NLI PLAYBOOK
Edition 5

NAVMC 4000.4B, Naval Logistics Integration (NLI) Playbook, Edition 5

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1. Purpose. This Playbook provides tactics, techniques, and procedures for developing and executing logistics plans to support deployed Marine Corps forces operating at sea and ashore. Although written for Marine logisticians, it is also used by Navy and Coast Guard units that conduct or support naval expeditionary force operations.

2. Cancellation. NAVMC 4000.4A.

3. Background. Reference (a) provides policy for implementing NLI within the Naval Service. Reference (b) is operational-level doctrine on enabling functions, organization, and support for conducting naval logistics operations. The Deputy Commandant for Installations and Logistics is responsible for publishing specific support procedures enabling deployed Marine forces to use supply chains established by the Naval Logistics Enterprise.

4. Action. This Playbook describes logistics capabilities available to deployed unit commanders, who are responsible for formulating logistics support plans to achieve mission success.

5. Reserve Applicability. Applies to Marine Corps Total Force.

FORREST C. POOLE III

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Executive Summary

This publication is a reference guide for logisticians assigned to naval expeditionary forces and in units tasked with supporting deployed naval forces afloat and/or ashore. Tactics, techniques, and procedures (TTP) are included enabling logisticians to leverage Department of Defense (DoD), Navy and Marine Corps logistics capabilities pre, during and post-deployment operations. The appendices provide information and planning tools to assist logisticians in developing concepts of logistics support at the operational and tactical levels. Naval logisticians should supplement the TTP provided in this publication with the latest theater-specific information for their anticipated areas of operation. This publication should be in every naval logistician's electronic library as a quick reference guide to facilitate the planning and execution of logistics support processes.

Chapter 1 Logistics Organizations

Chapter 1 provides overviews of key DoD, Navy and Marine Corps commands and the capabilities that naval logisticians should become familiar with during the early stages of deployment planning. Knowing what resources are available, who to contact and how are essential to developing and executing concepts of logistics support.

Chapter 2 Planning Considerations

Chapter 2 introduces procedures naval logisticians must perform before, during, and after deployment operations. It discusses logistics training and education, general planning considerations and pre-deployment checklists to ensure logisticians plan all details associated with their deployment.

Chapter 3 Decision Support Tools

Chapter 3 provides TTP for using available technology enablers to support logistics information requirements. It details DoD, Navy and Marine Corps logistics support systems that are currently authorized for use. It also includes a specific pre-deployment checklist for Global Combat Support System – Marine Corps (GCSS-MC) users.

Chapter 4 Materiel Management

Chapter 4 provides TTP for managing materiel to support the operational requirements of a deployed naval expeditionary force. It addresses demand and

supply planning, requirements determinations, sources of supply and procurement procedures, local distribution, and disposal of materiel.

Chapter 5 Contracting

Chapter 5 provides information about Navy, Marine Corps, and Coast Guard contracting capabilities. Information provided by this chapter does not constitute authority for units to bypass their chains of command, nor does it indicate a commitment by supporting commands to provide requested support.

Chapter 6 Distribution Management

Chapter 6 provides TTP for the effective and efficient movement of materiel to support the operational requirements of a deployed naval expeditionary force. Materiel movement commences at the source of supply and terminates with commodity receipt by the consuming unit.

Appendices

The appendices amplify TTP in the chapters by providing details, points of contact, checklists, reports, and examples of products which may be required to leverage external Marine Corps support capabilities. **Appendix A** is the NLI 2022-2026 Strategic Plan. **Appendices B through N** amplify chapter contents. **Appendix O** lists acronyms and terms used throughout this publication.

Service Points of Contact for NLI

Headquarters, U.S. Marine Corps
Logistics Futures Branch (LPV)
I&L Department, Pentagon, Room 2E187
Washington, D.C. 20350-3000
Commercial: 571-256-7183/ DSN: 225-6101

Office of the Chief of Naval Operations
Spares and Fleet Support Logistics (N4L5) 2000 Navy Pentagon, 2E281
Washington, D.C. 20350-2000
Commercial: 703-695-4886 / DSN: 225-4886

Headquarters, U.S. Coast Guard
Office of Logistics (CG-44)
2703 Martin Luther King Jr. Ave. S.E.
Washington, D.C. 20593-7714
Commercial: 202-475-5654

Chapter 1 – Logistics Organizations

1. Introduction

a. The organizations discussed in this chapter are those strategic and operational-level logistics organizations that are available to support deployed naval expeditionary forces. Advanced coordination with any support provider is always a best practice to ensure mutual awareness between the supported and supporting units as to anticipated unit locations, timeframes, and types of support required.

b. Tactical-level logistics organizations are the target audience of this publication and therefore not addressed. Refer to local unit standard operating procedures and doctrinal publications for information regarding tactical logistics organizations and their capabilities.

2. Defense Logistics Agency (DLA)

a. DLA is the DoD executive agent for subsistence, bulk fuel, construction and barrier materiel, and medical materiel. DLA also provides spares and field-level repairables for weapon systems and manages a global network of distribution depots that receive, store, and issue commodities owned by the Services, General Services Administration (GSA), and DLA. DLA also provides most clothing and uniforms as well. DLA is an integral part of the collaborative logistics network.

b. DLA's mission is supporting the warfighter and thus naval expeditionary forces should leverage the global logistics support capabilities of DLA to sustain operations and unit readiness. As America's largest logistics combat support agency, DLA provides effective and efficient worldwide logistics support to the military services and other customers. DLA sources and provides nearly 100 percent of the consumable items U.S. military forces need to operate – from food, fuel, and energy, to uniforms, medical supplies, and construction and barrier equipment. DLA also supplies more than 85 percent of the military's spare parts.

c. DLA Logistics Operations (J3) (http://www.dla.mil/HQ/LogisticsOperations/) engages customers around the world to maximize readiness and logistics combat power by leveraging DLA Enterprise solutions. The J3 is responsible for the end-to-end management of DLA's nine supply chains and is the principal strategic, operational, and tactical planner for DLA business operations. J3 engages other DLA Headquarters (HQ) Directorates and Major Subordinate

Commands to gather and interpret customer requirements for the Agency. DLA J3 primary sources for customer operations and support information:

(1) The Customer Interaction Center (CIC) serves as the first line of support. The CIC provides a range of services including asset visibility, DoD EMALL ordering, requisition follow-up, inventory inquiries, etc. Reach the CIC via email at dlacontactcenter@dla.mil or phone at 877-352-2255.

(2) DLA Customer Support provides self-help tools, answers to frequently asked questions and links of interest: http://www.dla.mil/CustomerSupport/Resources/SelfHelp.aspx

(3) Marine Corps Service Team: http://www.dla.mil/CustomerSupport/WarfighterSupport/MarineCorps.aspx

(4) Navy Service Team: http://www.dla.mil/CustomerSupport/WarfighterSupport/Navy.aspx

(5) Coast Guard Service Team: http://www.dla.mil/CustomerSupport/WarfighterSupport/CoastGuard.aspx

d. DLA Major Subordinate Commands are responsible for purchasing commodities and services common to all Military Services, other Federal Agencies, and joint and allied forces. These commodities and services are managed by supply chain: aviation, land, maritime, medical, subsistence, clothing & textiles, construction supplies & equipment, industrial hardware, and energy.

(1) DLA Land and Maritime in Columbus, Ohio manages the maritime and land weapons system supply chains: http://www.dla.mil/LandandMaritime.aspx

(2) DLA Aviation in Richmond, Virginia manages the aviation supply chain: http://www.dla.mil/Aviation.aspx

(3) DLA Troop Support in Philadelphia, Pennsylvania manages the subsistence, clothing and textiles, medical, industrial hardware, and construction & equipment supply chains: http://www.dla.mil/TroopSupport.aspx

(4) DLA Energy in Fort Belvoir, Virginia manages fuel, energy support and services, and bulk petroleum: http://www.dla.mil/Energy.aspx

(5) DLA Distribution in New Cumberland, Pennsylvania provides a worldwide network of distribution depots and map support offices: http://www.dla.mil/Distribution.aspx. A quick reference guide to DLA Distribution's outside continental U.S. (OCONUS) sites of interest to deployed naval expeditionary forces is provided at **Appendix B**.

(6) DLA Disposition Services in Battle Creek, Michigan manages reutilization, transfer, demilitarization, and environmental disposal and reuse: http://www.dla.mil/DispositionServices.aspx

e. DLA operates regional commands in U.S. Central Command (CENTCOM), U.S. Indo-Pacific Command (INDOPACOM), U.S. European Command (EUCOM), and U.S. Africa Command (AFRICOM), and has liaison officers attached to the remaining Combatant Command staffs to assist with operation planning, exercises, and current operations. In addition, DLA Rapid Deployment Teams, DLA Support Teams (DST), and Warfighter Support Representatives (WSR) provide logistics products and services to warfighters worldwide in support of military operations.

