

USMC DISTRIBUTION DIGEST



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COMMENTS FROM THE LOGISTICS DISTRIBUTION POLICY BRANCH (LPD) BRANCH HEAD:

First, I would like to acknowledge that the National Defense Transportation Association (NDTA) Board of Directors has selected our very own Mr. Kevin Ashley, Section Head for the Transportation Financial Management Section (LPD-3), as the 2020 NDTA President's Award recipient. NDTA selected Kevin for this award to recognize his exemplary contributions to NDTA and his unwavering service to our nation.

NDTA will recognize Kevin during the 2020 NDTA-United States Transportation Command (USTRANSCOM) Fall Meeting on 8 October 2020. Kevin is a former NDTA District of Columbia Chapter president and participated in many committee events that promoted education and participation in the transportation industry. Please join me in extending congratulations to Kevin on his selection for this very prestigious award.



Lastly, NDTA and USTRANSCOM will hold this year's annual Fall Meeting virtually, from 5-8 October 2020. While the event is virtual, it will still deliver keynote speakers and educational courses, so registration is required for participation. The cost is \$200 for Department of Defense/United States Government participants. Please see the 'Announcements' section below (page 14) for additional information and the registration link.

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31XX OCCFIELD SPONSOR UPDATES:

The Logistics Distribution Policy Branch (LPD) has gained some significant ground concerning several manpower initiatives. Specifically, LPD has four manpower initiatives in progress. In this article, I will provide a few updates on the Field Supply Maintenance Analysis Office (FSMAO) Reallocation Table of Organization and Equipment Change Request (TOECR); Global Household Goods Contract (GHC) Joint Personal Property Shipping Office (JPPSO) to Personal Property Shipping Office (PPSO) TOECR; the 31XX Military Occupational Specialty (MOS) merger; and the Landing Support Battalion (LSB), Beach and Terminal Operations (BTO) Company (Co), Shipping and Receiving (S&R) Platoon stand up.

FSMAO TOECRs:

Earlier this year, BGen David Maxwell (former Director, LP) approved the request for the consolidation of FSMAO Distribution Analysts at FSMAO-West to consist of one CWO and two MSgts. This consolidation removes the FSMAO-East (Camp Lejeune) and FSMAO-Pac (Okinawa) Distribution Analysts (CWO and SNCO) and creates a single FSMAO Distribution Analyst team at FSMAO-West (CWO and two SNCOs). Over the past few months, LPD has been informally socializing the consolidation of the FSMAO Distribution Analysts and the resulting TOECRs with the losing and gaining commands while simultaneously completing the bundled TOECR package. The TOECR package consists of several personnel movements related to the FSMAOs.

GySgt from FSMAO-E to FSMAO-W	CWO from FSMAO-E to 2nd Sup Bn, MMDC
Capt from 2nd Sup Bn, MMDC to MARFOREUR/AF, G-4	CWO from FSMAO-Pac to 1st Sup Bn, MMDC
Capt from 1st Sup Bn, MMDC to MCICOM G-4	GySgt from FSMAO-Pac to NAVSUP, FLC Sing
CWO5 from MCB, 29 Palms, DMO to FSMAO-W	CWO2 from FSMAO-W to MCB 29 Palms, DMO

On 10 August 2020, LPD released the FSMAO TOECR package in a Department of the Navy (DoN) TRACKER task for General Officer (GO) level concurrence with a due date of 14 September. LPD requires concurrence/approval from the losing and gaining commands. Once all approvals are received, LPD will route the package with the DoN TRACKER summary page of all GO concurrences for Deputy Commandant for Installations and Logistics (DC I&L) signature. After DC I&L concurs, LPD will forward the package to the Total Force Structure Division for review, approval, and inclusion in the next Annual Strength Report update (November). In the meantime, LPD is scheduling briefs with BGen Adam Chalkley (current Director, LP) and LtGen Charles Chiarotti (DC, I&L) to ensure they are aware of the TOECR package before receiving it for their review and approval.

GHC JPPSO to PPSO TOECRs:

On 30 April 2020, United States Transportation Command (USTRANSCOM) awarded the GHC to American Roll-On Roll-Off Carrier Group, Incorporated (ARC). ARC plans to move the first Continental United States shipment under the GHC in June 2021, with outside the Continental United States shipments starting in the fall of 2021. Some benefits of the GHC contract are as follows:

- Allows the United States Marine Corps (USMC) to re-draw existing lines of effort with Navy/Army-run JPPSOs
- Reestablishes back-office functions with Service focus
- Reorganizes to Marine Corps Installations Command regional PPSOs
- Reallocates Marines from JPPSOs to installation “Centers of Excellence”

USTRANSCOM hosted a series of workshops to develop courses of action for realigning the current Shipping Office structure, which resulted in the Marine Corps reestablishing a Shipment Management function under the GHC. USMC began transitioning from the JPPSO structure on 1 July 2020 with the final Marines departing no later than June 2023. We are updating the Memorandum of Agreement (MOA) between NAVSUP and LPD to document the phasing plan as well as the transition of workload. We are also continuing to work with the Army on the transition of Marines from Fort Belvoir (no formal MOA or Memorandum of Understanding).

31XX MOS Merger:

The 31XX MOS merger has slowly progressed over the past several months. The merger consists of the training; manpower; and Doctrine, Organization, Training and Education, Materiel, Leadership and Communication, Personnel, Facilities, and Cost (DOTMLPF-C) components. As you are aware, the MOS Merger Working Groups (WGs) recommended a full merger with a phased long-term withdrawal from household goods. Discussions regarding the training component are continuing between Training Command and the Marine Corps Combat Service Support Schools. DOTMLPF-C pillar heads are also

helping to develop the DOTMLPF-C WG products. The stakeholders will address the manpower component during the DOTMLPF-C process. MGySgt Jeffery Gibson and MGySgt Jose Sanchez have made great progress, and we will continue to provide updates.

