / RUSS HAYFORD / FDO / G-3 / 5 / 7 / DSN 836-1636 / EMAIL: LENARD.HAYFORD@USMC.MIL //
POC / MSGT QUAILES / PLANS CHIEF / G-3 / 5 / 7 / DSN 836-1630 / EMAIL: DEMONTA.QUAILES@USMC.MIL //
ATT / 1 / BSRF 13 EDL //
GENTXT / RMKS / 1. PER REF A, THE ATTACHMENT IS THE HQMC APPROVED BSRF-13 EDL.
2. ID ANY EDL SHORTFALL, EXCLUDING MCPP-N SOURCED EQUIPMENT, TO THIS CMD NLT 21 DEC 12.
3. COORDINATING INSTRUCTIONS.
3.A. MARFOREUR HAS REQUESTED EQUIPMENT SHIPMENTS IN MID JAN 13 VIA SEALIFT IOT MEET 1 MAR 13 RDD.
3.B. MARFOREUR HAS REQUESTED USE OF MCPP-N ASSETS VIA SEPCOR.
3.C. EQUIPMENT MUST BE CONDITION CODE B OR BETTER AND SL-3 COMPLETE.
3.D. THE EQUIPMENT SOURCED ISO BSRF-13 WILL DEPLOY AND REDEPLOY WITH THE SPTG UNIT.
3.E. USE OF JOPES AS DIRECTED. JOPES GUIDANCE TO BE PUBLISHED VIA SEPCOR.
4. DIRECT ALL QUESTION TO MSG POCS. //

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APPENDIX 3 TO ANNEX A TO MARFOR REGIONAL PLAYBOOK
MESSAGE REQUESTING FEASIBILITY OF SUPPORT (FOS):

Originator: CG II MEF G4(UC)

UNCLASSIFIED // FOR OFFICIAL USE ONLY
MSGID / GENADMIN / CG II MEF G-4 MRB /

SUBJ / FEASIBILITY OF SUPPORT ISO BLACK SEA ROTATIONAL FORCE - 13 (BSRF-13) EQUIPMENT //
REF / A / COMMARFORCOM G-4 MSG 181457Z DEC 12//
REF / B / II MEF COMMAND ADJUSTMENT POLICY //
ATTACHMENT / 1 / BSRF 13 EDL //
POC / MYRKA, J.L. / LTCOL / II MEF MRO G4 / DSN: 751-8606 //
EMAIL: JOHN.MYRKA@USMC.MIL //
POC / PITCHFORD, W.S. / CIV / II MEF DEP MRO G4 MRB / DSN: 751-0292 //
EMAIL: WALTON.PITCHFORD@USMC.MIL //
POC / PATTERSON, T.D / LTCOL / II MEF G-3 / DSN: 751-8580 //
EMAIL: TOBY.PATTERSON@USMC.MIL //
POC / KELLOGG, A. / II MEF SUPO G4 / DSN: 751-8489 //
EMAIL: ANGELA.KELLOGG@USMC.MIL //
POC / NORRIS, C. / CIV / II MEF DEP SUPO G4 MRB / DSN: 751-9627 //
EMAIL: CARRIE.NORRIS@USMC.MIL //
RMKS / 1. THIS IS A COORDINATED G3 / G4 MESSAGE.
2. PER REFERENCE (A), II MEF HAS BEEN REQUESTED TO PROVIDE FEASIBILITY OF SUPPORT FOR THE BLACK SEA ROTATIONAL FORCE - 13 (BSRF-13) EQUIPMENT DENSITY LIST (EDL). THE ATTACHED EDL IS THE HQMC APPROVED BSRF-13 EDL.
2.A. 2D MLG IS REQUESTED TO PROVIDE FEASIBILITY OF SUPPORT FOR THE AMALS LISTED IN ATTACHMENT. 2D MLG HAS ALREADY RESPONDED FAVORABLY, TO INCLUDE 13 QUADCONS TO SHIP AMALS.
2.B. 2D Marine Division (2D MARDIV) IS REQUESTED TO PROVIDE FEASIBILITY OF SUPPORT FOR THE EQUIPMENT LISTED IN ATTACHMENT. 2D MARDIV, SPECIFICALLY HAS AGREED TO PROVIDE THE 90 % SOLUTION UTILIZING 2D BN 2D MARINES BN T / E. REQUEST 2D MARINE DIVISION CONFIRM THE AVAILABILITY OF THE EQUIPMENT REQUESTED.
3. PROVIDE II MEF G-4 WITH JUSTIFICATIONS FOR UNSUPPORTABLE EQUIPMENT. DELINEATE BTWN UNSUPPORTABLE AND SUPPORTABLE QUANTITIES.
4. EQUIPMENT WILL BE CONDITION CODE B OR BETTER AND SL-3 COMPLETE.
5. TRANSFERS OF EQUIPMENT WILL BE ROTATIONAL AND IN SUPPORT OF A SPMAGTF, THUS COMMAND ADJUSTMENTS WILL BE AUTHORIZED PER REFERENCE (B).
6. NOTIFY II MEF G-4 POCS WITH ANY QUESTIONS. //

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APPENDIX 4 TO ANNEX A TO MARFOR REGIONAL PLAYBOOK
TASKING MESSAGE

Originator: CG II MEF G4(UC)
To: CG 2ND MARDIV G4(UC)

UNCLASSIFIED /
SUBJ / II MEF LOGISTICS PLANNING ISO BLACK SEA ROTATIONAL FORCE-13 (BSRF-13).

REF / A / MSG / UNCLASSIFIED / BLACK SEA ROTATIONAL FORCE-13 (BSRF-13) MID PLANNING CONFERENCE (MPC) CALLING MESSAGE / 20 SEP 12. //
REF / B / MSG / UNCLASSIFIED / II MEF REGIONAL LOGISTICS PLANNING / 27 SEP 12. //
REF / C / EMAIL / UNCLASSIFIED / MEF G-4 - 2D MARINE DIVISION - 2ND BATTALION, 2D MARINE REGIMENT / 2 OCT 12. //
NARR / REF A IS THE CALLING MESSAGE FROM COMMARFOREUR ON THE MID PLANNING CONFERENCE FOR BLACK SEA ROTATIONAL FORCE-13. //
REF B THE II MEF REGIONAL LOGISTICS PLANNING MESSAGE. //
REF C IS AN EMAIL THAT REFLECTS THE INTERNAL COORDINATION ISO BSRF-13 FOR 2D MARINE DIVISION INITIAL PLANNING CONFERENCE FOR 12 OCTOBER IN PREPARATION FOR THE MEF BRIEF ON 17 OCT. //
POC / SATTELY, J.S. / MAJOR / FUTURE OPERATIONS OFFICER, II MEF G-4 / TEL: COMM 910-451-8871 / EMAIL: JOHN.SATTELY@USMC.MIL //
GENTXT / RMKS / 1. SITUATION. IN ACCORDANCE WITH (IAW) REFERENCES A & B, II MEF IS COORDINATING WITH COMMARFORCOM AND COMMARFOREUR FOR REGIONAL LOGISTICS PLANS TO SUPPORT DEPLOYED II MEF FORCES. THIS MESSAGE IS AN INTERNALLY FOCUSED CONTINUATION OF II MEF'S REGIONAL LOGISTICS PLANNING EFFORT. 2D MARDIV WILL TRAIN, EQUIP, AND DEPLOY FORCES FOR A SIX MONTH DEPLOYMENT INTO COMMARFOREUR THEATER IN SUPPORT OF THE BLACK SEA ROTATIONAL FORCE-13 (BSRF-13). II MEF IS ANTICIPATING THE REQUIREMENT TO SUSTAIN THIS UNIT AS A FORWARD DEPLOYED FORCE.
2. MISSION. 2D MARDIV WILL PRESENT THE CONCEPT OF SUPPORT FOR THE FUTURE DEPLOYMENT OF BSRF-13 TO II MEF G-4 ON 17 OCT AT 1400 IN THE II MEF G-4 CONFERENCE ROOM TO DEVELOP THE OVERALL II MEF SUSTAINMENT PLAN. THIS PLANNING EFFORT WILL ALLOW FOR THE DEVELOPMENT OF A SYNCHRONIZED LOGISTICS PLAN IN PREPARATION FOR THE BSRF-13 MID PLANNING CONFERENCE.
3. EXECUTION. //
3.A. INTENT. PER REFERENCE C, THIS BRIEF HAS TWO OBJECTIVES. THE FIRST OBJECTIVE TO DEVELOP A COMMON UNDERSTANDING OF THE PLANNED MAGTF CONCEPT OF LOGISTICS SUPPORT (COLS) IOT IDENTIFY LOGISTICS CAPABILITY SHORTFALLS AND DEFINE II MEF REACHBACK LOGISTICS RESPONSIBILITIES. THE SECOND OBJECTIVE IS TO CONTINUE PLANNING AND MATURING OF THE EUROPEAN LOGISTICS PLAN. THE MEF PLANNING TEAM WILL PRESENT THE MEF COLS AT THE BSRF-13 MID PLANNING CONFERENCE IN SOFIA, BULGARIA FROM 4-7 NOVEMBER IN SUPPORT OF COMMARFORCOM.
3.B. CONCEPT OF OPERATIONS. 2D MARDIV WILL PROVIDE A COLS BRIEF TO DESIGNATED MEMBERS OF THE G-4 STAFF IN A PLENARY FORMAT TO POPULATE AND SHARE INFORMATION WITH SUBJECT MATTER EXPERTS (SME) FOR THE FUTURE DEVELOPMENT OF THIS PLANNING EFFORT. THE FINAL RESULT DESIRED IS A DRAFT ANNEX D / PARAGRAPH 4 DEVELOPMENT ISO II MEF'S DEPLOYING FORCE. //
3.C. TARGETED INFORMATION REQUIREMENTS THAT SHOULD BE COVERED IN THIS BRIEF INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING LOGISTICS TOPICS. ATTACHMENT (1) PROVIDED AS AN EXAMPLE TEMPLATE:
3.C.1. SUPPLY
3.C.1.A. CLASS I (SUBSISTENCE)
3.C.1.B. CLASS III (PRODUCTS INCLUDE PETROLEUM, OILS, AND LUBRICANTS)
3.C.1.C. CLASS IV (CONSTRUCTION MATERIAL)
3.C.1.D. CLASS V (AMMUNITION)

3.C.1.E. CLASS VI (PERSONAL DEMAND ITEMS)
3.C.1.F. CLASS VIII (MEDICAL)
3.C.1.G. CLASS IX (REPAIR PARTS)
3.C.2. MAINTENANCE
3.C.3. TRANSPORTATION / DISTRIBUTION
3.C.3.A. DEPLOYMENT AND REDEPLOYMENT
3.C.3.B. THEATER DISTRIBUTION / INTRA-THEATER LIFT
3.C.3.C. SUSTAINMENT
3.C.3.D. II MEF SUPPLY MANAGEMENT UNIT (SMU) REACHBACK
3.C.4. HEALTH SERVICES
3.C.4.A. CASUALTY COLLECTION
3.C.4.B. MEDICAL EVACUATION
3.C.5. SERVICES
3.C.5.A. POSTAL
3.C.5.B. MORALE, WELFARE AND RECREATION
3.C.5.C. CONTRACTING
3.C.5.D. HAZARDOUS MATERIAL HANDLING AND WASTE MANAGEMENT
3.C.5.E. REUTILIZATION AND DISPOSAL
3.D. IN ADDITION TO THE ABOVE, BE PREPARED TO DISCUSS REQUISITION MANAGEMENT, READINESS REPORTING, AND FUNDING (INCLUDING REIMBURSEMENT). //
4. ADMINISTRATION AND LOGISTICS. //
4.A. REQUEST THIS BRIEF WILL BE DEVELOPED IN MICROSOFT POWERPOINT AN EMAILED TO THE POC OF THIS MESSAGE NLT COB ON 16 OCT 2012.
4.B. 2D MARDIV WILL PROVIDE A LIST OF ALL ATTENDEES TO THIS POC NLT COB ON 16 OCT 2012.
4.C. WHITEBOARD AND WRITING MATERIALS WILL BE PROVIDED BY II MEF G-4.
4.D. BRIEF WILL BE SCHEDULED FROM 1400-1700PM EST //
4.E. II MEF G-4 REQUESTS THE ATTENDANCE OF THE FOLLOWING: G-4 PLANNER COMMARFORCOM, G-4 PLANNER COMMARFOREUR, G-3 PLANNER II MEF, G-6 PLANNER II MEF, MEDICAL PLANNER II MEF, G-4 PLANNER 2D MARDIV, AND G-3 PLANNER 2D MLG.
5. COMMAND AND SIGNAL: 2D MARDIV IS THE SUPPORTED COMMAND AND ALL OTHER MAJOR SUBORDINATED COMMANDS ARE SUPPORTING

ANNEX B: EXAMPLE CONCEPT OF LOGISTICS SUPPORT (COLS) BRIEF
A complete briefing template and example can be obtained from the II MEF G-4 (Operations and Plans Branch).

