

HQMC LPD-1 DISTRIBUTOR



Pertinent Points from the LPD-1 Staff

COMMENTS FROM ANTOINE "TONY" BAILEY, LPD-1 SECTION HEAD:

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 it is important to provide an understanding, as defined by commonly used 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 realistic 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 principles or "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 a great importance on others' needs. People are drawn to those with good hearts, who give generously, and who have a genuine interest in those around 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 people skills contribute enormously to business success. The final law, 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 open to this process, the possibilities are endless.

While becoming a Go-Giver is not the only way to become successful, in my opinion, it is one of the best means to achieve success. I offer these thoughts and recommend that you add the book *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.

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UNITED STATES MARINE CORPS (USMC) EMERGING IN-TRANSIT VISIBILITY (ITV) TECHNOLOGIES:

The Transportation and Distribution Operational Advisory Group (T&D OAG) ITV Working Group (WG) tracks emerging technologies for ITV-related applications. Radio Frequency Identification (RFID) has been the traditional means for providing ITV, but the Department of Defense (DoD) is moving away from active RFID (aRFID) towards a more robust and diverse set of technologies. The DoD desires to divest itself from cumbersome aRFID infrastructure, limited nodal visibility, and limited choices when tracking cargo; and, DoD is offering several ITV options to each Service.

Initiatives like the Commercial Research and Development Agreement (CRADA) have uncovered emerging ITV technologies to deliver better asset tracking and near real-time locations, via multiple vendors, at tiered price points. The new devices are referred to as “NEXGEN” tags and have connectivity based on cell tower networks, Global Positioning System (GPS), and iridium capabilities.

United States Transportation Command (USTRANSCOM) plans to offer a menu of choices for Services, allowing each Service to select the capability, vendor, and price on a continuing basis. Organizations will be able to decide if they want cell tower or GPS technology, or both; they will be able to set the rate of “ping” (i.e., how often they want asset location updates: per day, hour, minute, etc.). They will also select the vendor and price point as well. Cost will increase as demand for more technology and visibility increases; however, Service organizations will have better choices for tracking and tracing high value cargo, resulting in greater capability, flexibility, and cost savings. USTRANSCOM is already in the contracting stages of making these choices available, which is expected in 2019.

Within the spirit of innovation, some Marine Corps organizations have leaned forward in the ITV world, specifically, the Distribution Management Office (DMO) at Marine Corps Air Station (MCAS), Miramar. They began a partnership with Federal Express (FedEx) to begin live testing of a tracking device called, “Sense Aware”. Key features of the device are:

- a. Monthly unlimited use charges range from \$90 (CONUS) - \$115 (OCONUS); a more basic device with fewer capabilities is available at a cheaper price.
- b. “On/off” capability.
- c. Battery is USB 2.0 rechargeable.
- d. Battery life is dependent on the rate of ping; 1 ping per four (4) hours = ~21 days; batteries can last up to three (3) months and there is an option of an extended life battery.
- e. An “instant locator” feature is available for a near-real-time location.
- f. Alert notifications are currently sent via user-registered email, but a text capability is being developed.
- g. The device is certified for use on commercial aircraft; it has an auto “airplane mode” that is activated based on an air pressure sensor. When in flight, the device ceases to transmit data, but still captures all sensor data, then, based on decreasing air pressure when the plane lands, it automatically begins to transmit all stored data, and continues to do so at the set ping rate.
- h. The Sense Aware website only gives access to individual user-registered devices; a “Super User” account can be created.
- i. The device is cell tower and GPS enabled.
- j. Uses Google maps to depict location.

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Mr. Chris Cox from Headquarters Marine Corps/Logistics Distribution Policy Branch arranged a meeting and demonstration of the ITV technology with the MCAS, Miramar DMO Officer in Charge, CWO3 Mike Wetegrove; DMO Chief, MSgt Barry Smith; and Freight Staff Non-Commissioned Officer in Charge, SSgt Jorge Rivera. SSgt Rivera demonstrated several shipments where the tag was used; the secure Sense Aware website showed a “breadcrumb” trail that depicted the precise track the cargo took when traveling from the origin to the destination, laid out on a Google map. The software allows the user to remotely control (even while the tag is in route to a destination) key aspects, such as the rate of ping, light detection, temperature, humidity, air pressure, and shock sensors, as well as geo fencing and “instant locator.”

