

HQMC LPD-1 DISTRIBUTOR



Pertinent Points from LPD-1 Staff

JOINT DEPLOYMENT AND DISTRIBUTION EXECUTIVE BOARD (JDDEB):

In their role as the Joint Deployment and Distribution Coordinator (JDDC), United States Transportation Command (USTRANSCOM) has the primary goal to improve warfighter readiness for the Services. As the JDDC, they exercise coordinating authority for Joint Deployment and Distribution Enterprise (JDDE) operations and planning. Additionally, they collaborate with other Combatant Commands, the Services, commercial industry, and interagency partners to align global logistics functions.

On 7 August 2019, Logistics Distribution Policy Branch attended the USTRANSCOM-sponsored JDDEB. The JDDEB serves as the cornerstone governance forum for the Department of Defense (DoD) distribution process, and it is the senior decision-making body for the JDDE Community of Interest.

JDDEB attendees included General Officer, Flag Officer, and Senior Executive Service level representatives from the Geographic Combatant Commands, the Services, Joint Staff, Air Mobility Command, United States Army Military Surface Deployment and Distribution Command (SDDC), Defense Logistics Agency (DLA), Defense Commissary Agency, Army and Air Force Exchange Service (AAES), and the Office of the Secretary of Defense, among others.

Unclassified information briefs provided during the meeting:

- **Deployment Process Review:** Major General Stephan Farnen, Commanding General of SDDC, provided an update on the current problems inhibiting the DoD deployment process. The constraints include deploying units failing to enforce rules and regulations, inaccurately forecasting movement data, and miscalculating dimensional data. Limited asset visibility to support force closure is also a hindrance. SDDC continues to pursue several new initiatives to improve the deployment process. Those initiatives include developing a standard global Timed-Phased Force and Deployment Data letter of instruction, improving the development of the Surface Tasking Order, and updating the Automated Weigh in Motion System. Lastly, Major General Farnen discussed the placement of Global Air Transportation Execution System scanners at base/installation entrances. SDDC will provide an update on the deployment process initiatives at the next JDDEB, which is 7 November 2019 at Scott AFB.
- **United States Indo-Pacific Command (USINDOPACOM) Fuel Study:** CAPT Brian Rosa, USINDOPACOM Deputy J4, provided an overview of the current fuel study. The study aims to inform planning, posture, and programming decisions for theater operation plans. Results from the study will provide recommendations to improve fuel distribution and storage throughout the USINDOPACOM area of responsibility.
- **Bulk Fuel Infrastructure Challenges:** Brigadier General Albert Miller, Commander, DLA Energy, provided an overview of the agency and their roles and responsibilities. Current challenges include increasing requirements, disparate processes, competing priorities, and the lack of an overarching DoD decision-making authority to prioritize, adjudicate, and approve new fuel infrastructure requirements.

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- **Transportation Management System (TMS):** Mr. Andy Dawson, USTRANSCOM J3, provided an update on the TMS, which fuses commercial-off-the-shelf TMS capability with government-integrated transportation management platforms. The system synchronizes transportation data and maximizes responsiveness, agility, and resilience. USTRANSCOM continues to test the TMS prototype in numerous scenarios. The current test scenario will assess the effectiveness of OCONUS shipment procedures, to include customs software, United States (U.S.) Navy transportation processes, and the OCONUS channel system. The scope of the scenario encompasses U.S. Navy, AAES, and air channel shipments into the USINDOPACOM area of operations. USTRANSCOM will complete this test scenario by mid-September 2019.
- **Defense Personal Property Program (DP3):** Lt Col Lisa Ryan, USTRANSCOM J4-H, provided an update on the status of DP3 and USTRANSCOM's efforts to improve the customer service process for Marines executing Permanent Change of Station (PCS) orders. Based on customer satisfaction surveys, there was improvement from the 2018 peak PCS moving season to the 2019 peak PCS moving season. However, we still have work to do. Nine percent (9%) of DoD household goods shipments received a "less than satisfactory" customer service rating. Loss and damage continue to be the number one concern for all families, and the claims process is extremely cumbersome. USTRANSCOM continues to seek ways to improve overall customer satisfaction during the DoD peak PCS moving season.

