

USMC DISTRIBUTION DIGEST



Volume 12, Number 1

26 January 2021

COMMENTS FROM THE LOGISTICS DISTRIBUTION BRANCH HEAD:



As we jump into 2021, we contemplate the remoteness, stress, and awkwardness that COVID-19 restrictions placed on our personal and professional lives in 2020. COVID-19 will continue to be a significant part of 2021; however, it does not have to overwhelm or rule us again. We can adapt.

Below, I provide some simple advice for 2021. It is relevant, whether you are military, civilian, or a contractor:

differing perspectives. Our jobs require constant collaboration, collective thinking, and synchronization. Always make space for new ideas and process improvements. Think of the old axiom, “With friction comes traction.”

1. Listen more than you speak. Just because you can talk does not mean you have to. Be open to hearing the ideas of others. Solicit input and

2. Give more than you receive. It falls upon each of us to solve the problem. Do not observe it and expect others to do the heavy lifting. Make a concerted effort to identify root causes and identify what is causing issues in your work area. Think of another well-known axiom “Now that we’re out of money, we got to start to think.”

3. Stay positive. Do not focus on the past, the negative, or the bad stuff. With all of the recent events - COVID-19, elections, the news, and other things - it is easy to get distracted and allow these things to affect our mood, outlook, and attitude. Optimism is infectious and leads to opportunities for success. It helps us to see the “good things” in life. “Perpetual optimism is a force multiplier”- Colin Powell.

Finally, I draw my fourth piece of advice from the book *Start with Why* by Simon Sinek.

4. Understand or start with the WHY. We can usually describe the “What” and the “How” of life and work. I know the WHAT associated with the actions of waking in the morning. I know WHAT I must do when I get to work. I know HOW I will show love to my family. I also know HOW I will accomplish a task. The What and the How are usually the first and second things that come to mind when planning.

Simon writes, “When most organizations or people think, act or communicate they do so from the outside in, from WHAT to WHY. And for good reason - they go from clearest thing to the fuzziest thing. We say WHAT we do, we sometimes say HOW we do it, but we rarely say WHY we do WHAT we do.”

Imagine the difference in the result if you started with WHY? The WHY could be the difference between average and exceptional. Supporting the warfighter is WHY we strive to do our best at any assigned task. Providing for our loved ones is WHY we fight traffic for hours at a time to get to work. These are some examples of WHY. What are yours?

- POC: Mr. James Meersman, LPD Branch Head, (703) 256-8129, james.meersman@usmc.mil

31XX OCCFIELD SPONSOR UPDATES:

DISTRIBUTION ENABLERS IN THE GLOBAL DISTRIBUTION NETWORK:

The Marine Corps must be capable of sustaining combat power in contested environments. The [National Defense Strategy](#), the [38th Commandant's Planning Guidance \(CPG\)](#), and the [Sustaining the Force in the 21st Century](#) functional concept document articulate this requirement.

Likewise, the Naval Logistics Integration (NLI) Billet Exchange Program supports the guidance outlined in the above documents as well as the goals and intent of the Expeditionary Advanced Base Operations (EABO), Distributed Maritime Operations (DMO), and Littoral Operations in a Contested Environment naval concepts.

As a part of the NLI Billet Exchange Program, the Marine Corps placed Distribution Management (MOS 3112) subject matter experts at Naval Supply Systems Command Fleet Logistics Centers (FLCs) in the 5th Fleet (FLC Bahrain), 6th Fleet (FLC Sigonella), and 7th Fleet (FLC Yokosuka) areas of responsibility. Since 2014, these highly trained Distribution Management Marines have significantly reduced port-hold-times, helped mitigate customs issues, facilitated lift access and coordination, provided vastly improved direct access to naval logistics support, and offered transportation and logistics advocacy for local and transiting Marine Corps units where none previously existed.

The FLCs, Distribution Liaison Cells (DLCs), Distribution Process Advocates (DPAs), and Landing Support Battalion (LSB) deliver tremendous impact on the Marine Corps' ability to supply effective distribution and nodal management. They are distribution enablers that prepare the Marine Corps to win in any clime and place.

Marine Corps Logistics Command, in coordination with Logistics Distribution Branch, has strategically positioned DPAs on five (5) continents and several Continental United States (CONUS) aerial and sea ports. They augment the Marine Expeditionary Forces and Marine Forces to support distribution planning for Marine Corps Special Operations Command, Marine Corps Central Command, Marine Forces Europe and Africa, Marine Forces Pacific, and Marine Forces South. Given the current operational environment and the unknown national defense challenges ahead of our nation, Marine Corps Logistics Command must continue to make strategic investments in focused logistics support as they fill DPA positions across the enterprise.