The Sense Aware cargo tracking device offers a great deal of needed capability, but has the following weaknesses:

- There is no automated way to associate cargo with a specific tag; most shipment detail (beyond the lead Transportation Control Number) must be manually typed into the remarks block.
- The customer can only lease the device and pay by the month; ownership is not an option, which creates financial risk, if the device is lost or destroyed.
- The device is not Hazard of Electromagnetic Radiation to Ordnance certified, although FedEx is in the process of obtaining it.

The T&D OAG WG will continue to track the progress of MCAS, Miramar and its application of the technology. Kudos to the entire MCAS, Miramar DMO staff for getting out in front of the ITV gap! Stay tuned for more information on this and other ITV emerging technologies.

- POC: Mr. Chris Cox, LPD-1, (866) 938-9922, christopher.cox.ctr@usmc.mil

IMPORTANT PORTABLE DEPLOYMENT KIT LITES (PDK II) UPDATE:

Final delivery of the PDK IIs has been received by I, II, and III MEF (via Initial Issue Point). The smaller, ruggedized kit will be great for the Marine Corps.

The PDK II has new software (SAVI Workstation) versus the current PDK software (SAVI Site Manager), which is familiar to Marines. For transition ease, an image was provided to the MEFs (via thumb drive) to install SAVI Site Manager software onto the new PDK IIs. It is important to remember to transfer the Sim Cards from the original PDKs upon receipt of the new PDK II.

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CARGO MOVEMENT OPERATIONS SYSTEM (CMOS) FUTURE REQUIREMENTS BOARD (FRB):

25-27 September 2018, the Logistics Distribution Policy (LPD) Branch Systems Team attended the Fall CMOS FRB meeting at Maxwell AFB in Montgomery, AL. This year’s meeting consisted of representatives from the Army, Air Force, United States Transportation Command (USTRANSCOM), the CMOS Program Management Office (PMO), and Headquarters Marine Corps. Topics of discussion included the status of version 7.8.1.1 (new version of CMOS), technical requirements, training issues, onsite training plans, the potential creation of a Joint Transportation Course, an update on the status of USTRANSCOM’s Transportation Management System, and a brief on the new features in the Logistics Tracker System.

Participants discussed many concerns that Marine Corps users have continued to face since the last FRB, to include the discomfort with the small CMOS display screen and the release date of the new version. The release of the new version, which has changed several times, has again been pushed to the right, to correct several ongoing issues with Information Assurance, interface with Global Freight Management System, and Oracle software upgrades. The

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tentative release is now scheduled for 3rd or 4th quarter FY19.

Action items from this FRB session include Java 11 upgrade impacts, help desk training courses, and onsite training schedules, Service Level Support Agreements, and United States Customs Automated Commercial Environment accounts for Clearance Authority.

The voting and ranking process for this session's FRB turned out favorably for Marines. LPD would like to send a special thank you to the Distribution Management Offices that submitted requirements to enhance CMOS. LPD and MARCORSSYSCOM adjudicated eight (8) requirements that were voted on. This means we were able to address many of our top ranked issues.

Individuals may view the submitted requirements on the LPD SharePoint at:

<https://eis.usmc.mil/sites/HQMCLP/LPD/CMOS%20Re/Forms/AllItems.aspx>.

Please reach out to the points of contact listed below for a detailed listing of current Marine Corps CMOS requirements, CMOS training opportunities, and information regarding future releases.