The COLS Brief should contain, at a minimum, the following parts:

1. Agenda
2. Command Relationships
3. Concept of Operations Overview
4. Operation Timeline
5. Table of Equipment
6. MARFOR Common User Logistics – Commodities
7. MARFOR Common User Logistics – Services
8. Concept of Transportation
9. Concept of Maintenance
10. Concept of Services
11. Concept of Engineering
12. Operational Contract Support
13. Questions / Action Items

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ANNEX C: EXAMPLE LOGISTICS SYNCHRONIZATION (LOG SYNCH) MATRIX

PHASE (Timeline)	PHASE I: DETER (Current - 19 APR 13)	PHASE II: SEIZE THE INITIATIVE (19 APR 13 - 25 APR 13)		PHASE III: DOMINATE (26 APR 13 - 02 MAY 13)			PHASE IV: STABILIZE (03 MAY 13 - xx xxx xx)
		A	B	A	B	C	
C2	*(ISB)* CLB(-) *(Afloat)* TACLOG; CLR HQ	*(ISB)* CLB (-) *(Afloat)* CLR HQ; DS CLB	*(ISB)* CLB (-) *(Afloat)* TACLOG, CLR HQ, DS CLB	*(ISB)* CLB (-) *(Amber)* CLB *(Afloat)* TACLOG, CLR HQ	*(ISB)* CLB (-) *(Amber)* CLB *(Afloat)* TACLOG, CLR HQ	*(ISB)* CLB (-) *(Amber)* CLB *(Afloat)* TACLOG, CLR HQ	*(ISB)* CLB (-) *(Amber)* CLR *(Afloat)* TACLOG
Maintenance	*(ISB)* Level II	*(ISB)* Level II	*(ISB)* Level II	*(ISB)* Level II *(Amber)* Recovery	*(ISB)* Level II *(Amber)* Recovery, Maintenance Collection Points (MCP)	*(ISB)* Level II *(Amber)* MCP	*(ISB)* GS Maint Co (-); *(Amber)* MCP; Maintenance Contact Teams (MCT); Vehicle Recovery
Distribution	*(ISB)* POG; A / DACG	*(ISB)* POG; A / DACG	*(ISB)* POG, A / DACG	*(ISB)* POG, A / DACG *(Amber)* A / DACG; LFSP; *(Afloat)* Surface Connectors	*(ISB)* POG, A / DACG *(Amber)* A / DACG; LFSP; *(Afloat)* Surface Connectors	*(ISB)* POG, A / DACG *(Amber)* POG, A / DACG; LFSP; *(Afloat)* Surface Connectors	*(ISB)* POG, A / DACG *(Amber)* POG, A / DACG; USTC; *(Afloat)* Surface Connectors
Services	*(ISB)* Theater Mortuary Affairs Evacuation Point (TMEP)	*(ISB)* TMEP	*(ISB)* TMEP	*(ISB)* TMEP	*(ISB)* TMEP	*(ISB)* TMEP *(Amber)* MACP	*(ISB)* TMEP *(Amber)* MACP

PHASE (Timeline)	PHASE I: DETER (Current - 19 APR 13)	PHASE II: SEIZE THE INITIATIVE (19 APR 13 - 25 APR 13)		PHASE III: DOMINATE (26 APR 13 - 02 MAY 13)			PHASE IV: STABILIZE (03 MAY 13 - xx xxx xx)
		A	B	A	B	C	
Supply	*(ISB)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS; *(Afloat)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS;	*(ISB)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS; *(Afloat)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS; *(Amber)* HNS (Class III 200kGal @ Charleston, 200kGal @ Wilmington), plus 15 5kGal M970 equivalents	*(ISB)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS; *(Afloat)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS; *(Amber)* HNS (Class III 200kGal @ Charleston, 200kGal @ Wilmington), plus 15 5kGal M970 equivalents	*(ISB)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS; (Afloat) Fuel 13 DOS; Ammo 13 DOS; Class I 13 DOS; *(Amber)* Assault Echelon has 2 DOS / DOA HNS (Class III 200kGal @ Charleston, 200kGal @ Wilmington), plus 15 5kGal M970 equivalents	*(ISB)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS; *(Afloat)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS; *(Amber)* Assault Echelon has 2 DOS / DOA HNS (Class III 200kGal @ Charleston, 200kGal @ Wilmington), plus 15 5kGal M970 equivalents	*(ISB)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS; *(Afloat)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS; (Amber) Assault Echelon has 2 DOS / DOA HNS (Class III 200kGal @ Charleston, 200kGal @ Wilmington), plus 15 5kGal M970 equivalents	*(ISB)* Fuel 15 DOS; Ammo 15 DOS; Class I 15 DOS; *(Afloat)* Decremented; *(Amber)* Fuel 10 DOS; Ammo 5 DOA; Subsistence 10 DOS; Water 10 DOS; Class VIII 10 DOS; Class IX / SECREP Block HNS (Class III 200kGal @ Charleston, 200kGal @ Wilmington), plus 15 5kGal M970 equivalents
Contracting	N / A	*(ISB)* Establish JCO	*(Amber)* Establish JCO	*(Amber)* JCO (Columbia)	*(Amber)* JCO (Columbia)	*(Amber)* JCO (Columbia)	*(Amber)* JCO (Columbia)

PHASE (Timeline)	PHASE I: DETER (Current - 19 APR 13)	PHASE II: SEIZE THE INITIATIVE (19 APR 13 - 25 APR 13)		PHASE III: DOMINATE (26 APR 13 - 02 MAY 13)			PHASE IV: STABILIZE (03 MAY 13 - xx xxx xx)
		A	B	A	B	C	
Health Service Support (HSS)	*(ISB)* Level III; *(Afloat)* Level II; CL VIII 15 DOS	*(ISB)* Level III; *(Afloat)* Amphibious Task Force (ATF) provides Role II care, Designate two (2) LHD's as PCRTS	*(ISB)* Level III; *(Afloat)* ATF provides Role II care, JHSV conducts patient evacuation movement (shuttle) from Role II to Role III Care, Designate two (2) LHD's as PCRTS, Designate one (1) LPD as Patient Evacuation Transport	*(ISB)* Level III; *(Afloat)* ATF provides Role II care, JHSV conducts patient evacuation movement (shuttle) from Role II to Role III Care, *(Amber)* Establish Limited Role II care (STP / FRSS) IVO MB, Provide Medical Regulating, Provide En-Route care	*(ISB)* Level III; *(Afloat)* ATF provides Role II care, JHSV conducts patient evacuation movement (shuttle) from Role II to Role III Care, *(Amber)* Establish Role II care IVO CHS, Provide Medical Regulating, Provide En-Route care	*(ISB)* Level III; *(Afloat)* ATF provides Role II care, JHSV conducts patient evacuation movement (shuttle) from Role II to Role III Care, *(Amber)* Provide Role II care IVO CHS, Provide Medical Regulating, Provide En-Route care, Establish Air Medevac Capability IVO of CHS	*(ISB)* Level III; *(Afloat)* ATF provides Role II care, JHSV conducts patient evacuation movement (shuttle) from Role II to Role III Care, *(Amber)* Provide Role II care IVO CHS, Provide Medical Regulating, Provide En-Route care, Provide Dental services, Provide Air Medevac Capability IVO of CHS

PHASE (Timeline)	PHASE I: DETER (Current - 19 APR 13)	PHASE II: SEIZE THE INITIATIVE (19 APR 13 - 25 APR 13)		PHASE III: DOMINATE (26 APR 13 - 02 MAY 13)			PHASE IV: STABILIZE (03 MAY 13 - xx xxx xx)
		A	B	A	B	C	
Facilities	*(ISB)* APOD, SPOD	*(ISB)* APOD, SPOD	*(ISB)* APOD, SPOD; *(Amber)* Rapid Replenishment Points (RRP) IVO Florence; JCO IVO Columbia	*(ISB)* APOD, SPOD; *(Amber)* BSA (MB); Airfield (MB); FARP (MB)	*(ISB)* APOD, SPOD; *(Amber)* BSA (MB); Airfield (MB); Forward Arming Refuel Point (FARP) (MB); (RRP)	*(ISB)* APOD, SPOD; *(Amber)* Combat Service Support Area (CSSA) (CHS); FARP (CHS); Airfield (CHS); Port (CHS); RRP; DZ	*(ISB)* APOD, SPOD; *(Amber)* Log Hub IVO CHS, APOD, SPOD, RRPs, DZs

ANNEX D: EXAMPLE 2D MEB ANNEX D FOR EXERCISE BOLD ALLIGATOR 2013

(1) II MEF Annex D for Exercise Bold Alligator 2013 (UNCLASSIFIED)

Copy no. _____ of _____ copies

2d MEB
Camp Lejeune, North Carolina
22 MAR 2013

ANNEX D TO 2D MEB OPERATION ORDER 01-13 (EXERCISE BOLD ALLIGATOR)(U // FOUO)
LOGISTICS (U // FOUO)

(U // FOUO) REFERENCES

(a) (U) CTF 955 Combined Force Maritime Component Command (CFMCC) Exercise OPORD 13-01
(OPERATION BOLD ALLIGATOR)
(b) (U) 2d Marine Expeditionary Brigade (MEB) Standard Operating Procedure (SOP)
(c) (U) 2d MEB Amphibious Embarkation SOP
(d) (U) JP 3-02 Amphibious Operations, dated 10 Aug 2009
(e) (U) JP 3-02.1 Amphibious Embarkation and Debarkation, dated 1 Nov 1989
(f) (U) JP 3-18 Joint Forcible Entry Ops, dated 16 Jun 2008
(g) (U) JP 4-03 Joint Bulk Petroleum and Water Doctrine, dated 09 Dec 2010
(h) (U) JP 4-06 Mortuary Affairs
(i) (U) JP 4-09 Distribution Operations, dated 05 Feb 2010
(j) (U) MSTP Pamphlet 4-0.2 Logistics Planner's Guide, dated 29 Jun 2011
(k) (U) MSTP Pamphlet 5-0.3 MAGTF Planner's Reference Manual, dated 15 Oct 2010
(l) (U) Naval Logistics Integration (NLI) Playbook Edition 3, dated 01 Nov 2012

(U // FOUO) TIME ZONE: ZULU

1. Situation

a. (U // FOUO) Enemy Forces. Refer to Annex B (Intelligence) to 2d MEB OPORD 13-01.

b. (U // FOUO) Friendly Forces

(1) (U // FOUO) US Embassy Amber (USEMBA). Offers initial Host Nation Support (HNS) coordination and provides established / approved vendor list in support of (ISO) logistics services and supplies.

(2) (U // FOUO) US Eastern Command (USEASTCOM). USEASTCOM exercises overall Directive Authority for Logistics (DAFL) in the Area of Responsibility (AOR). EASTCOM coordinates strategic transportation mission through US Transportation Command (USTRANSCOM) and establishes theater distribution nodes ISO deployment and sustainment operations.

(3) (U // FOUO) US Transportation Command (USTRANSCOM). Functional Combatant Commander (COCOM) with mission to provide strategic air, surface, and ground distribution.

(4) (U // FOUO) Defense Logistics Agency (DLA). DLA, as a combat support agency, serves as the primary strategic supply source for non-service specific materiel (Class I, Class III (Bulk), Class IV, and Class VIII), hazardous waste removal and disposal, and reutilization support.

(5) (U // FOUO) Combined Forces Maritime Component Command (CFMCC) - CTF 955. CFMCC provides and coordinates Title 10 responsibilities for forces assigned to CTF 955. Duties include coordination and execution of operational logistics ISO CTG 955.1 and CTG 955.2.

(6) (U // FOUO) Combined Force Air Component Commander (CFACC) – CTF 959. Composed of strategic aviation and Intelligence Surveillance and Reconnaissance (ISR) CTF 959 provides assets ISO CTF 955. HQ, ISR, and lift assets are located at Advance Logistics Support Site (ALSS), Amethyst Island.

(7) (U // FOUO) Expeditionary Strike Group 2 (ESG2) - CTG 955.1. CTF 955.1 provides seabasing capability in support of 2d MEB forces. Mixture of air and surface connectors affords a capability of delivering 15 Days Of Supply (DOS) / Days Of Ammunition (DOA) of accompanying supplies via either a sustainment ‘push’ or ‘pull’.

(8) (U // FOUO) Combined Logistics TF EAST / Logistics Task Force Coordinator (LTFC) - CTG 955.3. CTG 955.3 is the principal logistics agent for USNAVEAST and functions ISO the CTF 955 as the LTFC. The LTFC is responsible for executing the logistics missions, functions, and tasks ISO numbered fleet commander / CFMCC operations. This task force commander also provides tactical level logistics support to assigned Carrier Strike Group (CSGs) / ESGs and typically has tactical control (TACON) over assigned Military Sealift Command (MSC) ships. CTG 955.3 will coordinate and provide common user logistics support for Supply Classes I, III, and VIII for sustainment of naval forces and embarked Marine forces assigned to CTF 955. All other Supply Classes are the responsibility of each respective service. LTFC will maintain 30 DOS / DOA of accompanying supplies to support CTF 955. As the principal logistics agent for USNAVEAST, CTG 955.3 is responsible for distribution / sustainment of forces from ALSS Amethyst Island to the Amphibious Task Force (ATF) Seabase.

(9) (U // FOUO) Naval Expeditionary Forces (NEF) – CTG 955.6. CTG 955.6 provides riverine forces, port security, land and near-shore horizontal and vertical construction, salvage, cargo handling, and Explosive Ordnance Disposal (EOD) capabilities.

c. Assumptions

(1) (U // FOUO) Amber will allow ATF use of ports and airfields with only limited restrictions.

