

## HQMC LPD-1 DISTRIBUTOR



### Pertinent Points from the LPD-1 Staff

#### **2019 TRANSPORTATION & DISTRIBUTION OPERATIONAL ADVISORY GROUP (T&D OAG):**

Headquarters Marine Corps (HQMC) will host the 2019 T&D OAG from 4-8 February 2019 at the Pacific Views Event Center, onboard Marine Corps Base Camp Pendleton, CA. The T&D OAG serves as a vehicle to identify and prioritize transportation and distribution issues impacting the Marine Air-Ground Task Force (MAGTF) at the strategic, operational, and tactical levels of war. This OAG pays specific attention to issues that directly impact Marine Corps transportation and distribution capabilities, capacities, standardization, training, readiness, structure, doctrine, and manning. Additionally, the T&D OAG develops and prioritizes relevant gaps affecting the Future Year Defense Plan (FYDP) and the Program Objective Memorandum (POM). The T&D OAG is also the forum for promoting plans beyond the FYDP to the Installations and Logistics Board, via the MAGTF Logistics Board.

Six (6) Working Groups (WGs) make up the T&D OAG - Distribution Management WG (MOS 31XX), Mobility WG (MOS 0430), Motor Transport WG (MOS 35XX), Packaging WG (MOS 3052), In-transit Visibility (ITV) WG and the Marine Corps Containers WG.

During the 2019 T&D OAG:

- The six (6) WGs will meet to discuss their top priority items for 2019.
- Each WG will provide up to a maximum of three (3) priority issues.
- The T&D OAG Voting Members will review the WG recommendations and prioritize the top five (5) priority issues for the 2019 T&D OAG.

The T&D OAG will also continue to monitor progress on the top three (3) priority issues from the 2018 T&D OAG meeting. The 2018 issues are as follows:

- Passive Radio Frequency Identification (pRFID) Implementation
- Global Combat Support System – Marine Corps (GCSS-MC) Interoperability
- ITV Sustainment System to Provide Command Decision Support for Expeditionary Advanced Base Operations (EABO)

Overarching guidance for the 2019 T&D OAG is the Commandant of the Marine Corps' Institutional Initiatives, the Deputy Commandant for Installations and Logistics' guidance "Sustaining the Force", the Marine Corps Operating Concept, and the Program Objective Memorandum-21. The T&D OAG will also assess recommended priority

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issues from the operating forces. HQMC LPD will solicit recommended priority issues via DON Tracker. In addition, HQMC/Logistics Distribution Policy Branch will release the 2019 T&D OAG Calling Message, no later than 14 December 2018. The message will identify suspense dates for key administrative requirements in support of the upcoming T&D OAG.

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### **SUSTAINING THE FORCE:**

Under the direction of Lieutenant General Charles G. Chiarotti, Deputy Commandant for Installations and Logistics (DC I&L), Headquarters Marine Corps (HQMC)/Logistics Vision and Strategy (LPV) Branch is developing guidance entitled “Sustaining the Force”. This guidance contains inputs from each Logistics Plans, Policies, and Strategic Mobility (LP) branch and section and will be used to help define Enterprise capabilities and requirements. This essential guidance sets the vision and time-phased objectives for enhancing Marine Corps’ logistics and allows the DC I&L to influence senior leader decisions on manpower, funding, and resources that enhance the Joint Logistics Enterprise. General Robert B. Neller, Commandant of the Marine Corps (CMC), will sign the Sustaining the Force guidance by mid December 2018.

The Marine Corps will execute combat and support military operations in every domain (air, land, sea, space, and cyberspace). The lethality and pacing of these operations tie directly to the ability of the Joint Logistics Enterprise to support the Marine Air-Ground Task Force (MAGTF). The Sustaining the Force guidance looks ahead to the near-, mid-, and long-term logistics and installation requirements and objectives to support Marines in the Joint fight against 21<sup>st</sup> century adversaries.