The DPA network has been a critical enabler to the throughput and success of the CONUS aerial and sea ports and the global Defense Transportation System. The expansion and utilization of the DPA network will be of even greater importance in the future operating environment.

Billet integration to support enhanced distribution at the tactical level has been an ongoing problem for many years. One productive initiative is the creation of DLCs. The mission of the Marine Air-Ground Task Force (MAGTF) Material Distribution Company (MMDC) is to provide general shipping and receiving services, consolidated distribution services, and to maintain Asset Visibility (AV)/In-transit Visibility (ITV) to enhance throughput velocity and sustain the operational tempo. Improving MAGTF distribution capability was one of these deficiencies, and the creation of the MMDC helped close this gap.

Since their inception, the MMDCs have continued to evolve from Company-sized elements to individual sections within the Supply Battalion. Regardless of size, the MMDC has always supplied significant benefit and value (return on investment) despite a small footprint and staffing. An integral part of the DLCs' success has been their ability to organize and deploy rapidly.

Marine Expeditionary Unit (MEU) DLCs are flexible, scalable, and designed to meet the velocity demands while operating in contested and dispersed environments. MEU DLCs provide support from land and sea while integrating air/ground logistics support for the MAGTF. The MEU DLCs flexibility boosts the MEUs' ability to integrate logistics teams and personnel from task organization through redeployment back to home station.

The MEU DLC Proof of Principle concluded in 2016. After hearing the results, the Deputy Commandant for Installations and Logistics concurred with the proposed size and concept of operation for the DLC team. He recommended that each MEU continue to receive the capability. Noteworthy contributions of the MEU DLCs include reduced average Customer Wait Time (CWT) for both Ground and Aviation MEU DLC deployments; decreased instances of frustrated cargo, as compared to past MEU deployments without DLC capability (before 2013); and substantial increases in readiness. The Operational integration of DLCs on MEU deployments have become standard for every MEU since 2013. The expanding requirements from DLCs continue to impact logistics planning considerations for the future operating environment.

The LBS Marines enhance throughput in support of operations and deployments to deliver and transport gear, personnel, and equipment on beaches and in landing zones, ports, and terminals. The re-establishment of the LSB supports the CPG. Additionally, the LSB enhances our ability to shift to the sea to support future naval expeditionary operations. Landing support elements with a reduced footprint will become critical enablers in our efforts to support the throughput and sustainment of distributed forces. While the Marine Corps focuses on rejuvenating our amphibious philosophy, LSBs will provide the subject matter expertise to support EABO and DMO in contested and dispersed environments.

As distribution enablers, the FLCs, DLCs, DPAs, and LSBs provide commanders the enhanced capability to maintain AV/ITV, monitor capacity, provide information to assist with real-time decisions, and impact velocity. The resulting outcome is more effective and efficient delivery across the globe. Additional benefits include reduced CWTs, decreased loss or damages, and minimized instances of frustrated cargo.

The NLI Billet Exchange Program serves as a force multiplier by providing the right person, at the right place, at the right time. The program increased our ability to answer the age-old question, "Where is my stuff" before others can ask the question. Our distribution enablers have increased reliability, hence resulting in improvements in customer satisfaction and operational support.

- POC: LtCol Christopher Gilmore, LPD Deputy Branch Head and 31XX OccField Manager, (703) 695-6099, christophe.m.gilmore@usmc.mil

THE MASTER GUNNY'S CORNER - 31XX OCCFIELD SPONSOR UPDATE:

Warriors,

Because of your ability to adjust to the growing demands and unique requirements we consistently face, we are finally finding a sense of normalcy within our current environment. You heard my challenge and unwaveringly navigated the ship through the storm. Because of you, we are now operating in a steady-state and are postured for what comes next.



To maintain pace with our competitors, we must not become complacent. Now, more than ever, we must increase our innovativeness through academia. Logistics is highly evolutionary, and we must challenge our current practices and business models. Are we prepared to implement the [Commandant's Planning Guidance](#)? Are we progressing General David H. Berger's vision by enhancing our performance and productivity to support the warfighter in complex domains?

Again, academia is one effective way we can reshape and revitalize how we fight. Another approach is through the Transportation and Distribution (T&D) Symposium. The T&D Symposium serves as a vehicle to identify and prioritize T&D issues affecting the Fleet Marine Force. Headquarters Marine Corps (HQMC) forecasts the conference will take place in April or May of 2021.

Initial planning for the conference is underway, and HQMC is now soliciting topics for the event. Several working groups have recommended priority issues (capability gaps) for consideration. The eventual resolution of the priority issues will favorably influence our future performance. While the ideas or suggestions are far from implementation, it is pleasing to know we have visionaries within the community making quality contributions to Next Generation Logistics - ideas that sustain our legacy as a lethal and formidable Force. Thank you!