LSB, BTO Co, S&R Platoon Stand-Up:

The LSB, BTO Co, S&R Platoon will begin stand-up in the first quarter of FY21. LPD has disseminated the Table of Organizations, with missions, roles, and capabilities, to the 3102 leadership. LPD will look to incorporate these organizations and capabilities into our orders and directives. Additionally, the BTO Co commanders are in place and have inquired about the role of 3112s. Thank you to those who have reached out to educate them on this topic. MGySgt Gibson is currently working through the enlisted manpower requirements with the Monitor.

Lastly, the 3102 Officer monitors and planners have switched out, and the board season is already upon us. During the next couple of months, I will be working through next year's 3102 Slate. Thank you for your hard work and continued dedication during COVID-19. Stay safe and Semper Fidelis.

- POC: LtCol Christopher Gilmore, LPD Deputy Branch Head and 31XX OccField Manager, (703) 695-6099, christopher.m.gilmore@usmc.mil

THE MASTER GUNNY'S CORNER - 31XX OCCFIELD SPONSOR UPDATE:

First and foremost, I would like to applaud each of you for your excellence and professional endurance while navigating the distribution vessel through the current storm. Your focus has enabled the community to manage and enhance ongoing operations during this extremely challenging and ever-evolving environment. However, please understand that we still have more work to do. I encourage all 3112s and 3152s to maintain pace and poise to keep the vessel steady and on its course. The sun is on the horizon, and a steady state is in the near future.



As a direct result of your intelligence and hard work, we will merge 3112s and 3152s into one occupation – a profession equipped with skills to enrich the distribution and preservation of cargo and equipment. The unification will develop logisticians capable of operating and leading in a dynamic and fluid environment. To highlight, the merger will combine the two occupations at inception, regionalize all community personnel under one command, and moderately divest service members from a legacy core function. These changes will drastically reshape the way we operate. This may be hard for some to believe, due to previous attempts; however, we have a new way of thinking and we are moving in a new direction. We are now in the second stage of the merger, and we are making steady progress towards the finish line. It is projected the two occupational specialties will integrate during FY22.

Additionally, we will accomplish the following initiatives in FY21: the standup of Landing Support Battalions at 1st, 2d, and, 3d Marine Logistics Groups; the dissolution of the Joint Personal Property Shipping Offices; the resumption of Personal Property Shipping Offices at Marine Corps Bases Camp Lejeune, Camp Pendleton, and Camp Smedley Butler; and the increase of Naval Integration billets at Fleet Logistic Centers throughout the United States Indo-Pacific Command. Each of these initiatives will increase the Distribution community's capability to support warfighters and enable better communications with "Big Blue."

Lastly, the Office of Legislative Affairs recently selected MGySgt Jose Sanchez to participate in the Congressional Fellowship Program, and he will now take his talents to Capitol Hill. He is a pioneer logistician and trendsetter who had a tremendous impact on the Marine Corps Packaging community. The 31XX merger exists as a direct result of his vision and leadership and will become a reality in FY22. He is one of the FINEST 3152s I have ever served with. Farewell, my brother, and thank you for your leadership! The community will be forever grateful for your contributions! Go Hard and Be Great!

And, as we say farewell to MGySgt Sanchez, we would also like to welcome aboard MSgt Sheldon Johnson. MSgt Johnson joins Headquarters Marine Corps after a highly successful tour at Blount Island Command and brings a vast knowledge of strategic level and command logistics to our organization. MGySgt Sanchez could not have passed the torch to a better Marine, and we are excited to have him join the Logistics Distribution Policy Branch. Welcome aboard!

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LPD-1:

A TRANSPORTATION MANAGEMENT SYSTEM (TMS) STORY (PART ONE):

Over the past few years, many of you may have heard that the Department of Defense (DoD) is exploring the acquisition and implementation of a TMS. After hearing this, you may have realized that you do not know what a TMS is or what it does. Next, you may have wondered how a TMS could impact you and your daily operations. If these thoughts did come to mind, then you are not alone. Hopefully, this article will answer some of those questions.

A TMS is specialized software used for planning, executing, and optimizing the shipment of goods. Users perform three main tasks on a TMS:

- Finding and comparing the rates (prices) and services of carriers available to ship orders
- Booking shipments
- Tracking the movement of shipments to delivery

United States Transportation Command (USTRANSCOM) used Other Transaction Authority – which authorizes the DoD to carry out certain prototype, research, and production projects – to conduct a two-year TMS prototype effort (February 2018 – February 2020). USTRANSCOM originally identified the TMS as a way to address 12 performance gaps preventing integrated operations or Integrated Multi-Modal Operations (IMMO)). Priorities include the connection of the global network of nodes and end-to-end in-transit visibility. The TMS will fulfill nine of 12 confirmed performance gaps, while the remaining three gaps will require enhancements within our Doctrine, Organization, Training, Materiel, Leadership and Education, Personnel, Facilities, and Policy (DOTMLPF-P) construct.

During the prototype effort, the TMS successfully integrated and provided visibility of Continental United States shipments and booked shipments to Hawaii and Japan. The TMS realized partial success with two Army unit moves that required some manual workarounds as well as partial success with moving five Navy vendor containers to Japan. The Marine Corps did not move any shipments during the execution of the prototype scenarios.