(1) DLA CENTCOM & U.S. Special Operations Command (SOCOM) (http://www.dla.mil/CENTCOM-SOCOM.aspx) is located at MacDill AFB, Florida and is DLA's focal point for the CENTCOM theater of operations. DLA CENTCOM & SOCOM has DSTs working alongside deployed forces in Kuwait and Afghanistan and WSRs located in Bahrain and Qatar.

(2) DLA Indo-Pacific (http://www.dla.mil/pacific/) is located at Camp Smith, Hawaii and is DLA's focal point for the INDOPACOM theater of operations. DLA Pacific is also the primary liaison to U.S. Forces Korea, U.S. Forces Japan, and Alaska Command. DSTs are established as required to support exercises or operations. WSRs are in Hawaii, Korea, Yokosuka and Okinawa Japan, Guam, and Alaska, to provide planning and onsite customer support, training, and interface.

(3) DLA Europe & Africa (http://www.dla.mil/EuropeandAfrica.aspx) is in Kaiserslautern, Germany and is DLA's focal point for EUCOM and AFRICOM issues. DLA Europe & Africa provides tailored customer support through a network of WSRs. Additionally, liaison and planners in Stuttgart, Kaiserslautern, Ramstein Air Base and Heidelberg, Germany, and Naples, Italy, help logisticians at EUCOM and AFRICOM and their subordinates plan operations and exercises.

f. DLA actively participates in pre-deployment training and education opportunities, as requested by supported units, to promote DLA capabilities and aid with logistics planning in support of operations and exercises. DLA routinely engages supported units around the world via a network of customer contact channels to maximize readiness and logistics combat power.

g. Supported units should engage DLA representatives early in their deployment planning cycle to ensure DLA capabilities are considered in developing operation and/or exercise concepts of logistics support.

(1) Units should start planning for fuel requirements with DLA regional command representatives no later than E-120.

(2) Commencing no later than E-90, units should begin coordinating anticipated support requirements with appropriate DLA regional command representatives. Such coordination should include appropriate Service component command staffs and/or operational-level logistics support providers per unit command relationships.

(3) No later than E-60, units should ensure appropriate logistics personnel can access the DLA Customer Assistance Handbook. The DLA Customer Assistance Handbook provides information and points of contact for customer assistance, headquarters and subordinate elements, GSA and Defense Finance and Accounting Service, Military Standard Requisitioning & Issue Procedures (MILSTRIP) supply codes, logistics programs and tools, and self-help resources. The on-line version of the 21st Edition (2019) DLA Customer Assistance Handbook is available to DLA customers with a ".mil" IP extension here: https://today.dla.mil/CustomerSupport/PageDocs/DLACustomerHandbook.pdf. Hard copies can be ordered on-line by completing the information request form at: http://www.dla.mil/CustomerSupport/Resources/Communications/Information-Request-Form/.

(4) No later than E-30, units should ensure appropriate logistics personnel request access to IDE/GTN Convergence (https://www.igc.ustranscom.mil/igc/).

h. Additional information on DLA capabilities and points of contact can be found on the DLA homepage at https://www.dla.mil.

i. DLA sources inventory from its global network of distribution facilities using sourcing logic that takes units' type address code (TAC)-2 address into account.

(1) Information from the DoD Activity Address File is sent to DLA systems every three hours. Cargo Routing Information File (CRIF) information is sent to DLA systems every three hours on weekdays and once per day on weekends.

(2) Each country in the world is primarily mapped to a DLA Depot and each Depot follows a specific sequence based on information compiled from , U.S. Transportation Command (USTRANSCOM) channel air and surface movement along with scheduled trucks that DLA contracts. This information is regularly reviewed and updated as required.

(3) For the latest information regarding DLA sourcing logic, contact the appropriate DLA Service Team.

3. U.S. Transportation Command (USTRANSCOM)

a. As DoD's Joint Deployment Distribution Coordinator, USTRANSCOM directs and supervises the execution of the strategic distribution system. DoD activities are required to use Defense Transportation System (DTS) services, except when they are Service-unique or theater-assigned transportation assets. Required DTS services include all the services provided by transportation component commands and other agencies on their behalf.

b. The DTR 4500.9-R-1395 Part II, Defense Transportation Regulations, Cargo Movement is the overarching authoritative source for cargo movement. **Chapter 6** (Distribution Management) provides TTP for the effective and efficient movement of materiel to support the operational requirements of a deployed naval expeditionary force.

4. Naval Supply Systems Command (NAVSUP)

a. NAVSUP provides Navy, Marine Corps, joint, and allied forces with operational logistics capabilities via a network of eight NAVSUP Fleet Logistics Centers (FLCs): San Diego, CA; Norfolk, VA; Jacksonville, FL; Yokosuka, Japan; Pearl Harbor, HI; Bremerton (Puget Sound), WA; Sigonella, Italy and Bahrain. NAVSUP monitors waterfront support performance and manages NAVSUP FLC operations.

(1) Each NAVSUP FLC has a defined area of operations (AO) in which they integrate NAVSUP support, while also supporting operations in other AOs as required. NAVSUP FLC logistics capabilities include contracting, fuels, global logistics services, hazardous materiel management, household goods movement support, integrated logistics support, postal, regional transportation, and warehousing. See **Appendix C** (NAVSUP Global Logistics Network) depicting NAVSUP FLC locations and methods for leveraging support.

(2) Navy and Marine Corps customers can leverage any of the capabilities resident within the NAVSUP network via the 24 hour/day Global Distance Support Center (GDSC) at 877-418-6824 or DSN: 510-428-6824.

b. NAVSUP coordinates customer support via a three-tiered support capability consisting of One Touch Support (OTS), the GDSC – Logistics, and Logistics Support Centers. These capabilities are integrated by a Logistics Support - Customer Relationship Management (LS-CRM) module that provides shared visibility of mission support requirements and solutions. LS-CRM enables the NAVSUP FLCs to hand-off support around the globe as needed (e.g., transiting units), as well as analyze and evaluate evolving support requirements.

(1) OTS is a 24-hour online self-service capability enabling requisition input, technical screening, and requisition and shipping status review. OTS provides a web-based point of entry to more than 30 different DoD, Navy and commercial logistics systems for research and parts procurement. OTS also provides the capability to submit support requests directly to the GDSC and into LS-CRM via the portal. Once support requests are entered into LS-CRM, the customer can see status via the 'My Support Request' tab within OTS. Supply queries and requisition input or status checks can be entered via single line item or multi-line item via batch upload. Access to OTS requires a DoD Common Access Card (CAC)/Public Key Infrastructure (PKI) certificate for registration and sign-on: https://www.onetouch.navy.mil.

(2) The GDSC is the 24-hour gateway to a network of supply, logistics, technical maintenance, and joint defense operations support providers. The GDSC operates two virtually connected call centers located at NAVSUP FLC Norfolk, VA and NAVSUP FLC San Diego, CA. The GDSC answers logistics support requests via OTS, phone (877-418-6824/DSN 510-428-6824), e-mail (GDSC@navy.mil). The GDSC is the single-entry point to a global network of Logistics Support Centers (LSCs) and provides after hours support for all LSCs worldwide. The GDSC handles routine support functions for LSCs, enabling LSCs to handle more complex actions. If the GDSC cannot satisfy a customer requirement, they will escalate it to the next tier of support - either internal or external to NAVSUP.

(3) LSCs are in major fleet concentration areas and multiple locations within the 2nd, 3rd, 5th, 6th and 7th Fleet AOs. The LSCs provide support to fleet units in their homeports and in forward deployed locations. Logistics Support Representatives (LSRs) are the link to logistics capabilities and support services in their locations and assigned AO, serving as an extension of deployed units' supply departments. Each Navy fleet unit has a permanently assigned LSR while in homeport and assigned an AO-specific LSR when deployed. When embarked, naval expeditionary units can engage LSC services through their ship's supply department. Units operating ashore, independent of ship support, can contact the appropriate LSC through the GDSC or the AO-specific contact information in **Appendix C**.

c. NAVSUP integrates delivery of logistics capabilities at the theater level through operations departments located at each NAVSUP FLC (Code 430). Operations departments develop, maintain, and communicate operational situational awareness through close coordination with Maritime Headquarters, Logistics Task Forces, and other operational logisticians. NAVSUP FLC operations departments participate in logistics planning for joint and fleet

exercises and operations to provide proactive and predictive support to the operating forces. NAVSUP FLC operations departments can be reached through the customer support triad or at the NAVSUP website: https://www.navsup.navy.mil/.