(2) (U // FOUO) UN Follow-on force will require a sea port of embarkation and debarkation (SPOE / D) and an aerial port of embarkation and debarkation (APOE / D) in Amber during Phase IV / V.

(3) (U // FOUO) 2d MEB forces ashore will coordinate for limited sustainment from HN support for Class III bulk and Class IV.

(4) (U // FOUO) CFMCC, CTF 950, and USEASTCOM will establish a TDP ISO sustainment.

(5) (U // FOUO) US forces will support reconstitution of Ambertine forces and Amber infrastructure ISO phase IV and V tasks.

d. Resources (Constraint)

(1) (U // FOUO) Ship-to-Shore connectors; Surface connectors are limited to crew day operating parameters per applicable regulations. Aviation connectors are limited to ATF deck cycle and governing regulations for concurrent aviation and surface operations aboard amphibious shipping.

(2) (U // FOUO) Ground bulk fuel distribution; Available embarkation space on the Assault Echelon (AE) for bulk fuel distribution when balanced with requirements for Ground Combat Element (GCE) maneuver element and Logistics Combat Element (LCE) Direct Support (DS) capability across all functions of logistics will limit the depth and range for class III bulk distribution across the battlespace.

(3) (U // FOUO) Assault bridging assets; All 2d MEB assault bridging assets are initially located at Amethyst Island or aboard Assault Follow-On Echelon (AFOE) lift. Each requires dedicated strategic lift.

(4) (U // FOUO) Rapid runway repair (R3) capability; All runway repair capability within the Aviation Combat Element (ACE) and LCE arrive within the AFOE NET on D+5 and dependent on the successful opening of an SPOD in the Treasure Coast Region (TCR).

(5) (U // FOUO) Port repair and salvage capability; 2d MEB has no organic port repair or salvage capability. CTF 955.6 NEF has limited capacity to conduct repair and salvage.

(6) (U // FOUO) Expeditionary airfield (EAF) capability; All EAF capability within the ACE and LCE arrive within the AFOE.

(7) (U // FOUO) Surface connector from Amethyst Island to TCR; Use of AE shipping, tactical air, strategic air will be required for distribution of assets from Intermediate Support Base (ISB) to TCR.

e. Planning Factors

(1) (U // FOUO) Projected 2d MEB DOS / DOA for forces ashore

*__Baseline MEB (14,896)__

Class of Supply	Two DOS (7,500 Pax)	30 DOS (7,500 Pax)
Class I Rations (MREs)	79 Warehouse pallets	1,172 Warehouse pallets
Class I Water	105,500G	1,575,000G
Class III POL (Bulk)	752,000G	11,280,000G
Class III POL (Packaged)	6 TEUs OR 20 Warehouse Pallets	39 TEUs OR 312 Warehouse Pallets
Class IV Construction & Barrier Material	6 TEUs AND 12 Flat Racks	10 TEUs AND 19 Flat Racks
Class V Ammo (Ground)	18 TEUs OR 144 Warehouse pallets	276 TEUs OR 2,210 Warehouse pallets
Class V Ammo (Aviation)	2 TEUs OR 12 Warehouse pallets	21 TEUs OR 168 Warehouse pallets
Class VIII Medical	4 Warehouse Pallets OR 2	61 Warehouse Pallets OR

Supplies	463L Air Force Pallets	31 463L Air Force Pallets
Class IX Repair Parts	5 TEUs OR 30 Warehouse Pallets	44 TEUs OR 352 Warehouse Pallets
Class IX Batteries	1 TEU OR 4 Warehouse Pallets	7 TEUs OR 56 Warehouse Pallets

(4) (U // FOUO) Amethyst Island. Amethyst Island is an independent sovereign nation that is ruled as a Republic. Located approximately 575 nautical miles ESE of Wilmington (Amber), the island nation, through government agreement has agreed to host CTF 955 / CFMCC HQ, CTG 955.3 Combat Logistics Force (CLF) HQ and elements, and CTF 959 CFAAC HQ and assets. The island is located approximately 8 days underway steaming or 6 hours flying time from CONUS. Due to its geographic distance from mainland Treasure Coast, there are no strong cultural / heritage ties to any Treasure Coast nation. See Figure 32.

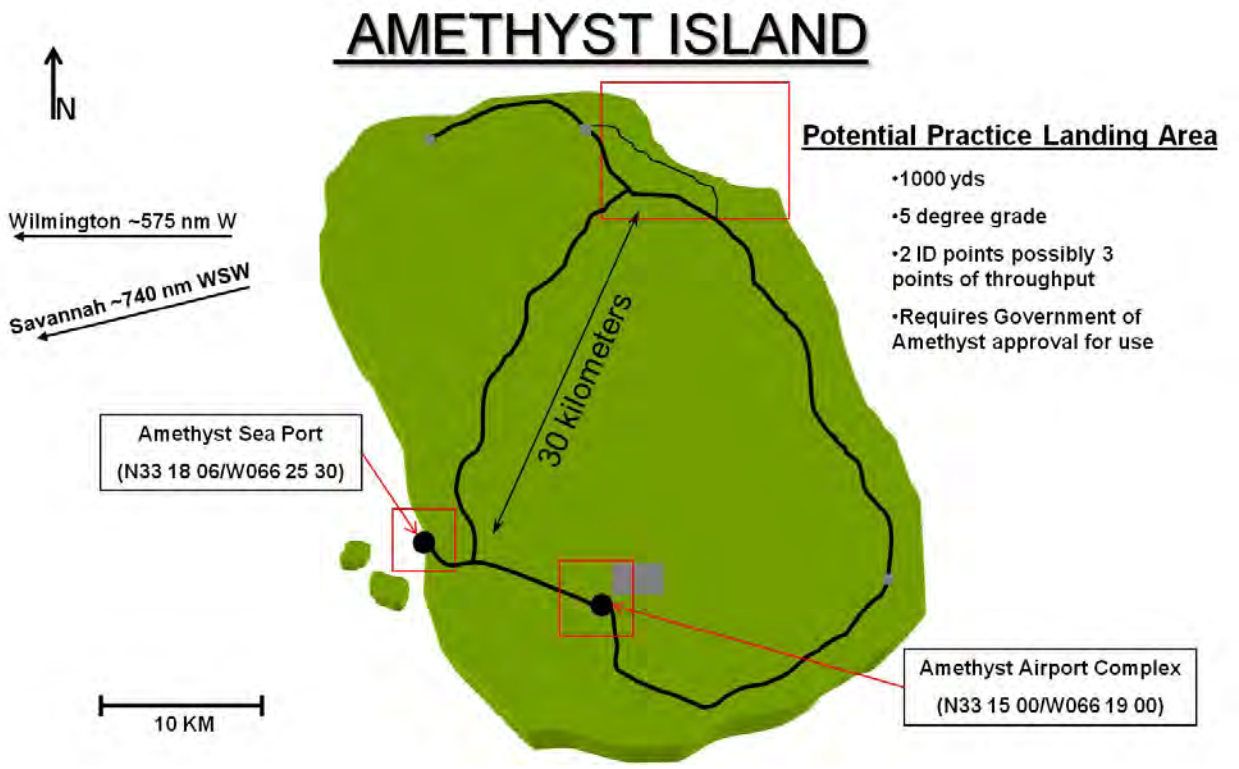

Figure 32: (U // FOUO) Amethyst Island; Advanced Logistics Support Site (ALSS) (USN), Intermediate Support Base (ISB) (USMC)

a. (U // FOUO) Amethyst International Airport. The airport complex is located on the island's south-side, approximately 10 kilometers east of the Amethyst Seaport Complex. It consists of one major gateway which is capable of handling approximately ten commercial jets via a modern gate complex. Amethyst International Airport is a multi-purpose airport with containerized cargo being its primary commodity. Limited medical care via a local hospital and minor aircraft repair facilities are also available.

(1)(U // FOUO) Airfield Capabilities. Amethyst International Airport is suitable for all commercial aircraft, plus C-7, C-130, KC-135, and KC-10 operations. The airfield includes two parallel runways (oriented 210 / 030), both 10,000 feet long and 90 feet wide, with multiple taxiways, ample parking aprons, plus both hot and cold refueling spots. The maximum operating on the ground (MOG) is forty (40) aircraft. The HN will provide 80 percent of the MOG and throughput to support the Seabase. The airfield is capable of conducting 24-hour operations. AIRCARD Contracts are in place to support refueling requirements. Jet A / JP5 available, with AIRPORT capacity under contract of 800K gallons.

(2) (U // FOUO) Infrastructure

(a) (U // FOUO) Roads. Roads within the airport areas are modern, in good condition, and capable of accommodating medium and heavy lift assets to transport large volumes of commercial and private traffic. The airport facility is serviced by a single, two-lane, bituminous highway. This road merges into a single four-lane, bituminous highway headed west to the nearby Amethyst seaport. The surrounding roads consist of limited-access highway system similar to the U.S. interstate system. It is maintained in excellent condition and capable of moving large amounts of commercial and private traffic. Potential bottlenecks include the bridges providing access to the airport. The airport is also served by a bridge carrying a parallel highway, a single-track rail line, and a second two-lane highway bridge.

(b) (U // FOUO) Rail. Rail network extends to the international airport and is fully functioning with modern railroad and material handling equipment. Passenger rail to the airport is undergoing re-construction and provides limited service from the seaport to the airport.

(c) (U // FOUO) Material-Handling Facilities. Facilities at the Amethyst International Airport include excellent facilities with abundant space for loading supplies. Numerous commercial cargo and baggage handling equipment are located at the airfield. These facilities possess the throughput capacity required to accommodate incoming and outgoing inter-theater airlift.

(d) (U // FOUO) Warehouses and Storage. Warehouse and storage facilities include a large container storage area, office buildings, and a modern air traffic control tower. The warehouse and storage areas possess the full capabilities for receipt, storage, consolidation, and transfer of supplies and for support of forward deployed air, naval, and ground forces.

(e) (U // FOUO) Labor. The facilities are stood up and manned by a labor force of active and reserve units augmented by contract, HN, and coalition support.

b. (U // FOUO) Amethyst Seaport Complex. The seaport complex is located on the island’s west coast and is sheltered by surrounding small islands that form a natural enclosure. It is located approximately 10 kilometers west of the Amethyst International Airport. It consists of one major gateway capable of processing both container shipping and bulk cargo. Amethyst Seaport is a multi-purpose seaport with containerized cargo being its primary commodity. Medical care and minor repair facilities are also available. The seaport contains two piers and five berthing spaces that are capable of supporting all MSC vessels. Its throughput capacity is rated at 100 containers per day. The HN intends to provide 40 percent of the throughput capacity in support of the Seabase and allocate two berths, berth numbers four and five. The

Amethyst Seaport Complex, if augmented, is capable of conducting 24-hour operations.

(1) (U // FOUO) Port Capacity. The three-year old container facility is capable of accommodating large cargo and tanker vessels, and a USN nuclear aircraft carrier can be accommodated in the general cargo quay.

(2) (U // FOUO) Infrastructure

(a) (U // FOUO) Roads. Roads within the seaport areas are modern, in good condition, and capable of moving large volumes of commercial and private traffic. The seaport facility is serviced by a single two-lane, bituminous highway. This road merges into a single four-lane, bituminous highway headed east to the nearby Amethyst airport. The surrounding roads consist of limited-access highway system similar to the U.S. interstate system. It is maintained in excellent condition and capable of moving large amounts of commercial and private traffic. Potential bottlenecks include the bridges providing access to the airport. The seaport is also served by a bridge carrying a parallel highway, a single-track rail line, and a second two-lane highway bridge.

(b) (U // FOUO) Rail. Rail network extends to the nearby international airport and is fully functioning with modern railroad and material handling equipment. Passenger rail to the airport is undergoing re-construction and provides limited service from the seaport to the airport.

(c) (U // FOUO) Mechanical-Handling Facilities. Pier facilities at the Amethyst seaport include excellent facilities with abundant space for loading supplies. Many large, movable cranes are available on the pier. These facilities possess the throughput capacity required to accommodate incoming and outgoing inter-theater sealift. Daily throughput capacity is estimated at 200 Twenty-foot Equivalent Unit (TEU) / berth, with overall peak throughput estimated at 1,000 TEU.

2. (U // FOUO) Mission. On order ESG-2 955.1 / 2d MEB 955.2 defeats Garnetian forces and counter violent extremist organizations (VEO) / Proxy Actors IVO Amber and transitions operations to a designated follow-on force to restore internationally recognized borders and support regional stability. Be prepared to (BPT) provide immediate response to humanitarian relief activities.

3. Execution

a. (U // FOUO) Concept of Logistics Support. Logistics and CSS will be executed via a ‘distribution-based’ construct that facilitates ‘push / pull’ sustainment from both a Seabased and fixed theater logistics nodes. In concert with national support providers and joint enablers, 2d MEB will implement a methodical buildup of CSS in the TCR capable of supporting the initial assault of combat forces ashore; establish an intermediate staging location capable of extending both air and surface lines of communication; integrate 2d MEBs tactical and Amber’s operational logistics capabilities via EASTCOM’s theater distribution network capable of sustaining both 2d MEB afloat and ashore forces in order to provide sustainment support indefinitely. See Figure 33.