HQMC/Logistics Distribution Policy (LPD) Branch provided the following inputs for inclusion into the Sustaining the Force guidance. The following inputs detail capabilities and requirements across the field of transportation and distribution:

- **Unmanned Lift Systems** (air, surface, sub-surface, and ground)
- **Strategic Lift/Mobility** (airlift, sealift, prepositioning)
- **In-Transit Visibility Modernization** (automated, end-to-end asset visibility)
- **Enhanced Partnerships** (common use providers, Services, Host Nation/Allied support, and industry)
- **Interoperability** (systems exchange and leveraging data for synchronized distribution)
- **Distributed Operations** (maximize MAGTF ability to leverage tactical units)
- **Improved Packaging** (“lighten the load” through application of innovative packaging)
- **Enhanced Training** (investments in resources and personnel to build effective Logisticians)

LPD will keep you abreast of updates to the Sustaining the Force guidance and its release by the CMC.

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### **EMERGING IN-TRANSIT VISIBILITY (ITV) TECHNOLOGIES:**

The Cooperative Research and Development Agreement (CRADA) initiative was an important step in improving ITV for the entire Department of Defense (DoD). As many of you may not know, the CRADA initiative was completed and a final report was issued. The final report can be found on the LPD SharePoint site at the link below (SharePoint access and Common Access Card are required):



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[https://eis.usmc.mil/sites/HQMCLP/LPD/LPD1/Shared%20Guidances/ITV/CRADA/CRADA%20Final%20Report%20\(v9\).pdf](https://eis.usmc.mil/sites/HQMCLP/LPD/LPD1/Shared%20Guidances/ITV/CRADA/CRADA%20Final%20Report%20(v9).pdf)

The final report gives this succinct assessment from United States Transportation Command (USTRANSCOM), “Implement cellular/satellite technology devices into the DoD transportation/supply chain management architecture to achieve better in-transit visibility (ITV).” With that guidance, the Army’s Product Lead – Automated Movement and Identification Solutions (PL-AMIS) is rapidly moving toward the NEXGEN device of the future.

The effort began in the Spring of 2017 and was based partly on the fact that active Radio Frequency Identification (aRFID) tags (in use for more than 20 years) are completely nodal by nature; if tag readers are not placed along the anticipated route or if a route is changed, no information about the cargo’s identity, status and location can be communicated, making ITV incomplete and inadequate.

With 42 devices having what appear to be “successful” trials, it is clear the NEXGEN ITV cargo tracking device of the future is not far away! Stand by for more information as we continue to track the status of implementing NEXGEN cargo tracking devices throughout the DoD.

Correction: The article entitled “UNITED STATES MARINE CORPS (USMC) EMERGING IN-TRANSIT VISIBILITY (ITV) TECHNOLOGIES” (Distributor, Volume 3, Number 5, 18 October 2018) stated that USTRANSCOM was the agency leading the NEXGEN efforts. Although, USTRANSCOM conducted the CRADA initiative, it is PL-AMIS, not USTRANSCOM, who will lead the way in making the NEXGEN devices available to the DoD.

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### **RADIO FREQUENCY IDENTIFICATION (RFID): WHAT’S NEXT...NEXGEN?:**

The Department of Defense (DoD) frequently asks, “What’s next?” for cargo tracking devices. As technology improves so does the search for enhanced In-transit Visibility (ITV) for the transportation/supply chain. The DoD’s final decision from CRADA was to pursue NEXGEN cargo tracking devices and technology as a potential replacement for Radio Frequency Identification (RFID) (see above “EMERGING IN-TRANSIT VISIBILITY (ITV) TECHNOLOGIES” article for additional information). In preparation for the NEXGEN initiative, the DoD Asset Visibility Working Group has been discussing the way ahead, i.e., changes to policy, incorporating new technology, etc. Currently, as part of the NEXGEN initiatives, the Army’s Product Lead - Automated Movement and Identification Solutions (PL-AMIS) Program Office has been leading charge in answering many of the questions regarding the way ahead. PL-AMIS is the DoD lead for Automatic Identification Technology, ITV, and RFID contracts and services, as well as the leader for maintaining the DoD RFID infrastructure.