      (1) NAVSUP FLC operations departments can, on request, provide AO specific pre-deployment planning and coordination assistance to deploying units.

      (2) NAVSUP FLCs provide tailored forward logistics site services in support of deployed Amphibious Ready Group (ARG)/ Expeditionary Strike Group (ESG) operations world-wide, including in-transit visibility and onward shipment of mail, passengers, and cargo; 24/7 coordination and daily reporting within the ARG/ESG battle rhythm; and general logistics services. OCONUS NAVSUP FLC sites are strategically located to provide most forward logistics site services organically.

      (3) NAVSUP FLC Yokosuka's Operations Department includes a Marine Detachment that provides focused support to Marine Corps forces operating in or transiting through the 7th Fleet AO/INDOPACOM area of responsibility (AOR).

      (4) NAVSUP FLC Sigonella's Operations Department includes a Marine liaison officer that provides support to Marine Corps forces operating in or transiting through the 6th Fleet AO/EUCOM & AFRICOM AORs.

      (5) NAVSUP FLC Bahrain Operations Department includes a Marine distribution management specialist that provides support to Marine Corps forces operating in or transiting through the 5th Fleet AO/CENTCOM AOR. This Marine synchronizes a range of theater support capabilities from logistics providers in support of Marine forces.

   d. Most requirements sourced via NAVSUP FLCs are funded the same as any supply system requisition: through use of a fund code cite in the MILSTRIP transaction. However, some requirements will necessitate ship's supply officers, field ordering officers or regional NAVSUP FLCs to effect procurements on the supported unit's behalf. For these type purchases, the supporting unit will be required to provide a complete line of accounting.

   e. Additional information concerning specific logistics capabilities of NAVSUP FLCs can be found on the NAVSUP homepage: https://www.navsup.navy.mil/Products-Services/

5. Military Sealift Command (MSC) – Logistics Task Forces

a. MSC's mission is to support the nation by delivering supplies and conducting specialized missions across the world's oceans.

(1) The 28 ships of MSC's Combat Logistics Force (CLF) are the supply lines to U.S. Navy ships at sea. These ships provide virtually everything that Navy ships and personnel need including food, fuel, ordnance, spare parts, mail, and other supplies. CLF ships enable the Navy fleet to remain at sea, on station and combat ready for extended periods of time.

(2) No U.S. Navy ship goes to sea without a logistics sustainment plan. These plans are a co-responsibility of the respective Numbered Fleet Logistics Task Force Commander and the Ship's Supply Officer and are usually heavily dependent on CLF ship support. The logistics commands generally follow the Numbered Fleet naming convention; they are Commander, Task Force (CTF) 33, 43, 53, 63, 73, and 83 (U.S. Fleet Forces Command (USFF)). CTF commanders have full authority and responsibility for ship logistics support within their respective AO.

b. Supported units can leverage CLF capabilities in two areas. In both cases, the respective CTF-X3 is the controlling authority.

(1) Storeroom materiel and fuel that CLFs carry to support deployed ships. This materiel includes general use consumables; petroleum, oils, and lubricants; and subsistence items. Materiel can be accessed through the ARG/ESG ships' supply officer or directly by the supported unit supply officer by submitting a funded requisition per established CTF-X3 procedures. A full listing of this materiel (high usage load list (HULL), fleet issue load list (FILL), and deckload) is available in the Consolidated Afloat Requisitioning Guide Overseas (CARGO), which can be downloaded at: https://dataxfer.csd.disa.mil/dataxfer/files/cargo/.

(2) Transportation network that links the ship (tactical-level logistics) to the supply chain (strategic and operational-level logistics). CLF ships can't and don't stock everything needed by their customers, but still serve as the delivery vehicle for ship sustainment. Supported units can and should use this capability, especially while still embarked. The controlling authority is the logistics task force commander (CTF-X3).

c. HULL/FILL/Deckload

(1) Supported units, such as embarked Marine units, have the capability to use the replenishment capabilities of CLF vessels by integrating with the existing relationship between customer ships and the area fleet logistics task force and

their associated combat logistics officer (CLO). The CLO and his/her sustainment team are embedded in the CTF-X3 commands. Taking full advantage of the HULL/FILL/deckload materiel afloat allows embarked units to plan for replenishment of basic supplies throughout a deployment reserving valuable storage space for high-value or long lead-time materiel. It provides a tactical link for supported units into the supply distribution chain.

(2) In most cases units will be embarked when ordering CARGO items and will follow the process outlined below. Though not common, it is possible to request support ashore. This action would require advanced coordination with the CLO within the applicable CTF-X3 task force.

(3) There are three classes of support ships within MSC's CLF, each with different mission requirements and therefore varying commodities categories and quantity load out capabilities. The three classes are: Dry Cargo / Ammunition Ship (T-AKE), Fleet Replenishment Oiler (T-AO), and the Fast Combat Support Ship (T-AOE). See **Appendix D** for details on each class of ship. Business rules and points of contact for requisitioning materiel from HULL/FILL/deckload are also outlined in **Appendix D**.

d. CLO Roles, Responsibilities and Relationships

(1) The CLO and his/her sustainment team are the primary points of contact for sustainment afloat. All ship sustainment requisitions, containing CARGO items, are routed to through the CLO by the Supply Officer via the Defense Automated Addressing System (DAAS) Module Test & Repair Application (MTRA) "trap" for processing.

(2) The CLO is the customer-facing element of the MSC Global Logistics Sustainment Network. They are co-located with the CTF-X3 Logistics Task Force organization within each AO. The CLO is responsible for linking afloat requirements with tactical CLF assets. Among their responsibilities are to:

(a) Perform replenishment at sea (RAS) coordination between the key stakeholders (DLA, NAVSUP, MSC, etc.), the Logistics Task Force commander executing CLF tactical control, and the customer operating under fleet tactical control.

(b) Fulfill orders by serving as the requisition point of entry for all CLF-stocked commodities and subsistence requirements. This is enabled by maintaining total asset visibility in near-real-time over all CLF-stocked commodities

(c) Develop AOR sustainment strategies by continually reevaluating past practices and lessons learned. Maintain those strategic directives by monitoring AOR load levels and providing direction as required.

(d) Provide pre-deployment briefs to carrier strike group and ARG/ESG supply organizations to include points of contact and procedures for sustainment operations in their AOR.

(e) Provide operations and contingency plan support.

(3) The CLO is organizationally embedded within the CTF-X3 Logistics Task Force and supports their overall mission. The CTF acts as the logistics agent for the numbered fleet commander. They coordinate and provide operational and tactical-level logistics support to naval forces in each AO ashore and afloat including underway replenishment by MSC-operated ships. See **Appendix D** for CTF CLO points of contact.

e. Additional information concerning MSC/CLF logistics capabilities can be found at the respective unit homepages:

(1) Military Sealift Command: https://www.msc.usff.navy.mil/

(2) Combat Logistics Force: https://www.msc.usff.navy.mil/Ships/Ship-Inventory/

6. Navy Expeditionary Combat Command (NECC)

a. The NECC was established as a Navy Type Commander in 2006 to provide oversight of Navy expeditionary combat forces (NECF) and to develop new capabilities to address emerging missions in the rapidly evolving maritime security environment. NECC enables the Navy to better balance its force across the maritime domain allowing for effective Navy expeditionary operations, and eliminating seams in global maritime security operations.

b. NECC is responsible for organizing, manning, training, equipping, and sustaining NECF units that deploy to every theater of operations. NECF forces include:

(1) Naval Construction Groups

(2) Explosive Ordnance Disposal Groups

(3) Navy Expeditionary Logistics Support Force

(4) Maritime Expeditionary Security Force

(5) Navy Expeditionary Intelligence Command

NECC is operationally controlled in a [commander] task forces (CTF) that consolidates NECF forces under a single command in a theater. These include:

(1) CTF 56

(2) CTF 68

(3) CTF 75

(4) CTF 86

c. Training and preparation enable NECC units to execute combat support and combat service support missions across the spectrum of naval, joint, and combined operations in the coastal, inshore, and littoral environments to include irregular warfare and other shaping missions that ensure strategic access and global freedom of action. NECC units establish and coherently organize new and evolving expeditionary warfighting capabilities, including management of in lieu of forces, enhanced support for humanitarian assistance and disaster relief, and crisis response operations, and other emerging missions, to support maritime security operations around the world.

d. NECC accomplishes their mission by analyzing the challenge, assessing the environment, formulating a way ahead, and creating expeditionary mission-based task organizations designed to meet the challenge of new non-traditional missions and mission requirements that may be placed on naval forces by the combatant commander. NECC Forces deploy as units of actions or may be tailored dependent upon the requirement. A unit of action is an operational unit, element, or detachment capable of independent operations or in support of other naval or joint units or forces. It is able to provide command and control over attachments or other supporting units and requires minimal support from outside agencies or commands.

e. Navy Expeditionary Warfighting Development Center is responsible for preparing NECF for a wide variety of missions ranging from major combat operations to defense support of civil authorities. The Center develops concepts of operations, validates, and develops publications, and conducts research to ensure NECF Sailors dominate the littorals in support of blue water lethality.

f. Refer to NWP 3-10 and MCWP 4-11.5 / NTTP 4-04.1M, SEABEE Operations in the MAGTF, for additional information on the organizational structure and employment of NECC forces.