Moving forward, we should challenge our Marines and ourselves to explore our current processes to determine efficacy and to explore more efficient ways of operating. We have done a great job thus far, but the best is yet to come. Be innovative! Be amazing! Semper Fidelis.

- POC: MGySgt Jeffrey Gibson, 31XX OccField Manager, (571) 256-2760,
jeffrey.l.gibson1@usmc.mil

LPD-1:

HOW DO YOU DEFINE SUCCESS?

Throughout my career, others have identified me as a Go-Getter. Though many people are familiar with the term, I think I should provide a few definitions commonly used in dictionaries. Merriam-Webster defines a Go-Getter as an aggressively enterprising person. The Cambridge Dictionary defines a Go-Getter as someone who is energetic and works hard to succeed. Lastly, the Urban Dictionary defines a Go-Getter as someone that wants the best in life, and they work hard to make it happen for themselves, and nobody stops them.

Though having others identify you as a Go-Getter is great, I believe there is an alternative method to achieving real success in life while becoming a better person. The alternative is to become a Go-Giver, as defined in the book *The Go-Giver* by authors Bob Burg and John David Mann. In the book, the authors detail The Five Laws of Stratospheric Success.

The five laws are Value, Compensation, Influence, Authenticity, and Receptivity. They are an alternative set of business success principles built on giving and adding value to others. Burg and Mann start with the Law of Value, where true worth is determined by how much you give (in value) rather than what you take (in payment). The Law of Compensation defines income as determined by how many people you serve and how well you serve them. The Law of Influence dictates that influence grows when one places great importance on the needs of others. Individuals with good hearts, who give generously, and who have a genuine interest in others draw people to them. Burg and Mann also address the Law of Authenticity, which states that the most valuable gift to offer is yourself. Using anecdotal evidence, the authors illustrate how interpersonal skills contribute enormously to business success. The Law of Receptivity states that to continue giving effectively, one must stay open to receiving. Opportunities often present themselves in the most unusual ways. If one is receptive to this process, the possibilities are endless.

While becoming a Go-Giver is not the only way to become successful it is one of the best means to achieve success. I offer these thoughts and recommend that you add *The Go-Giver* to your toolbox to use in your pursuit of success. The book inspired me to implement The Five Laws of Stratospheric Success into aspects of my own life.

In closing, I would like to share a quote from Peter Drucker: "Leadership is lifting a person's vision to higher sights, the raising of a person's performance to a higher standard, the building of a personality beyond its normal limitations". The thoughts and recommendations I share are my attempts to do just that.
- POC: Dr. Antoine "Tony" Bailey, LPD-1 Section Head, (571) 256-2765, antoine.bailey1@usmc.mil

2021 TRANSPORTATION AND DISTRIBUTION (T&D) SYMPOSIUM:

Headquarters Marine Corps (HQMC), Logistics Distribution Branch (LPD) continues to coordinate plans for the 2021 T&D Symposium. LPD intends to conduct the event during the second quarter of 2021. The new forum mitigates losing the Transportation and Distribution Operational Advisory Group (T&D OAG).

In October 2019, the Deputy Commandant for Installations and Logistics (DC, I&L) discontinued all logistics advocacy forums in accordance with the Commandant of the Marine Corps guidance. The former T&D OAG served to identify, prioritize, and elevate transportation and distribution issues affecting the Marine Air-Ground Task Force (MAGTF) at the strategic, operational, and tactical levels of war. The T&D OAG also provided a forum to develop and prioritize relevant issues affecting the Future Year Defense Plan (FYDP), the Program Objective Memorandum, and plans beyond the FYDP.

Before the October 2019 decision, senior leadership recognized the T&D OAG as the leading forum to support the warfighters' logistics requirements. As an example of the forum's effectiveness, the T&D OAG successfully advocated for the following high priority issues:

- 2014. Creation of the Distribution Management Intermediate Course
- 2014. Military Occupational Specialty (MOS) 31XX Proof of Principle in support of the MEUs
- 2015. Expansion of the Radio Frequency Identification infrastructure
- 2015. Creation of the Asset Visibility (AV)/In-Transit Visibility (ITV) strategy
- 2016. Sustainment funding for the Transportation Capacity Planning Tool
- 2016. Sustainment funding for the Sea Service Deployment Module
- 2017. Revised age requirements for Motor Transport drivers

- 2018. Passive Radio Frequency Identification expansion in support of AV/ITV
- 2018. Global Combat Support System-Marine Corps Interoperability with ITV systems
- 2019. Revised MAGTF Deployment & Distribution Operations Center policy
- 2019. MOS designator change from 3052 to 3152

Even without the previous forum, the DC, I&L retains the obligation to respond to operational logistics requirements from the Fleet Marine Force (FMF). The T&D Symposium will allow LPD to coordinate support on behalf of the Community of Interest (COI). It will also provide a venue to discuss issues that are relevant to FMF logisticians. In support of the Symposium, Occupational Field Managers must continue to address and prioritize issues within their respective COI.