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MARINE CORPS ORDER (MCO) 4600.41A, MARINE CORPS DISTRIBUTION MANUAL:

Headquarters Marine Corps (HQMC), Logistics Distribution Policy Branch (LPD), Integrated Materiel Distribution Section (LPD-1) is currently updating MCO 4600.41A, Marine Corps Distribution Manual. LPD-1 released the first DON TRACKER and Compliance Resolution Matrix (CRM) requesting Action Officer (AO) level review for the MCO during June/July of 2019. The first CRM fostered great dialogue throughout the operating forces.

Per recommendation from the Distribution Community and due to the need for additional information, LPD-1 is providing a second opportunity for AO level input. LPD-1 will release a DON TRACKER and CRM during the September/October 2019 timeframe. After the completion of the second AO level review, the O-6/GS-15 level review will occur around November/December 2019.

The complete review process will include months of collaboration. Therefore, it is imperative that organizations providing comments/recommendations follow the detailed instructions on the first page of the CRM. If not filled out correctly, the comments/recommendations may not be included in the final review.

Tentative Schedule for MCO 4600.41A Update		
DON TRACKER & CRM	AO level review (1 st)	June/July of 2019
DON TRACKER & CRM	AO level review (2 nd)	September/October 2019
DON TRACKER & CRM	O-6/GS-15 level review	November/December 2019
DON TRACKER & CRM	GO level review	January 2020
MCO "Signature Ready" Draft	Internal HQMC Staffing	February - April 2020
MCO "Final" Version	Released to Distribution Community	May/June 2020

After LPD-1 adjudicates the CRMs from the AO level and the O-6/GS-15 level review, we will release a DON TRACKER and CRM for the GO level review around January 2020. Upon completion of the adjudication process,

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LPD-1 will forward the “signature ready” draft of the policy for internal HQMC staffing, approval, and signature from February to April 2020. LPD-1 anticipates having the “final” version of the updated MCO released by May/June 2020. Please contact Ms. Candice Marshall for additional information.

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PRESERVATION, PACKAGING, PACKING, AND MARKING (PPP&M) UPDATE:

Headquarters Marine Corps (HQMC) is currently speaking with leadership at Headquarters Marine Aviation Logistics Squadron (MALS) to ensure the squadron is employing its Military Occupational Specialty (MOS) 3052 Marines to their full capabilities. MALS leadership will conduct a survey to assess the optimal number of 3052 Marines needed at the MALS to accomplish their mission. HQMC is also collaborating with the MALS to create a 3052 equipment requirement list to ensure our Marines are fully equipped with the tools and space necessary for effective and efficient job execution. Additionally, the Occupational Field Managers from HQMC and the MALS discussed plans to establish a common set of business rules for the two organizations.

HQMC is currently working with Camp Pendleton Marines to create a dispatch PPP&M team capable of deploying globally in a short timeframe in order to provide heavy duty/bulk packaging. Marine Forces Central Command (MARCENT) has expressed the desire to have these capabilities for a future prepositioning mission in Bahrain. If this is accomplished, HQMC will use MARCENT as a Proof of Concept and start creating requirements to advertise this type of capability Marine Corps-wide.

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DEFENSE PACKAGING POLICY GROUP (DPPG) ANNUAL MEETING:

From 6-8 August 2019, Headquarters Marine Corps (HQMC), Logistics Distribution Policy Branch (LPD), Integrated Materiel Distribution Section (LPD-1) attended the DPPG as the Service Representative/Executive Secretary. The Under Secretary of Defense for Acquisition and Sustainment sponsored and hosted the DPPG, which is a forum established to develop and recommend changes to Department of Defense (DoD) Joint packaging policy.

