

HQMC LPD-1 DISTRIBUTOR



Pertinent Points from LPD-1 Staff

PRUDENT TRAFFIC MANAGEMENT & BEST VALUE:



In the current fiscal environment, increased constraints are a reality of which all logisticians must deal. The Distribution Community, as it relates to transportation of things, is no exception with targeted re-adjustments to current and future budgetary programs already underway. Nearly every aspect of the Program Objective Memorandum will undergo some aspect of streamlining. Although the Marine Corps has lived in this reality for many decades, the coming years could prove to be particularly challenging in this regard. Compounding the fiscal challenges is an ongoing audit scrutiny of transportation related processes. As such, logisticians at all organizational levels must make cost-conscious decisions.

Distribution Management Offices (DMOs) must use “Prudent Traffic Management” practices to determine methods and means of transportation. Prudent Traffic Management is the use of good and careful judgement in the planning, control, and acquisition of transportation services. Prudent Traffic Management processes will involve the customer and DMOs coordinating early and throughout the transportation acquisition planning and shipping process.

DMOs should also use commercial best practices in conjunction with the required use of “Best Value” transportation acquisition processes when acquiring transportation services. Best Value is the expected outcome of a transportation acquisition that, in the government's estimation, provides the greatest overall benefit in response to the requirement(s) provided by the customer in support of their missions. Estimation factors include, but are not limited to, cost, desired delivery date, and mode availability.

The involvement of the customer and the DMO in the development of a Best Value estimation will help to inform a decision that best supports the Marine Corps’ operational and budgetary missions. For example, if just 10% of all Marine Corps’ materiel movements used the most cost-effective mode/method of transportation that supported operational requirements (e.g., surface vs. air, rail vs. truck, ocean vs. air [OCONUS]), the resulting savings would potentially be worth millions of dollars across the enterprise during the fiscal year.

Operational tempos are high, and “white space” for long-range planning may be nonexistent in many cases, but we are confident that given the current fiscal environment, Marine Corps logisticians will rise to the occasion and do what Marines have always done - more with less.

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PASSIVE RADIO FREQUENCY IDENTIFICATION (pRFID) PROOF OF PRINCIPLE (PoP)

UPDATE:

In 2018, the Deputy Commandant for Installations and Logistics (DC I&L)-sponsored Marine Air-Ground Task Force (MAGTF) Logistics Board (MLB) directed the Transportation and Distribution Operational Advisory Group (T&D OAG) to conduct a pRFID PoP at Combat Logistics Regiment 15 (CLR-15), aboard Camp Pendleton, CA.

On 12 July 2019, Marine Corps Installations Command (Contracting Division) awarded a contract for the pRFID PoP to CGI Federal, Incorporated. The contract is for one-year with a six-month option. Since 1992, CGI has worked directly with the United States Marine Corps at Blount Island Command (BICMD) near Jacksonville, FL. BICMD is responsible for the readiness of all prepositioned Marine Corps equipment around the globe. This includes over 21,000 major assets (such as armored vehicles) worth more than \$3.4 billion and represents 60% of the entire Marine Corps inventory.

The pRFID PoP will analyze current logistic processes to help improve the effectiveness of Marine Corps transportation and distribution operations across the enterprise. The analysis will include the end-to-end visibility of assets (from acquisition to point of employment), including in-transit, in-processing, in-maintenance, and in-storage information, which will help to enable a more effective and efficient MAGTF logistics supply chain.

From 22-24 July 2019, HQMC LPD representatives visited CLR-15 to conduct a site survey and attend the contract Kick-Off meeting. The purpose of the Kick-Off meeting was to provide an update on the contract deliverables and the four phases of the pRFID PoP. Kick-Off meeting attendees included personnel from HQMC LPD, Col Patrick Tucker (Commanding Officer, CLR-15) and subject matter experts from throughout the regiment, and Mr. Lucien Millette (CGI Technical Director) and other CGI professionals. The breakdown of the contract phases are in the below table. Upon the start of Phase 3, CLR-15 will be the first operational Marine Corps unit to integrate pRFID into their daily business process.