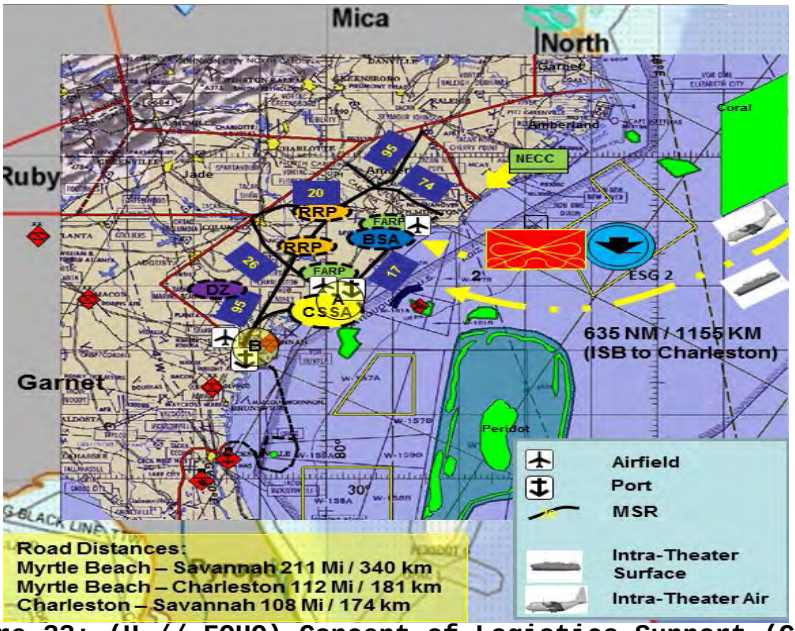

Figure 33: (U // FOUO) Concept of Logistics Support (COLS)

(1) (U // FOUO) Phase I (Deter)

(a) (U // FOUO) (Overview). 2d MEB, G-4 will conduct concurrent logistics planning in order to source equipment; identify accompanying supplies requirements; and establish initial lines of communication ISO sustainment operations.

(b) (U // FOUO) (CONUS). 2d MEB, G-4 will coordinate with II MEF, G-4 and supporting MSCs to source the HQMC / PP&O approved EDL to ensure the Commander has the material assets required to meet unit operational requirements. An initial 30 DOS and DOA will be sourced via Service and DLA stocks and serve as the accompanying supplies to be embarked aboard AE shipping, associated CLF assets and staged at the designated ISB. MSCs will prepare organic assets and accompanying supplies for embarkation and follow on movement to the theater via the II MEF FDP&E process. Identified deficiencies that are external to II MEF will be submitted to II MEF, G-4 for Service coordination.

(c) (U // FOUO) (Afloat). The identified AE with its accompanying 15 DOS will embark via US Naval vessels (CTG 955.1).

(d) (U // FOUO) (Logistics ISB). The second increment 15 DOS will be transported via air and surface modes to Amethyst Island Sustainment ISO 2d MEB Logistics ISB. USTRANSCOM in coordination with USEASTCOM establishes and operates a SPOE / D, an APOE / D, and a TMEP. CMFCC establishes and operates a Role III MTF via a deployed EMF. The Logistics ISB serves as theater collection point for personnel requiring theater evacuation.

(e) (U // FOUO) (Endstate). This phase concludes with the AE and accompanying supplies sourced and embarked aboard CTG 955.1; ISB w / 15 DOS established on Amethyst Island, TCR's SPOE / D and APOE / D, MTF operating; and AFOE equipment and supplies sourced and ready for assignment to strategic conveyances.

(2) (U // FOUO) Phase II (Seize Initiative). This phase contains two separate stages: Phase II (A) Advance Force Ops in Eastern Gulf of Garnet (EGOG) and Phase II (B) Pre-assault Ops.

(a) (U // FOUO) Phase II (A) (Advance Force Ops in EGOG)

1 (U // FOUO) (CONUS). 2d MEB, G-4 coordinates Service-specific / Title 10 functions via II MEF and MARCORLOGCOM. AFOE movement via air and surface conveyances begins for targeted required deliver date (RDD) of D+5 in the Amphibious Objective Area (AOA).

2 (U // FOUO) (Afloat). ESG provides sustainment for CIS / CUL via Naval Logistics Integration (NLI) for 2d MEB forces embarked aboard CTG 955.1. 2d MEB maintains 15 DOS.

(b) (U // FOUO) Phase II (B) (Pre-assault Ops)

1 (U // FOUO) (CONUS). Sustainment (post 30-days) requirements continue to be refined and coordinated via Service and CUL / CIS providers. End-to-end supply chain is established and executed via the Defense Transportation System (DTS).

2 (U // FOUO) (Afloat). ESG provides sustainment for CIS / CUL via Naval Logistics Integration (NLI for 2d MEB forces embarked aboard CTG 955.1.) 2d MEB maintains 15 DOS.

(3) (U // FOUO) Phase III (Dominate). This phase contains three separate stages: Phase III (A) Forcible Entry Operation; Phase III(B) Seize Charleston; and Phase III(C) Seize Savannah.

(a) (U // FOUO) Phase III (A) (Forcible Entry Operations)

1 (U // FOUO) (CONUS). End-to-end supply chain is established and executed via the DTS. High priority cargo and sustainment requirements are executed via established theater business rules and EASTCOM's TPFDD Letter of Instruction (LOI).

2 (U // FOUO) (Afloat). Assault forces - GCE, portions of LCE, designated ACE - with two DOS / DOA go ashore. ESG continues to support forces embarked. Dedicated ship-to-shore connectors commence initial build up sustainment ashore IVO Myrtle Beach. Logistics ISB serves as theater collection point for personnel requiring theater evacuation.

3 (U // FOUO) (Logistics ISB). Sustainment support continues as part of the overall end-to-end supply chain. Forces are postured to support drop zone (DZ) and RRP operations IVO North Charleston and IVO Florence. AFOE and preliminary Fly In Echelon (FIE) are staged including assault bridging, bulk fuel, and EOD capabilities for reception, staging, onward movement and integration (RSO&I) IVO Charleston.

(b) (U // FOUO) Phase III (B) (Seize Charleston)

1 (U // FOUO) (CONUS). End-to-end supply chain is established and executed via the DTS. High priority cargo and sustainment requirements are executed via established theater business rules and EASTCOM's TPFDD LOI.

2 (U // FOUO) (Afloat). Seabasing of sustainment facilitates limited stockpile of sustainment ashore. Push / pull of logistics is executed in coordination with ESG and CLF assets. Ship-to-shore connectors are postured to support initial buildup of Combat Service Support Area (CSSA) IVO Charleston.

3 (U // FOUO) (Logistics ISB). Sustainment support continues as part of the overall end-to-end supply chain. Forces remain postured to support DZ and RRP operations IVO North Charleston and IVO Florence. Logistics ISB serves as the final collection point for materiel and personnel requiring retrograde and theater evacuation.

(c) (U // FOUO) Phase III (C) (Seize Savannah)

1 (U // FOUO) (CONUS). High priority cargo and routine sustainment requirements are pushed to Charleston via established theater business rules and EASTCOM's TPFDD LOI.

2 (U // FOUO) (Afloat). Seabasing of sustainment facilitates limited stockpile of sustainment ashore. Push / pull of logistics is executed in coordination with ESG and CLF assets. Ship-to-shore connectors support buildup of CSSA Charleston.

3 (U // FOUO) (Logistics ISB). Sustainment support continues as part of the overall end-to-end supply chain. Forces transition to support retrograde of materiel from Amber to CONUS. DZ and RRP operations support on an as needed basis.

(d) Phase IV (Stabilize)

1 (U // FOUO) (CONUS). Sustainment executed via DTS and TPFDD LOI. Service-level R2 guidance provided to 2d MEB.

2 (U // FOUO) (Afloat). Seabasing of sustainment complements limited stockpile of sustainment ashore. Push / pull logistics is executed in coordination with ESG and CLF assets. Ship-to-shore operations postured to support R2 operations.

3 (U // FOUO) (Logistics ISB). Selective staging and distribution of sensitive / high value equipment and materiel. Forces poised to support R2 operations.

b. (U // FOUO) Logistics Synchronization Matrix **See Annex C**

c. (U // FOUO) Tasks

(1) (U // FOUO) 2d MEB G-4:

(a) (U // FOUO) Phase I (Deter)

1 (U // FOUO) Plan and direct execution of the six functions of logistics: supply, maintenance, transportation, general engineering, health services, and services (non-material and support activities).

2 (U // FOUO) Source equipment requirements, manage equipment allocations and readiness assessments and provide item replacement for validated equipment density list in support of 2d MEB operational requirements.

3 (U // FOUO) Plan and coordinate loading personnel, equipment, or supplies from a means of transportation at terminals (ports, airfields, beaches).

(b) (U // FOUO) Phase II (A / B) (Seize Initiative)

1 (U // FOUO) Plan and direct execution of the six functions of logistics: supply, maintenance, transportation, general engineering, health services, and services (non-material and support activities).

2 (U // FOUO) Coordinate logistics activities via the Tactical Logistics (TACLOG aboard Amphibious Shipping (ship-to-shore movement)).

3 (U // FOUO) Lead and synchronize the development of the Amber theater infrastructure plan in support of combat operations.

(c) (U // FOUO) Phase III (A / B / C) (Dominate)

1 (U // FOUO) Plan and direct execution of the six functions of logistics: supply, maintenance, transportation, general engineering, health services, and services (non-material and support activities).

2 (U // FOUO) Coordinate logistics activities via the TACLOG aboard amphibious shipping (ship-to-shore movement).

3 (U // FOUO) Lead and synchronize the development of the Amber theater infrastructure plan ISO combat operations.

(d) (U // FOUO) Phase IV (Stabilize)

1 (U // FOUO) Plan and direct execution of the six functions of logistics: supply, maintenance, transportation, general engineering, health services, and services (non-material and support activities).

2 (U // FOUO) Coordinate logistics activities ISO stabilization operations via the TACLOG aboard Amphibious Shipping.

(2) (U // FOUO) RLT 8

(a) (U // FOUO) Phase I (Deter)

1 (U // FOUO) Prepare for and execute embarkation in accordance with approved load plan and 2d MEB Embarkation SOP.

2 (U // FOUO) Embark two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

3 (U // FOUO) Coordinate with supporting ships' supply officers for consumable / expendable (Class I, limited Class II, Class IIIP / IIIB, Class IV, Class VIII, and limited Class IX) items ISO GCE requirements on board ship.

(b) (U // FOUO) Phase II (A / B) (Seize Initiative)

1 (U // FOUO) Coordinate with supporting ships' supply officers for consumable / expendable (Class I, limited Class II, Class IIIP / IIIB, Class IV, Class VIII, and limited Class IX) items ISO GCE requirements on board ship.

2 (U // FOUO) Prepare to land with two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

3 (U // FOUO) Coordinate direct support requirements with LCE ISO amphibious assault.

(c) (U // FOUO) Phase III (A / B / C) (Dominate)

4 (U / / FOUO) (Amber). USTRANSCOM operates Charleston APOE / D and SPOE / D. 2d MEB develops infrastructure and plans ISO R2 operations. CSSA maintains identified stockage objectives. LCE expands services ashore to include Postal, Religious, Legal, Disbursing, and MCCS. ACE continues to support forces ashore via FARP. 2d MEB forces postures to support reconstitution of Ambertine forces and infrastructure, as required. Basing and logistics capabilities developed to execute the RSO&I of the follow-on UN force.

5 (U // FOUO) (Endstate). 2d MEB forces postured to execute stabilization operations. 2d MEB is capable of transitioning Command Element (CE) and ACE ashore. Amber's infrastructure is capable of receiving, storing, and distributing sustainment ISO Ambertine and UN forces and supporting R2 of 2d MEB forces.

(e) (U // FOUO) Phase V (Enable Civilian Authorities). To be announced.

1 (U // FOUO) Maintain two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

2 (U // FOUO) Coordinate resupply with LCE via Drop Zones (DZ / Rapid Replenishment Points (RRPs) in accordance with ground scheme of maneuver. Planned locations include North of Charleston, Florence, and Allendale.

(d) (U // FOUO) Phase IV (Stabilize)

1 (U // FOUO) Maintain two DOS / DOA of accompanying supplies ashore during operations ashore: Class I, III, and V.

2 (U // FOUO) Coordinate with LCE for identification, security, and recovery of immobilized, inoperative, and abandoned equipment.

(3) (U // FOUO) MAG 29

(a) (U // FOUO) Phase I (Deter)

1 (U // FOUO) Prepare for and execute embarkation in accordance with approved load plan and 2d MEB Embarkation SOP.

2 (U // FOUO) Embark two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

3 (U // FOUO) Coordinate with supporting ships' supply officers for consumable / expendable (Class I, limited Class II, Class IIIP / IIIB, Class IV, Class VIII, and limited Class IX) items ISO ACE requirements on board ship.

(b) (U // FOUO) Phase II (A / B) (Seize Initiative)

1 (U // FOUO) Coordinate with supporting ships' supply officers for consumable / expendable (Class I, limited Class II, Class IIIP / IIIB, Class IV, Class VIII, and limited Class IX) items ISO ACE requirements on board ship.