7. Marine Corps Logistics Command (MARCORLOGCOM)

a. MARCORLOGCOM provides globally responsive ground equipment inventory control and integrated operational-level logistics capabilities to maximize Marine Corps materiel readiness and sustainment. Deployed Marine forces can leverage the global logistics capabilities of MARCORLOGCOM via their appropriate Marine Forces (MARFOR).

b. As the executive agent to the Deputy Commandant for Installations and Logistics (DC, I&L) as the enterprise ground equipment inventory manager, MARCORLOGCOM is responsible for enterprise-level fulfillment and distribution planning, inventory management, and reporting of Marine Corps equipment posture. Specific functions include:

(1) Centrally manages inventory, distribution, and storage of individual and unit ground equipment to ensure Marines are properly equipped to train and fight.

(2) Conducts wholesale storage operations for Marine equipment, associated collateral materiel, and publications at the wholesale level.

c. The Consumable Items Support Division (CISD) provides the interface between major wholesale suppliers and end users to ensure customers receive the best supply support possible.

(1) The CISD has operational-level logistics responsibility for coordinating and conducting Supply Management Readiness Reviews (SMRR) to assist MARFORs/deployed Marine Corps forces with supply chain challenges to enable sustainment operations.

(2) Deploying Marine forces must request SMRR support early in the planning cycle and schedule pre-deployment training by contacting the CISD at (229) 639-9876/8290.

(3) The CISD Branch also manages the GCSS-MC pass accounts established for deployed Marine forces' requisition routing to the Navy's Enterprise Resource Planning (ERP) system and Priority Material Office's (PMO) Prime system. These capabilities are also addressed in Chapter 4.

d. MARCORLOGCOM's CISD is also the Marine Corps' enterprise business process owner for ground operational deployment block planning, design, and measurement specific to Class IX (repair parts) support for deployable Marine forces below the Marine expeditionary force (MEF) level.

(1) Deploying Marine forces must request ground operational deployment block allowancing support no later than E-180 to allow ample time for all activities

from demand planning to physical embarkation. Contact the CISD at (229) 639-7550.

(2) Deploying Marine forces should coordinate secondary reparable[1] (SECREP) support via their respective reparable issue point (RIP) per MCO 4400.200, Marine Corps Coordinated SECREP Management Program.

(3) An effective allowancing process requires measures of effectiveness to ensure logistics chain performance goals are met. The CISD develops and promulgates a logistics chain performance measurement dashboard for all deployed Marine forces to monitor support and improve responsiveness from across the ground logistics enterprise. A sample dashboard and data dictionary are provided at **Appendix E**.

e. As the Marine Corps' distribution process manager, MARCORLOGCOM, through its G3/5 Enterprise Distribution Division, employs Joint and Service logistics automated information and asset visibility systems, processes, and procedures. It integrates and synchronizes efforts with United States Transportation Command, MARFORs, MEFs, and other agencies to affect the transportation of Marine Corps assets in support of operations.

f. Additional information concerning MARCORLOGCOM capabilities can be found at: http://www.logcom.marines.mil/.

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[1] Marine Corps use of 'reparable' is synonymous with DoD and other Services use of 'repairable'.

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Chapter 2 – Planning Considerations

1. Introduction

Careful and complete logistics planning provides the foundation for any successful deployment operation. Simply knowing what needs to be done, when, how, and with whom coordination must occur is a good start. This Chapter introduces those tasks naval logisticians must perform, or at least consider before, during, and after deployment operations. It addresses lessons learned from predecessors, logistics training and education, general planning considerations and pre-deployment checklists to ensure logisticians plan the details associated with their deployment.

2. Related Publications

a. *NAVMC 4000.8, Marine Corps Forces – Logistics for Deployed Forces Handbook*. This Handbook addresses Marine Corps geographic component command policies and procedures, as well as theater logistics capabilities available to all Marine forces deploying into any combatant commander's area of responsibility. The Handbook consists of a core document, as well as separate MARFOR enclosures that detail available support and procedures unique to each theater. The publication is available in the Marine Corps Publications Electronic Library: https://www.marines.mil/News/Publications/MCPEL/Electronic-Library-Display/Article/2962418/navmc-40008/.

b. *NAVSUP Support to Expeditionary Forces Guide*. This manual was developed to provide guidance on using NAVSUP capabilities in support of expeditionary operations. It details NAVSUP's organization and expeditionary capabilities to logisticians deploying to specific geographic combatant commanders' areas of responsibility and outlines the timelines, requirements, and contact information essential to leverage NAVSUP equities in planning, preparing, and executing logistics support. To request a soft copy, contact the GDSC at 877-418-6824.

3. Lessons Learned

a. The Marine Corps Center for Lessons Learned (MCCLL) actively collects, analyzes, publishes, and archives lessons learned materiel to include observations, insights, lessons, trends, after action reports and Marine Corps lessons learned reports. These efforts support training and planning for both

exercises and operations, as well as the warfighting capability development process. MCCLL focuses on TTP of immediate importance to the operating forces thereby identifying gaps and best practices, and recommending solutions across the doctrine, organization, training, materiel, leadership, personnel, and facilities, and policy spectrum. MCCLL URL: https://www.tecom.marines.mil/Units/Divisions/Policy-and-Standards-Division/Marine-Corps-Center-for-Lessons-Learned/.

b. The Joint Lessons Learned Information System (JLLIS) is an automated database that facilitates the collection, tracking, management, sharing, collaborative resolution and dissemination of lessons learned to improve the development and readiness of the Joint Force. Its primary objective is to enhance joint force readiness and effectiveness by contributing to improvements in doctrine, organization, training, materiel, leadership and education, personnel, facilities, and policy. JLLIS URL: https://www.jllis.mil/apps/.

4. Logistics Training and Education

a. The Marine Corps Logistics Operations Group (MCLOG) provides advanced individual training to Marine Logisticians, provides collective training to logistics staffs, and executes directed training and education support functions to train and educate well-rounded Marine logisticians who are adaptive critical thinkers that can plan to integrate logistics in support of current and future expeditionary operations. Additionally, MCLOG serves as the institutional caretaker of the Marine Corps' Logistics Tactics, Training, and Education Program. MCLOG URL: http://www.29palms.marines.mil/Units/Marine-Corps-Logistics-Operations-Group/.

(1) The Theater Logistics Seminar is a collective training and education event designed to increase readiness and efficiencies of deploying units across the spectrum of logistic capabilities corresponding to specific theater(s) of operations. Specific focus areas include MARCORLOGCOM, NLI, DLA, Army Theater Sustainment Command, USTRANSCOM, componency, inter-service support agreements, acquisition cross-service agreements, and operational contracting. The Theater Logistics Seminar is enhanced with tailored vignettes and decision forcing cases that develop teamwork and a familiarity of the complex logistics challenges that are likely to be experienced while deployed. This seminar is sequenced within other pre-deployment training events for MEUs and special purpose Marine air ground task forces (MAGTF).