Phase 1	Discovery	12 Jul 19 – 23 Aug 19
Phase 2	Implementation	26 Aug 19 – 22 Nov 19
Phase 3	Execution	25 Nov 19 – 28 Jan 20
Phase 4	Sustainment	29 Jan 20 – 11 Jan 21 (with a six-month option)

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SUSTAINING THE FORCE IN THE 21ST CENTURY (StF) - FROM VISION TO ACTION:

In early June, LtGen Charles Chiarotti, Deputy Commandant for Installations and Logistics (DC I&L), approved and signed the **StF document**. StF is a “concept for future Marine Corps logistics development; it is Marine Corps in focus, Naval in context, and Joint in execution”.

StF takes its direction from the National Defense Strategy (NDS) and United States Marine Corps (USMC) Service Guidance. The four lines of effort align with the Navy’s Five Vectors. Furthermore, the National Military Strategy, Defense Logistics Agency’s Strategic Plan 2018 - 2026, and the logistics strategic guidance of the United States (U.S.) Army and the U.S. Air Force influence the StF.

The Global Operating Model of the 2018 NDS describes how the Joint Force will be “postured and employed to achieve its competition and wartime missions”. Foundational capabilities include nuclear, cyber, space, C4ISR, strategic mobility, and counter weapons of mass destruction proliferation. It comprises four layers: contact, blunt, surge, and homeland. The respective layers help us compete more effectively below the level of armed conflict - delay, degrade, or deny adversary aggression; surge war-winning forces and manage conflict escalation; and defend the U.S. homeland.

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In late June, several members representing Headquarters Marine Corps, Logistics Distribution Policy Branch (LPD) briefed BGen David Maxwell, Deputy Director for Logistics Plans, Policies, and Strategic Mobility Division (LP), on ways to translate StF concepts into plans and programs. This would allow the USMC to advocate for funding these plans and programs to support StF. The briefing described how future USMC capabilities (forward posture and distributed operations) support logistics in the contact and blunt layers. The group is researching the following topics in order to develop a draft roadmap for supporting StF - physical configurations of cooperative security locations positioned around the globe, development of commercial travel arrangements, and facilitation of host nation agreements to expedite materiel and personnel movements.

The Logistics Vision and Strategy Branch (LPV) is developing a draft framework to capture the phasing, functional alignment, and several gap analyses in a useful document. This will outline the way ahead for DC I&L so they may allocate funding to support the "Diversified Distribution" elements described in the StF document (see 6.5.2 on page 18 in StF). LP will review the draft framework in August.

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UPDATES FROM THE SYSTEMS PERSPECTIVE:

Zip Codes: Logistics Distribution Policy Branch (LPD), Integrated Materiel Distribution Section (LPD-1) has been collaborating with Logistics Policy and Capabilities Branch (LPC), Supply Policy and Capabilities Section (LPC-2) in reference to Department of Defense Activity Address Codes (DODAACs) with zip code errors listed in the Defense Automated Addressing System (DAAS). There are currently 124 incorrect addresses, some with invalid zip codes, invalid city, or invalid state. Please check with your local post office to validate that the Transportation Account Code (TAC)-1 and TAC-2 addresses match the information listed in DAAS-Inquiry. Please report any discrepancies to the below point of contact.

General Services Administration (GSA) Military Shipping Labels (MSLs): LPD-1 continues to engage with GSA to resolve the GSA vendor shipments that do not comply with MIL-STD 129 marking and labeling standards. Camp Lejeune and Camp Pendleton DMOs have provided over 300 incorrect or missing MSLs to GSA for analysis and for appropriate actions against the delinquent vendors. During this process, The GSA National Customer Service Center discovered that not all missing/bad MSLs belonged to GSA. Of the 307 analyzed MSLs, only 82 were GSA and the remaining belonged to the Defense Logistics Agency (DLA). LPD-1 is in the process of setting up a working group with DLA to identify those DLA vendors not in compliance with MIL-STD 129.