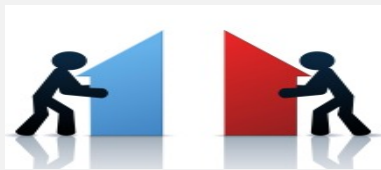
Currently, the DoD is pursuing a commercial-off-the-self TMS as a material solution to two main efforts. One effort is to provide USTRANSCOM with a command and control capability to conduct IMMO. The other effort is to enable Transportation Financial Auditability (TFA) across the DoD enterprise through standardized transportation business solutions. The TMS will fully or partially contribute to fulfilling eight TFA gaps. The ultimate goal is to synchronize these two efforts.

As a result of the Office of the Secretary of Defense TFA work and the TMS prototype project, it is estimated that 17 out of 36 DoD/USTRANSCOM systems are impacted, with a potential reduction in annual information technology sustainment costs of approximately \$21M. However, USTRANSCOM has not clearly defined the data (systems to be retired). USTRANSCOM has stated that additional return on investment data is in development, and they will share this with the Services upon completion. The end-state is to field an enterprise solution for globally integrated transportation management (not including household goods) that synchronizes interoperable data, is audit compliant, and maximizes responsiveness, agility, and resilience to deliver and sustain combat power.

We will continue to keep you abreast of the TMS effort and its impact on the Marine Corps and, specifically, the Distribution Management Office (DMO) community. We will provide additional updates during the DMO quarterly meetings, hosted by Ms. Candice Jackson.

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HEADQUARTERS MARINE CORPS (HQMC) & MARINE CORPS LOGISTICS COMMAND (MARCORLOGCOM) QUARTERLY SYNCHRONIZATION MEETING:



On 4 August 2020, HQMC, Logistics Distribution Policy Branch (LPD) and MARCORLOGCOM, Enterprise Distribution Division (EDD), conducted our quarterly Synchronization Meeting. In the meeting, participants discussed key issues affecting both organizations and also discussed a way forward for each issue.

MARCORLOGCOM (EDD) topics discussed:

- Department of Defense Biennial Container Inventory Status Update
- Material Management Operations Group Tank Divestment Status Update
- Marine Corps Central Command Materiel Movement
- COVID-19 Defense Transportation System Impacts

HQMC (LPD) topics discussed:

- Update on Defense Logistics Agency Routing Guidance
- Uniform Materiel Movement and Issue Priority System Standards
- Required Delivery Dates
- Marine Corps Operational Need Goals
- Distribution Standard System Interface Between Global Combat Support System-Marine Corps and Cargo Movement Operations System
- Telemetry Update

LPD and EDD will continue to monitor and coordinate on key distribution issues during future Synchronization meetings. In addition, we will continue to keep the Distribution community abreast of these issues and their recommended solutions.

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2020 EMERGENCY RESPONSE GUIDEBOOK (ERG) UPDATE:

Headquarters Marine Corps has completed the distribution of the 2020 ERGs. All installations should have received the ERGs in mid-August 2020. The publication provides a quick reference guide for identifying all classes of Hazardous Materials (HAZMAT) as well as the necessary material for mitigating spills of corrosive materials, fuels, or other flammable liquids. The ERG also provides emergency responders with detailed information vital to mitigating HAZMAT related accidents or incidents, such as spills or fires.

The Code of Federal Regulations, Title 49, mandates that all vehicles transporting HAZMAT and explosives must have the ERG present in the vehicle. In addition, installation Transportation Management Offices, installation firefighters, and police vehicles should also have copies of the ERG. It is imperative that HAZMAT employees familiarize themselves with the contents of the ERG to ensure they have applicable knowledge in the event of an emergency.

The ERG is an essential guidebook intended for use by first responders during the initial phase of a transportation incident involving HAZMAT and explosives. Installation requiring additional copies should email the below point of contact.

- POC: Mr. Oliver Bell, LPD-1, (703) 695-7930, oliver.j.bell@usmc.mil

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

Marines, as many of you may know, the Office of Legislative Affairs recently selected me to participate in the Congressional Fellowship Program. Thus, it is time for me to leave the PPP&M community. I am very pleased with the progress we have made over the past two years, and I am excited about the future of our Military Occupational Specialty (MOS). Below, I would like to highlight some of the major accomplishments we achieved together:

MOS Name Change:

Our first accomplishment was a MOS name change from Preservation, Packaging, and Packing (PP&P) to Preservation, Packaging, and Packing, and Marking (PPP&M). This bold move allowed us to reposition ourselves to best support the future fight and created a closer relationship with our sister Services. Additionally, we updated our mission statement to reflect current capabilities and a CL/GT score increase from 80 to 90. Senior leadership at the Training and Education Command (TECOM) approved all of these recommendations and published them in the Marine Corps Training Information Management System. We are committed to making an impact, and we continue thinking outside the box, pun intended!

Grade Shape:

The community went through a Grade Shape Review with the intent to help the promotion system from Private First Class through Master Gunnery Sergeant. This initiative was a 'zero-sum' structure gain; therefore, the number of Marines remained the same. In the past, the community's inverted pyramid structure created a bottleneck for promotions, specifically in the E-3/E-4 and E-8 and E-9 ranks. We proposed restructuring higher grades and enhancing the tactical levels (reduced SNCOs and made more E-3s and E-4s). These changes brought flexibility and adaptability to the PPP&M mission. Our Marines now promote at the same rate as the rest of the Marine Corps. Further, we formalized overstuffed billets at both Headquarters Marine Corps (HQMC) and Blount Island Command and made them permanent.