2 (U // FOUO) Prepare to land with two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

3 (U // FOUO) Coordinate direct support requirements with LCE ISO amphibious assault.

(c) (U // FOUO) Phase III (A / B / C) (Dominate)

1 (U // FOUO) Maintain two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

2 (U // FOUO) Prepare to support elements of 2d MEB re-supply via DZ / RRPs in accordance with ground scheme of maneuver. Planned locations include North of Charleston, Florence, and Allendale.

3 (U // FOUO) Establish FARP IVO Myrtle Beach and IVO Charleston.

(d) (U // FOUO) Phase IV (Stabilize)

1 (U // FOUO) Maintain 2 DOS / DOA of accompanying supplies ashore during operations ashore: Class I, III, and V.

2 (U // FOUO) Coordinate with LCE to assist with recovery of immobilized, inoperative, and abandoned equipment.

(4) (U // FOUO) CLR 27

(a) (U // FOUO) Phase I (Deter)

1 (U // FOUO) Prepare for and execute embarkation in accordance with approved load plan and 2d MEB Embarkation SOP.

2 (U // FOUO) Embark two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

3 (U // FOUO) Identify requirements for accompanying supplies (Class I, III(P / B), V(W / A), VIII, IX) to CTG 955.2, 2d MEB G-4 to support 30 days of combat operations.

(b) Phase II (A / B) (Seize Initiative)

1 (U // FOUO) Coordinate with supporting ships' supply officers for consumable / expendable (Class I, limited Class II, Class IIIP / IIIB, Class IV, Class VIII, and limited Class IX) items ISO LCE requirements on board ship.

2 (U // FOUO) Prepare to land with two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

3 (U // FOUO) Provide DS to GCE ISO amphibious assault.

(c) (U // FOUO) Phase III (A / B / C) (Dominate)

1 (U // FOUO) Establish BSA IVO Myrtle Beach.

2 (U // FOUO) Provide DS to GCE ISO amphibious assault.

(d) (U // FOUO) Phase IV (Stabilize)

1 (U // FOUO) Provide DS to GCE ISO Phase IV operations.

2 (U // FOUO) Conduct POG and A / DACG operations IVO Charleston.

3 (U // FOUO) Conduct Maintenance Contact Teams (MCT) and vehicle recovery operations.

(5) II BHG

(a) (U // FOUO) Phase I (Deter)

1 (U // FOUO) Prepare for and execute embarkation in accordance with approved load plan and 2d MEB Embarkation SOP.

2 (U // FOUO) Embark two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

3 (U // FOUO) Coordinate with supporting ships' supply officers for consumable / expendable (Class I, limited Class II, Class IIIP / IIIB, Class IV, Class VIII, and limited Class IX) items ISO BHG requirements on board ship.

(b) (U // FOUO) Phase II (A / B) (Seize Initiative)

1 (U // FOUO) Coordinate with supporting ships' supply officers for consumable / expendable (Class I, limited Class II, Class IIIP / IIIB, Class IV, Class VIII, and limited Class IX) items ISO BHG requirements on board ship.

2 (U // FOUO) Prepare to land with two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

3 (U // FOUO) Coordinate DS requirements with LCE ISO amphibious assault.

(c) (U // FOUO) Phase III (A / B / C) (Dominate)

1 (U // FOUO) Maintain two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

2 (U // FOUO) Coordinate resupply with LCE via DZ / RRPs in accordance with ground scheme of maneuver. Planned locations include North of Charleston, Florence, and Allendale.

(d) (U // FOUO) Phase IV (Stabilize)

1 (U // FOUO) Maintain two DOS / DOA of accompanying supplies ashore during operations ashore: Class I, III, and V.

2 (U // FOUO) Coordinate with LCE for identification, security, and recovery of immobilized, inoperative, and abandoned equipment. Assist MCT and vehicle recovery operations.

3 (U // FOUO) Plan for R2.

(6) (U // FOUO) 11th MEU

(a) (U // FOUO) Phase II (A / B) (Seize Initiative)

1 (U // FOUO) Coordinate with supporting ships' supply officers for consumable / expendable (Class I, limited Class II, Class IIIP / IIIB, Class IV, Class VIII, and limited Class IX) ISO 11TH MEU requirements on board ship.

2 (U // FOUO) Prepare to land with two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

3 (U // FOUO) Identify requirements for accompanying supplies (Class I, III(P / B), V(W / A), VIII, IX) to CTG 955.2, 2d MEB G-4 to support 30 days of combat operations.

(b) (U // FOUO) Phase III (A / B / C) (Dominate)

1 (U // FOUO) Maintain two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

2 (U // FOUO) Coordinate resupply with LCE via DZ / RRPs in accordance with ground scheme of maneuver. Planned locations include North of Charleston, Florence, and Allendale.

(a) (U // FOUO) Phase IV (Stabilize)

1 (U // FOUO) Maintain two DOS / DOA of accompanying supplies ashore during operations ashore: Class I, III, and V.

2 (U // FOUO) Coordinate with LCE for identification, security, and recovery of immobilized, inoperative, and abandoned equipment. Assist MCT and vehicle recovery operations.

3 (U // FOUO) Plan for R2.

(7) (U // FOUO) 26th MEU

(a) (U // FOUO) Phase II (A / B) (Seize Initiative)

1 (U // FOUO) Coordinate with supporting ships' supply officers for consumable / expendable (Class I, limited Class II, Class IIIP / IIIB, Class IV, Class VIII, and limited Class IX) ISO 26 MEU requirements on board ship.

2 (U // FOUO) Prepare to land with two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

3 (U // FOUO) Identify requirements for accompanying supplies (Class I, III(P / B), V(W / A), VIII, IX) to CTG 955.2, 2d MEB G-4 to support 30 days of combat operations.

(b) (U // FOUO) Phase III (A / B / C) (Dominate)

1 (U // FOUO) Maintain two DOS / DOA of accompanying supplies ashore during assault and during operations ashore: Class I, III, and V.

2 (U // FOUO) Coordinate resupply with LCE via DZ / RRPs in accordance with ground scheme of maneuver. Planned locations include North of Charleston, Florence, and Allendale.

(c) (U // FOUO) Phase IV (Stabilize)

1 (U // FOUO) Maintain two DOS / DOA of accompanying supplies ashore during operations ashore: Class I, III, and V.

2 (U // FOUO) Coordinate with LCE for identification, security, and recovery of immobilized, inoperative, and abandoned equipment. Assist MCT and vehicle recovery operations.

3 (U // FOUO) Plan for R2.

4. Administration and Logistics

a. Logistics

(1) (U // FOUO) Supply. Naval expeditionary logistics provides an end-to-end supply chain capable of continuously providing parts, supplies, and equipment from CONUS, or intermediate advance bases, directly to naval forces at sea. CTG 955.1 (ESG), CTG 955.2 (2d MEB), and CTG 955.3 (LFTC) execute NLI in order to integrate and synchronize our collective efforts ISO naval and 2d MEB forces operating at sea or ashore.

(a) (U // FOUO) Commodities

1 (U // FOUO) Common Item Stock (CIS). MSEs will submit requirements for CIS consumable / expendable (Class I, limited Class II, Class IIIP / IIIB, Class IV, Class VIII, and limited Class IX) items to supporting ships' supply officers. MSEs will establish a reimbursable account via a MIPR with ships' supply officers.

2 (U // FOUO) Service / Title 10 items. MSEs will submit requirement for service specific (Class II (uniform), Class V, Class VII, and Class IX) items to LCE.

(b) (U // FOUO) Expediting High Priority Materiel

1 (U / / FOUO) 2d MEB forces will use U.S. Navy's PMO to source, expedite, and track high priority requisitions. PMO will be used to requisition IPG-1 requirements for consumable and expendable supplies and stores account code 1 (SAC-1) materiel. IPG-1 requisitions include priority designators 01 / 02 / 03 per current DoD UMMIPS policy.

2 (U // FOUO) Navy, DLA, and General Services Administration (GSA) supply systems will be screened for asset visibility. If not available

Marine Corp SMU Camp Lejeune, NC (ML3) will be screened prior to initiation of global sourcing.

(c) (U // FOUO) SECREPS. Advanced Traceability and Control / Electronic Retrograde Management System (ATAC) / eRMS will be used to support retrograding of unserviceable SECREPS and for replenishing serviceable SECREPS.

(d) (U // FOUO) Distribution and Allocation

1 (U // FOUO) CRIF allows 2d MEB forces to synchronize delivery of resupply / sustainment with their movement by specifying when and where it will be receiving cargo. The CRIF will be used for CONUS to OCONUS 'ship to' addresses. Cargo routing will be executed by ensuring Transportation Priorities 1, 2, and 3 'ship to' addresses are loaded to the CRIF.

2 (U // FOUO) TCR supply locations

a (U // FOUO) Amethyst Island Logistics ISB.

b (U // FOUO) Myrtle Beach BSA.

c (U // FOUO) Charleston CSSA.

3 (U // FOUO) Intra-theater distribution will be supported via dedicated scheduled theater air routes (STARs), commercial carriers, dedicated surface connectors. Scheduling and allocation of lift will be coordinated via the 2d MEB G-4.

(e) (U // FOUO) Level of Supply

1 (U // FOUO) Class I (Rations). Class I is a CIS commodity. 2d MEB forces will deploy with (30) DOS of MREs to sustain personnel until the theater distribution plan is established.

a (U // FOUO) Basic Feed Plan

i. (U // FOUO) 2d MEB forces embarked aboard naval vessels will subsist solely on food stuffs (perishables / non-perishables) provided by US Navy (Galley).

ii. (U // FOUO) Forces ashore will subsist, initially on MREs only. Sole consumption of MREs should not exceed a period of 21 days in duration. MREs will be supplemented by UGR-H&S and UGR-B or locally procured 'A' rations as the environment becomes conducive to support.

2 (U // FOUO) Class I (Water). Class I (Water) is a CIS commodity. Bulk water is the primary source. Bottle water will serve as the secondary. Bottle water requirements will be coordinated with 2d MEB G-4.

a (U // FOUO) Class I (Water) support for ashore forces will rely on combined use of HNS assets and U.S. military tactical water systems.

b (U // FOUO) Ice will be made available when local HNS contracts have been established.

c (U // FOUO) Stockage objective ashore is 10 DOS.

3 (U // FOUO) Class II (Clothing). MSEs will deploy with individual equipment and essential administrative supplies. Class II will be sustained in theater via NLI and service capabilities.

4 (U // FOUO) Class III (POL). JP-5 is the primary fuel in the TCR. 2d MEB forces will maintain 30 DOS in TCR. Diesel, Mobility Gasoline (MOGAS), and Aviation Gasoline (AVGAS) will be handled as specialty fuels.

a (U // FOUO) Class III (Bulk) is a CIS commodity. Class IIIB in support of assault operations will be stored and distributed coordinated via HNS assets and USMC AAFS. Landing Craft Air Cushions (LCACs) with fuel transfer equipment provide an initial assault support ship to shore asset. Forces ashore need to BPT support Amphibious Bulk Liquid Transfer System (ABLTS) operations.

i. (U // FOUO) 2d MEB, G-4 will establish a JPO ashore and coordinate with CTG 955.2 and CFMCC Sub-Area Petroleum Office (SAPO) for 2d MEB POL operations.

ii. (U // FOUO) Stockage objective ashore is 10 DOS.

b (U // FOUO) Class III (Packaged) is a CIS commodity. Class IIIP in support of assault operations will be stored and distributed via LCE. 2d MEB forces will deploy with 30 DOS.

5 (U // FOUO) Class IV (Construction Materiel). 2d MEB forces will develop a detailed BOM in support of assault operations. Critical, high demand items will be stockpiled ashore. HNS will be leveraged to the greatest extent possible in support of operations.

6 (U // FOUO) Class V (Munitions). 2d MEB forces will deploy with 30 DOA Class V(W) (Ground) and Class V(A) (Air) ammunition.

a (U // FOUO) Limited Class V(A) will be stored ashore in designated FARP, Basic Load Allowance Holding Area (BLAHA), or Field Ammunition Supply Point (FASP).

b (U // FOUO) Stockage objective ashore for Class V(W) is five DOA and will be stored ashore in designated RRP, BLAHA, or FASP.

7 (U // FOUO) Class VI (Personal Items). MSEs will deploy with health and comfort packs. Class VI will be sustained in theater via NLI and service capabilities. Limited exchange services will be established after kinetic operations cease.

8 (U // FOUO) Class VII (Major End Items). Class VII (SAC-3) items will be coordinated via 2d MEB G-4. LCE will establish and manage PEI collection yard in support of battle damaged / battle loss equipment. Designated equipment will be evacuated to Amethyst Island for subsequent retrograde back to CONUS.

9 (U // FOUO) Class VIII (Medical). See Annex Q (Medical Services).

10 (U // FOUO) Class IX (Repair Parts). 2d MEB forces will deploy with 30 DOS of designated PEB stocks. CIS parts and SECREPs via ATAC / eRMS will be supported via NLI. Service specific parts will be ordered based on established Requisitioning Objectives (RO) and Reorder Points (ROP).