DPPG key topics:

- AFMAN 24-204, Preparing Hazardous Materials for Military Air Shipments
 - Army Regulation 700-15/NAVSUPINST 4030.28E/AFJMAN 24-206/MCO 4030.33E/DLAR 4145.7, Joint Packaging of Material Instructions
 - MIL-STD-2073-1, Standard Practice for Military Packaging
- **all of the above are currently under review/revision

Lastly, the DPPG is in the process of assisting the Defense Ammunition Center in finalizing the PACK2 course, which is a five-day Military Packaging Design workshop. After DoD approval, LPD-1 will disseminate an AMHS message or DON TRACKER detailing specifics on the PACK2 course.

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CARGO MOVEMENT OPERATIONS SYSTEM (CMOS) AUDIT READINESS:

Information Assurance Control requires the use of the CMOS Account Management Plan (AMP). The purpose of the AMP is to inform interagency users and their leadership of CMOS access control and account management requirements, as well as user account review and recertification procedures. It provides the guidelines for identification and authentication, and it provides procedures to create, access, manage, terminate, and control CMOS user accounts. It is mandatory to implement the requirements set forth in the AMP. You can find the AMP on the LPD SharePoint at:

[https://eis.usmc.mil/sites/HQMCLP/LPD/LPD1/Shared%20Documents/Systems/CMOS%20Training%20Guides/System%20Administrator%20\(SA\)/CMOS%20Account%20Management%20Plan%20-vCMOS2019AMP.01.pdf](https://eis.usmc.mil/sites/HQMCLP/LPD/LPD1/Shared%20Documents/Systems/CMOS%20Training%20Guides/System%20Administrator%20(SA)/CMOS%20Account%20Management%20Plan%20-vCMOS2019AMP.01.pdf)

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Prior to using CMOS, the System Administrator (SA) is responsible for reading and understanding the CMOS Rules of Behavior currently in the AMP. In addition, the CMOS SA is responsible for establishing and maintaining an account management process (as defined in the AMP) for local field users at their site. They are also responsible for coordinating downloads of any special CMOS software and ensuring the work center personal computers are properly loaded and configured to access the system. It is the responsibility of the SA to review system audit logs and take required actions. You can find additional SA duties listed in Appendix A of the AMP.

The CMOS Program Office has been auditing the activity of Marine Corps CMOS users. Some SAs are not replying to their audit requests within the deadline, which causes Logistics Distribution Policy Branch (Functional Manager for all the distribution systems) to get involved to prevent from being locked out of CMOS. To ensure continued mission readiness, each Distribution Management Office should ensure your CMOS SA is supporting the CMOS Program Office by replying to their audit requests in a timely manner.

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ACTIVE RADIO FREQUENCY IDENTIFICATION (aRFID) INFRASTRUCTURE TRANSITION OF SUPPORT UPDATE:

The transition of aRFID infrastructure support from the Headquarters Marine Corps (HQMC) Marine Corps Logistics Support Contract over to the Army Automated Movement and Identification Solutions (AMIS) Global Services Contract continues to progress. As part of this transition, the Global Services Contract will provide support for the Marine Corps aRFID infrastructure with AMIS contracted Field Service Engineers (FSEs) vice the Field Service Representatives (FSRs) provided by HQMC.

As a reminder, the last day of FSR support for the III MEF region will be 8 September 2019. After this date, all RFID training will be coordinated with HQMC and funded by the requesting unit. The I MEF FSR will manage the remaining III MEF sites until the end of the Marine Corps Logistics Support Contract.

Additionally, the Marine Corps scheduled the transition of eight aRFID locations in FY19. Please see the site listing below. For additional information, please contact Mr. Dominique Rhines or Ms. Meloney Wallace.