Schoolhouse:

Under the leadership of GySgt Monique Walton, the community created a new and innovative way to teach our Marines. The schoolhouse at Camp Johnson, NC holds the Basic Preservation and Packaging Course (BPPC) three times annually. The course is approximately four weeks long and has five phases. In the past, PPP&M Marines spent up to four to five months in the Marine Awaiting Training Platoon waiting for the course to convene. To help alleviate this issue, GySgt Walton converted the Ground Supply School BPPC Program of instruction into an interactive, performance-based course to use in conjunction with classroom instruction. This initiative allowed our Marines to work and advance at their own pace, translating into more one-on-one instructor/student time. As a result, the Fleet Marine Force now gains Marines in a timelier manner, which improves operational readiness. Furthermore, this has increased yearly student turnover and enhanced the overall knowledge base for the PPP&M community.

Training and Readiness (T&R) Changes:

The T&R Working Group (WG), consisting of members from across the Marine Air-Ground Task Force, updated the T&R manual. The WG participants rewrote the MOS training events to reflect current PPP&M needs. This effort was significant because our training events did not align with current

standards. Additionally, the WG eliminated repetitive information in the T&R manual to make it easier to read.

Our entry-level Marines will now have a more hands-on approach to training. Additionally, we started integrating T&R events with the Distribution community at the two and three thousand levels to allow both 3112s and 3152s the opportunity to take the intermediate level courses within the 31XX field.

The T&R WG also created a PPP&M T&R event for the officer cadre of 3102s. This event is the first of its kind, as the Packaging community never had officers within the MOS. TECOM approved this event in May 2020. The officers will start receiving adequate training in the upcoming months. TECOM has also assumed the responsibility of directing all operations and duties within the Packaging community.

Private Industry:

The annual National Institute of Packaging, Handling, and Logistics Engineers (NIPHLE) training event took place in Huntsville, Alabama in May 2019. The organization awarded GySgt Earl Jackson, from Camp Pendleton, CA, the James Russell Memorial Award for Outstanding Achievement in Packaging. Congratulations, GySgt Jackson!

Additionally, during the event, the Marine Corps presented our current PPP&M initiatives and accomplishments to participants. Industry partners, agencies, and our sister Services welcomed the presentation and were very receptive. The Army and the Defense Logistics Agency are interested in some of the initiatives we are currently working on and expressed interest in following suit once implemented by the Marine Corps. We have positioned ourselves as industry innovators. Please keep it going!

Deployable Packaging Team:

HQMC worked closely with Camp Pendleton and Camp Lejeune Marines to create a PPP&M deployable team. In January 2020, PPP&M Marines from 1st Supply Battalion and 2nd Supply Battalion deployed to Bahrain to support a Marine Corps Central Command (MARCENT) prepositioning mission. Under the leadership of GySgt Joshua Gonzalez and SSgt Terrell Williams, the team preserved and fabricated over 271 crates, washed 215 floor panels, and stored over 109 containers in various bays. MARCENT saved thousands of dollars by employing and utilizing active-duty PPP&M Marines rather than contracting for these packaging capabilities in theater. As a result of the team's success, other units are interested in utilizing these services Marine Corps wide. Great Job, Marines!

Automation:

Over the past ten years, the community has been advocating to improve the way we collect data and automate the current manual processes. In February 2020, I traveled with a representative from the company MyVelocity 360 to 1st Supply Battalion, Camp Pendleton to initiate a PPP&M Automation Proof of Principle (PoP). During the PoP, the 1st Supply Battalion tested the MyVelocity 360 inventory management software.

MyVelocity 360 offered to develop and test a custom software program for the United States Marine Corps. They also educated our Marines on how to use the software and implemented the system. Using the MyVelocity 360 system will allow the PPP&M community to reduce customer wait time, increase proficiency, reduce cost, streamline processes, track inventory, eliminate redundancy, and reduce human errors.

During the visit, the team mapped out and added the PPP&M operational and inventory processes to the system. 1st Supply Battalion Marines are currently testing the system, creating requirements to make it better, analyzing the efficiency of the MyVelocity 360 software, and providing an after-action report. The PoP was due to end in June; however, COVID-19 has delayed this effort. Currently, we are in the process of securing money to implement this system (or a similar system) Marine Corps-wide. Once HQMC

receives allocated funds, this system will be a program of record. HQMC will maintain the system to eliminate unit funding issues.



MOS Designator Change from 3052 to 3152:

This initiative is possibly the most aggressive and impactful change we made. In January 2020, Total Force Structure Division approved the PPP&M MOS designator change from 3052 (Supply) to 3152 (Distribution). TECOM released **MARADMIN Number 339/20** announcing the change in June 2020.

Historically, the PPP&M MOS has worked closely with the Distribution Management community as the first step in the distribution process. This collaboration exists in both garrison and deployment. The MOS designator change from 3052 to 3152 more accurately reflects the operational reality. It mirrors the Services' efforts to place its packaging capabilities within the distribution process. This change allowed us to have officers and expand our influence.

Any of these initiatives individually could have taken years to mature; however, due to the community's incredible cooperation and hard work, we were able to move aggressively. Thank you!