Since September 2020, LPD has met periodically to plan for the 2021 T&D Symposium. The planning meetings identified the need for modifications to the original T&D charter. Revisions included identifying the intent of the Symposium and reorganizing the T&D Working Groups (WGs). Although the charter for both the T&D OAG and the T&D Symposium are similar in content, the two documents have some distinct differences. Changes in the new T&D Symposium charter include:

- Reduced voting members from 23 people to 12
 - Rationale: Simplifies voting process during the Symposium
- Terminated the Preservation, Packaging, Packing, and Marking WG
 - Rationale: Merged with DMO WG due to the MOS 31XX/3052 convergence
- Terminated the Marine Corps Container WG
 - Rationale: Merged with the DMO WG to eliminate excessive meetings
- Consideration of overarching guidance ([National Defense Strategy](#), [Commandant's Planning Guidance](#), and [Sustaining the Force in the 21st Century](#))
 - Rationale: Synchronize T&D efforts with senior leader priorities

LPD will begin quarterly meetings, to include participation from the FMF, after receiving charter approval from Brigadier General Adam Chalkley (Director, Logistics Policy Division). The first quarterly meeting will be in January 2021. In February, LPD will issue a Department of the Navy Tracker task to solicit voting members from the Major Commands. Voting members will include representatives from the Marine Forces, Marine Expeditionary Forces, Marine Corps Logistics Command, Marine Corps Installations Command, and the Training and Education Command. Voting members must attend the meetings to receive briefs from the T&D WG leads and to identify emerging requirements from the FMF. They also represent their respective commands during any vote on T&D Symposium priority issues.

LPD hopes to conduct the 2021 T&D Symposium during April or May 2021 timeframe. Due to the ongoing impacts of COVID-19, LPD is weighing the benefits of alternate venues to host the event. However, public health and safety protocols will determine the actual dates and location for the Symposium. In the meantime, LPD will continue to publish additional information as we proceed with our planning efforts.

- POC: Mr. James A. Jones, LPD-1 Deputy Section Head, (571) 256-2752, james.a.jones7@usmc.mil

UNITED STATES TRANSPORTATION COMMAND (USTRANSCOM), JOINT DEPLOYMENT AND DISTRIBUTION EXECUTIVE BOARD (JDDEB):

On 19 November 2020, LPD attended the JDDEB chaired by General Stephen Lyons (Commander, USTRANSCOM). Meeting attendees included General Officer/Flag Officer/Senior Executive Service three-star level representatives from the Combatant Commands (COCOMs), the Services, Joint Staff, Air

Mobility Command, Surface Deployment and Distribution Command, Defense Logistics Agency, Defense Commissary Agency, Army and Air Force Exchange Service, and the Office of the Secretary of Defense. Scott AFB is the site of the bi-annual event.

The JDDEB is a coordination structure that drives global integration across the end-to-end value chain of the Joint Deployment and Distribution Enterprise (JDDE) for planning, operations, and posture in support of high-end mobility and distribution operations. In support of national security objectives, the JDDEB strives to deliver outcomes tied to the lines of effort in the National Defense Strategy and the National Military Strategy.

It is the capstone governance forum for the Department of Defense distribution process and is the senior decision-making body for the JDDE Community of Interest. The objectives of the JDDEB are:

- Generate strategic-level discussions that focus on warfighter readiness
- Develop a common understanding of JDDE priorities, problem sets, and threats
- Drive a unified approach to develop cross-functional solutions and associated action plans to resolve JDDE capability gaps, seams, and challenges

Unclassified information briefs provided during the meeting included:

- Joint Concept for Contested Logistics (JCCL). Brigadier General Michelle Letcher (Joint Staff /J4, JCCL) delivered an update brief on JCCL. The purpose of the JCCL is to establish an integrated set of concepts and capabilities that will enable the sustainment of the Joint Force during future conflicts. This informs Force Development priorities for the mid-term modernization actions (2-7 years) as well as Force Design actions to influence long-term priorities (5-15 years). As part of the Joint Warfighting Concept, the JCCL is one of four supporting concepts that seek to achieve agile and resilient logistics. The JCCL three lines of effort are resilient and integrated logistics command and control, assured power projection, and sustainment for distributed operations.
- Secretary of Defense, Directed Reform Initiatives. SES Bruce Busler (USTRANSCOM, Director Joint Distribution Process Analysis Center) briefed on options to reduce Defense Transportation System (DTS) costs. The brief identified four primary levers for transportation cost savings: workload volume, mode of transportation, asset utilization, and end-to-end optimization. Due to COVID-19, there is a significant decrease in global military operations and DTS workload. Potential courses of action (COA) include:
 - 1) Increasing channel aircraft utilization. The customer's desire for velocity (faster delivery) vice efficiency (lower cost) determines the frequency of channel flights resulting in lower aircraft utilization. This COA is a viable option that requires further analysis to assess the impact on COCOM readiness to support operational requirements.
 - 2) Increasing strategic aircraft minimum loads (from 15 short tons to 25 short tons). This COA does result in higher aircraft utilization rates while reducing transportation costs. However, it may also cause additional problems for the COCOMs when deploying smaller-sized elements.

- POC: Mr. James A. Jones, LPD-1 Deputy Section Head, (571) 256-2752, james.a.jones7@usmc.mil

NEW EUROPEAN UNION (EU) CUSTOMS CLEARANCE REQUIREMENTS:

The EU will be introducing a new customs clearance process for all cargo entering EU nations. The new program, Import Control System (ICS) 2, establishes an integrated approach to customs risk management

across the EU. The new customs clearance program begins on 15 March 2021. Under the provisions of ICS 2, all shipments entering the EU must meet the new pre-arrival safety and security program criteria. The program provides EU member nations advanced notice of all cargo coming into their respective countries by all modes.

On 16 December, United States Transportation Command released Customer Advisory USTC-CA-00037. The advisory states that Department of Defense-sponsored Next Generation Delivery Service shipments are exempt from the provisions of the new ICS 2 customs clearance requirement if shippers complete a US Forces Form 302 for cargo crossing borders within the European Member States.

As a reminder, all shippers must comply with customs requirements to minimize transit time, clearance delays, and avoid additional costs associated with missing/incomplete documentation. On the customs documentation, shippers must identify the 'in the clear' nomenclature of the item, United Nations number, national stock number, and information that identifies the shipment as US-owned cargo. Inaccurate declarations lead to shipment rejection (return) or cause unnecessary customs clearance delays/interventions. Therefore, the Logistics Distribution Branch (LPD) strongly advises shippers to use Form 302.

LPD will keep the Distribution Management Offices apprised of changes to ICS 2 to ensure Marine Corps shipments continue to move without any adverse impacts. DMOs can access information regarding ICS 2 at the following website: <https://ec.europa.eu/ICS2>.

- POC: Mr. Oliver Bell, LPD-1, (703) 695-7930, oliver.j.bell@usmc.mil

- POC: Mr. Joseph Rothrock, LPD-1, (571) 256-2761, joseph.rothrock.ctr@usmc.mil

DEPARTMENT OF DEFENSE (DoD) GOVERNMENT CARGO RECOVERY EFFORT (GOCARE) PROGRAM:

The GOCARE program provides the DoD with a method to recover lost and astray freight (material lost in shipment) and return it to the DoD. The GOCARE program depends on a cooperative relationship between the government and the Transportation Service Provider (TSP) industry. The government stakeholders are as follows: United States Army Military Surface Deployment and Distribution Command (SDDC) Program Manager (PM), Service or DoD Agency Chairperson (CP), and the Committee Members (CMs).

SDDC manages the DoD GOCARE program and is the primary link between the government and the TSP industry. The SDDC PM will assist the TSP in locating CMs in their regional area. As the PM for this program, SDDC is responsible for coordinating with the CPs on all changes to the DoD GOCARE Program and Committee Handbook. Additionally, the PM will host annual meetings with the CPs and provide minutes or a summary to all attendees.

The Service or DoD Agency CP is responsible for monitoring the DoD GOCARE program execution; this includes ensuring geographical coverage and reporting agency activity in a quarterly report to the SDDC PM. The government has the responsibility of verifying the existence of astray freight with the TSPs. The CP is responsible for providing the CMs' contact information to SDDC's PM semi-annually and ensuring that the Transportation Facility Guide stays up to date. The CP is responsible for supplying CMs with reporting procedures and guidance. Additionally, the CP will attend or ensure representation at the SDDC annual meeting, conduct periodic meetings with assigned CMs, and encourage them to attend loss and damage mini-freight workshops hosted by TSPs in their geographical area.