(2) The Operational Logistics Seminar integrates Marine expeditionary forces and Navy fleet counterparts to understand the theater logistics organizations across the Joint Logistics Enterprise, applicable to theaters of operation and operational plans. Each seminar is tailored to increase readiness for assigned geographic regions and applicable combatant commands. The Operational Logistics Seminar is often sequenced to prepare senior staffs for subsequent war plan development, wargames, and/or exercises. Theater Logistics Seminar / Operational Logistics Seminar contact information: mailto:MCLOG-Learning-Department@usmc.mil. Materiel presented at previous seminars: https://usmc.sharepoint-mil.us/sites/tecom_mclog/SitePages/Home_TEToolkit.aspx.

b. Expeditionary Warfare Training Groups – Atlantic and Pacific conduct training and instruction in the doctrine, tactics, and techniques of naval expeditionary warfare, with a focus on amphibious operations, to support operational commanders in maintaining forces ready to project military power from the sea. URLs: https://www.csg4.usff.navy.mil/ewtglant/ and http://www.ewtgpac.navy.mil/.

c. The Navy Center for Service Support (CSS) is the subordinate command of the Naval Education and Training Command that provides Navy personnel in the logistics community the knowledge and skills to support the Fleet's warfighting mission. CSS Newport is the parent command to the Navy Supply Corps School (NSCS) that provides a career-length training continuum that develops Navy logisticians. CSS and NSCS are in Newport, RI. URL: https://www.netc.navy.mil/CSS/

d. Marine Corps Combat Service Support Schools (MCCSSS) is the subordinate command of Marine Corps Training and Education Command that provides formal resident school training for Marines in the occupational fields of logistics and supply. MCCSSS is located aboard Camp Johnson in Jacksonville, NC. URL: http://www.trngcmd.marines.mil/Units/South-Atlantic/MCCSSS/

e. The Army Logistics University (ALU) is a composite campus for military and DoD logistics leader education. ALU's mission is to enhance the readiness and sustainability of U.S. Forces through training, education, consulting and research in logistics, acquisition, and operations research systems analysis. ALU is located at Fort Lee, VA. URL: http://www.alu.army.mil/

5. Pre-deployment Logistics Planning Timeline

Appendix F provides a notional pre-deployment planning timeline for deploying/supported units.

6. GCSS-MC Pre-Deployment Planning Timeline

Appendix G provides a pre-deployment planning timeline for Marine Corps forces deploying with GCSS-MC.

Chapter 3 – Decision Support Tools

1. Introduction

Decision Support Tools enable logisticians to make informed decisions during all phases of a deployment/operation. The following paragraphs describe those tools most often used by deployed naval expeditionary forces and provide guidance for employing them.

2. IDE/GTN Convergence (IGC)

a. The Integrated Data Environment (IDE) & Global Transportation Network (GTN) Convergence (IGC) program is a partnership between USTRANSCOM and DLA. USTRANSCOM's global transportation network and DLA's enterprise business system converged to provide the DoD with an integrated set of networked, end-to-end visibility, deployment, and distribution capabilities. The end goal of IGC is to effectively support the joint force commander's ability to make decisions based on actionable logistics information.

b. IGC creates a single source for DLA and USTRANSCOM to access common, authoritative data, business standards, and information. As the USTRANSCOM in-transit visibility system of record, IGC is synchronized with several other USTRANSCOM initiatives, such as Agile Transportation for the 21st Century.

c. IGC leverages existing systems and commercial technology to eliminate redundancy, streamline access to data, and optimize resources. This results in faster application development to support informed and agile decision-making. IGC's data warehouse means that instead of a user accessing five or more different systems to integrate information, there is now a single source – IGC. IGC can create customizable dashboards, queries, and alerts based on your information requirements and business rules. Asset visibility is also a component of IGC.

d. To learn more about IGC, establish an account, obtain training, or use, visit: https://www.igc.ustranscom.mil/igc/. Points of contact for IGC user accounts: (618) 220-6836 / DSN 770-6836, USTC-IGCHELPDESK@ustranscom.mil.

3. Navy Logistics Systems

a. The electronic Retrograde Management System (eRMS) is a web-based retrograde processing application used in conjunction with Advanced Traceability and Control (ATAC) – the Navy's physical distribution system for repairables. It is primarily used by deployed units for retrograding repairables to overhaul, storage, or RIP. Most retrograde is direct-shipped by customers using eRMS, but it can also be used to ship ready-for-issue repairables to deployed units. NAVSUP Weapon Systems Support (WSS) is the ATAC/eRMS process owner. To request access to eRMS, visit: Request Access (navy.mil)

b. One Touch Support (OTS).

(1) OTS is a general-purpose program developed by NAVSUP. Its capabilities include technical research, finding parts, requisitioning, and obtaining status updates. OTS also provides the capability to do batch queries. Features:

(a) Technical Screening provides the ability to retrieve technical and catalog data based on national item identification number (NIIN), part number, or nomenclature information.

(b) Requisition Input provides the ability to submit standard and non-standard requisitions.

(c) Stock Check provides asset availability information for a NIIN.

(d) Requisition Status provides current processing status of your requisition within the Supply System.

(2) OTS requires a PKI certificate loaded to a web browser and you need to register to use it. URL: https://www.onetouch.navy.mil

c. PMO – Prime is the application allowing deployed units to connect with PMO resources to track, manage and submit high priority materiel requisitions. Prime interacts with multiple supply databases to provide accurate data in a timely manner. Requisition status reports are auto generated and emailed via Prime to customers on a regular basis. URL: www.csp.navy.mil/pmo/

d. Relational Supply (R-Supply) is the Navy's afloat and expeditionary logistics application used to manage end-use funds and for working capital fund inventory for stock funded units. R-Supply provides online inventory, logistics and financial management tools. The application provides access to supply functions, including ordering, receiving, and issuing necessary supplies and materiel; maintaining financial records; and reconciling supply, inventory, and financial records with the shore infrastructure. Deploying MAGTF logisticians

should collaborate with Navy supply officers aboard assigned shipping to determine appropriate opportunities for using R-Supply.

e. Information Management for the 21st Century (InforM-21) is a data warehouse & business intelligence tool providing global access to Navy logistics information. It is run and managed by the NAVSUP Business Systems Center and sponsored by NAVSUP. For more information and request access, visit: https://www.navsup.navy.mil/onesupply/inform21.

4. MAGTF Logistics Support Systems (MLS2)

a. MLS2 are the current and future logistics information technology capabilities used to provide logistics support to Marine forces from garrison, operating bases, the seabase, and during expeditionary operations ashore. MLS2 enable tactical and operational-level logistics chain management and logistics command and control capability. They provide Marine forces the capability to capitalize on NLI and interoperate with joint and coalition logistics partners and providers.

b. Common Logistics Command and Control System (CLC2S).

(1) CLC2S is a web-enabled, tactical-level logistics command and control software application. The application satisfies combat service support (CSS) command and control (planning and execution requirements) using an open architecture to establish a framework that is scalable, maintainable, robust, and flexible to provide for future growth, enhancement, and the addition of new functional capabilities.

(2) URL: https://www.clc2s1.usmc.mil/.

(3) When accessing CLC2S, the user must have a PKI/CAC Certificate to access the system(s) and/ or to register for an account. You must use Internet Explorer to access CLC2S. To access the videos for CLC2S click on "Help" then click on "Help Files".

c. Transportation Capacity Planning Tool (TCPT).

(1) TCPT provides a near term transportation planning, management, and execution capabilities tool to the operating forces in a web-based environment. TCPT specifically focuses on transportation capacity planning capabilities at the resource allocation and assignment level, allowing transportation planners to view transportation capacity in an online environment through an integrated association of transportation movement requests and personnel and equipment

resources, while providing decision makers with a common operational environment and real-time visibility of resources to enable faster reactions to a dynamic wartime environment. TCPT:

(a) Provides a near-term assessment of a future planning capability based on integrated operating force input.

(b) Affords detailed situational awareness of mission status and assigned personnel and equipment over the USMC "last tactical mile.

(c) Allows visualization of transportation capacity based on available resources and movement demands.

(d) Manages transportation movement requests or "taskers" from initial entry through allocation and assignment, resulting in a faster "capable to promise" determination.

(2) URL: https://www.tcpt1.usmc.mil/

(3) When accessing TCPT, the user must have a PKI/CAC Certificate to access the system(s) and/or to register for an account. You must use Internet Explorer to access TCPT. To access the videos for TCPT click on "Help" then click on "Help Files".

d. Automated Manifest System – Tactical (AMS-TAC) is a transportation tool that uses automated identification technologies to facilitate in-transit visibility / total asset visibility for the receipt and distribution of cargo. AMS-TAC is generally employed in distribution management offices and the MAGTF Materiel Distribution Center, which can also be deployed in a tactical environment. AMS-TAC can generate management reports, perform detailed database searches, edit records, copy files to different formats and automatically backup, archive and restore data. It can be configured to operate as a stand-alone system or have multiple AMS-TAC units interconnected at a site as a multi-user environment. It provides near real-time capture of cargo movement data using state-of-the-art automated identification technology hardware such as 2D barcodes, radio frequency tags, and hand-held terminals further enhancing capability.

e. Storage, Retrieval, Automated Tracking, Integrated System (STRATIS) is the retail level supply warehouse management system used at the supply management units (SMU) in support of the operating forces in garrison and deployed. It is a computer-based transaction-oriented process control system, which provides constant tracking and control of materiel at all stages in the physical distribution process. It employs bar code scanners, radio frequency communication devices and computer workstations for real time operations on

the warehouse floor. STRATIS provides real-time tracking of items through the materiel distribution process, manages warehouse floor workflow, and uses extensible markup language allowing real-time data transfer with GCSS-MC. For units not on GCSS-MC, STRATIS sends/receives data via the supported activity supply system.

f. The Electronic Maintenance Support System (EMSS) provides a rugged, lightweight, one-Marine portable maintenance aid designed to enhance combat service support to Marine forces in both deployed and garrison environments. It provides the maintainer with networked tools and electronic information which enables sustained performance and readiness of weapons systems. The Electronic Maintenance Support System provides diagnostic capabilities, access to technical information, and access to GCSS-MC when connected to the Marine Corps Enterprise Network - Non-secure Internet Protocol Router Network.

g. The Vehicle Automated Diagnostics System is a Marine-portable, diagnostic system of modular design that is used to perform intrusive diagnostics on diesel engines; transmissions; central tire inflation systems; and other mechanical, electrical, and hydraulic systems via an interactive electronic technical manual using the vehicle data bus as well as embedded vehicle sensors and probes provided as part of the system. The Vehicle Automated Diagnostics System performs testing and diagnostics of legacy; newly fielded; and future engineer, motor transport, and ordnance equipment.