In a recent Request for Information (RFI), issued in the Summer of 2018, PL-AMIS sourced for information on Next Generation Transponder (NGT) technology to provide worldwide cellular and satellite-based coverage in support of DoD asset tracking operations. The use of NGT technology can enhance logistics activities and improve asset ITV.

In addition to the RFI, PL-AMIS sponsored a DoD NGT industry event in Springfield, VA, from 23-25 October 2018. The industry event provided a forum for vendors to discuss their product offerings to DoD stakeholders and allowed DoD stakeholders the opportunity to ask vendors detailed questions related to their products, billing plans, and maintenance support agreements. Twelve vendors presented products, capabilities, and/or services to the DoD stakeholders. Some of the products are available on the commercial market and leverage cellular/satellite technology, to include tracking devices, systems global mapping functions, and sensor capabilities. Although the final solution has not been determined, this event did lay the ground work for vendors and DoD stakeholders to refine information and products in preparation for the Request for Proposal (RFP). The RFP is scheduled to be released 3rd Qtr. FY19, with an anticipated award shortly thereafter.

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Stay tuned as we dive further into the question of “What’s next?”. The future could hold a cellular/satellite solution.

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

The Marine Corps Distribution Community has identified an issue with the General Services Administration (GSA) direct vendor packaging, marking and labeling. The direct vendor labels were not meeting the MIL-STD 129, Department of Defense Standard Practice Military Marking for Shipment and Storage.

To resolve this issue, Headquarters Marine Corps (HQMC)/Logistics Distribution Policy (LPD) Branch provided GSA a sampling of labels and the errors created, via the Receiving Sections at the Distribution Management Offices. The primary issues were missing Military Shipping Labels; 2D barcodes with no data; 2D barcodes causing the hand-held terminals to shut down; and packages with only FedEx (missing Transportation Control Numbers).

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

As an update to this issue, HQMC/LPD released DON Tracker # 2018-IL\_LP\_LPD-000000097, DMO Inbound Cargo Data Call to the operating forces to collect data. LPD then provided this data to Mr. Aucoin. GSA will take 30 to 60 days to work through the data, and upon completion of the analysis, the United States Marine Corps (USMC)/GSA Label Tiger Team will convene its quarterly meeting. The goal of the USMC/GSA Label Tiger Team is resolve this issue and increase the efficiency of processing inbound freight operations. In addition, the Tiger Team will provide a status update at the next scheduled USMC - GSA Partnership Agreement Council (PAC).

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### **TRANSPORTATION FACILITIES GUIDE (TFG) UPDATE:**

Headquarters Marine Corps (HQMC)/Logistics Distribution Policy (LPD) Branch sent out the annual message for all Distribution Management Offices to review and update their TFG record in mid-September. In accordance with the Defense Transportation Regulation (DTR) Part II, Chapter 201, TFG and Marine Corps Distribution Manual, Marine Corps Order 4600.41A (Chapter 3-7), all DMOs are required to update the TFG on a semi-annual basis. For installations with secure holding areas, updates must occur 1 March and 1 September. For installations without secure holding areas, the updates should occur annually or whenever critical operational changes are made, such as changes in operating hours or installations closures.

This effort will allow the consignor and/or Transportation Service Provider (TSP) to have access to the most current and accurate TFG data to conduct advance shipment planning. Thank you, Distribution Community, for successfully updating your TFG record and keeping in standard with the DTR. Please contact the below point of contact for additional information.

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### **INTEROPERABILITY: PURCHASE REQUEST (PR)-BUILDER AND CARGO MOVEMENT OPERATIONS SYSTEMS (CMOS):**

In July 2015, Headquarters Marine Corps (HQMC)/Logistics Lifecycle Management (LPC) Branch released [MARADMIN 331/15](#), which mandates the use of PR-Builder for all off-line requisitions and services.