In closing, I would like to say that it was an honor serving you as the Occupational Field Manager. This duty has been one of the most rewarding experiences I have ever had. I am pleased to announce MSgt Sheldon Johnson as the new Occupational Field Manager. MSgt Johnson joins us from a successful tour with Blount Island Command, and I am confident he will continue to improve the MOS. Lastly, I want to thank the entire Logistics Distribution Policy Branch team. Your knowledge, collaboration, and experience have been critical in every initiative we embarked on together. Thank you for your constant support! "They must often change, who would be constant in happiness or wisdom." - Confucius
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TELEMETRY ONBOARDING AND TRANSITION UPDATE:

Telemetry is a Marine Corps-owned suite of logistics applications supported by a centralized data analysis and processing engine. Telemetry provides end-to-end visibility of Marine Corps logistics activities to help improve force agility and information accuracy through the application of new technologies, including data analytics, visualizations, mobile apps, and machine learning. In support of the Distribution mission, Telemetry provides convoy planning, cargo movement, passenger management, and In-transit Visibility (ITV) of vehicle cargo through the last tactical mile. Telemetry also creates an exportable daily distribution report that details the day's key events. It uses predictive route analytics to define shipment windows to provide commanders the capability to make mission decisions based on real-time logistics data.

Following the positive feedback from Marines within the Distribution and Supply communities, Headquarters Marine Corps (HQMC), Logistics Distribution Policy Branch (LPD) has been advocating to onboard Telemetry as an officially funded program of record. LPD continues to lead coordination efforts to transition Telemetry into the Marine Corps Systems Command (MCSC) Program Management Applications, Portfolio Management Supporting Establishment Systems (PM Apps), and Logistics Integrated Information Systems-Marine Corps (LI2S-MC) Portfolio.

Currently, LPD is coordinating efforts between the HQMC Logistics Information Technology Branch (LPI), Deputy Commandant, Combat Development and Integration (CD&I), and MCSC regarding the Requirements Transition Process, through which CD&I has successfully validated the ITV requirement allowing for the adoption of Telemetry as a program of record to mitigate the current gap. In addition, LPD is working with LPI to align and validate portfolio funding to support GCSS-MC's Telemetry Acquisition Strategy.

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

In an effort to meet the needs of the Marine Corps Distribution community, Headquarters Marine Corps (HQMC), Logistics Distribution Policy Branch (LPD) is continuing to collaborate with GSA to resolve issues with marking and labeling. The goal is to ensure that all military shipments contain Military Shipping Labels (MSLs) and to confirm that Distribution Management Offices (DMOs) are able to scan the 2D barcode labels.

In 2019, GSA's National Customer Service Center (NCSC) and LPD combined efforts to resolve the issues with GSA vendor shipments. As a result of the initiative, GSA successfully identified six vendors who have repeatedly violated the standards set forth in MIL-STD-129R, Military Marking for Shipment and Storage. GSA is working with these vendors to ensure they can create 2D barcodes in compliance with MIL-STD-129R. In addition, GSA will send newly developed labels from non-compliant vendors to LPD to scan and confirm the label coding complies with government standards. After validation is complete, LPD will provide feedback to GSA.

GSA reported that only .2 % of Marine Corps sites have made submissions to the NCSC in the last seven months. With this low reporting rate, GSA believes that this is a minor issue. However, we all know that this is a major concern because DMOs receive hundreds of vendor shipments without the required MSL or unscannable labels weekly. LPD encourages all DMOs to report GSA MSL issues to the NCSC.

The two-step MSL reporting process consists of taking a picture of the GSA label and providing a brief description of the issue, then email this information to Ms. La Juanna Nixon (NCSC) at lajuanna.nixon@gsa.gov. You may also contact Ms. Nixon by phone at (816) 489-6036. GSA continues to research and determine the vendors who violate the guidance set forth in MIL-STD-129R. These efforts will help minimize unnecessary hours creating Transportation Control Numbers in the Freight Receiving Section. In addition, it will hold GSA vendors accountable for repeated contract violations. As a result, the Marine Corps will be able to provide more effective and efficient distribution, which supports readiness.

- POC: Ms. Candice Jackson, LPD-1, (571) 256-2758, candice.jackson@usmc.mil

COMMERCIAL BILL OF LADING (CBL) CLOSE-OUT:

Headquarters Marine Corps, Logistics Distribution Policy Branch (LPD), Integrated Materiel Distribution Section (LPD-1), and Transportation Financial Management Section (LPD-3) have been working to address the improper payment issues identified in the 2017 audit report. We have been aggressively conducting data analysis of Integrated Data Environment/Global Transportation Network Convergence (IGC) 315N data in support of improper payments in the Third-Party Payment System, SYNCADA.

As you may know, the Approving Official will make all payment approvals in SYNCADA once a three-way-match is evident. The three-way-match consists of the invoice, CBL, and the receiving report. Our initial analysis, done in FY19, shows an average three-way-match rate of 70%, using the Defense Logistics Management Standards (DLMS) 858, 214, and 315N transactions from IGC for the 15 Marine Corps shipping sites. However, when broken down into individual Distribution Management Offices (DMOs), some match rates dropped to 40-50 % during the same reporting period. This low match-rate forced LPD-1 and LPD-3 to dig deeper to identify root causes or trends that we could address.

Our research showed that most DMOs are doing an excellent job closing-out small package shipments and normal truck-load shipments. However, the data also shows that some DMOs are not entering shipments for unit moves or training exercises (i.e. Integrated Training Exercise/ Weapons and Tactics Instructor course) into Cargo Movement Operations System (CMOS) or the Automated Manifest System - Tactical (AMS-TAC) system. Therefore, the system cannot transmit the required “arrived” 315N transaction to IGC for in-transit visibility and close-out data at final destination.

Given the research data, LPD requests that all DMOs implement local policy to ensure your Freight Receiving Section enters all inbound shipments into your current receiving system, CMOS, or AMS-TAC. Your efforts will help ensure HQMC LPD reaches a higher three-way-match percentage rate and can comply with the recommendations identified in the audit findings report. This will eliminate the need for additional approval research at the local DMOs.

