

## HQMC LPD-1 DISTRIBUTOR



### Pertinent Points from the LPD-1 Staff

#### **COMMENTS FROM ANTOINE “TONY” BAILEY, LPD-1 SECTION HEAD:**

Here is something for you to think about:

Servant leaders are those who place service to others first, both in their life and work. They encourage collaboration, trust, foresight, listening and the ethical use of power. In addition, servant leaders have the courage to act on the change they wish to see.

The concept of servant leadership is thousands of years old. The Chinese Philosopher Lao Tzu stated in 604 BC: “Go to the people. Learn from them, live with them, start with what they know; build with what they have. But of the best leaders, when the job is done, when the task is accomplished, the people will all say 'we have done it ourselves'.”

At the heart of servant leadership, the individual leader of an organization is a servant first. He or she makes a conscious decision to lead in order to serve others, not to increase his or her own power. The servant leader's objective is to enhance the growth of individuals in the organization and increase teamwork and personal involvement. *Are you a servant leader?*

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#### **DISTRIBUTION PROCESS OWNER (DPO) GOVERNANCE FORUMS:**

United States Transportation Command (USTRANSCOM), Strategy and Governance Division (TCJ5-S), manages the Distribution Process Owner (DPO) Governance Structure in support of the Commander’s DPO responsibilities.

The DPO Governance Structure provides a forum for the DPO, in collaboration with the Joint Deployment and Distribution Enterprise (JDDE) Community of Interest (COI), to socialize, vet and implement functional process improvements in support of shortfalls within Department of Defense deployment and distribution capability.

The three-tiered DPO Governance Structure was institutionalized in 2006 and is designed to improve collaboration across the Services, Combatant Commanders and Agencies, as well as identify, prioritize and fix gaps identified by stakeholders.

During the 2017 update to the Unified Command Plan (UCP), the roles of USTRANSCOM were changed. The new roles are as follows:

- Joint Deployment and Distribution Coordinator (JDDC)
- Single Manager for Global Patient Movement
- Single Manager for Transportation
- Joint Enabling Capabilities Provider
- Mobility Joint Force Provider

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In addition, the 2017 UCP redesignated USTRANSCOM from the “DPO” to the “JDDC” and proposed changes to the new JDDE Governance Structure.

<u>Level</u>	<u>Old Forum</u>	<u>New Forum</u>
O6/GS15	Distribution Steering Group (DSG)	JDD Action Team (JDDAT)
One-Star	Distribution Oversight Council (DOC)	JDD Leadership Council (JDDLCL)
Three-Star	Distribution Executive Board (DEB)	JDDE Executive Board (JDDEB)

The JDDE COI reviewed and accepted the proposed DPO Governance Structure changes at the O6/GS15 level. The way ahead includes further discussion at the DEB meeting, scheduled for May 2018.

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### **TABLET PROOF OF PRINCIPAL (POP):**

The Handheld Terminals (HHTs), also known as “Scanners”, currently used for Automated Manifest System-Tactical (AMS-Tac) and Cargo Movement Operations System (CMOS) are quickly becoming obsolete, due to unsupported software needed to connect to personal computers. As a result, the LPD-1 Systems team has been working with multiple organizations inside and outside the Marine Corps for possible replacement of the HHTs with tablet computers or other handheld computer capabilities. As previously reported in the Distribution Digest (Volume 9, Number 1, 6 February 2018), USTRANSCOM provided the Marine Corps with five GETAC tablets to conduct an internal PoP test to help expedite the transition from the current HHTs. Currently, the GETAC tablets are going through imaging with our MARCORSYSCOM Program Management Office, in order to prepare for testing at two Distribution Management Offices.

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### **WI-FI IMPLEMENTATION AT DISTRIBUTION SITES DISTRIBUTOR:**

Marine Corps G6, C4, LPD-1 and MARCORSYSCOM have been working with many organizations to use Wi-Fi infrastructure to enhance our mobile reach capability, while reducing the fixed infrastructure requirement levied on the local network operation centers. Camp Lejeune’s Distribution Management Office (DMO) has completed its implementation, while other freight locations are still awaiting site surveys and implementations. To help expedite the Wi-Fi implementation, LPD has generated a complete list of freight locations with POCs to help guide the Implementation team when onsite at a DMO/MAGTF Materiel Distribution Center location. Please contact the LPD-1 POC below for additional information.

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### **GENERAL SERVICE ADMINISTRATION (GSA) VENDOR SHIPPING LABELS STATUS:**

Headquarters Marine Corps (HQMC) LPD-1 discovered Marine Corps’ Distribution Management Offices (DMOs) were receiving GSA labels not meeting Military Standard (MIL-STD) 129R, Department of Defense Standard Practice: Military Marking for Shipment and Storage. In an effort to resolve the issue, LPD-1 provided GSA a sampling of the vendor labels the DMOs were receiving and the subsequent errors created.

