

HQMC LPD-1 DISTRIBUTOR



Pertinent Points from LPD-1 Staff

2021 TRANSPORTATION AND DISTRIBUTION (T&D) SYMPOSIUM:

From 19-23 July 21, Headquarters Marine Corps (HQMC), Logistics Distribution Branch (LPD) hosted the T&D Symposium to discuss the top issues from the T&D Community of Interest. Over 80 subject matter experts from throughout the enterprise attended the virtual Symposium. Commands represented included Marine Corps Forces Command, Marine Corps Forces Pacific, Marine Forces Reserve, Marine Corps Logistics Command, Marine Corps Systems Command, Marine Corps Installations Command, Marine Corps Forces Special Operations Command, Marine Corps Forces Central Command, Marine Corps Training and Education Command, Marine Corps Logistics Operations Group, each Marine Expeditionary Force, and each Marine Logistics Group.

The T&D Symposium is the forum for the Deputy Commandant, Installations and Logistics (DC I&L) to identify and prioritize T&D issues affecting the Marine Air-Ground Task Force (MAGTF) at the strategic, operational, and tactical levels of war. The T&D Symposium focuses on issues relevant to MAGTF logistics, such as sustainment distribution from the point of origin to the point of employment, deployment-phased requirements, and transportation in support of tactical distribution. Additionally, the T&D Symposium seeks to develop and prioritize relevant issues affecting the Future Year Defense Program and the Program Objective Memorandum.

There are four Working Groups (WGs) within the T&D Symposium. The three primary T&D Symposium occupational fields comprise the first three WGs, Distribution Management (MOS 31XX), Mobility (MOS 0430/91), and Motor Transport (MOS 35XX). The fourth WG is the In-transit Visibility (ITV)/Asset Visibility (AV) WG. The WGs identify, develop, and recommend issues for T&D Symposium consideration or course of action development. During the week, attendees utilized the [National Defense Strategy](#), the [Commandant's Planning Guidance](#), and the DC I&L, Logistics Functional Concept document, [Sustaining the Force in the 21st Century](#), as overarching guidance.

The top 2021 T&D Symposium priority issues and their WG sponsor are as follows:

- Use of Passive Radio Frequency Identification in support of ITV/AV (ITV/AV WG)
- Reestablish the Logistics Information Technology Governance Forum (ITV/AV WG)
- ITV/Telemetry Integration (ITV/AV WG)
- Transportation Capacity Planning Tool (TCPT) Interface/Expansion (Motor Transport WG)
- Fleet Management Tools (Motor Transport WG)
- Preservation, Packaging, Packing, and Marking (PPP&M) Automation (ITV/AV WG)

Logistics Distribution Branch (LPD)
Integrated Materiel Distribution Section (LPD-1)
Volume 6, Number 3

The complete listing of priority issues from the 2021 T&D Symposium is on the HQMC Logistics Advocacy SharePoint site (see the [T&D Symposium page](#), Common Access Card and SharePoint permission required). For access, contact Ms. Meloney Wallace at (703) 695-7930 or meloney.wallace.ctr@usmc.mil.

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UNITED STATES TRANSPORTATION COMMAND (USTRANSCOM) JOINT DEPLOYMENT AND DISTRIBUTION EXECUTIVE BOARD (JDDEB):



On 4 May 21, Headquarters Marine Corps (HQMC), Logistics Distribution Branch (LPD) representatives attended the USTRANSCOM-sponsored JDDEB. The JDDEB is the 3-star level meeting chaired by General Stephen Lyons (Commander, USTRANSCOM). The meeting is the capstone governance forum for the Department of Defense (DoD) distribution process and the senior decision-making body for the Joint Deployment and Distribution Enterprise (JDDE) Community of Interest (COI). Meeting attendees included General Officer/Flag Officer/Senior Executive Service level representatives from the Combatant Commands (COCOMs), the

Services, Joint Staff, Air Mobility Command, Surface Deployment and Distribution Command, Defense Logistics Agency, Defense Commissary Agency, Army and Air Force Exchange Service, and the Office of the Secretary of Defense.