- NORTHCOM
 - o Pendleton (R2) CA Bldg 2251 SMU
 - o Pendleton (R8) CA Cristianitos Gate
 - o Pendleton (R1) CA Main Gate
- PACOM
 - o Kinser (R5) JP Rations Warehouse Bldg 300
 - o Kinser (R4) JP IIP Dock Bldg 400
 - o Courtney (R1) JP MT Lot Area
 - o Futenma (R1) JP MCAS Gate 1
 - o White Beach (R1) JP Main Gate Bldg 1402

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METRICS: WHAT ARE THEY? HOW DO WE COMMUNICATE THEM? WHY ARE THEY IMPORTANT?:

A metric is, simply, a standard of measurement. Metrics are data to help measure progress toward an objective. In your car, the objective is to travel and arrive safely at a destination. Thus, metrics are used to measure progress toward that objective: vehicle speed (miles per hour), engine cycles (revolutions per minute), and the amount of gas in

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the tank (percentage of full tank). Your dashboard displays these metrics with various dials, colors, and numbers to communicate answers to questions you may have: How fast am I going? How hard is my engine working? When should I pull over to fill my tank? Most importantly, these answers will lead to decisions and actions for each driver: decelerating to match posted speed limits, searching for a mechanic to determine engine trouble, or filling up at the next available gas station.

For distribution, the objective is to deliver the right resource to the right location at the right time. What are the distribution metrics to assess distribution? It depends. What is the question, who is asking, and what level of detail is needed to answer it? Distribution Management Offices report metrics to determine the efficacy and efficiency of their operations. They can use these metrics to quantify and rate individual performance and results over time. Commanders develop metrics to determine the readiness and health of a unit (e.g., battalion, regiment, Marine Expeditionary Unit, Marine Air-Ground Task Force, etc.). Headquarters and senior leadership require metrics to determine how well the Marine Corps is organized, trained, and equipped to meet mission requirements (current and projected). The point is that data and metrics are important because they should answer questions that drive decisions and actions. We just need to find the right data to measure the right metric in order to assess progress toward specified objectives.

In the Commandant's Planning Guidance, CMC General David Berger highlights the importance of data and metrics, as well as the need for an "organized and sustained effort required to transform how we sense, make sense, and act" while confronting challenges in "predictive maintenance, logistics, intelligence, and training." (p. 14) However, he wants to leverage data systems and tools to provide the data (vs. manual entry) so that Marines are free to analyze and communicate the importance of reported metrics.

Regardless of your Marine Corps Military Occupational Specialty, rank, or duty title, metrics are vital to the health of the Marine Corps: individually, corporately, tactically, operationally, and strategically. Determine the questions you and your leadership need answered. Acquire or develop the metrics needed to answer these questions. Then determine how best to communicate these metrics to influence decisions and actions toward defined objectives. If your metric does not answer the questions in support an objective, then ask the question: Why do we report this?

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OUT OF DELIVERY AREA SURCHARGES AND ADDITIONAL SHIPPING FEES:

Next Generation Delivery Service (NGDS) is a government-wide contract for domestic and international express small package delivery services. The mandatory use contract falls under the purview of United States Transportation Command (USTRANSCOM).

The NGDS contract provides fixed standard freight rates; however, some locations fall outside of the standard shipping zip codes because the areas are remote, sparsely populated, or geographically difficult to reach. Shipping into these remote locations will incur increased shipping cost due to additional ODA, Extended Service Area, or Remote Area Service surcharges.

Shipments may also incur additional accessorial fees, which they pay in addition to the standard freight rates. Some of the most frequent accessorial fees are corrected bills of lading, notification prior to delivery, redelivery, non-business delivery, additional handling surcharge, address correction, currency conversion, and fuel surcharge. You can find the freight rates, surcharges, and accessorial charge rates on the General Services Administration (GSA) Acquisition Gateway at <https://hallways.cap.gsa.gov/login-information>.

It is essential for shippers to reach out to their local small package service representative to identify estimated shipping cost during the carrier selection process. Shippers should identify the standard freight rate, applicable ODA, Extended Service Area, or Remote Area Service surcharges, as well as any accessorial fees. This will help shippers to

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compare the estimated shipping cost for all the carriers and to choose the carrier who offers the government the “best-value”. In addition to contacting your small package service representative, please utilize information on the GSA Acquisition Gateway.

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