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LPD-2:

UNITED STATES TRANSPORTATION COMMAND (USTRANSCOM) PERSONAL PROPERTY ADVISORY #20-0073 STILL IN EFFECT UNTIL RESCINDED:

The safety of Marines and families who are executing Permanent Change of Station (PCS) moves is of the utmost importance to the Department of Defense, United States Transportation Command (USTRANSCOM), and Headquarters Marine Corps. The health of the Fleet Marine Force is critical to mission success.

Recently, there have been numerous Tenders of Service violations by the Transportation Service Providers (TSPs) involving negligent actions regarding COVID-19. The Logistics Distribution Policy Branch (LPD), Personal Property and Passenger Transportation Section (LPD-2) has also seen many Customer Satisfaction Surveys (CSSs) reporting that the TSPs did not practice social distancing or wear masks. This is unacceptable!

Weekly, USTRANSCOM reports cases where the transmission of COVID-19 resulted from contact between the TSP and members who were shipping their personal property. It is important that Personal Property Shipping Offices (PPSOs) are diligent during physical and virtual inspections to decrease these numbers.

In addition, the PPSOs and TSPs should reach out to the customer to ensure they are comfortable completing the move. If the customer does not feel comfortable, they can reschedule their move.

The customer or TSP must immediately reschedule the move if either has the following symptoms:

- Fever of 100.4 or greater
- Cough
- Shortness of breath or difficulty breathing
- Exposure or contact with anyone suspected of having COVID-19 or who tested positive

Please encourage all customers to review [USTRANSCOM Personal Property Advisory #20-0073](#), as it is still in effect. Reinforce the importance of wearing masks and maintaining social distance during personal property moves. Also, remind them that any person not required to be present during the move should vacate the residence. Lastly, the TSP and customer should wipe down frequently used surfaces and disinfect as much as possible.

- POC: Ms. Julie Hendrix, LPD-2, (910) 581-0527, julie.hendrix.ctr@usmc.mil

PASSPORTS FOR PERMANENT CHANGE OF STATION (PCS) TRAVEL:

Military personnel, government Civilians, and command-sponsored dependents must possess a passport for overseas PCS travel. For official travel, [Department of Defense \(DoD\) Directive 4500.54E](#) requires service members and their dependents to have a no-fee passport and a Status of Forces Agreement (SOFA) stamp in these passports. Customers can find this information displayed at the top of their travel orders.

- Command-sponsored dependents can travel to Japan and Europe duty stations with a tourist passport.
- Marines should check with their local installation Passport Office/Agent for service reopening, business hours, and any special online registration instructions.
- Military personnel, government Civilians, and command-sponsored dependents on PCS orders to Outside the Continental United States (OCONUS) locations who require a special issuance passport (no-fee), per the foreign clearance guide, will submit their passport applications to local DoD passport acceptance facility no earlier than 90 days and no later than 60 days from OCONUS departure date.
- When using a tourist passport as identification for a no-fee passport, the DoD Passport Agent should make a copy of the current tourist passport and submit the copy with the official passport application. The Passport Agent will sign, date, and stamp the official passport application with the facility seal before submission. The DMO will return the tourist passport to the customer.

Marine families traveling overseas should inform their Monitor of any delays to passport issuance preventing them from traveling on accompanied orders with their dependents. The Monitor will try to work with them on an arrival date that allows their family to travel together.

Please refer to the below article for additional information on passports:

<https://www.military.com/spouse/military-relocation/oconus/pcs-passports-visas.html>
- POC: Ms. Ann Barkley, LPD-2, (703) 695-7765, ann.barkley.ctr@usmc.mil

AIR MOBILITY COMMAND - PATRIOT EXPRESS (AMC-PE) RESERVATION REQUIREMENTS FOR TRAVEL TO JAPAN:

As a result of the current COVID-19 pandemic, [MARADMIN 285/20 \(Supplemental Guidance to Permanent Change of Station Assignment Due to 2019 Novel Coronavirus\)](#) and [MARADMIN 396/20 \(Reinforcing Guidance for Marines Regarding Transportation, Pets, Housing, and Quarantine-Level-Restriction of Movement Associated with Permanent Change of Station Movements to Japan\)](#) mandated that AMC-PE is the only authorized means for transportation from the Continental United States (CONUS) to Japan. Guidance prohibits Permanent Change of Station (PCS) and Temporary Additional Duty (TAD) travelers from using commercial air to travel to Japan.

Due to the volume of PCS and TAD travelers and the limited number of available AMC-PE missions, it is very important that all Transportation Offices/Distribution Management Offices continue to place passengers on “hold” in Global Air Transportation Execution System (GATES) to ensure United States Transportation Command and AMC have the opportunity to react to reservation demand. Transportation Offices/Distribution Management Offices should place reservations into GATES for the maximum allowable time, thus giving AMC time to work the holds as well as identify new requirements for mission drops. AMC must see evidence of the demand to justify requirements for new missions.

Finally, while the commercial air restrictions are in place, AMC has agreed to no longer provide “non-availability” for GATES reservations from the CONUS to Japan. They have agreed to leave our reservations on hold during this time. This will eliminate the duplicate bookings in GATES for individual

traveler reservations, thereby reducing the complexity and confusion within the process. This is a small but important victory for the Marine Corps!