Investigation of the sample vendor labels revealed several issues. The issues included - missing Military Shipping Labels, missing Transportation Control Numbers, 2D barcodes with no data and 2D barcodes causing the Handheld Terminals to shut down.

LPD-1 briefed GSA on the issues and provided a list of vendors who are habitual offenders. Collectively, LPD-1 and GSA Headquarters (HQ) drafted a letter to all vendors reminding them of their requirements and standards set forth in MIL-STD 129R. In addition, LPD-1 identified Mr. Louis Rodriguez (Marine Corps Air Station, Miramar) and Mr. Joe Rothrock (HQMC LPD-1) as subject matter experts to work directly with Mr. Lloyd Aucoin (GSA) in order to deep dive the documented issues.

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Mr. Rothrock may be contacting the DMO Receiving Sections for support in obtaining additional actionable data to provide to GSA. Distribution Community, thank you in advance for your support in providing input as we continue to work with GSA HQ to resolve these issues.

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### **RADIO FREQUENCY IDENTIFICATION (RFID) INFRASTRUCTURE:**

Last year, the Marine Corps established a tremendous cost savings by transitioning the RFID Infrastructure Management Program over to the Army, Automated Movement and Identification Solutions (AMIS). In order to maintain the Marine Corps' RFID Infrastructure, a single subject matter expert from each Marine Expeditionary Force will assist AMIS' Field Service Engineers with on-site technical and field services support, including customer service and call support for all RFID Infrastructure matters.

To date, AMIS has completed the Marine Corps' 51 documented site surveys and installed 41 of those sites with updated RFID equipment. The Marine Corps has also removed all previous dial-up RFID Infrastructure sites from the ITV Server, thus preventing "error outages" status from appearing on the daily RF-ITV operational reports. Complete transition to Iridium is expected FY 2019.

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### **IN-TRANSIT VISIBILITY (ITV) STRATEGY IMPLEMENTATION:**

The Marine Corps In-transit Visibility (ITV) Strategy establishes the necessary means to define and measure requirements to train and equip the United States Marine Corps (USMC) with ITV capabilities. One of the guiding principles within our ITV Strategy encourages Marines to pursue improvements and "maximize its use of Automatic Identification Technology (AIT), Passive Radio Frequency Identification (pRFID), Active RFID (aRFID), linear and two-dimensional bar code technologies". (Marine Corps ITV Strategy, 2017)

ITV Strategy measures include AIT and Automated Information Systems (AIS) equipment standardization related to aRFID and pRFID to improve data capture capabilities and provide Asset Visibility (AV)/ITV. While USMC effectively uses aRFID, we fall short in maximizing pRFID's potential. Passive RFID is much less expensive than aRFID, allowing much wider implementation for the same costs.

Per USMC and Department of Defense (DoD) guidance, LPD-1 developed the draft USMC pRFID Concept of Operations (CONOPS), which is currently under review and staffing. The pRFID CONOPS seeks to capitalize available technology, current requirements and lessons learned (from DoD - Defense Logistics Agency and United States Transportation Command; USMC - Blount Island Command and Maritime Prepositioning Fleet; and other organizations). We can vastly improve our AV and ITV by maximizing pRFID capabilities at major USMC storage and maintenance facilities (i.e., MARCORLOGCOM, Supply Management Units, Repairable Issue Points, Marine Aviation Logistics Squadrons, Electronic Maintenance Companies).

As distribution professionals, you can help advance this effort and improve USMC AV and ITV. Educate yourselves on current technologies, policies and processes. Present your ideas to your leadership on improving supply and distribution processes and visibility via pRFID capabilities.

You may review the Marine Corps ITV Strategy (2017) on the LPD SharePoint at

<https://eis.usmc.mil/sites/HQMCLP/LPD/LPD1/Shared%20Documents/ITV/ITV%20Strategy/MCITVStrategy%20v18.4%20with%20signature-signed.pdf>. \*(SharePoint Access Required)

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### **LOGISTICS TOOL SUITE (LTS), TRACKER LITE SYSTEM - WEB DD1149:**

LPD wishes to decrease manual input into Cargo Movement Operations System (CMOS) by recommending that the

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customer's primary source of entry be the automated Web DD1149, which is currently located in the LTS, Tracker Lite System. The Tracker Lite System allows users to submit the Web DD1149 through a system-to-system interface by transmitting shipment data to CMOS. In addition, it allows users to print a 2D barcoded Web DD1149 PDF form, which eases the inbound processing of cargo.