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Logistics Distribution Policy (LPD) Branch completed work with HQMC Program & Resources (P&R), Accounting and Financial Systems (RFA), MARCORSYSCOM, and the CMOS Program Office to build an interface to transfer data from PR-Builder to CMOS. The interface comes from the use of a PR-Builder 2D Barcode Requisition Form, which can be used in lieu of DD Form 1149 (Requisition and Invoice/Shipping Guidance). The DMO scans the PR-Builder 2D Barcode Requisition Form into CMOS, thereby decreasing errors, increasing production, and providing In-transit Visibility. As of 1 November 2018, this interface was fully operational within PR-Builder. In addition, a two-way interface is forthcoming.

DMOs are required to accept the PR-Builder 2D Barcode Requisition Form, in lieu of DD Form 1149, as an authorized shipping request. LPD is in the process of preparing an interim AMHS message, until MCO 4600.41A is updated and published.

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

Headquarters Marine Corps (HQMC), Logistics Distribution Policy (LPD) Branch, Integrated Distribution Section (LPD-1) represents the Marine Corps as a chairperson on the DoD GOCARE Program. This article is intended to provide a quick overview of this program to the Distribution Community.

This program provides the DoD with a method to recover lost and astray freight (material lost in shipment) and return it to the DoD. The success of the GOCARE program depends upon maintaining a strong, cooperative link between the government and the Transportation Service Provider (TSP) industry. The GOCARE program is intended to be non-adversarial. While the government has the obligation and right to independently verify the existence of astray freight, it also recognizes that the TSP industry is law-abiding, ethical, and conscientious.

Roles and Responsibilities for Headquarters Military Surface Deployment and Distribution Command (HQ SDDC), Service/Agency GOCARE Chairperson and Transportation Officer (TO)/Distribution Management Officer (DMO)

- SDDC provides program management for the DoD GOCARE program. Program management is exercised through SDDC operations to:
  - Provide the primary link between the government and the TSP industry.
  - Develop and administer the GOCARE program.
- Service/Agency GOCARE Chairperson (Mr. James Hatcher Jr) will:
  - Provide an updated listing of all CMs to SDDC semi-annually
  - Monitor the Agency GOCARE program, ensure GOCARE geographical coverage, and report agency GOCARE activity in a quarterly report.
  - Provide a quarterly report to AMSSD-SBD at [usarmy.scott.sddc.mbx.omb-for-go-carriers@mail.mil](mailto:usarmy.scott.sddc.mbx.omb-for-go-carriers@mail.mil), no later than the 21st day of the preceding month of each quarter. A negative reply is mandatory
- TO/DMO will:
  - Appoint GOCARE Installation Representatives.
  - Serve as a POC between TSP representatives and the DoD for all astray/frustrated cargo problems or questions. Establish a rapport with all local air, motor, rail, and water TSP terminal managers to encourage each TSPs full participation in GOCARE.
  - Contact assigned/designated locations on a quarterly basis (at minimum). Visits to TSP facilities will be coordinated in advance and scheduled for a mutually convenient time.
  - Upon notification that a TSP has frustrated or astray government property, CMs will verify the ownership, provide a receipt to the Terminal Manager, and make arrangements to forward the shipment to a government-approved location.

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For the complete regulatory guidance, review the Defense Transportation Regulation, Part II, Chapter 209, Paragraph E. You may also contact Mr. James Hatcher for additional information.

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### **JOINT LOGISTICS ENTERPRISE:**

Last month, the National Defense Transportation Association hosted its annual meeting, which focused on logistics and cybersecurity, as described in the National Defense Strategy (NDS) and National Security Strategy. The details highlight the role of the Joint Logistics Enterprise to transport personnel and supplies providing global reach. This can only be accomplished with commercial industry supporting the military ability to reach its destination.

Our reliance on the commercial industry has grown since the Gulf War and the lessons we learned have taught us that there is a need to balance the requirement for assets in theater by utilizing the estimated or required delivery date. As a supporting command, United States Transportation Command (USTRANSCOM) developed Time Definite Delivery (TDD) and Operational Need Goal (ONG) standards. The Services, Combatant Commands (COCOMs) and industry established these timelines to provide planning tools for operational commanders.