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LPD-3:

AUDITABILITY OF OVER-OCEAN TRANSPORTATION (OOT):

Across the Department of Defense business area of Transportation of Things – particularly freight distribution – guidance requires shippers to provide the Transportation Office a Transportation Request Form DD 1348 or Form DD 1149, which contains a four-digit Transportation Account Code (TAC). The TAC is a marker that points to a long Line of Accounting which resides on the shipper’s financial ledger. Utilizing TACs during the transportation request process provides many benefits, but also causes various challenges.

One of these challenges relates to OOT of freight. In general, we define this as items shipped and transported overseas. For commercial Marine Corps shipments, shippers use Cargo Movement Operations System (the shipper system) and Syncada (the payment system) to communicate directly with commercial vendors. The two systems feed data to the Marine Corps financial system, SABRS. This automated feed of information allows Marine Corps accounts to obligate, expend, and liquidate funds in a timely manner, and has proven to be an auditable process.

However, the auditability of Marine Corps TACs utilized for OOT transactions is not so simple. In accordance with the Defense Transportation Regulation, shippers must route overseas shipments through United States Transportation Command – either Air Mobility Command (AMC) for organic airlift or Military Surface Deployment and Distribution Command (SDDC) for commercial sealift. AMC and SDDC own the processes and systems by which the Military Services and Department of Defense (DoD) Agencies submit overseas transportation requests. After paying the transportation providers for services rendered, AMC and SDDC then seek reimbursement from the originating shipper Service/Agency.

Due to the nature of intergovernmental reimbursement and the lack of automated data feeds across DoD financial systems, the financial triggers related to these transportation orders do not feed into SABRS. In order to properly account for them, Marine Corps logistics officers and financial managers must manually obligate and reconcile these transactions.

Headquarters Marine Corps offices within Deputy Commandant for Installations and Logistics and Deputy Commandant for Programs and Resources are currently developing clarifying guidance that we will distribute to the Supply, Distribution, and Financial Management communities across the Marine Corps. This guidance will provide commanders with options and tools needed in order to manually record these financial transactions and ensure the auditability of all freight distribution transactions. The release date will be in early October 2020, which marks the beginning of the next Fiscal Year.

-POC: Mr. Jon Mayer, LPD-3 Deputy Section Head, (571) 256-2768, jon.mayer@usmc.mil

UPDATE TO MARINE CORPS ORDER (MCO) 4610.37F, TRANSPORTATION ACCOUNT CODE (TAC) POLICY:

Headquarters Marine Corps (HQMC), Logistics Distribution Policy Branch (LPD) processes updates to MCOs when substantive changes to content occur, or when at least six years have elapsed since its last update. MCO 4610.37F, TAC Policy, has been in effect since 7 October 2014 and has undergone numerous content changes. Recently, LPD reviewed and updated this MCO because it was nearing its six-year life cycle expectancy. We are happy to announce that on 24 June 2020, the Deputy Commandant for Installations and Logistics, LtGen Charles Chiarotti, signed [MCO 4610.37G, TAC Policy](#) into effect. Thus, series G has replaced series F of the MCO.

MCO 4610.37G lists HQMC (LPD) managed Second Destination Transportation (SDT), Overseas Contingency Operation (OCO), and Personal Property TACs. It also lists viable points of contact to request the use of other SDT TAC owners throughout the Marine Corps as well as the points of contact information for First Destination Transportation use.

You can find the MCO 4610.37G, TAC Policy, online at:

Marine Corps Publications Electronic Library

<https://www.marines.mil/News/Publications/MCPPEL/Electronic-Library-Display/Article/2233290/mco-461037g-cancels-mco-461037f/>

Installation and Logistics webpage, under the Logistics Distribution and Policy Division (LPD)

[https://www.iandl.marines.mil/Divisions/LogisticsPlansPoliciesStrategicMobility\(LP\)/LogisticsDistributionPolicyBranch\(LPD\)/LPDLibrary/MarineCorpsOrders.aspx](https://www.iandl.marines.mil/Divisions/LogisticsPlansPoliciesStrategicMobility(LP)/LogisticsDistributionPolicyBranch(LPD)/LPDLibrary/MarineCorpsOrders.aspx)

MCO 4610.37G will remain in effect until it requires substantive changes to its content or until at least six years have passed. And, like MCO 4610.37F, we will execute fiscal year TAC authorized use and policy updates through annual designated HQMC Transportation Account Code Guidance Addendum.

-POC: Mr. Milton Wells, LPD-3, (571) 256-2759, milton.wells@usmc.mil

DISTRIBUTION MANAGEMENT OFFICE (DMO) SPOTLIGHT:

WINNING THE FUTURE NAVAL EXPEDITIONARY FIGHT:

As I close out my third decade of service, I cannot help but think of how much has changed since I first began my time in the Marine Corps. We are certainly different, but fundamentally the same. This holds true in all aspects of our lives and, with time, we all grow and change as we adapt to the changing world around us. The [38th Commandant's Planning Guidance](#) (CPG) reiterated that very sentiment by highlighting the naval heritage of our Corps while explaining the need for adapting and changing to meet the demands of the future Naval Expeditionary fight. "As good as we are today, we will need to be even better tomorrow to maintain our warfighting overmatch." (CPG, page 9)



From my seat here at Marine Forces Pacific, I can attest to the overwhelming need to collaborate and reach out to those fellow Marines and agencies that can support and enable the successes of our distributed fight; I am still working hard to be better at this every day. Naval Integration and developing those relationships and interoperability are paramount to ensuring those distributed forces are postured to win the fight. Naval Logistics Integration plays a large part in the Distribution Management community's role in integration. However, we can influence so much more if we reach out and develop the relationships that Major James Shipman spoke about in his "Distribution Management Call to Action" article, which Headquarters Marine Corps featured in an earlier edition of the Distribution Digest. ([Dist. Digest Vol. 10, #3, Oct 2019, page 16](#))