11 (U // FOUO) Class X (Non-Military Programs Materiel). 2d MEB forces will not deploy with or source Class X items. Support for Class X items will be limited to distribution and storage operations.

(2) (U // FOUO) External Support

(a) (U // FOUO) Ashore U.S forces TACON to 2d MEB receive CSS via the LCE. 2d MEB G-4 will establish ISSAs as required.

(b) (U // FOUO) ACSAs facilitate logistics support for coalition forces. CIS / CUL support will be requested, documented, and reimbursed via established ACSA processes.

(3) (U // FOUO) Maintenance

(a) (U // FOUO) Commanders are responsible for all organizational preventive and corrective maintenance of organic ground equipment. The LCE will task organize to provide intermediate maintenance support at Amethyst Island in support of all commodities. PMCS will be conducted enroute and coordination with CTG 955.2. Assault force maintenance activities will be performed as far forward as possible via MCT. NLI and LCE support will be deconflicted to maximum efficiency.

(b) (U // FOUO) Immobile and inoperative material shall be pushed, pulled or dragged to the nearest Main Supply Route (MSR) by the owning unit. Equipment will not be abandoned without O-6 level permission. The position of immobile, inoperative, or abandoned equipment will be identified to the LCE for recovery. The LCE will coordinate the movement of immobile, inoperative, or abandoned equipment to an established recovery lot. Proper accountability and disposal of battle damaged equipment will be coordinated via the WIR process.

(c) (U // FOUO) Cannibalization and selective interchange is authorized for 2d MEB essential equipment (MEE).

(4) (U // FOUO) Mobility and Transportation. See Appendix 4 (Mobility and Transportation).

(5) (U // FOUO) Civil Engineering Support Plan

(a) (U // FOUO) Permanent construction is not authorized. Any initial standard of construction is intended to meet the immediate austere operational support of units upon arrival in theater for a limited time from one to six months. Request for the use of host nation structures will be forwarded to 2d MEB G-4 for coordination with USEMBA.

(b) (U // FOUO) Priority of engineer effort is to sustain ground lines of communication (GLOC).

(6) (U // FOUO) Mortuary Affairs. LCE is responsible for Mortuary Affairs for AOA. MACP will be established IVO BSA / CSSA locations. Unit commanders at all levels are responsible for the search, recovery, and tactical recovery of human remains. Units will transport by the quickest means possible to the MACP. The MACP will make coordination to send directly to the TMEP located in Amethyst Island.

(7) (U // FOUO) Ammunition. Units will deploy with 2d MEB directed loads. Resupply operations will be coordinated via Service, CTG 955.1 (ESG) and CTF 955.3 (LFTC).

(a) (U // FOUO) Ammunition Basic Loads (ABL) will be calculated per MCO 8000.7a via Electronic Requirements Generator.

(b) (U // FOUO) MSEs will report available assets and expenditures on a weekly basis using a spreadsheet that lists Department of Defense Identification Code (DODIC), stock objective, on-hand balance, shortage / overage, percentage of stock objectives on-hand, and ammunition scheduled to be delivered.

(8) (U // FOUO) Aviation Logistic Support. ACE uses organic aviation logistics support by deploying type / model / series (T / M / S) specific Remote Expeditionary Support Packages (RESP) consisting of supply parts pack-up, ground support equipment (GSE), and Marine Aviation Logistics Squadron (MALS) maintenance and supply personnel augments.

(a) (U // FOUO) Aviation units deployed on amphibious shipping will include organic maintenance capabilities sufficient to maintain air operations from ship and to initiate operations ashore.

(b) (U // FOUO) A tailored intermediate maintenance activity (IMA) will deploy to theater via an aviation logistics support ship SS WRIGHT (T-AVB3).

b. (U // FOUO) Administration. Logistics SITREPs will be submitted per Annex U (Information Management).

5. Command and Signal

a. (U // FOUO) Command Relationships. See Annex J (Command Relationships)

b. (U // FOUO) Signal. See Annex K (Communications System Support)

ACKNOWLEDGE RECEIPT

JOHN K. LOVE
Brigadier General, USMC
Commanding

Appendices:
1 - Petroleum, Oils and Lubricant Supply (OMITTED)
2 - Mortuary Affairs (OMITTED)
3 - Sustainability Analysis (OMITTED)
4 - Mobility and Transportation
5 - Civil Engineering Support Plan (OMITTED)
6 - Non-Nuclear Ammunition (OMITTED)
7 - Supply (OMITTED)
8 - Services (OMITTED)
9 - Health Services (See ANNEX Q, Health Service Support)
10 - Aviation Logistics Support (OMITTED)
11 - External Support (OMITTED)
12 – Maintenance (OMITTED)
13 - General Engineering (OMITTED)

OFFICIAL:
s /
S.K. Howard
Lieutenant Colonel, USMC
AC / S G-4

ANNEX E: USAFRICOM LOGISTICS CHECKLIST (COMPONENT)

- ☐ Determine and validate sustainment and other logistics requirements.
- ☐ Following four options (in priority order) for outsourcing logistics support requirements: HNS, Other Nation Support, Contingency Contracting, and the LOGCAP.
- ☐ Establish oversight and control of all theater acquisition activity in support of operations.
- ☐ Submit engineering requirements IAW Appendix 6, Annex D to USAFRICOM J4.
- ☐ BPT establish life support for a NSE and transient forces as required.
- ☐ Establish policy for equipment cannibalization and evacuation of Non-Mission Capable (NMC) Class VII items.
- ☐ Establish policy for turn-in of excess containers, material, equipment and hazardous material through DLA.
- ☐ Develop policies to manage, control, and account for allocated equipment and materiel resources.
- ☐ Establish a sub-area petroleum office to coordinate all fuel requirements through USAFRICOM J4 JPO.
- ☐ Provide logistics assistance to other forces if ACSAs are utilized.
- ☐ Assess environmental consequences of proposed programs and actions; direct the preparation environmental documents (environmental reviews or studies) for specific proposed actions, as required.
- ☐ Coordinate Joint RSO&I and sustainment requirements. Establish required movement control architecture to fully support AO-wide mission, ensuring joint and Service connectivity.
- ☐ Establish intra-theater ground and air transportation routes.
- ☐ BPT establish tactical field exchanges for prolonged operations through the AAFES.
- ☐ Establish emergency Organizational Clothing and Individual Equipment (OCIE) supply and exchange capability.
- ☐ Establish a container accountability program and repair facilities for temperature-controlled storage (e.g., reefers, refrigerated ISU containers).
- ☐ Establish Joint Operational Area (JOA) DOS policy.
- ☐ Serve as lead agent for HNS and establish a HNS office to source and manage requirements. Advise CDR USAFRICOM of all allocation decisions for critical items.
- ☐ Be prepared to establish a US movement control system for LOCs in the USAFRICOM AOR in coordination with USAFRICOM’s Deployment and Distribution Operations Center (ADDOC). BPT assist other nations with movement control support within force / task force commander’s AO.
- ☐ Establish Base Operating Support – Integrator (BOS-)I responsibility for each deployed location.
- ☐ Provide additional support as directed.

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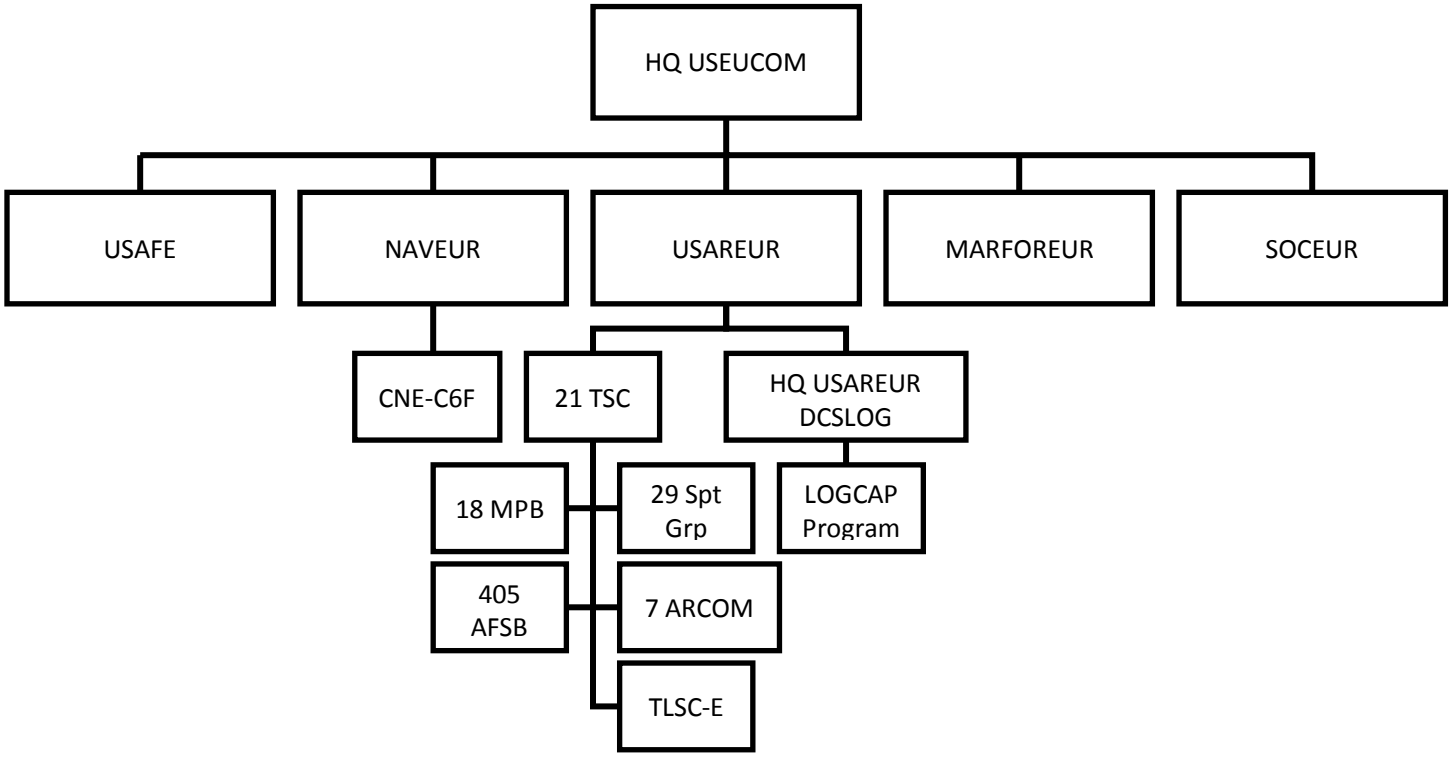
ANNEX F: USEUCOM LOGISTICS OPERATIONAL UNITS

HQ USEUCOM Operational



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ANNEX G: COMMAND AUTHORITIES

Command Authority	Authority	How and Where Exercised	Restrictions	Remarks
COCOM	(1) Organize & employ forces; (2) Assign tasks (3) Designate objectives; (4) Operations; (5) Joint training; (6) issues logistics directives	Normally through subordinated joint force, service and / or functional component commanders	Combatant commanders only; cannot be delegated	Established by 10 USC 164; OPCON & TACON are inherent
OPCON	(1) Organize & employ forces; (2) Assign tasks (3) Designate objectives; (4) Direct accomplishment of assigned missions; 95) Direct operations & joint training; (6) may be delegated	At any echelon at or below a combatant command; normally through subordinate commanders	Does not include admin, logistics, discipline, internal organization or unit training	OPCON is inherent within COCOM; TACON is inherent within OPCON
TACON	Detailed direction and control of the movements or maneuvers of attached or assigned forces needed to accomplish assigned tasks or missions; may be delegated	At any echelon at or below a combatant command	No organizational or ADCON authority	TACON is inherent within OPCON
SUPPORT	To aid, protect, complement or sustain another force as directed by a higher command for a specified mission	Under a directive issued from a higher command	As prescribed by the higher command	This is a command relationship
ADCON	(1) Organization of service forces; (2) Control of resources / equipment; (3) Personnel management; (4) Unit & individual training plus readiness; (5) Mobilization & demobilization; (6) Discipline	Normally by Service or component commanders directly over subordinate or other formations	Does not include any matters relating to operational missions	May be modified or restricted by COCOM authority
Coordinating	Coordinates specific functions or	Normally used in connection	Has no authority to	Established a consulting

Command Authority	Authority	How and Where Exercised	Restrictions	Remarks
Authority	activities involving forces from two or more Services and / or joint force components or two or more elements from the same Service; can require the parties to consult each other	with planning rather than operations	compel agreements; if no agreement is reached, must refer to appointing authority	relationship, not command authority
DIRLAUTH	Authority granted by a commander (any level) to a subordinated to directly consult or coordinated with a command or agency outside the granting command	Normally used in connection with planning rather than operations	Granting commander must be kept informed	A coordinating, not a command relationship

Table 5: Command Relationships (JP 1-02 and MCWP 3-40.8)

a. Combatant Command (Command authority) (COCOM)

Nontransferable command authority established by Title 10 ("Armed Forces"), United States Code, Section 164. Combatant command (command authority) or COCOM is exercised only by commanders of unified or specified combatant commands unless otherwise directed by the President or the Secretary of Defense. COCOM cannot be delegated and empowers a combatant commander to perform those command functions over assigned forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command. COCOM should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and / or functional component commanders. COCOM provides full authority to organize and employ commands and forces as the combatant commander considers necessary to accomplish assigned missions. Operational control is inherent in COCOM. (JP 1-02)

b. Operational Control (OPCON)