The TDD concept provides a high degree of certainty that the logistics pipeline can deliver assets from point of origin to destination, within a period of time. This timeline takes into consideration the processing at origin, transportation mode and processing at destination. The same type of review is performed for ONG timelines for Category 1-3 assets. These timelines are established by the Services for operational planning purposes. Each quarter USTRANSCOM conducts Distribution Performance Reviews for a compliance review by each COCOM, Service and stream/mode to support joint doctrine and policies.

The Chairman of the Joint Chiefs of Staff developed the Joint Concept for Logistics to mitigate the challenges of integration, synchronization and optimization the logistics Enterprise. As logisticians, we bring a capability of delivering assets based on the requirements of the mission with our sister Services, government agencies, industry and multi-national coalition partners during domestics and overseas contingencies.

The NDS calls for the Department of Defense to build a resilient and agile logistics capability for distributed operations, while engaged in a multi-domain attack. This will call for us to maximize our personnel with accurate data in our systems, utilizing every mode and incorporating new methods of improving logistics Enterprise, while learning how to protect each of these from cyber-attacks. Thus, contributing to the lethality of the force!

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### **DIGITALLY SIGNED DEPARTMENT OF DEFENSE (DoD) MULTIMODAL DANGEROUS GOODS DECLARATION FORM DD 2890:**

Recently, shippers have expressed concerns regarding the use of the digitally signed DoD Multimodal Dangerous Goods Declaration Form DD 2890 guidance versus using written signatures on the Form DD 2890. The Department of Transportation's Code of Federal Regulations (CFR) Title 49, Part 172.204, Shipper's Certification, prescribes the parameters by which the certifier can use digitally signed guidance to authenticate and provide legal certification as to the accuracy of the data provided for the movement of regulated material, such as Explosives or Hazardous Materials.

CFR Title 49, Part 172.204, states that, "digital or electronic signatures or certifications are authorized for rail movements when transmitted electronically. By completing the field designated for the shipper's signature, the shipper is also certifying its compliance with the certification specified in 172.204(a), signatures must be legibly signed by a principal, officer, partner or employee of the shipper or his agent..." CFR Title 49, Part 172.204, currently permits the use of digital signatures to certify rail movements. Marine Corps shipments improperly certified may be frustrated or not accepted.



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United States Transportation Command/Surface Deployment Distribution Command will release a formal Customer Advisory reiterating this policy clarification.

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### **DEPARTMENT OF DEFENSE (DoD) PACKAGING AWARDS AND UPCOMING REVISIONS:**

The Office of the Deputy Assistant Secretary of Defense (ODASD) partnered with the National Institute of Packaging, Handling and Logistics Engineers (NIPHLE) to sponsor the DoD Packaging Excellence and Packaging Achievement awards. The purpose of the competition is to recognize and honor outstanding teams in the DoD packaging community who have contributed significantly to the packaging effort in fiscal year. The awards are designed to increase interest in packaging developments, enhance productivity within the packaging community, and improve efficiency throughout DoD.

To update/revise the DoD Packaging Awards, the Defense Packaging Policy Group (DPPG) has reviewed/evaluated the existing award template and developed a draft re-engineered version of the template for ODASD consideration. The revised template includes a revision to the cover letter and the attachment, which conveys the award categories, award names, eligibility, and selection criteria, as well as submission guidelines. Please see additional information about the revisions below:

- Renamed the two (2) awards: Design Excellence and Production Achievement
- Modified the criteria for each award: Criteria unique for each award
- Added an option for an “example”: Example should be short/synopsized (the DPPG can determine suitability and provide examples)
- Added a note indicating that dollar value is not a considered award criterion
- Modified cover letter to include last year’s award winners and announce the new award names.

The DPPG will incorporate these recommended changes and submit them to ODASD for approval/incorporation, with changes due for release in 2019. LPD will send an AMHS message when ODASD approves the changes.

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