Moreover, the MCO 4600.41 encourages customers to use the Web DD1149, which is more efficient than using the standard flow fillable form DD1149. The Tracker Lite System offers users several increased benefits such as, keeping track of all submissions, allowing customers to re-use data, as well as re-print and resubmit past Web DD1149 invoices. It also has a fund management function located in the "Tools" tab. The Tracker Lite System is located at <https://trackerlite.wpafb.af.mil/dd1149/>. \*(CAC required).

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### **LETTER OF ESSENTIALITY (LOE) - OVERWEIGHT/OVER DIMENSIONAL (OWOD) MOVES:**

LOEs support the movement of qualified Department of Defense (DoD) assets that ship aboard commercial motor carriers during periods identified as "extraordinary circumstances", such as national disasters or military deployments. The State Department of Transportation gives LOE shipments priority because they are essential to the United States' national defense. In addition, commercial motor carriers are required to obtain a LOE for the movement of "nonconforming"

OWOD shipments, which allow motor carriers to travel through various states. Motor carriers are also required to obtain LOEs for the movement of OWOD cargo over public highway, per Defense Transportation Regulations Part II, Chapter 202, page 202-10.

In order to expedite the movement of OWOD assets, such as cranes or other heavy lift equipment, Distribution Management Offices (DMOs) should ensure the qualified commercial motor carriers are equipped with the necessary permits, prior to providing the Bill of Lading. In addition, the DMO should confirm that the motor carrier has the proper equipment needed to load cargo, in order to avoid refusal upon pickup of cargo, due to not having proper equipment on hand.

OWOD freight can only be awarded using Spot Bids or through Surface Deployment Distribution Command (SDDC) negotiations. DMOs should coordinate LOE requests with Headquarters Marine Corps, who will request the LOE in coordination with SDDC. Approval of LOEs for OWOD shipments may take up to 5 business days or more, so submit request early.

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### **2018 NATIONAL DEFENSE TRANSPORTATION ASSOCIATION (NDTA) MILITARY UNIT AWARDS:**

Headquarters Marine Corps (HQMC) LPD-1 recently sent a Department of the Navy (DON) Tracker and Automated Message Handling System (AMHS) message requesting nomination packages for the 2018 NDTA Military Unit Awards, due 30 April 2018. Annually, NDTA honors military units that have demonstrated outstanding service in the field of transportation and logistics, covering the period of 1 January 2017 to 31 December 2017. The Services (U.S. Army, U.S. Navy, U.S. Air Force, the U.S. Marine Corps and the U.S. Coast Guard Units) will select the NDTA Military Unit Award winner. The Unit Commander will present the award during the annual Military Unit Awards luncheon. LPD will continue to represent the Marine Corps' interests by participating in the annual NDTA unit award process.

Last year's winner was the 2D Transportation Support Battalion (2D TSB) who exceeded normal standards of performance by consistently providing superior augmentation to support exercises and unit deployments. 2D TSB

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motor transport operators drove for 25,367 hours, transporting 44 million pounds of cargo and 19,560 personnel over 60,051 miles. In support of their distribution efforts, 2D TSB also operated material handling equipment for over 26,000 hours. Additionally, they were successful in rigging, lifting, and staging over 33 million pounds of II MEF equipment. Congratulations again 2D TSB!

All units who have made a significant contribution in an operational transportation/logistics mission during calendar year 2017 are highly encouraged to submit a nomination package for the 2018 NDTA Military Unit Award. Please see the released DON Tracker (2017-IL\_LP\_LPD-000000090) and AMHS Message (R 231657Z Mar 18) for submission details.

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#### **DISTRIBUTION METRICS/TIME DEFINITE DELIVERY (TDD):**

While we have several tools to track and trace shipments, many customers rely on calling their local Distribution Management Office (DMO) for the latest status of shipments. Customers expect their package to arrive by the Required Delivery Day or a pre-established date. While the Uniform Materiel Movement and Issue Priority System standards have been around for some time, the Joint Deployment and Distribution Enterprise Community of Interest established the TDD timelines for the various shipping lanes. Afterwards, Service's shipments are measured against the TDD timelines to determine if they are meeting performance standards.

During the past 6 months, HQMC LPD-1 has conducted analysis and noticed a slow decline in finalizing the closure in shipment processing. DMOs in-checking shipments late into Automated Manifest System-Tactical or Cargo Movement Operations System contribute to this slow processing time. In addition, shipments not assigned to a manifest or not closed in the system of record also contribute to a slow processing time. This has caused the Marine Corps' TDD theater segment number to decline to an average of 72%, which is below the 85% standard.

As a result, shipments processed by each DMO location require complete closure in the respective system of record. Shipments must have all pertinent data entered into the system, assigned to a manifest and be closed after delivery to the customer. When procedures are abandoned, the left-open records may result in untimely payment to the carriers.

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