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

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

CARGO MOVEMENT OPERATIONS SYSTEM (CMOS) SITE ASSIST VISIT (SAV):

Logistics Distribution Policy (LPD) Branch is coordinating with the CMOS Program Management Office (PMO) to schedule a SAV for all Distribution Management Offices (DMOs) during FY19. The purpose of the SAV is to assist DMO personnel with any freight shipping and receiving issues they may have. During the SAV, LPD recommends DMOs look at the following:

- Set-up Comm-Address for electronic Report of Shipment and Advance Shipping Notices
- Assist with database cleanup (Old Transportation Control Numbers/Commercial Bills of Lading)
- Assist with label printer issues
- Hazardous material template creation
- Creating SQL Reports

Please send LPD any issues/topics that you would like the SAV team to address, in order to allow the team to prepare in advance. LPD will send additional correspondence when SAV dates are confirmed with the CMOS PMO.

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UNITED STATES TRANSPORTATION COMMAND (USTRANSCOM) TRANSPORTATION MANAGEMENT SYSTEM (TMS) INITIATIVE UPDATE:

Headquarters Marine Corps (HQMC)/Logistics Distribution Policy (LPD) Branch, Integrated Distribution Section (LPD-1) has been representing Marine Corps interests during the USTRANSCOM TMS initiative.

The TMS is USTRANSCOM's solution to synchronize interoperable data, ensure Financial Improvement and Audit Readiness compliance, and maximize agility to deliver and sustain combat power. The TMS will adapt Department of Defense (DoD) business processes to a commercial off-the-shelf, cloud-based solution, similar to Walmart or Target's distribution software package. The TMS schedule is as follows:

TMS Proof of Principle (PoP) - 2 years

- Phase: Prototype Release 1.1 Global Blueprinting (May - Sep 2018)

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- Testing: NORTHCOM Visibility
- “Go Live” - 31 Oct 2018

The TMS Global Blueprint schedule was broken down into 11 sessions. Blueprinted functional areas included Plan, Order, Ship, Pay, Track, and Trace. Subject matter experts throughout DoD came together to deep dive and map the DoD process, then document all requirements within Solution Manager, the USTRANSCOM requirement tracking system.

- Phase: Prototype Release 1.2 Blueprinting (Sep - Nov 2018)
 - Testing: Sustainment for Defense Logistics Agency and Army Air Force Exchange Service West Coast Distribution Centers to Hawaii, and a Discrete Army Unit move from home station to Ft McCoy and return
 - “Release Date” - 30 May 2019
- Phase: Prototype Release 1.3 Blueprinting (Mar - Sep 2019)
 - Testing: Shipments from Japan to the Continental United States
 - “Release Date” - Nov 2019
- Phase: Prototype Release 1.4 Blueprinting (Jun - Nov 2019)
 - Testing: Area of Responsibility specific (TBD via country grouping)
 - “Release Date” - Dec 2019

LPD-1 will continue to reach out to the Distribution Management community to request participation in future Blueprinting Sessions. For additional information, please visit the USTRANSCOM TMS website at <https://ww2.ustranscom.mil/tms/> or contact Mr. James Hatcher.

- POC: Mr. James Hatcher Jr., LPD-1, (571) 256-2767, james.hatcher@usmc.mil

JOINT DEPLOYMENT & DISTRIBUTION ENTERPRISE - ASSET VISIBILITY (AV):

If you have had conversations regarding the tracking and tracing of equipment, assets, or cargo, then you understand the contribution to the distribution pipeline and AV. While it may seem mundane to perform steps in Automated Manifest System – Tactical and Cargo Movement Operations System, these steps are vital to share information amongst these and other systems. Distribution interoperability with Integrated Data Environment Global Transportation Network Convergence, Global Combat Service Support – Marine Corps, and other commercial systems provides a robust picture for asset visibility.

The Joint Logistics Enterprise Community of Interest augments force lethality. The Joint Publication 4-09 (JP 4-09) states, “Joint distribution is the operational process of synchronizing all elements of the joint logistics system using the Joint Deployment and Distribution Enterprise.” When the Marine Corps pushes cargo into the distribution pipeline for global distribution in support of Marine Air-Ground Task Forces (MAGTFs) and Marine Expeditionary Units, we are fulfilling requirements from point of origin to point of employment. The sole objective is the effective and efficient support of our personnel and joint force missions.