Commanders at any echelon at or below the level of combatant command may exercise OPCON. OPCON is inherent in combatant command (command authority) and may be delegated within the command. When forces are transferred between combatant commands, the command relationship the gaining commander will exercise (and the losing commander will relinquish) over these forces must be specified by the Secretary of Defense. OPCON is the authority to perform those functions of command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission. OPCON includes authoritative direction over all aspects of military operations and joint training necessary to accomplish missions assigned to the command. OPCON should be exercised through the commanders of subordinate

organizations. Normally this authority is exercised through subordinate joint force commanders and Service and / or functional component commanders. OPCON normally provides full authority to organize commands and forces and to employ those forces as the commander in OPCON considers necessary to accomplish assigned missions; it does not, in and of itself, include authoritative direction for logistics or matters of administration, discipline, internal organization, or unit training. (JP 1-02)

c. Tactical Control (TACON)

Command authority over assigned or attached forces or commands, or military capability or forces made available for tasking, that is limited to the detailed direction and control of movements or maneuvers within the operational area necessary to accomplish missions or tasks assigned. TACON is inherent in operational control. TACON may be delegated to, and exercised at any level at or below the level of combatant command. When forces are transferred between combatant commands, the command relationship the gaining commander will exercise (and the losing commander will relinquish) over these forces must be specified by the SECDEF. TACON provides sufficient authority for controlling and directing the application of force or tactical use of combat support assets within the assigned mission or task. (JP 1-02)

d. Support

Support is a command authority. A support relationship is established by a superior commander between subordinate commanders when one organization should aid, protect, complement, or sustain another force. (JP 1-02) Categories of support include—

General Support. That support which is given to the supported force as a whole and not to any particular subdivision thereof. (JP 1-02)

Mutual Support. That support which units render each other against an enemy, because of their assigned tasks, their position relative to each other and to the enemy, and their inherent capabilities. (JP 1-02)

Direct Support. A mission requiring a force to support another specific force and authorizing it to answer directly the supported force’s request for assistance. (JP 1-02)

Close Support. That action of the supporting force against targets or objectives which are sufficiently near the supported force as to require detailed integration or coordination of the supporting action with the fire, movement, or other actions of the supported force. (JP 1-02)

e. Other Authorities

Other authorities outside the command relations delineated above include:

ADCON: Direction or exercise of authority over subordinate or other organizations in respect to administration and support, including organization of Service forces, control of resources and equipment, personnel management, unit logistics, individual and unit training, readiness, mobilization, demobilization, discipline, and other matters not included in the operational missions of the subordinate or other organizations. (JP 1-02)

Coordinating Authority: A responsibility assigned to a commander or individual for coordinating specific functions or activities involving forces

of two or more Military Departments, two or more joint force components, or two or more forces of the same Service. The commander or individual has the authority to require consultation between the agencies involved, but does not have the authority to compel agreement. In the event that essential agreement cannot be obtained, the matter shall be referred to the appointing authority. Coordinating authority is a consultation relationship, not an authority through which command may be exercised. Coordinating authority is more applicable to planning and similar activities than to operations. (JP 1-02)

Direct Liaison Authorized: That authority granted by a commander (any level) to a subordinate to directly consult or coordinate an action with a command or agency within or outside of the granting command. Direct liaison authorized is more applicable to planning than operations and always carries with it the requirement of keeping the granting commander informed. Direct liaison authorized is a coordination relationship, not an authority through which command may be exercised. (JP 1-02)

ANNEX H: ABBREVIATIONS AND ACRONYMS

2D MARVID	2D Marine Division
A&E	Ammunition and Explosive
AA&E	Arms, Ammunition, and Explosives
AAFES	Army Air Force Exchange System
AAFS	Amphibious Assault Fuel System
AAO	Authorize Acquisitions Objective
AAV	Amphibious Assault Vehicle
AB	Air Base
ABL	Ammunition Basic Loads
ABLTS	Amphibious Bulk Liquid Transfer System
ACA	Airlift Clearance Authority
ACE	Aviation Combat Element
ACSA	Acquisition and Cross-Servicing Agreement
ADAL	Authorized Dental Allowance List
ADCON	Administrative Control
ADDOC	Africa Command Deployment and Distribution Operations Center
ADR HAZMAT	International Transport of Dangerous Goods by Road Hazardous Material
AE	Assault Echelon
AE	Assault Echelon
AFCAP	Air Force Contract Augmentation Program
AFOE	Assault Follow-On Echelon
ALSS	Advanced Logistics Support Site
AMAL	Authorized Medical Allowance List
AMC	Air Mobility Command
AMD	Air Mobility Division
AMHS	Automated Message Handling System
AO	Area of Operation
AOA	Amphibious Objective Area
AOR	Area of Responsibility
APO	Army Post Office
APOD	Aerial Ports of Debarkation
APOE / D	Aerial Ports of Embarkation / Debarkation
APS	Aerial Port Squadron
ARCOM	Army Command
ASP	Ammunition Supply Point

ATAC	Advanced Traceability and Control
ATF	Amphibious Task Force
AVGAS	Aviation Gasoline
BALS	Berthing and Loading schedule
BHG	
BLAHA	Basic Load Allowance Holding Area
BOM	Bill of Materials
BOS	Base Operating Support
BOS-I	Base Operating Support-Integrator
BPA	Blanket Purchase Agreement
BPT	Be Prepared To
BPT	Be Prepared To
BSA	
BSRF	Black Sea Rotational Force
C2	Command and Control
CARGO	Consolidated Afloat Requisitioni8ng Guide Overseas
CCDR	Combatant Commander
CDR	Commander
CE	Command Element
CENTCOM	Central Command
CFACC	Combined Force Air Component Commander
CFMCC	Combined Forces Maritime Component Command
CFMCC HQ	Combined Force Maritime Component Command Headquarters
CG	Commanding General
CHS	
CIS / CUL	Common Item / Common User Logistics
CJCSI	Chairman of the Joint Chief of Staff Instruction
CLC2S	Combined Logistics Command and Control System
CLC2S	Combined Logistics Command and Control System
CLF	Combat Logistics Force
CMFCC	
CO	Commanding Officer
COA	Course of Action
COCOM	Combatant Command
COLS	Concept of Logistics Support
COMAFAF	Commander, United States Air Forces Africa

COMMAAFES-EUR	Commander, Army and Air Force Exchange Services - Europe
COMNAVAF	Commander, United States Naval Forces, Africa
COMNAVSURFOR	Commander, Naval Surface Forces
CONCAP	Construction Capabilities
CONOPS	Concept of Operations
CONPLAN	Concept Plan
CONUS	Continental United States
COT	Commander of Troops
CPF	Combat Planning Factor
CRE	Contingency Response Element
CRIF	Cargo Routing Information File
CSG	Carrier Strike Group
CSL	Cooperative Security Location
CSP	Central Service Point
CSSA	Combat Service Support Area
CTF	Commander (Logistics) Task Force
CTG	Commander, Task Group
CUL	Common-User Logistics
CULT	Common User Land Transportation
CULT	Common User Land Transportation
DAFL	Directive Authority for Logistics
DCR	Daily Consumption Rate
DDD-E	Defense Distribution Depot-Europe
DDR	Daily Demand Rate
DDSI	Distribution Depot Sigonella, Italy
DEPORD	Deployment Order
DESC	Defense Energy Support Center
DESC-E	Defense Energy Support Center-Europe
DLA	Defense Logistics Agency
DLA-E	Defense Logistics Agency-Europe
DMART	Disaster Mortuary Affairs Response Team
DOA	Days of Ammunition
DOA	Delegation of Authority
DOD	Department of Defense
DODAAC	Department of Defense Activity Address Code

DODAAC / UIC	Department of Defense Activity Address Code / Unit Identification Code
DODAAD	Department of Defense Activity Address Directory
DODD	Department of Defense Directive
DODI	Department of Defense Instruction
DODIC	Department of Defense Identification Code
DON	Department of the Navy
DOS	Days of Supply
DRMS-I	Defense Reutilization and Marketing Service-International
DRRS	Defense Readiness Reporting System
DS	Direct Support
DSS	Distribution Standard System
DTS	Defense Transportation System
DZ	Drop Zone
EATC	European Air Transport Command
EDDOC	USEUCOM Deployment and Distribution Operations Center
EDL	Equipment Density List
EID	European Intermodal Distribution
EMF	Expeditionary Medical Facility
EOD	Explosive Ordnance Disposal
EPMR	Embarked Personnel and Material Report
eRMS	Electronic Retrograde Management System
ESE	
ESG	Expeditionary Strike Group
ESR	Equipment Status Report
EU	European Union
EVE	Effective Visibility Execution
FARP	Forward Arming Refuel Point
FASP	Field Ammunition Supply Point
FDM	Financial Data Manager
FDP&E	Force Deployment Planning and Execution
FEDAAC	Federal Activity Address Code
FedLog	Federal Logistics Information System
FF&V	Fresh Fruits and Vegetables
FIE	Fly In Echelon
FILL	Fleet Issue Load List

FLC	Fleet Logistics Center
FLIS	Federal Logistics Information System
FMS	Foreign Military Sales
FOB	Forward Operating Base
FOS	Forward Operating Sites
FOS	Feasibility of Support
GCE	Ground Combat Element
GCPC	Government Commercial Purchase Card
GCSS-MC	Global Combat Support System-Marine Corps
GEF	Guidance for Employment of the Force
GFMAP	Global Force Management Allocation Plan
GLOC	Ground Lines of Communication
GLS	Global Logistics Support
GPH	Gallons Per Hour
GSA	General Services Administration
GSE	Ground Support Equipment
GTN	Global Transportation network
H&S	Heat and Serve
HA-O	Humanitarian Assistance – Outsourced
HAP-EP	Humanitarian Assistance Excess Property
HAW	Heavy Airlift Wing
HAZMAT	Hazardous Materials
HCA	Humanitarian and Civic Assistance
HCA	Humanitarian and Civic Assistance
HIMARS	High Mobility Artillery Rocket System
HMMWV	High Mobility Multipurpose Wheeled Vehicle
HN	Host Nation
HNS	Host Nation Support
HPD	Hours Per Day
HQMC	Headquarters Marine Corps
HQMC I&L	Headquarters Marine Corps, Installations and Logistics
HSS	Health Service Support
I&L	Installation and Logistics
IAW	In Accordance With
ICW	In Conjunction With
IDE	Integrated Data Environment

IGC	IDE & GTN Convergence
IMA	Intermediate Maintenance Activity
IPDS	Inland Petroleum Distribution System
IPG	Issue Priority Group
ISB	Intermediate Support Base
ISO	In Support Of
ISR	Intelligence, Surveillance, and Reconnaissance
ISSA	Inter-Service Support Agreement
IVO	
JCSP	Joint Strategic Capabilities Plan
JFC	Joint Force Commander
JOA	Joint Operational Area
JPO	Joint Petroleum Office
JRSOI	Joint Reception, Staging, Onward movement, and Integration
JSCP	Joint Strategic Capabilities Plan
JTF	Joint Task Force
JTF-B	JTF-Bravo
KO	Contracting Officer
LCAC	Landing Craft Air Cushion
LCAT	Landing Craft Assignment Table
LCE	Logistics Combat Element
LFORM	Landing Force Operational Reserve Material
LFTC	Landing Force Training Command
LMCC	Logistics Movement Coordination Center
LNO	Liaison Officer
LOA	Line of Accounting
LOC	Line of Communication
LOE	Line of Effort
LOGCAP	Logistics Civil Augmentation Program
LOI	Letter of Instruction
LP	Logistics Plans, Policy and Strategic Mobility Division
LSA	Logistics Supportability Analysis
LTFC	Logistics Task Force Coordinator
LTFC	Logistics Task Force Coordinator
MACP	
MAGTF	Marine Air Ground Task Force

MALS	Marine Aviation Logistics Squadron
MARCORLOGCOM	Marine Corps Logistics Command
MARFOR	Marine Corps Service Component
MARFOR	Marine Forces
MARFORAF	Marine Corps Forces, Africa
MARFORCENT	Marine Corps Forces, Central Command
MARFORCOM	Marine Corps Forces Command
MARFOREUR	Marine Corps Forces, Europe
MARFORNORTH	Marine Corps Forces, North
MARFORPAC	Marine Corps Forces, Pacific
MARFORSOUTH	Marine Corps Forces, South
MARFORSTRAT	Marine Corps Forces, Strategic Command
MARSOC	Marine Corps Forces, Special Operations Command
MCB	Marine Corps Base
MCCBMR	Marine Corps Capabilities-Based Munitions Requirements
MCCDC	Marine Corps Combat Development Command
MCCE	Movement Coordination Center Europe
MCDP	Marine Corps Doctrinal Publication
MCICOM	Marine Corps Installations Command
MCIP	Marine Corps Information Publication
MCLC	Marine Corps Logistics Command
MCO	Marine Corps Order
MCP	Maintenance Collection Point
MCPP	Marine Corps Planning Process
MCPP-N	Marine Corps Prepositioning Program-Norway
MCRP	Marine Corps Reference Publication
MCT	Maintenance Contract Team
MCW	Meal, Cold Weather
MCWP	Marine Corps Warfighting Publication
MCX	Marine Corps Exchange
MEDEVAC	Medical Evacuation
MEE	MEB Essential Equipment
MEF	Marine Expeditionary Force
MET	Mission Essential Task
METT-T	Mission Enemy Terrain Troops available Time available
MEU	Mission Essential Unit