As we move forward with the effects of the CPG, we must build our relationships with the Navy and their Fleet Logistics Centers/Numbered Fleets in order to be able to address ongoing maritime transportation concerns. Our focus should include the priority of movement, allocation of lift capacity for sustainment, and transportation coordination at various nodes in a distributed maritime environment. Expeditionary Advanced Base Operations (EABO), Littoral Operations in a Contested Environment (LOCE), and Distributed Maritime Operations (DMO) concepts make it impossible to work alone during the distributed

fight of the future. It is imperative that we collaborate and establish those vital lines of communication in order to remain relevant and flexible enough to survive first contact.

As young Warrant Officers and Staff Non-commissioned Officers, we must demonstrate mastery of our Distribution Management core tasks and become the technical experts of our field. We do this in order to set the foundation for our future development and to broaden our baseline of knowledge as we grow into those senior ranks and billets we aspire to achieve. In order to evolve into the Distribution Management professionals of the future, we must integrate at the point of friction to be successful. Sustaining the fight will require a diverse network of Distribution Liaison Cell (DLC) capabilities to be able to work separately, but collectively, to sustain the distributed force. Being able to task organize a Marine Air-Ground Task Force Materiel Distribution Company into a DLC – and into smaller detachments at multiple nodes that are spread out amongst multiple islands in the Pacific – presents a dilemma for our adversaries and a flexible and responsive sustainment model for our forces.

Take what we all know from our collective pasts and experiences and imagine being able to execute a deployment the way you would have if you were in charge of the process from start to finish. This is the approach we should take to planning for our sustainment of distributed operations. When planning, nothing is perfect, and no one ever gets it 100% right from the start. We must build the muscle memory of planning without fear but with the flexibility to take constructive feedback and use that information to evolve our plans to achieve success. There is no future if we do not plan for it; likewise, we must engage with each other and leverage everything we can in order to support growth and evolution to execute the CPG and remain effective in the distributed fight.

Lastly, I want you to take a moment and remember where you came from and how far you have come in your careers. We did not make it this far on our own, and we need to continue to mentor and train our replacements in order to maintain the momentum of success in our Military Occupational Specialty. Around 2005, it was CWO5 Jack Knipple (the previous unicorn) that emailed us brand new Warrant Officers stating, “It doesn’t matter how great you are at your job. What matters is how great the Marines are at theirs.” That mindset is still true to this very day!

- POC: LtCol David Gersen, Distribution Management Officer, G-4 Mobility Branch, U.S. Marine Corps Forces, Pacific, 808- 477-8336, david.gersen@usmc.mil

ANNOUNCEMENTS:

2020 NATIONAL DEFENSE TRANSPORTATION ASSOCIATION (NDTA) - UNITED STATES TRANSPORTATION COMMAND (USTRANSCOM) FALL MEETING:

****Abridged Announcement from NDTA, HQ****

NDTA and USTRANSCOM have made the decision to transform the in-person 2020 NDTA-USTRANSCOM Fall Meeting, originally scheduled for October 5-8 in St. Louis, MO, to one that is 100% virtual to protect the health and safety of our community. Please visit <https://www.ndtahq.com/events/fall-meeting/registration-2/> to register.

NDTA will issue refunds to individuals who previously registered for the face-to-face event. NDTA will process refunds to the credit card used or by check. For any questions on this process, please contact Annie Keith at AKeith@ndtahq.com to coordinate a refund. For those who made reservations at the St. Louis Union Station Hotel, we have notified the hotel of the cancellation but recommend you contact the hotel and cancel your reservation.

The virtual Fall Meeting will feature sponsorship and expo opportunities. For organizations signed up to sponsor or exhibit at the 2020 NDTA Fall Exposition, please contact Lee Matthews at LMatthews@ndtahq.com for further information.

In the next few weeks, we will fine-tune the details of the virtual event and provide that information as soon as possible. In the meantime, if you have any questions please contact us at 703-751-5011 or contact Craig Hymes at Chymes@ndtahq.com.

Thank you for your continued support of NDTA.



HELPFUL LINKS:

- LPD Public Webpage:

<http://www.iandl.marines.mil/Divisions/Logistics-Plans-Policies-Strategic-Mobility-LP/Logistics-Distribution-Policy-Branch-LPD/LPD-Mission-and-Vision>

- PCS Move Resources - Personal Property and Passenger Transportation Webpage:

<https://www.iandl.marines.mil/Divisions/Logistics-Plans-Policies-Strategic-Mobility-LP/Logistics-Distribution-Policy-Branch-LPD/PCS2/>

- U.S. Marine Corps Personal Property Transportation and Storage Facebook Page:

<https://www.facebook.com/usmchouseholdgoods/>

- U.S. Marine Corps Passenger Transportation Facebook Page:

<https://www.facebook.com/usmcpassengertravel/>

- Did you miss a past issue of the Distribution Digest or Distributor? Find them at the link below!

<https://www.iandl.marines.mil/Divisions/Logistics-Plans-Policies-Strategic-Mobility-LP/Logistics-Distribution-Policy-Branch-LPD/LPD-Library/Messages/>

Notes from the Editor:

Please submit recommendations for DMO Spotlight articles and Announcements to Ms. Jillian R. Jones, USMC Distribution Digest Editor, (571) 256-7135, jillian.jones.ctr@usmc.mil.