The theme for the meeting was ‘The Evolution of Logistics and Military Requirements.’ The JDDEB provides a General Officer forum for strategic-level discussion aimed at improving and enhancing the capabilities of the JDDE to protect our Nation's power and employ it at the right time and place. General Lyons highlighted the progress made by the JDDE COI over the past few years. He mentioned how the impacts of COVID-19 have changed how the world views logistics as a whole. The reemergence of our Nation on the global landscape will continue to provide long-term planning challenges for many logisticians, regardless of their billet assignment. In support of future strategic planning, USTRANSCOM will continue to “set the globe” for logistics, constantly shaping the Nation's ability to act within the transregional, multi-domain, and multifunctional threat environment. General Lyons also recognized General Jacqueline D. Van Ovost (Commander, Air Mobility Command) as his incoming successor.

Unclassified information briefs provided during the meeting included:

- Transportation Management System (TMS): Mr. Robert Brisson (TCJ3) provided an update on the commercial off-the-shelf solution for globally integrated transportation management. The brief focused on the USTRANSCOM decision to establish a Joint Program Office (JPO) and integrate TMS across the Services, COCOMs, and multiple Defense agencies. TMS has matured substantially over the past year. However, there is still significant work required for successful integration throughout the JDDE COI. Prior to the actual decision, HQMC (LP) will have the opportunity to assist with the selection of an individual to fill the GS-15 Service Representative billet at the JPO. The individual selected for the billet will advocate on behalf of the Marine Corps on all matters concerning TMS.

Logistics Distribution Branch (LPD)
Integrated Materiel Distribution Section (LPD-1)
Volume 6, Number 3

- Defense Personal Property Program (DP3): Mr. Rick Marsh (TCJ9) provided an update on the status of DP3 and USTRANSCOM's efforts to improve the customer service experience. Discussions focused on DP3 program elements and annual statistics. Each year the DoD generates over 400K household shipments, 68K shipped vehicles, 60K lots in non-temporary storage, coordinated by 300+ installation level processing offices. Although the DoD spends over \$3B+ on DP3, we continue to struggle with reoccurring issues during the peak moving season (15 May – 31 Aug). Decades of studies highlight low capacity, poor communication, outdated processes, and limited financial accountability as issues from previous peak seasons. These root causes lead to the same poor results each year. Loss and damage continue to be the primary concern for all families, and the claims process is still cumbersome. To address those concerns and provide better support for the customer, USTRANSCOM seeks to inform and educate DP3 stakeholders, reform the DP3 management framework and align responsibilities, restructure the relationship between DoD and commercial industry, and continue to seek process improvements.

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

In August 20, Dr. Antoine Bailey published an article in the Distribution Digest (D2) newsletter on TMS. In the article, Dr. Bailey provided an in-depth background and the status of TMS. The purpose of this article is to give a brief overview of TMS and give updated actions that United States Transportation Command (USTRANSCOM) is taking in support of TMS implementation. (D2, August 2020, Volume 11, Number 2, pgs. 4 - 5)

TMS is a Commercial off-the-shelf (COTS) solution designed to provide the Joint Deployment and Distribution Enterprise (JDDE) with the ability to predict and direct globally integrated transportation management that synchronizes interoperable data. With the TMS, the JDDE will maximize responsiveness, agility, and resilience to deliver and sustain combat power. In addition, the implementation of TMS will assist the JDDE with business reform, close capability gaps, and improve audit readiness.

The Office of the Assistant Secretary of Defense for Sustainment (OASD) Transportation Policy (TP) provided USTRANSCOM the following direction and guidance:

- May 2018 - Transportation Financial Auditability (TFA) Business Capability Acquisition Cycle (BCAC) Authority to Proceed to Phase IV
- Utilize TFA BCAC Phase I through III outcomes to acquire and implement a COTS TMS material solution to reform transportation and financial business processes
- USTRANSCOM assumes responsibility for:
 - Joint Transportation Management System (JTMS) Program Management
 - TMS Milestone Decision Authority
 - Acquisition Authority (Component Acquisition Executive)

Since the publication of Dr. Bailey's article, USTRANSCOM has established the Transportation Management Enterprise Counsel (TMEC), published the TMEC charter, and conducted the initial TMEC

Logistics Distribution Branch (LPD)
Integrated Materiel Distribution Section (LPD-1)
Volume 6, Number 3

meeting in December 20. The purpose of the TMEC is to provide strategic direction for implementing an enterprise-wide COTS JTMS and serve as a central repository for key supporting documents for Department of Defense transportation requirements. During the initial meeting, USTRANSCOM briefed the implementation of TMS as a capability/phased approach.