DLA Multi DODAAC Multi-packs/Tri-Walls: LPD-1 continues to work with DLA to discontinue the current process and switch to a Single DODAAC multi-pack process that will eliminate the need to handle line items without a Transportation Control Number (TCN). The DMO at Camp Lejeune has been providing LPD-1 with DODAACs inside the multi-pack, which has allowed us to collaborate with DLA to change their system-coding algorithm.

Duplicate TCN (DUP TCN): LPD-1 have sent a list of DUP TCNs to the DLA Customer Account Manager, Marine Corps Team, for analysis. DLA has stated that they do not duplicate TCNs; however, the reality is that we get them. With help from the DMOs, we can/will reenergize this initiative. We ask that DMOs provide Mr. Joe Rothrock (joseph.rothrock.ctr@usmc.mil) a list of DUP TCNs as you receiving them.

Formal Cargo Movement Operations System (CMOS) Training: LPD-1 is coordinating with Marine Corps Combat Service Support Schools (MCCSSS) Distribution Management to include CMOS hands-on training for each of the courses offered, i.e. Distribution Management Basic Course, Distribution Management Intermediate Course, Distribution Management Advanced Course, and Distribution Management Officers Course. Thank you to those that provided recommendations and topics. LPD and MCCSSS have approved the Table of Contents. The next steps are to create lesson plans and set up the classroom-training database, currently scheduled for 14-18 October 2019.

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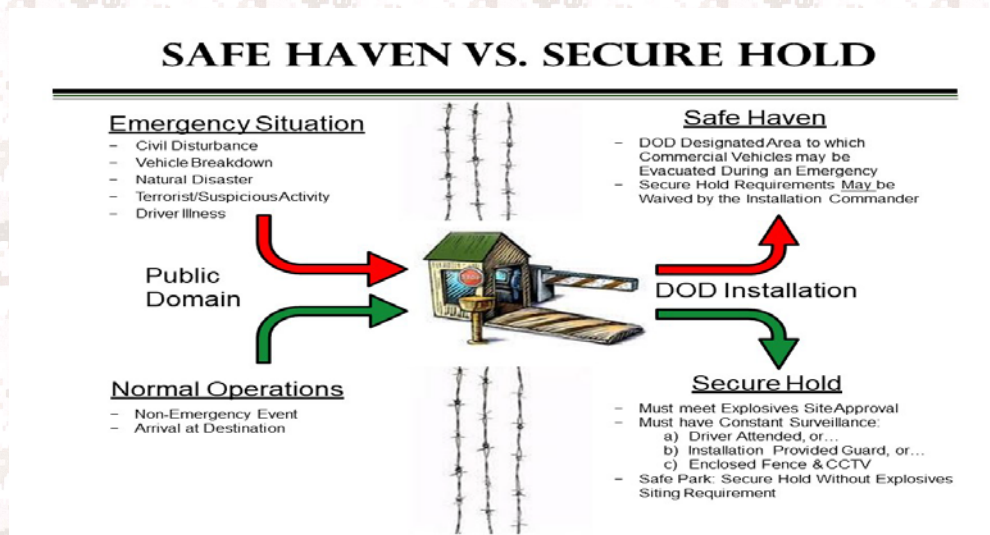
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SAFE HAVEN VERSES SECURE HOLD – WHAT IS THE DIFFERENCE?:

A Safe Haven is a designated area on a Department of Defense (DoD) installation where a commercial Transportation Service Provider (TSP) moving DoD-owned Arms, Ammunition, and Explosives (AA&E), Hazardous Material (HAZMAT), Controlled Cryptographic Items (CIIs), or Other Sensitive Material (OSM) shipments can park a vehicle in case of an emergency situation (civil disturbance, vehicle breakdown, natural disaster, terrorist/suspicious activity, driver illness, etc.).

A Secure Hold is a designated area on a DoD installation where commercial TSPs moving DoD-owned AA&E, HAZMAT, CIIs, and OSM can temporarily park a vehicle during normal business operations (non-emergency situations). The designated location must meet Explosive Safety Quantity Distance (ESQD) safety requirements in accordance with DoD Directive 6055.9-STD. In addition, a Secure Hold area must be under constant surveillance (driver or installation guard), have an enclosed fence, and Closed-Circuit Television (CCTV) monitoring.