5. Defense Medical Logistics Standard Support (DMLSS).

DMLSS is a system within the Defense Medical Logistics – Enterprise Solution portfolio which provides a continuum of medical logistics support for the Defense Health Agency. DMLSS delivers an automated and integrated information system with a comprehensive range of medical materiel, equipment, war reserve materiel and facilities management functions. URL: DMLLS.

6. Enterprise Ground Equipment Management Data Repository.

DC I&L, Materiel Management and Readiness Branch (LPM) hosts a Microsoft Power-BI workspace and publishes dashboards used for visibility of logistics processes, policies, systems, and data interfaces. Custom dashboards covering a variety of materiel readiness concerns can be created to meet the needs of deployed units. Access must be requested via the LPM Branch: https://usmc.sharepoint-mil.us/sites/DCIL_LPM/SitePages/Home.aspx. Power-BI portal URL: https://app.mil.powerbigov.us/

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Chapter 4 – Materiel Management

1. Introduction

This chapter outlines some of the unique TTP for managing materiel to support the operational requirements of a deployed naval expeditionary force. It addresses demand and supply planning, sources of supply and procurement procedures, local distribution, and disposal of materiel. The information in this chapter is further supplemented by **Appendix F** (Notional Pre-Deployment Planning Timeline).

2. Sources of Supply / Inventory Positioning

a. A good supply support plan requires an understanding of the sources of supply available within the projected operating areas, the TTPs for obtaining such support and good coordination with supporting organizations to ensure awareness/availability of support required.

b. Many consumable/expendable supplies are common usage items among naval expeditionary forces. Although supplies aboard amphibious ships are generally intended for Navy units, common item stocks can be made available to embarked Marines with advance coordination. Marine units are encouraged to leverage Navy common item stocks whenever possible to support operations afloat but must either embark or make other provisions for such items to support operations ashore. Afloat stock positioning and pre-positioning inventory ashore are common sense practices that generate efficiencies in the naval supply chain and contribute to readiness by optimizing the use of limited embarkation space for more critical equipment and supplies. Coordination with ships' supply officers should begin 90-120 days prior to deployment.

c. MARCORLOGCOM's CISD is the Marine Corps' enterprise business process owner for ground operational deployment block planning, design, and measurement specific to Class IX (repair parts) support for deployable Marine units below the MEF level. See chapter 1, paragraph 6 (Marine Corps Logistics Command) for additional information on this capability.

d. While operating within a CTF AO, embarked units are authorized to requisition supplies from Navy CLF ships. See chapter 1, paragraph 4 (MSC – Logistics Task Forces) and **Appendix D** for details concerning types of support available and the business rules and points of contact for obtaining services and support from CTFs.

e. NAVSUP provides support via its network of NAVSUP FLCs, each having a defined AO in which they integrate NAVSUP support. Marine Corps customers can leverage any of the capabilities within the NAVSUP network via the 24 hour/day GDSC at 877-418-6824 or DSN: 510-428-6824. See chapter 1, paragraph 4 (NAVSUP) and **Appendix C** (NAVSUP Global Logistics Network) for details concerning types of support available and the business rules and points of contact for obtaining services and support from NAVSUP.

f. DLA operates 26 sites around the world and is responsible for the receipt, storage, issue, packing, preservation, and transportation of more than four million items. See chapter 1, paragraph 2 (DLA) and **Appendix B** (DLA Distribution OCONUS Sites) for details concerning types of support available and the business rules and points of contact for obtaining services and support from DLA.

g*. NAVMC 4000.8, Marine Corps Forces – Logistics for Deployed Forces Handbook* addresses Marine Corps geographic component command policies and procedures, as well as theater logistics capabilities available to all Marine forces deploying into any combatant commander's area of responsibility. The Handbook consists of a core document, as well as separate MARFOR enclosures that detail available support and procedures unique to each theater. The publication is available in the Marine Corps Publications Electronic Library: https://www.marines.mil/News/Publications/MCPEL/Electronic-Library-Display/Article/2962418/navmc-40008/.

3. Sourcing Logic

a. Inventory sourcing decisions should be made in consideration of factors such as criticality, urgency of need, availability, distance, distribution mode, timeline, and costs. Units should make efforts to first screen in-theater sources of supply using a "concentric circle" logic model for availability prior to submitting requirements to more distant sources of supply. Logisticians who can effectively think outside their organic capabilities and apply a concentric circle sourcing logic can reduce costs while maximizing effectiveness. See figure 4-1 below.

b. Deployed Marine forces can stage and/or procure items and services that would otherwise take additional order-ship-time or space unavailable to the commander. The net effect of this sourcing model is more capability for the deployed unit, whether embarked on shipping, or shore based. Units using Navy requisitioning systems (e.g., R-Supply, OTS) or a GCSS-MC to Navy ERP pass-through account will reap the benefits of Navy ERP's built-in sourcing logic.

GLOBAL - DLA / LOGCOM / HOME STATION SMU

REGIONAL - SHORE BASED (HOST NATION OR ALLIED SUPPORT)

REGIONAL - SHORE BASED (FLC / PMO / DLA / OTHER THEATER COMPONENTS & AGENCIES)

REGIONAL - AFLOAT (CLF / MPF)

SEABASE (SHIP / ARG)

UNIT OR MAGTF SUPPLY (DSI / OPDEPBLK)

Concentric Circles of geographical sourcing logic
- (COCOM and environment dependent)

* = USMC Requestor
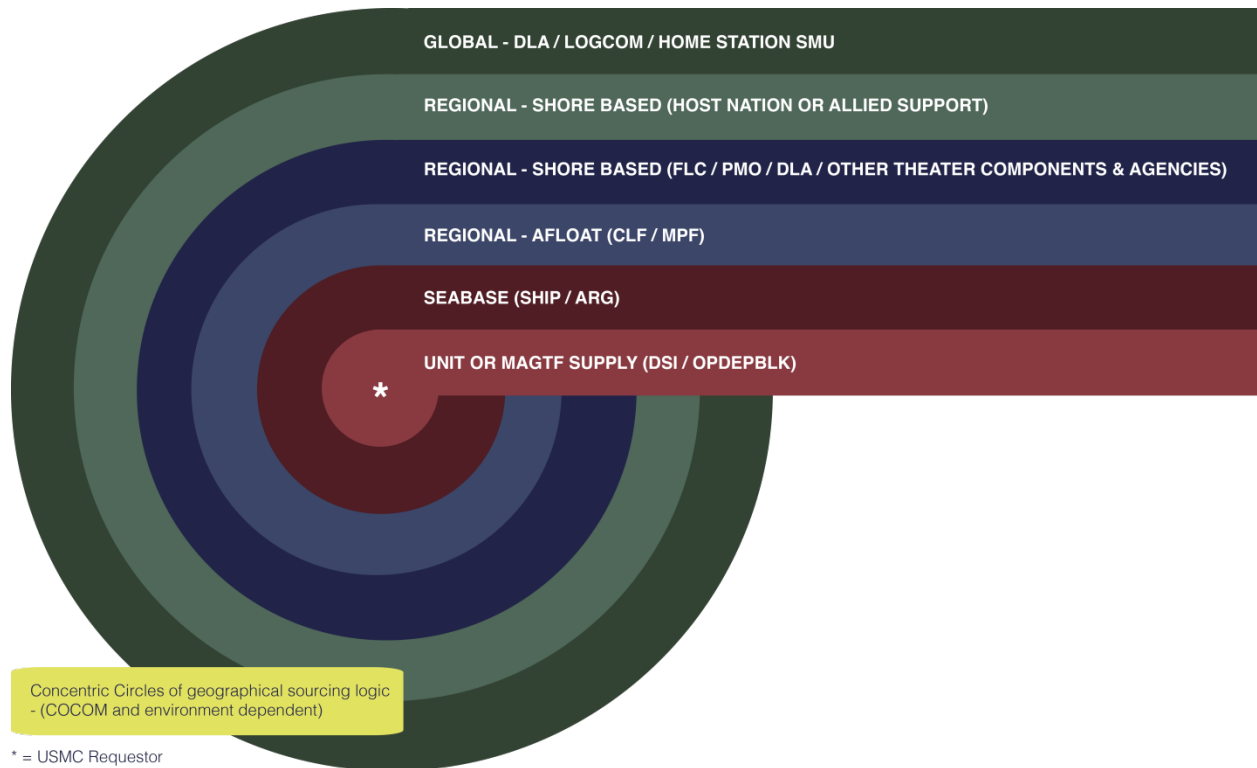
Figure 4-1: Notional Concentric Circle Sourcing Logic