The first capability/phase implementation will be CONUS Freight, followed by Strategic Sealift, Strategic Airlift, and OCONUS Freight. The timeline for implementation is as follows:

- CONUS Freight (FY23 - FY25)
- Strategic Sealift (FY24 - FY26)
- Strategic Airlift (FY26 - FY28)
- OCONUS Freight (FY26 - FY28)

Every Tuesday from 1400-1500, OASD TP hosts a weekly TMS Synchronization Meeting with the Services, USTRANSCOM, Defense Logistics Agency, and other shareholders to discuss the JTMS implementation strategies and provide weekly status updates. The following list of events have taken place since the publication of Dr. Bailey's D2 article:

- JTMS Program Budget Directive Approved
- Approval for standing up a Joint Program Office (JPO) for JTMS
 - Proposed location is Scott Air Force Base (TBD)
 - The structure of the JPO is TBD
- CONUS Freight Working Group Established
 - Meets biweekly internal to USTRANSCOM
 - Discuss systems, processes, and historical documents for current systems
 - Will pull in SME support from the Services, as required (TBD)
- Submitted the BCAC Addendum (requirement documentation) to the Services for General Officer/Senior Executive Service approval

Headquarters Marine Corps, Logistics Distribution Branch will keep you abreast of the TMS effort and its impact on the Marine Corps Distribution community. We will also provide updates during the Distribution Management Office quarterly meetings.

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GENERAL SYSTEMS UPDATE:

Below are the current Systems updates for the Distribution community. The points of contact below are available to answer any questions that you may have.

- While gathering data for the recent financial audit, Headquarters Marine Corps (HQMC), Logistics Distribution Branch (LPD) discovered that Distribution Management Offices (DMOs) did not release several Commercial Bills of Lading (CBLs) in a timely fashion. In addition, the Receiving Sections are not closing out the Turn-Over Records or Tally Sheets daily. Not releasing CBL shipments results in unmatched SYNCADA transactions, and the failure to close Tally Sheets increases DMO Hold-time on the Customer Wait Time metrics. DMOs should conduct all shipping and receiving transactions promptly.

Logistics Distribution Branch (LPD)

Integrated Materiel Distribution Section (LPD-1)

Volume 6, Number 3

- HQMC (LPD) and Marine Corps Systems Command (MARCORSYSCOM) recently held an Automated Manifest System Tactical (AMS-TAC) Functional Requirements Board (FRB). However, participation was minimal. HQMC (LPD) requests that DMOs canvas your Freight Section and identify desired system enhancements/requirements. HQMC (LPD) and MARCORSYSCOM will announce future system FRBs via AHMS message or DON TRACKER task to ensure the entire DMO community is aware of the requirements.
- Sea Service Deployment Module (SSDM) developers have created a 2D Barcode DD Form 1149 and have tested the data transfer at the Camp Lejeune DMO. SSDM is an application within the Surface Deployment and Distribution Command, Integrated Computerized Deployment System (ICODES) program. ICODES is a fully integrated information system that provides multi-modal load planning and unit move capabilities to Department of Defense agencies and the Services. To date, ICODES has performed as expected. In the near future, HQMC (LPD) will coordinate with the Transportation Capacity Planning Tool Program Manager to produce a 2D Barcode DD Form 1149.
- One of the latest features of AMS-TAC is the ability to auto-generate a Transportation Control Number (TCN) if one is not present on the commercial shipping label. As you may know, this feature will eliminate the need for manual creation of TCNs and decrease processing times for those local purchase shipments.
- United States Transportation Command (USTRANSCOM) is looking at [Global Heavyweight Service \(GHS\)](#) shipments to ensure they align with the current GHS contract. USTRANSCOM communicated identified issues to HQMC (LPD) to ensure that Marine Corps DMOs comply with the current regulations and procedures outlined in the [Defense Transportation Regulation, Part II, Cargo Movement](#), and the GHS Shippers Guide. DMOs can visit the [HQMC \(LPD\) SharePoint](#) to view the guide. (Common Access Card and SharePoint permission required)

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DEFENSE LOGISTICS AGENCY (DLA) DISTRIBUTION DEPOT SAN JOAQUIN, CALIFORNIA (DDJC) VISIT:

On 25 June 21, Headquarters Marine Corps (HQMC), Logistics Distribution Branch (LPD), and Camp Lejeune, Distribution Management Office (DMO) personnel, participated in a tour of the DDJC. The DDJC is the DLA's western strategic distribution platform located in Tracy, CA.