MHE	Material Handling Equipment
MHIF	Master Header Information File
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MIP	Material Issue Point
MIPR	Military Inter-departmental Purchase Request
ML3	
MLG	Marine Logistics Group
MLP	Message Load Plan
MLSR	Missing, Lost, Stolen, or Recovered
MMFA	Manpower Management Force Augmentation
MOA	Memoranda of Agreement
MOG	Maximum Operating on the Ground
MOG	Maximum Operating on the Ground
MOGAS	Mobility Gasoline
MOS	Maintenance Operations Section
MPC	MID Planning Conference
MPS	Maritime Prepositioning Ships
MRE	Meals, Ready to Eat
MRO-PV	Maintenance, Repair, and Operations – Prime Vendor
MSC	Major Subordinate Command
MSE	Major Subordinate Element
MSR	Main Supply Route
MSTP	MAGTF Staff Training Program
MTF	Medical Treatment Facility
MTVR	Medium Tactical Vehicle Replacement
MWR	Morale, Welfare, and Recreation
NAVFAC	Naval Facilities Engineering Command
NAVMC	Navy Marine Corps
NAVSUP	Naval Supply Systems Command
NEF	Naval Expeditionary Forces
NEXCOM	Navy Exchange Service Command
NGO	Non-Governmental Organization
NIIN	National Item Identification Number
NLI	Naval Logistics Integration
NLT	No Later Than
NMC	Non-Mission Capable

NMS	National Military Strategy
NSS	National Security Strategy
NVG	Night Vision Goggles
O&MMC	Operation and Maintenance Marine Corps
OCIE	Organizational Clothing and Individual Equipment
OCONUS	Outside Continental United States
OE&AS	Organization for Embarkation and Assignment to Shipping
OGA	Other Government Agency
OIC	Officer In Charge
OIS-R	Ordnance Information System-Retail
OMMC	Operation and Maintenance Marine Corps
OPCAP	Operation Capabilities
OPCON	Operational Control
OPD	Offshore Petroleum Discharge System
OPDS	Offshore Petroleum Discharge System
OPFOR	Operating Forces
OPLAN	Operation Plan
OPORD	Operation Order
OPT	Operational Planning Team
OTS	One-Touch Support
PANMC	Procurement Ammunition, Navy and Marine Corps
PEB	Pre-Expended Bin
PEI	Principal End Item
PEO	Principle End Item
PHIBRON	Amphibious Squadron
PMO	Priority Material Office
PN	Partner Nation
POC	Point of Contact
POL	Petroleum, Oil, and Lubricants
POR	Packaged Operational Ration
PP&O	Plans, Policies, and Operations
PTC	Plane Team Commander
PVNTMED	Preventive Medicine
QDR	Quadrennial Defense Review
R2	Retrograde and Redeployment
R3	Rapid Runway Repair

R3	Rapid Runway Repair
RBC	Red Blood Cell
RCW	Ration, Cold Weather
RDD	Required Deliver Date
REPOL	Reporting Emergency Petroleum, Oils, and Lubricants
RESP	Remote Expeditionary Support Packages
RFF	Request for Forces
RIP	Reparable Issue Point
RMS	Reparable Management System
RO	Responsible Officer
RO	Requisitioning Objectives
ROP	Reorder Points
RRP	Rapid Replenishment Point
RSO&I	Reception, Staging, Onward Movement, and Integration
SAAR	System Authorization Access Request
SAC	Strategic Airlift Capability
SAC	Stores Account Code
SALIS	Strategic Airlift Interim Solution
SAP	Simplified Acquisition Procedures
SAPO	Sub Area Petroleum Office
SASSY	Supported Activities Supply System
SDDC	Surface Deployment and Distribution Command
SDN	Standard Document Number
SECDEF	Secretary of Defense
SECREP	Secondary Repairables
SEPCOR	Separate Correspondence
SIK	Subsistence-in-Kind
SIMLM	Single Integrated Medical Logistics Manager
SLCP	Ship's Loading Characteristics Pamphlet
SME	Subject Matter Expert
SME	Subject Matter Expert
SMRC	Source Maintenance and Recoverable Code
SMS	Single Mobility System
SMU	Supply Management Unit
SMU	SASSY Management Unit
SOP	Standard Operating Procedures

SOUTHCOM	Southern Command
SPMAGTF	Special Marine Air Ground Task Force
SPOD	Seaports of Debarkation
SPOE / D	Sea Ports of Embarkation / Debarkation
STAR	Scheduled Theater Air Route
STOL	Short Take-Off and Landing
STP	
TACLOG	Tactical Logistics
TACON	Tactical Control
TAMCN	Table of Authorized Material Control Number
TAMIS	Training Ammunition Management Information System
TARP	Technical Assistance for Repairables Processing
TCP	Theater Campaign Plan
TCPT	Transportation Capacity Planning Tool
TCR	Treasure Coast Region
TCSP(E)	
TDP	Theater Distribution Plan
TE	Table of Equipment
TECOM	Training and Education Command
TEEP	Tactical Exercise Employment Plan
TEO	Tactical Embarkation Officer
TEU	Twenty-foot Equivalent Unit
TFSMS	Total Force Structure Management System
TIP	Training Input Plan
TLSC	Total Logistics Support Cost
TMEP	Theater Mortuary Evacuation Point
TMEP	Theater Mortuary Affairs Evacuation Point
TOECR	Table of Organization and Equipment Change Request
TOP	Transportation of Personnel
TOT	Transportation of Things
TPFDD	Time-Phased Force Deployment Data
TSC	Theater Security Cooperation, Theater Sustainment Command (US Army)
TSC	Theater Sustainment Command
TSOC	Theater Special Operations Commander
UDL	Unit Deployment List

UGR	Unitized Group Rations
UGR-A	Unitized Group Rations-A
UGR-B	Unitized Group Ration-B
UGR-H&S	Unitized Group Ration – Heat and Serve
UHT	Ultra-High Temperature
UIC	Unit Identification Code
UMMIPS	Uniform Material Movement and Issue Priority System
UN	United Nations
UNAAF	Unified Action Armed Forces
USAFE	United States Air Forces in Europe
USAFRICOM	U.S. Africa Command
USAMMCE	Commander, United States Army Medical Material Command Europe
USARAF	United States Army Africa
USC	United States Code
USCENTCOM	United States Central Command
USEASTCOM	US Eastern Command
USEMBA	United States Embassy Amber
USEMBA	US Embassy Amber
USEUCOM	U.S. European Command
USJFCOM	United States Joint Forces Command
USNAVEAST	
USNORTHCOM	United States Northern Command
USPACOM	United States Pacific Command
USSOCOM	United States Special Operations Command
USSOUTHCOM	U.S. Southern Command
USTRANSCOM	United States Transportation Command
USTRANSCOM	United States Transportation Command
UUAM	Using User Account Manager
VEO	Violent Extremist Organization
WARNORD	Warning Order
WSS	Water Supply and Sanitation

ANNEX I: ADDITIONAL REFERENCES

AAP-15, *NATO Glossary of Abbreviations Used in NATO Documents and Publications*

AAP-47, *Allied Joint Doctrine Development*

AJP 4.10, *Allied Joint Medical Support Doctrine*

AJP-3.13, *Allied Joint Doctrine for the Deployment of Forces*

AJP-4, *Allied Joint Doctrine for Logistics*

Allied Administrative Publication (AAP)-6, *NATO Glossary of Terms and Definitions*

Allied Joint Publication (AJP) (NATO)-3.12, *Allied Joint Doctrine for Engineering*

Field Manual (FM) 3-34, *Engineer Operation*

FM 100-10.1, *Theater Distribution*

FM 100-15, *Corps Operations*

FM 101-5, *Staff Organization and Operations*

FM 10-27, *General Supply in Theaters of Operation*

FM 10-52, *Water Supply in Theaters of Operation*

FM 10-67, *Petroleum Supply in Theaters of Operation*

FM 3-34.400, *General Engineering*

FM 4-0, *Sustainment*

FM 4-01.30, *Movement Control*

FM 4-02, *Force Health Protection in a Global Environment*

FM 4-02.1, *Army Medical Logistics*

FM 4-02.10, *Theater Hospitalization*

FM 4-02.12, *Army Health System Command and Control Organizations*

FM 4-02.18, *Veterinary Service Tactics, Techniques, and Procedures*

FM 4-02.19, *Dental Service Support Operations*

FM 4-02.2, *Medical Evacuation*

FM 4-02.25, *Employment of Forward Surgical Teams Tactics, Techniques, and Procedures*

FM 4-02.51, *Combat and Operational Stress Control*

FM 4-02.7, *Health Service Support in a CBRN Environment*

FM 4-02-17, *Preventive Medicine Services*

FM 4-20.41, *Aerial Delivery Distribution in the Theater of Operations*

FM 4-20.64, *Mortuary Affairs Operations*

FM 4-30.1, *Munitions Distribution in the Theater of Operations*

FM 4-30.13, *EOD Multiservice Procedures for Explosive Ordnance Disposal in a Joint Environment*

FM 4-30.3, *Maintenance Operations and Procedures*

FM 4-30.31, *Recovery and Battle Damage Assessment and Repair*

FM 4-93.2, *The Sustainment Brigade*

FM 4-93.4, *Theater Support Command*

FM 4-93.41, *Army Field Support Brigade Tactics, Techniques, and Procedures*

FM 55-1, *Transportation Operations*

FM 55-80, *Army Container Operations*

FM 63-20, *Forward Support Battalion*

FM 71-100, *Division Operations*

FM 8-55, *Planning for Health Service Support*

Joint Publication (JP) 1-02, *Department of Defense Dictionary of Military and Associated Terms*

JP 1-0, *Personnel Support to Joint Operations*

JP 3-02, *Amphibious Operations*

JP 3-29, *Foreign Humanitarian Assistance*

JP 3-68, *Noncombatant Evacuation Operation* JP 4-0, *Joint Logistics*

JP 4-01, *Joint Doctrine for the Defense Transportation System*

JP 4-01.2, *Sealift Support to Joint Operations*

JP 4-01.5, *Joint Tactics, Techniques, and Procedures for Transportation Terminal Operations*

JP 4-01.6, *Joint Logistics Over-the-Shore (JLOTS)*

JP 4-02, *Health Service Support*

JP 4-03, *Joint Bulk Petroleum and Water Doctrine*

JP 4-05, *Joint Mobilization Planning*

JP 4-06, *Mortuary Affairs in Joint Operations*

JP 4-07, *JTTP for Common-User Logistics During Joint Operations*

JP 4-08, *Joint Doctrine for Logistic Support of Multi-National Operations*

JP 4-09, *Distribution Operations*

JP 4-10, *Operational Contract Support*

Marine Corps Doctrinal Publication (MCDP) 4, *Logistics*

Marine Corps Information Publication (MCIP) 3-17.01, *Combined Arms Improvised Explosive Device Defeat Operations*

Marine Corps Reference Publication (MCRP) 3.31B, *Amphibious Ships and Landing Craft Data Book*

Marine Corps Warfighting Publication (MCWP) 3-17, *Engineering Operations*

MCDP 5, *Planning*

MCRP 3-41.1, *Rear Area Operations*

MCRP 3-41.1A, *MAGTF Rear Area Security*

MCRP 4-11.1G, *Patient Movement*

MCRP 4-11.3F, *Convoy Operations Handbook*

MCRP 4-11.3H, *Tactical Convoy Operations*

MCRP 4-11.4A, *Recovery and Battle Damage Assessment and Repair*

MCRP 4-11E, *Contingency Contracting*

MCWP 3-17.2, *MAGTF Explosive Ordnance Disposal*

MCWP 3-17.4, *Engineer Reconnaissance*

MCWP 3-17.7, *General Engineering*

MCWP 3-21.1, *Aviation Ground Support*

MCWP 3-31.5, *Ship-to-Shore Movement*

MCWP 3-31.7, *Seabasing*

MCWP 3-32, *Maritime Prepositioning Force Operations*

MCWP 3-34.1, *Military Police Operations*

MCWP 4-1, *Logistics Operations*

MCWP 4-11, *Tactical-Level Logistics*

MCWP 4-11.1, *Health Service Support Operations*

MCWP 4-11.3, *Transportation Operations*

MCWP 4-11.4, *Maintenance Operations*

MCWP 4-11.5, *Seabee Operations in the MAGTF*

MCWP 4-11.6, *Petroleum and Water Logistics Operations*

MCWP 4-11.7, *MAGTF Supply Operations*

MCWP 4-11.8, *Services in an Expeditionary Environment*

MCWP 4-11.9, *Ammunition Logistics*

MCWP 4-12, *Operational-Level Logistics*

MCWP 4-12, *Operational-Level Logistics*

Naval Warfighting Publication (NWP) 4-02, *Naval Expeditionary Health Service Support Afloat and Ashore*

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