Further, the information network (made up the physical, financial, information and communications networks), represents the asset visibility capability and the data systems used to collect asset information (JP 4-09). Elisabeth Braw’s recent [article](#) in *Foreign Policy* highlights the supply chain risk for all nations: “Global supply chains are dangerously easy to snap”. She addresses how supply chains are subject to sabotage by both physical and cyberattacks on harbors and distribution centers. Therefore, our personnel must be knowledgeable of our systems to ensure they process assets in a timely manner and report irregularities. While interoperability remains a challenge, we have adapted to mitigate this issue.

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Currently, the Logistics Distribution Policy Branch is working to obtain connectivity to all relevant systems. The Marine Corps Operating Document, paragraph 6.4.6., Expeditionary Logistics, requires a robust supply chain to support a 21st century MAGTF. The littoral challenges (transitioning combat forces from sea to shore) will require expeditionary logistics with a vigorous distribution capability that is both responsive and agile to support operations in austere environments across a vast area. We will work with other Services, utilizing their resources, as part of the Joint Enterprise to deliver lethality and maintain AV in support of our national Defense Strategy.

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SECURE RAIL TRANSPORTATION PROOF OF PRINCIPLE (PoP) & BRIEF TO THE INTERAGENCY COORDINATION GROUP (ICG):

On 6 August 2018, Headquarters Marine Corps/Logistics Distribution Policy (LPD) Branch successfully completed the Secure Rail PoP. LPD conducted the PoP from 19 July - 6 August 2018. On 11 September 2018, the organization briefed the results of the PoP to the ICG group, which is sponsored by the Office of the Secretary of Defense for Transportation Policy (OSD (TP)).

LPD advised the ICG that the PoP successfully demonstrated the capability of using enhanced sensor technology to track and monitor sixteen, 20-foot containers of ammunition and explosives. The PoP also met the established objectives and the parameters of tracking and monitoring Military Prepositioned Force (MPF) containers moving by commercial rail from Blount Island Command (BICMD), FL to Letterkenny, PA. In addition, the PoP test results meet the Under Secretary of Defense for Intelligence's objective to use enhanced technology to achieve continuous In-transit Visibility, monitoring, and intrusion detection of sensitive material by utilizing sensor technology.

Because of the successful Marine Corps PoP, OSD (TP) will continue to identify courses of action to validate and implement the best use of enhanced sensor rail technology.

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HAZARDOUS MATERIAL (HAZMAT) PACKAGING WORKING GROUP (HMPWG) UPDATE:

On 21 August 2018, the Logistics Distribution Policy Branch chaired the Department of Defense (DoD) HMPWG meeting, which was hosted by the Deputy Assistant Secretary of Defense for Supply Chain Integration. The purpose of the HMPWG is to advise all DoD of Packaging Policy issues and to ensure standardization of HAZMAT Packaging Policy. During the HMPWG, participants discussed several issues, to include the following Packaging Policy updates:

- **DLAI 4145.41/AR 700-143/NAVSUPINST 4030.55/AFMAN 24-210/MCO 4030.40, Packaging of Hazardous Materials** – The transfer of the Office of Primary Responsibility from Defense Logistics Agency to the Air Force is currently in process. A completion date has not been defined, but the Air Force will accept any changes to the Joint Service Instruction from the HMPWG members. HMPWG members have an action to send comments for updates to the Joint Service Instructions to Service Focal Points.
- **AFMAN 24-204/TM 38-250/NAVSUP PUB-505/MCO P4030.19/ DLAI 4145.3, Preparing Hazardous Materials for Military Air Shipment** – The Air Force reported that an Interim Change was released 24 July 2018. This change includes the following updates: new Pretreatment Standards for New Sources, lithium battery restrictions, C-130 dry ice requirements, authorization for Next-Generation Portable Therapeutic Liquid Oxygen Converters, vehicles rigged for airdrop requirements, and mandates for the separation of certain lithium batteries from explosive and flammable materials.

As a way ahead, a DoD HMPWG teleconference is tentatively scheduled for November 2018.

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