The primary mission of the DDJC is to sustain the warfighter by delivering proactive logistics during peace and wartime. Through their strong partnerships, the DDJC can respond quickly to provide support to our Nation. The DDJC supports the Marine Corps, Indo-Pacific Command (INDOPACOM) Area of Responsibility (AOR)/Forward Distribution Centers, the Army's United Group Rations, and Department of Defense warfighters.

The purpose of the visit was to understand the Consolidation and Containerization Point (CCP) process that the Marine Corps uses for shipments going by air or sea to the INDOPACOM AOR. During the site visit,

Logistics Distribution Branch (LPD)
Integrated Materiel Distribution Section (LPD-1)
Volume 6, Number 3

DLA personnel provided an understanding of the current CCP business process. The DDJC is a central receiving and distribution hub used by the Marine Corps to sort qualifying freight shipments destined for the INDOPACOM AOR via shipping containers for surface movement or palletized shipments via air.

CCP service eligibility is determined using the following factors: national stock number, dimensions (length, width, height), and Department of Defense Activity Address Code. However, there are some shipments not authorized to use the CCP service. The DDJC has two cargo groups, authorized and non-authorized shipments. The authorized shipments (for the Services that opted in) will process through warehouse 30 (CCP), and non-authorized shipments (for the Services that opted out) will process through warehouse 57-1 (3DU). In addition to the Services that opted out of the CCP service, shipments containing classified materials, certain hazardous materials, and cargo weighing over 10,000 pounds are non-authorized CCP shipments. Any non-authorized shipments that arrive at the DDJC will require an additional transit day to move the cargo to the appropriate warehouse for processing.

The Marine Corps has opted into the CCP service. The key is routing cargo through the correct DDJC warehouse to minimize delays and increase unit readiness. HQMC (LPD) encourages DMOs to utilize the [Defense Transportation Regulation, Part II, Cargo Movement](#), and [Marine Corps Order 4600.41A, Marine Corps Distribution Manual](#), when shipping cargo into the INDOPACOM AOR.

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GLOBAL DISTRIBUTION PERFORMANCE REVIEW (DPR):

Headquarters Marine Corps (HQMC), Logistics Distribution Branch (LPD) continues to participate in the United States Transportation Command (USTRANSCOM) global DPR. The USTRANSCOM J4 (USTCJ4) Metrics Branch conducts the quarterly meeting at the action officer level for [Combatant Commands \(COCOMs\)](#): Northern Command, Southern Command, Central Command (CENTCOM), Africa Command (AFRICOM), European Command, and Indo-Pacific Command. Each DPR focuses on an individual COCOM, discussing topics of interest, recommended process improvements, metrics, and performance.



In January 21, USTRANSCOM focused on activity in AFRICOM. The data collected highlighted performance from September 20 – January 21. USTRANSCOM derives performance from Time Definite Delivery (TDD) standards. For this period, the Marine Corps had minimal activity below the TDD standard. Since the activity was so minimal, it did not meet the DPR reporting threshold, and it did not make the DPR, so the Marine Corps had no visibility of the activity. The omitted activity data highlighted an issue in DPR reporting and prompted USTRANSCOM and HQMC (LPD) to collaborate to produce a Service-focused report retrieved from the Cognos Analytics reporting tool. This report will pull data, no matter how minimal, and provide the necessary information to monitor performance trends and identify reoccurring Department of Defense Activity Address Codes that have frustrated cargo. The Service-focused reports will also allow USTRANSCOM and HQMC (LPD) to analyze activity for all COCOMs.