The **Defense Transportation Regulation 4500.9R, Part II, Chapter 205** prescribes the Safe Haven and Secure Hold policies necessary for installations. It states that DoD installations are required to assist commercial TSPs transporting DoD shipments of AA&E, classified (Secret, Confidential, Nuclear Weapons Related Material) sensitive, protected, HAZMAT, and CII materials/shipments by providing holding areas in the interest of public safety and national security. TSPs may seek Safe Haven during emergencies or other circumstances beyond the TSP's control, for delivery, awaiting shipment loading, or while in transit. In the event that the designated location cannot accommodate the ESQD safety requirements, depending on the commodity and net explosive weight, the Commander (CDR) or facility security director is responsible for providing a temporary holding at an alternate location on the facility or at a nearby installation to meet the secure holding area requirement. Installation CDRs determine if their location has the capability to provide a secure holding area.

The Office of the Secretary of Defense memorandum (Mittino, 1989) established this policy with the purpose of enhancing public safety and national security by removing commercial vehicles carrying munitions and other sensitive shipments out of the public domain. The Transportation Facility Guide (TFG) identifies DoD installations designated as Safe Haven and Secure Hold locations. Installations not identified in the TFG may provide motor carriers a Safe Haven or Secure Hold Area at the discretion of the installation security personnel in accordance with their installation plan. The Military Freight Traffic Unified Rules Publication-1 also provides a detailed listing of installations designated for Safe Haven and Secure Hold.

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AUTOMATED MANIFEST SYSTEM - TACTICAL (AMS-TAC) VISIBILITY TRANSACTIONS AND ALTERNATIVE TRANSFER PROCEDURES:

Requests for the status of current shipments moving through the Defense Transportation System have again become an issue. Questions such as “Where is my shipment?”, “Is my shipment on track?”, and “Who signed for my shipment?” have resurfaced despite many advancements of current operational systems. Each Marine conducting normal freight operations have the capability to send or create visibility transactions within their distribution system. During normal base or station freight operations, users can transfer visibility transactions via automatic transfer/interface capabilities to appropriate data resting locations. However, the normal transfer procedure may not be available while conducting distribution operations while in a deployed status, such as Marines attached to Marine Expeditionary Units, Special Purpose Marine Air-Ground Task Forces, and other non-traditional temporary work environments.

The unique network requirements needed to operate in the above-mentioned environments and the requirement to register fixed network IP addresses with the Defense Logistics Agency Transaction Services have created problems with direct transfer of visibility transactions. Due to this problem, Headquarters Marine Corps has periodically released several training documents over the past few years (on case-by-case bases). However, these training documents did not reach the entire enterprise. Furthermore, the training documents did not meet the needs of those currently deployed. In order to mitigate this problem, leadership tasked the Headquarters Marine Corps (HQMC) Distribution Systems team to create an official instruction manual that will list detailed procedures on how to transfer visibility transactions during limited and non-available network connections. The HQMC Distribution Systems team will release instructions in the coming weeks. For interim assistance with file transfer procedures, deployed Marines should contact one of the below HQMC Field Service Representatives (FSRs).

- Mr. James Esteem (I MEF FSR) - phone 760-994-5398/email james.esteem.ctr@usmc.mil
- Mr. Lancelot Bailey (II MEF FSR) - phone 910-467-7002/email lancelot.bailey.ctr@usmc.mil

- POC: Mr. Dominique Rhines, LPD-1, (571) 256-2772, dominique.rhines@usmc.mil

HONEYWELL CN80G MOBILE COMPUTER DEMO:

Handheld scanners have been a hot topic in our community for the past couple of years. Technology is changing so fast that the Marine Corps can barely keep pace. As an effect, our network software requirements are also changing.