4. Priority Materiel Sourcing and Expediting

a. Navy's PMO sources, expedites, and tracks issue priority group (IPG)-1 requisitions for select Navy, Marine Corps and Coast Guard units. PMO provides IPG-1 sourcing and expediting support while maintaining in-transit visibility for customers and higher command elements.

b. Marine Corps units are authorized to use PMO and their requisition tracking system – Prime, as a point of entry for IPG-1 requisitions of mission essential repair parts and other critical materiel, to minimize customer wait time. Prime is an unclassified, CAC/PKI enabled requisition management monitoring system used extensively throughout DoD for IPG-1 requirements.

c. Most requirements sourced by PMO are funded the same as a supply system requisition – through use of a fund code in the MILSTRIP transaction. Supported units must ensure requisitions are obligated in Defense Agencies Initiative (DAI) financial system, via manual transaction entry, if necessary, since transactions submitted through Prime are off-line requisitions for financial accounting purposes.

d. PMO may affect open procurement procedures on the unit's behalf to meet urgency of need timelines. For these purchases, PMO requires a line of accounting (LOA) and funding document from the supported unit. This can be done via DD Form 1149, Universal Order Form, or LOA authorization letter to PMO Headquarters for the dollar amount set aside for this use. Units must ensure that funds are properly obligated on the standard document number as a public funding document in DAI. This LOA will only be used by PMO for open purchases on behalf of supported unit requirements.

e. Units must also provide PMO Headquarters with the transportation account code to be charged for shipping materiel to the unit.

f. Units desiring to leverage PMO's capabilities must coordinate with PMO, MARCORLOGCOM (CISD), and their supporting SMU and Comptroller. MARCORLOGCOM maintains a senior enlisted liaison on the PMO HQ staff to aid deployed Marine forces in obtaining support. To obtain PMO contacts and establish Prime accounts, visit: http://www.csp.navy.mil/pmo/.

    (1) email: pmohq.cdo@navy.mil

    (2) Commercial: (360) 476-7285 / 7286 / 7287 / 7295

    (3) DSN: 439-7285/7286/7287/7295

    (4) Message: PRIORITY MATOFF BREMERTON WA

5. Repairables Management and Retrograde

a. ATAC is the Navy's physical distribution system for repairables, primarily used by deployed naval expeditionary forces for retrograding repairables to a RIP. Most retrograde is direct shipped by customers using the eRMS, a web-based retrograde processing application. ATAC/eRMS can also be used to ship ready for issue repairables to deployed units. NAVSUP Weapon Systems Support (NAVSUP-WSS) is the ATAC/eRMS process owner.

b. The Technical Assistance for Repairables Processing (TARP) Program provides packaging, handling, storage, and transportation (PHS&T) training and assistance. TARP representatives routinely deploy with ARG/MEUs to perform and train users in PHS&T/eRMs functions.

c. ATAC/eRMS contributes to unit readiness by minimizing SECREP transit time, optimizing accountability, and reducing shipboard space requirements for repairables. Specific situations for ground Marine units to use ATAC/eRMS:

      (1) USMC-owned condition code "F" SECREPs returned from a MAGTF logistics combat element (LCE) to the home RIP will be processed in the 'other processing' module. When afloat units go ashore, they will either hold retrograde for processing until re-embarked aboard ship or turn it in to a supporting mobile ATAC node for processing and shipping.

      (2) USMC-owned condition code "A" SECREPs shipped from the home RIP to a deployed unit will be processed in the 'Ground Marine' module.

    d. Supported units must register for access to eRMS. Access requires a CAC/PKI certificate for registration at: https://applications.navsup.navy.mil/erms.

    e. **Appendix H** provides an overview of NAVSUP WSS Publication P700, Common Naval Packaging Data; and instructions for accessing the publication online.

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Chapter 5 – Contracting

1. Introduction

Naval expeditionary forces may leverage Navy, Marine Corps, and Coast Guard contracting capabilities, as well as other Joint Service capabilities, when necessary, to optimize logistics performance in support of operations. Leveraging of contracting authority held by other Heads of the Contracting Activity (HCA) requires written agreements and/or delegations of contracting authority. Information provided by this chapter does not constitute authority for units to bypass their administrative or operational chains of command, nor does it indicate a commitment by supporting commands to provide requested support.

2. Multi-Service TTP for Operational Contract Support

A multi-service doctrinal publication for Operational Contract Support (OCS) is available as MCRP 4-11H / NTTP 4-09.1 along with Army and Air Force designators. This multi-Service manual provides OCS "how to" guidance for commanders, their non-acquisition officer staffs, and their servicing contracting organizations. It also applies to naval forces operating ashore when these forces are being supported by Army, Air Force, or Marine Corps units. It serves as the primary reference document for planning and execution of OCS, associated functions, and tasks at the tactical level. It incorporates the latest guidance found in JP 4-10, Operational Contract Support and associated regulatory guidance. While varying in scope and scale, OCS is a critical force multiplier across all phases and types of operations. With a smaller military, less robust active component sustainment capability, and greater emphasis on Phase 0 operations, the critical importance of OCS will surely increase as a necessary capability in future operations. Therefore, the Services must continue to enhance their capabilities to plan and provide OCS for deployed forces. This publication is intended to provide commanders and their staffs with the doctrinal and policy tools necessary to properly leverage the spectrum of OCS capabilities in all phases of an operation. URLs: http://www.iandl.marines.mil/Portals/85/Docs/LPC4/ATP%204-10_MCRP%204-11H.pdf and https://www.doctrine.usmc.mil/.

3. High-Level Roles and Responsibilities within the Naval Service

a. The Deputy Assistant Secretary of the Navy, Acquisition and Procurement (DASN(AP)) exercises plenary contracting authority on behalf of the Department of the Navy (DON) and is responsible for managing and overseeing the performance of the DON contracting/procurement system. DASN(AP) is also the Program Manager for the Navy's supplies and services contingency contracting program and is responsible for promulgating policies and procedures for contracting support to operating forces in support of their mission during contingencies.

b. The Commander, NAVSUP is responsible for awarding and administering contracts in support of assigned logistics support functions. NAVSUP's unique contracting responsibilities include procuring supplies and services for all non-contracting Navy activities, offices, or commands for which no other HCA is delegated authority. NAVSUP Contracting awards and administers supply and service contracts to support DON fleet and regional customers worldwide. NAVSUP also provides regional structure to support contracting operations consistent with assigned responsibilities in the Navy-Marine Corps Acquisition Regulations Supplement.

c. The DC, I&L is the HCA for all Marine Corps activities that do not fall under Marine Corps Systems Command. The DC, I&L has further delegated contracting authority to the Assistant DC, I&L (Contracts). The ADC I&L (Contracts) appoints contracting officers within the Marine Corps Field Contracting System (MCFCS) and is responsible for the award and administration of contracts for supplies and services to support installation and logistics requirements of the Marine Corps Operating Forces and supporting establishments.

d. The Commander, Naval Facilities Engineering Command (NAVFAC) is the HCA responsible for awarding and administering contracts for all architect-engineer, construction, utilities, energy, facilities support, and assigned weapon and IT system programs or components for Navy expeditionary forces.

e. The HCA for the Coast Guard is the Director of Contracting and Procurement (CG-91). CG-91 is responsible for planning, directing, coordinating, and controlling all aspects of procurement policy and operational contracting programs throughout the Coast Guard. The HCA manages all the Coast Guard's acquisition contracts and other procurements, as well as provides direct contract support for acquisition program managers.