Logistics Distribution Branch (LPD)
Integrated Materiel Distribution Section (LPD-1)
Volume 6, Number 3



In February 21, USTRANSCOM focused on activity in the CENTCOM AOR. The data collected highlighted performance from March 19 – February 21. For this period, Logistics Response Time (LRT) has remained between 85% – 100%, excluding June 20, which was 84%. LRT is a measurement in days of the total elapsed time from customer requisition to receipt of material ordered from a Department of Defense (DoD) organic or commercial source of supply.

The Marines, Air Force, and Navy drove the rise in the LRT Source segment for February 21. The Army was the only Service to experience a minor drop to an 84% average for Source requisitions. The Army’s decline trend reaches back to November 20, declining from 90%. The approved TDD compliance is between 85% – 100%. USTCJ4 maintains these standards under the TDD framework.

Overall, the Supplier segment did well. However, the General Services Administration/Defense Logistics Agency, Planned Direct Vendor Deliveries metric was yellow due to poor Pick-Pack-Ship performance. The Transporter segment showed all transportation methods in the green (above 85%); however, the Ocean transportation method had minimal visibility, which we assume is system-related or due to current business practices. The Theater segment saw a slight decline because the Navy averaged 48%, and the Marine Corps averaged 76%. Receipt Take-up Time drives these numbers. The 76% average for the Marine Corps was an increase in performance, climbing from below 69% in the previous three months (November 20, December 20, and January 21). The Marine Corps has experienced an improvement in the Theater segment since October 20. However, the Marine Corps is struggling with Operational Need in the CENTCOM AOR. Category 1-3 met goal at 60%, 54%, and 13%, respectively. The Marine Corps’ best performance method is Commercial Express at 78%, meeting the DoD Operational Need goal.

HQMC (LPD) will continue to work with USTRANSCOM to develop Service-focused reports. Additionally, HQMC (LPD) will continue to participate in all DPRs to help the Marine Corps Distribution community meet TDD standards.

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MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND (SDDC)
CUSTOMER ADVISORY CA-21-0624/0052:

On 24 June 21, SDDC released Customer Advisory [CA-21-0624/0052](#). The purpose of the Customer Advisory is to remind Transportation Protective Service Transportation Service Providers (TSPs) and installation personnel of requirements associated with in-transit stops and secure holding for Dual Driver Protective Service and Protective Security Service shipments.

[Department of Defense Instruction \(DoDI\) 5100.76, Safeguarding Sensitive Conventional Arms, Ammunition, and Explosives \(AA&E\)](#), provides policies and procedures for the physical security of AA&E. [Defense Transportation Regulation \(DTR\), Part II, Cargo Movement, Chapter 205, Paragraph Q, Secure Holding and Safe Haven](#), outlines guidance for installations to provide safe haven and secure holding when requested by a TSP during a heightened security threat or emerging natural disaster even when the installation is not the receiver of the shipment. Failure to provide safe haven or secure holding unnecessarily exposes the general public to explosive hazards.

Logistics Distribution Branch (LPD)
Integrated Materiel Distribution Section (LPD-1)
Volume 6, Number 3

TSPs should not arrive at an installation without prior coordination and approval. DoD policy directs TSPs to coordinate with SDDC and the installation Physical Security Office when seeking safe haven or secure holding after-hours. Distribution Management Offices should update the Transportation Facilities Guide regularly so that TSPs know which installations can provide safe haven and secure holding.

Customer Advisory [CA-21-0624/0052](#) states, “installation that cannot provide secure holding should provide, in coordination with civil law enforcement authorities, assistance and escort to a suitable location.” To clarify, installations’ Physical Security Offices may work with local law enforcement; however, DoD policy does not require Physical Security Offices to provide TSPs with escorts to an alternative location when that installation cannot provide safe haven or secure holding, except when the commanding officer of the installation deems it prudent and without degradation to their mission.

Installations should coordinate with local law enforcement to determine a suitable safe haven location. Refer to [DTR, Part II, Cargo Movement, Chapter 204, Paragraph F.2, Carrier Assistance](#) for more information. Additionally, [Marine Corps Order \(MCO\) 5530.13](#) provides the policies and procedures for physical security and guides TSP access to Marine Corps installations.

Headquarters Marine Corps (HQMC), Logistics Distribution Branch (LPD) encourages the Distribution community to become familiar with the physical security, safe haven, and secure holding policies. HQMC (LPD) will continue to review existing DoD and Marine Corps policies and inform the community of future updates.

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