Recently, the Marine Corps changed its operating system requirement to Windows 10 or higher. This made the current handheld cargo-scanning device (CK-71) non-compliant. Although it is still in use until 18 December 2019, we are forced to move to a more flexible and capable device for processing cargo. As a result, Headquarters Marine Corp, Logistics Distribution Policy Branch (LPD), and Marine Corps Systems Command (MARCORSYSCOM) have been working with multiple agencies and organizations to find a possible replacement.



On 8 July 2019, LPD and MARCORSYSCOM participated in a Honeywell demo displaying the new, ultra-rugged CN80G mobile computer as a possible solution. The Honeywell CN80G mobile computer is a platform for logistics, warehouse, and field mobility solutions used by United States government agencies, government contractors, and businesses working with federal agencies.

Equipped with both a sensitive touchscreen and choice of numeric or “QWERTY” keypads, the CN80G mobile computer bridges the gap between legacy and modern, touch-only applications. The device features excellent security features, is Common Access Card (CAC) enabled, has passive and active radio frequency identification tag read capabilities, and can even be put into a gun-type configuration for single-hand operation. The CN80G mobile computer device is available with an attachable and dockable CAC reader or personal identity verifier, and a full suite of accessories sourced from Trade Agreements Act countries to secure the integrity of user data.

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Built on the Mobility Edge™ platform, the CN80G mobile computer offers an integrated hardware and software platform that enables users to accelerate provisioning, certification (Authority to Operate (ATO)) on the Marine Corps network, and deployment across the organization. The only platform that offers guaranteed compatibility through Android™ R, Mobility Edge devices promise a product lifecycle extending across four generations of Android to maximize return on investment and provide a lower overall total cost of ownership. With its Android platform, it also promises to integrate well with one of our current in-transit visibility technology applications, Telemetry, which is also Android-based.

HQMC LPD is currently performing static testing for the device and acquiring additional devices to begin testing field applications. Along with field-testing, LPD is working to get an ATO for the device, which Honeywell feels confident it can do quickly. We will keep you informed as work continues with this device, and possibly others, so stay tuned.

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CARTRIDGE ACTUATED DEVICE (CAD) TECHNICAL SPECIALIST TRAINING:

The Cartridge Actuated Device/Propellant Actuated Device (CAD/PAD) Program Office is seeking to establish a CAD Technical Specialist program to support the Navy fleet returns of 1.4S/C CADs sent via express carrier. CADs are small explosive devices used to eject stores from launched devices, actuate other explosive systems, or provide initiation for aircrew escape devices. The purpose of the CAD Technical Specialist program is to increase safety within the current fleet return process, reduce returnable CAD stockpiling, realize cost savings potential, and improve Squadron readiness.

Currently, Marines only receive CAD training at the 80-hour AMMO-62 course located at the Defense Ammunition Center in McAlester Oklahoma, which is both expensive and lengthy. The AMMO-62 course is for individuals making full spectrum shipments of Hazardous Materials (HAZMAT) not Aircraft Mechanics (AMEs) and Flight Equipment (FE) personnel. AMEs and FE personnel require more specific CAD training, so sending them to the 80-hour AMMO-62 course takes them away from their Squadron unnecessarily and reduces training availability for personnel needing full spectrum certification. This affects Squadron mission readiness. Furthermore, it is very difficult for Marines to gain funding approval to take the 80-hour AMMO-62 course.

The proposed bi-annual CAD Technical Specialist training provides the initial and refresher training required by the Defense Transportation Regulations (DTR), which allows Marines to package and certify shipments of CADs. Marine Corps Technical Specialists need CAD training to reinforce daily skills on how to properly prepare CAD shipments, identify, and mitigate deficiencies, and finally understand the limitations of what they may certify under this specific technical specialty and how the fleet returns process fits in the DTR. In addition, this training supports the placement of Marines on additional duties appointed by their commanding officer to sign HAZMAT transportation declarations, when necessary.