The Installation Transportation Office, Distribution Management Office, or other cognizant authorities will appoint GOCARE CMs for their installation. Each CM will establish a rapport with the local TSP terminal manager to encourage full participation in GOCARE. Each CM is responsible for maintaining their contact information in the Transportation Facility Guide so that TSPs and SDDC can contact them concerning astray freight issues. The CM will ensure the delivery and posting of the approved GOCARE poster to each assigned TSP terminal or warehouse. Additionally, the CM will contact the

assigned/designated TSP to schedule a mutually convenient time to visit the facilities; CM will visit the locations every quarter. Once a TSP notifies a CM of frustrated or astray DoD property, the CM will verify property ownership, provide a receipt to the terminal manager, and arrange to forward the shipment to a DoD-approved location. The CM must complete a DD Form 361, Transportation Discrepancy Report (TDR), to record all available information for the astray freight. The TDR will keep accountability of problematic shipments and resolution outcomes. Additionally, the CM will attend meetings hosted by the CP and participate in other transportation and traffic management meetings, seminars, and training classes.

For updated DoD GOCARE publications, guidelines, and policy, it <https://www.sddc.army.mil/gocare/Pages/gocare.aspx>. Please refer to the [Defense Transportation Regulation \(DTR\), Part II, Cargo Movement, Chapter 209](#) for the complete list of stakeholder responsibilities.

- POC: Ms. Candice Jackson, LPD-1, (571) 256-2758, candice.jackson@usmc.mil

LPD-2:

MAKING PREPARATIONS FOR A SMOOTH TRANSITION TO PEAK SEASON 2021 – WHAT YOU SHOULD KNOW:



Although Permanent Change of Station (PCS) Peak Season 2020 was a challenge due to COVID-19, the Distribution Management Offices (DMOs) and the Transportation Service Providers (TSPs) were successful. From pulling back shipments and re-booking them due to peak season rate extensions to extending peak season to flying Marines and their families exclusively on Air Mobility Command – Patriot Express (AMC-PE) to/from Japan, our military/civilian teamwork has proven to be the best.

There are some things to consider for Peak Season 2021. Two parties filed protests concerning the Global Household Goods Contract (GHC), leaving us

with a traditional process to follow for the next 12-18 months. The ban on using commercial air to fly into Japan is still in effect with an unknown end-date, so seat allocations will continue to be an issue. Mandatory COVID-19 quarantines will impact regular PCS timelines for the foreseeable future; however, DMOs can take measures over the next few months to be ready to provide excellent customer service.

TRAINING: Personal Property Offices, training should be at the forefront during the off-season, and DMOs should focus on entitlements, DPS processes, and customer satisfaction. We encourage DMOs to establish and foster communication with local agents and improve from lessons learned in previous years. The ability to reach our Marines has increased with the internet and social media, so information is readily available. For Passenger Travel Offices, training is also necessary to ensure we stay abreast of AMC-PE requirements into (and potentially out) of Japan. As of the print date of this publication, there are no inbound commercial flights to Japan allowed. Only Marines who cannot get a seat for pets or Marines with other qualifying circumstances may use outbound commercial flights. The Defense Transportation Regulation, Part I, Passenger Transportation, requires Marines to use AMC-PE to the fullest capability. Situations may change, and training must consider those changes before each training session.

ORDERS TIMING AND TRAINING: Under normal circumstances, the goal is to ensure Marines receive their orders at least 180 days from the Estimated Departure Date (EDD). Today, Marines are getting their orders around 160 days out, on average, from their PCS EDD. This number takes into consideration short notice orders for top-level schools and other academic seats, plus command slates and other Special Duty assignments. DMOs need to spread the word that it is never too early to begin the PCS process. For Marines and their families traveling to countries that require passports/visas, the sooner they apply, the less hassle they will have with mandatory credentials during their trip. The Foreign Clearance Guide (FCG) can educate them on passport requirements. However, familiarization with the FCG is critical so that Marines know where to look. Internationally shipped pets require quarantine time in some countries, while other countries have additional restrictions. Encourage Marines to become familiar with the Personal Property Consignment Instruction Guide to avoid difficulties and the “I didn’t know” issue. The Joint Travel Regulation (JTR) also has an Administrative Weight Limitation Supplement located on the Defense Travel Management Office (DTMO) website. DMOs can find the JTR and all Supplements on the same website within the DTMO Home Page. Marines should know how to get there quickly and review monthly changes, per MCO 4600.39. As mentioned above, the mandatory use of a military lift for passenger travel to/from Japan will create space deficits, which affect PCS timelines.

ENTITLEMENTS TRAINING: Executing a PCS move is challenging. We must ensure our Marines are aware of their entitlements for household goods (HHGs), HHG storage, unaccompanied baggage, shipping privately owned vehicles, and the storage of Professional Books, Papers, and Equipment (aka Pro Gear). We want to ensure Marines can make well-informed decisions about their PCS. From a full or partial Government Procured Move to a full or partial Personally Procured Move, Marines need to know which move is best for them. Remember that Marines can now use their Government Travel Charge Cards to pay certain PCS PPM expenses.