The proposed CAD Technical Specialist training is a more “tailored fit” solution. It is cost effective, conveniently located on both the East and West Coast, and provides the most current/up-to-date CAD training. The proposed CAD Technical Specialist training will benefit the Marine Corps because it will increase the number of trained certifiers, while simultaneously reducing costs, and training time. It will also increase training efficiency, ultimately increasing Squadron readiness. Approval on the proposed CAD Technical Specialist training would be a major win for the Marine Corps!

The CAD/PAD Program Office; Navy Supply Systems Command; Navy Ordnance Safety and Security Activity; Transportation Safety Institute; and Naval Packing, Handling, Storage, and Transportation Center developed the CAD training curriculum, and it is currently the only of its kind. Marine Corps Air Station Miramar hosted the inaugural class from 5-6 June 2019 where 24 Marines from 12 Squadrons attended and successfully passed the course. The

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Transportation Safety Institute taught this first class. Naval Air Station Oceana hosted the second class on 9-10 July 2019, and it was equally successful. Headquarters Marine Corps (HQMC) will disseminate a message once the Department of Defense has validated, reviewed, and approved the results from the first two courses. In addition, HQMC will forward any implementation plans for training when they become available.

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DISTRIBUTION MANAGEMENT OFFICE (DMO) 3RD QUARTER MEETING:

DMO Professionals, it is time to mark your calendars for the upcoming DMO quarterly meeting scheduled for 15 August 2019 from 1:30-2:30 PM (EST). We meet every three months to create situational awareness on enterprise-level distribution management concerns, provide status updates of completed or unresolved issues, and share knowledge on Department of Defense initiatives affecting the DMO Community.

This meeting reminder is for DMOs, Distribution Chiefs, and Freight Supervisors from the below locations. In addition, we ask that other interested distribution and transportation subject matter experts please join us.

Logistics Distribution Policy Branch	1 st MAGTF Material Distribution Company (MMDC)
Marine Corps Air Station (MCAS) Beaufort	2 nd MMDC
MCAS Iwakuni	3 rd MMDC
MCAS Miramar	Marine Corps Forces Special Operations Command
MCAS Yuma	I Marine Expeditionary Force (MEF)
Marine Corps Base (MCB) Camp Butler	II MEF
MCB Camp Pendleton	III MEF
MCB Camp Lejeune	Blount Island
MCB Kaneohe Bay	MAGTF Training Command 29 Palms
MCB Quantico	Marine Corps Forces South
Marine Corps Recruit Depot San Diego	Marine Corps Forces Pacific
Marine Forces Reserve	Marine Corps Logistics Command G3/5, Enterprise Distribution Division

Headquarters Marine Corps (HQMC) recently sent an Outlook meeting invitee for the quarterly DMO meeting. If you did not receive an invite, please contact Ms. Candice Marshall at candice.marshall@usmc.mil. In addition, we ask that you please forward this reminder to those who will benefit from this meeting. HQMC looks forward to having another successful meeting.

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MILITARY OCCUPATIONAL SPECIALTY (MOS) 3052 CONVERGENCE:

Headquarters Marine Corps (HQMC), Logistics Distribution Policy Branch (LPD) continues to advocate for the convergence of MOS 3052, Preservation, Packaging, Packing and Marking (PPP&M) into the MOS 31XX, Distribution Management field. Upon approval, the Marine Corps will henceforth recognize MOS 3052 as MOS 3152.

During June 2019, the MOS 3052 and MOS 31XX Occupational Field Managers visited the PPP&M Schoolhouse at Camp Johnson, NC. The purpose of the trip was to discuss the proposed MOS convergence and the implications on educational requirements for Marines in the MOS. After reviewing the mandatory Training and Readiness (T&R)

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events, HQMC LPD recommended extending the MOS 3102 Basic Distribution Management Officers Course (BDMOC) by five school days in order to add PPP&M educational requirements into the BDMOC curriculum. This change will help future Marine Corps Distribution Management Officers become the MOS 31XX subject matter experts for both Distribution Management and PPP&M.

As a way ahead, MSgt Sanchez, MOS 3052 Occupational Field Manager, will propose changes to the T&R manual and the Authorized Strength Report. Then, he will submit them through the chain of command for approval and implementation of the future 3152 MOS.

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