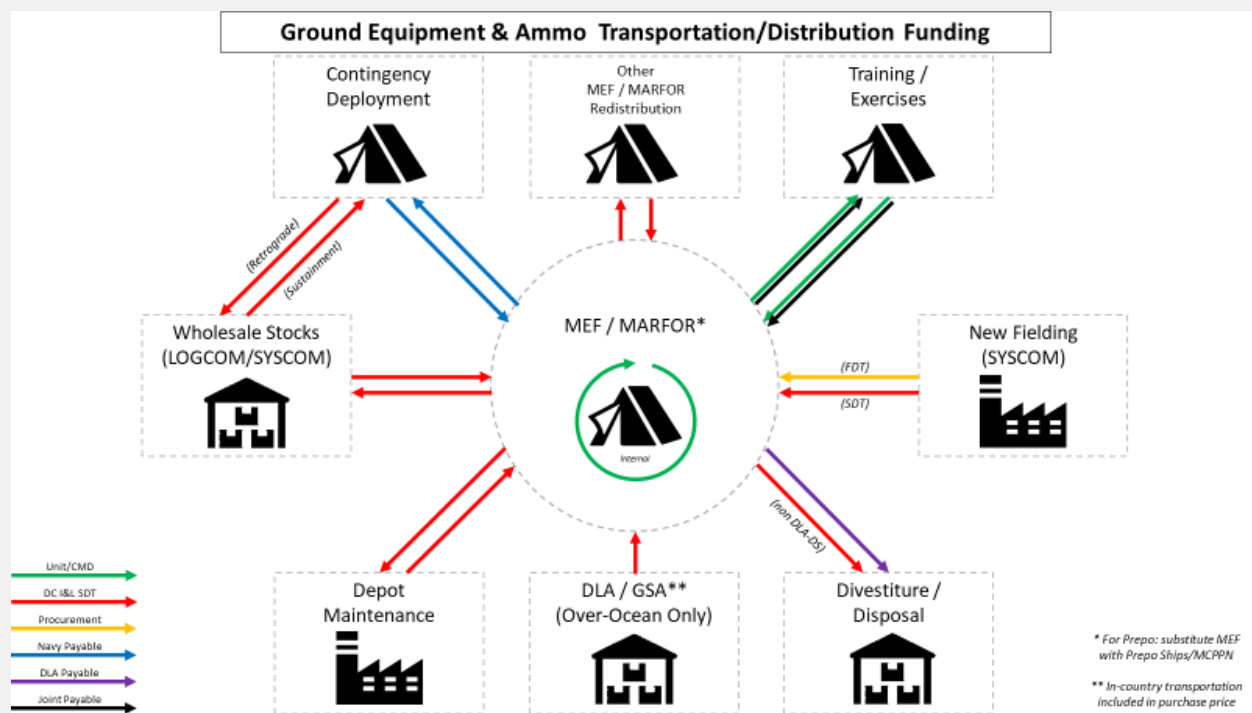
By educating our Marines and pointing them towards www.move.mil and eventually www.MilitaryOneSource.mil, they can learn their rights and responsibilities before moving. The Strategic Communications team will create Marine Minute videos and post updates to the Personal Property and Passenger Transportation Facebook pages. Lastly, we encourage DMOs to enhance their relationships with the local PCS Family Advocacy Council. These advocates field many questions on social media and are great for information sharing. The more Marines and Marine families we can reach with the right information at the right time, the more we can achieve the right results - a better PCS Move.

- POC: Mr. Fred Hyden, LPD-2 Section Head, (703) 695-7765 frederick.hyden@usmc.mil
- POC: Ms. Julie Hendrix, LPD-2, (910) 581-0527, julie.hendrix.ctr@usmc.mil

LPD-3:

FUNDING RESPONSIBILITIES FOR TRANSPORTATION OF MARINE CORPS FREIGHT:

When it comes to the transportation of freight across the Marine Corps, specifically ground equipment and ammunition, many sources of funding are utilized. The below graphic depicts the most common freight transportation funding streams - new fielding, unit employment, and disposal.



When assessing who is responsible to provide transportation funding for a specific action, it is easiest to separate the supply chain into two distinct levels: **wholesale** and **retail**.

At the **wholesale** level of supply, stocks are controlled and managed by Marine Corps System Command (MARCORSYSCOM) or Marine Corps Logistics Command (MARCORLOGCOM), who direct the fielding or movement of these assets across the force. This includes the initial supply of equipment to the force, redistribution across the force (beyond the originating MEF/MARFOR), the movement to and from depot-level activities, and divestiture/disposal. In these instances, the funding for transportation services will be provided by the Marine Corps enterprise, specifically the Deputy Commandant for Installations and Logistics (DC I&L) Service-Wide Second Destination Transportation (SDT) program office, MARCORSYSCOM, or MARCORLOGCOM.

At the **retail** level of supply, stocks are controlled and managed by the using unit and are directed for movement by the unit/Marine Expeditionary Force (MEF)/Marine Forces (MARFOR) Commander. This includes training, deployment, redeployment, or other unit moves. In these instances, the funding of transportation services will be provided by the unit/MEF/MARFOR operational funds, Department of the Navy, or Joint Force Commander.

For any questions related to this graphic, please reach out to the DC I&L Transportation Finance Team: LPD-3 Section Head, Mr. Kevin Ashley, 571-256-2775; Section Deputy, Mr. Jon Mayer, 571-256-2768; or SDT Administrator, Ms. Diane Limcaoco, 571-256-2757.

-POC: Mr. Jon Mayer, LPD-3 Deputy Section Head, (571) 256-2768, jon.mayer@usmc.mil



ANNOUNCEMENTS:

PROMOTIONS:



I am pleased to announce the following promotions,

- Selected for promotion to Lieutenant Colonel: Maj Jameel Ali
- Selected for promotion to Major: Capt James Berry

Congratulations, Marines. Thank you for your hard work and dedication to excellence!

- POC: LtCol Christopher Gilmore, LPD Deputy Branch Head and 31XX OccField Manager, (703) 695-6099, christophe.m.gilmore@usmc.mil

TANKER OF THE YEAR AWARD:

On 18 December 2020, the Marine Corps Tanker Association presented Cpl Jose L. Bustos, 2d Supply Battalion Marine Air-Ground Task Force (MAGTF) Material Distribution Company (MMDC), with the Tanker of the Year award and a Navy-Marine Corps Achievement Medal.

Cpl Bustos recently performed a lateral move from the Tanker Military Occupational Specialty (MOS) to the 3112 MOS (Material Distribution Management Specialist). He is an outstanding Marine, and we are sure that he will excel at the MMDC! Congratulations, Cpl Bustos! For additional information on the Cpl Bustos' award and photos from the ceremony, please see the below links:

Story - <https://www.dvidshub.net/news/385480/2nd-supply-battalion-nco-named-tanker-year>

Photos - <https://www.dvidshub.net/image/6464094/2nd-supply-battalion-nco-named-tanker-year>

- POC: Colonel Michael S. Castellano, Commanding Officer, 2d Supply Battalion, (910) 451-2356, michael.s.castellano@usmc.mil

EQUAL OPPORTUNITY ADVISOR (EOA) SELECTION:

The results are in, and the Headquarters Marine Corp EOA Board has selected SSgt Yvonise Youngblood to participate in the FY21 EOA program ([MARADMINs Number: 752/20, Signed 12/16/2020](#)). SSgt Youngblood will attend the EOA course at the Defense Equal Opportunity Management Institute at Patrick Air Force Base, Florida. Congratulations on your selection, SSgt Youngblood!

- POC: MGySgt Wayne Terronez, 3044/51/52/3112 Monitor (Enlisted Assignments), (703) 784-9975, wayne.terronez@usmc.mil

HELPFUL LINKS:

- LPD Public Webpage:

<http://www.iandl.marines.mil/Divisions/Logistics-Plans-Policies-Strategic-Mobility-LP/Logistics-Distribution-Policy-Branch-LPD/LPD-Mission-and-Vision>

- PCS Move Resources - Personal Property and Passenger Transportation Webpage:

<https://www.iandl.marines.mil/Divisions/Logistics-Plans-Policies-Strategic-Mobility-LP/Logistics-Distribution-Policy-Branch-LPD/PCS2/>

- U.S. Marine Corps Personal Property Transportation and Storage Facebook Page:

<https://www.facebook.com/usmchouseholdgoods/>

- U.S. Marine Corps Passenger Transportation Facebook Page:

<https://www.facebook.com/usmcpassengertravel/>

- Did you miss a past issue of the Distribution Digest or Distributor? Find them at the link below!
<https://www.iandl.marines.mil/Divisions/Logistics-Plans-Policies-Strategic-Mobility-LP/Logistics-Distribution-Policy-Branch-LPD/LPD-Library/Messages/>

Notes from the Editor:

Please submit recommendations for articles and announcements to Ms. Jillian R. McCain, USMC Distribution Digest Editor, (571) 256-7135, jillian.mccain.ctr@usmc.mil.