4. Key Terms

a. *Contracting* means the purchasing, renting, leasing, or otherwise obtaining supplies or services from nonfederal sources.

b*. Expeditionary Contracting* is contracting in support of deployed forces.

c. *Operational Contract Support (OCS)* is the process of planning for and obtaining supplies, services, and construction from commercial sources in support of combatant commander directed operations through the related contract support integration, contracting support, and contractor management functions.

d. *Contingency Contracting* is contracting in support of contingency operations designated by the Secretary of Defense or declared by the President or Congress, as defined in Title 10 U.S.C. 101(a)(13). In instances where contracting support is required, warranted Contingency Contracting Officers and/or trained and certified Field Ordering Officers are deployed to support units.

e. *Field Ordering Officers (FOO)* are Service members or DoD civilians, who are appointed in writing and trained by a contracting officer. FOOs are authorized by the contracting officer to execute micro-purchases using the SF 44 up to a designated threshold in support of forces and/or designated civil-military operations. FOOs are not warranted contracting officers and their duties are normally considered an extra or collateral duty. They work together with a paying agent to make "one-time" complete purchases, providing commanders with the capability to make local purchases quickly and directly. Commanders should engage local contracting offices for prerequisites and procedures for appointing unit FOOs.

f. *Contracting Officers* are U.S. Government officials (uniformed or civilian) with the legal authority to enter, administer, and/or terminate contracts. Within all components, contracting officers are appointed in writing and issued a warrant on Standard Form 1402, Certificate of Appointment, by the HCA or authorized designee delegated the authority to issue warrants. Only duly warranted contracting officers are authorized to obligate the U.S. Government, legally binding it to make payments against contracts.

g. *Contingency Contracting Officers* are warranted contracting officers who have been specifically trained for contingency operations. Contracting in a contingency environment substantially adheres to the same regulatory requirements as contracting in any other environment,

but with increased thresholds. When DON Contingency Contracting Officers operate in a joint contingency environment where the HCA/Executive Agent for Contracting is the U.S. Army or U.S. Air Force, they must follow Service rules and regulations set forth by that executive agent.

5. Naval Service Capabilities

a. The Government Commercial Purchase Card (GCPC) Program streamlines the procurement of supplies and services below the micro-purchase thresholds as listed in FAR 2.101. During designated contingencies, higher thresholds and certain exceptions may be allowed by regulation, HCA authority, or other authorizing order or directive. Such modifications shall be in writing. Operating forces should maintain an adequate number of GCPC Cardholders always to ensure capabilities exist when needed. Engage local contracting offices for procedures to establish cardholder accounts. Assistance with GCPC Program issues can be obtained from the DON Consolidated Card Program Management Division, NAVSUP at (717) 605-9369, DSN: 430-9369, Fax: (717) 605-9362, or email: don_purchasecard@navy.mil.

b. Husbanding Service Contracts offer a wide range of supplies and services suitable for ship support during port visits (e.g., charter & hire, utilities, passenger vehicle services, communications, anti-terrorism /force protection, port handling services). Supply officers on U.S. Navy ships are designated ordering officers for husbanding service contracts and can coordinate support requirements for embarked units. Husbanding contract information: https://my.navsup.navy.mil/apps/ops$cks.handbook_display?p_part=15&p_type=ENCLOSURE or https://my.navsup.navy.mil/apps/ops$logssrv2.home

c. The Commander, NAVSUP manages NAVSUP FLC field contracting operations as one organization with multiple operating locations: San Diego, CA; Norfolk, VA; Jacksonville, FL; Puget Sound, WA; Pearl Harbor, HI; Yokosuka, Japan (with detachments in Singapore; Hong Kong; Manila, Philippines; and Sasebo, Japan); Sigonella, Italy (with detachments in Naples, Italy; Rota, Spain; Souda Bay, Greece; and Bahrain with a detachment in Dubai). **Appendix I** provides details and contact information.

d. The Marine Corps operates under a regional model for OCS capability consisting of the following:

(1) Each MARFOR has OCS advisor billets responsible for contract planning, integration, and synchronization with Marine operations. These

commands are Marine Corps Forces Command (MARFORCOM) in Norfolk, VA; Marine Corps Forces Pacific (MARFORPAC) on Camp H. M. Smith, HI; Marine Corps Forces Europe/Africa (MARFOREUR/AF) in Stuttgart, Germany; Marine Corps Forces Central Command (MARCENT) in Tampa, FL; and Marine Corps Forces South (MARFORSOUTH) in Miami, FL. Only MARFORCOM and MARFORPAC have forces assigned to execute contracting for exercises and operations. The remaining service components submit a request for forces when a contracting capability is required for operations or exercises within their respective AO. MARFOR OCS advisors are contracting support planners that provide guidance to the MARFOR commander. In this capacity, MARFOR OCS advisors assist in determining contingency contracting support requirements and are the liaison for coordinating contingency contracting support with other services and outside agencies that support the respective combatant commanders; provide AO focused contracting expertise and advice to the MARFOR, MEF and Marine commander; provide command assistance to the USMC contracting mission in AO by integrating contracting support with the combatant commander's missions and joint operational plans; ensure contracting support meets Marine Corps mission and operational requirements; and participate on OCS related boards and working groups.

(2) Each MARFOR and MEF has an OCS section within the G-4. Planning for OCS is performed by OCS advisors throughout the Marine Corps. MEF and MARFOR OCS advisors serve as advisors to commanders and staffs. OCS advisors assist in developing requirements for commercial support, identify OCS personnel requirements, and train deploying Marine units on the requirements to plan for contracting support, contractor management and contract support integration. OCS advisors may coordinate requirements review boards to support the validation and prioritization of requirements for commercial support. Additionally, OCS advisors advise commanders and staffs on maintaining oversight of contractors authorized to accompany the force and ensure contracting support is meeting mission requirements. Most importantly, OCS advisors form the nucleus of the OCS integration cell. The OCS integration cell plans, coordinates, and integrates OCS actions across the MAGTF.

(3) Each MEF has an expeditionary contracting platoon (ECP) within the Marine logistics group (MLG) that provides organic contracting capability to deploying Marine units. The ECP provides contract execution. The chief of the contracting office oversees the execution of contracting support. The ECP may provide reach-back contracting support from a centralized office. If required, the ECP may deploy and establish an expeditionary contracting office. ECP Marines may be warranted under a Joint contracting command or the lead service for contracting if established. **Appendix J** depicts the Marine OCS capability and areas of operation.

e. NAVFAC uses a regional model aligned with Commander, Navy Installations Command's regions, which includes nine facility engineering commands with distributed field contracting offices and two echelon III commands, NAVFAC Atlantic and NAVFAC Pacific. In addition to these, NAVFAC has established NAVFAC Engineering and Expeditionary Warfare Center. NAVFAC's contingency engineering business line supports operating forces by delivering engineer services in forward environments during contingencies. The contingency engineering business line responds to the full range of expeditionary engineering and facility support services by providing contracting support for operational units as required. Facilities and construction support are provided via NAVFAC's Global Contingency Construction Contracts and/or Global Contingency Services Multi-Award Contracts. These external support contracts are administered through NAVFAC Atlantic and NAVFAC Pacific respectively. Work under these contracts includes providing the supervision, equipment, materiel, labor, travel, and all means necessary to provide an immediate response for civilian construction and base operations support/facility service contract capability. **Appendix K** provides details and contact information.

f. The U.S. Coast Guard (USCG) HCA has appointed seven Chiefs of the Contracting Office (COCO) to support and manage contracting operations for the USCG. COCOs are appointed at Office of Procurement and Contracting (DOL-9) and the following Logistic / Service Centers: Aviation Logistics Center; Command, Control, Communications, Computers, and Cyber and Intelligence Service Center (C5ISC); Headquarters (CG-912); Shore Infrastructure Logistics Center for Construction; Shore Infrastructure Logistics Center for Base Support; and Surface Forces Logistics Center. All USCG contracting offices report to one of these COCOs. The COCO is tasked with leading procurement in their AO; however, the COCO may delegate functions to the senior field contracting officer to execute and oversee the daily operations of each USCG contracting office.

g. For large scale, long-term operations, the geographic combatant commander may designate a lead Service for contracting, lead Service for contracting coordination, or Joint theater support contracting command for joint operations to ensure effective and efficient use of local commercial vendor base and to coordinate common contracting actions with designated contracting agencies.

h. Designated contingencies may mandate the immediate assignment of a contingency contracting officer or team with increased warrant authority to deploy with the supported unit, sourced from NAVSUP, MCFCS, or Coast Guard, as appropriate. NAVFAC support for construction and facility support contracting

will also be made available to supported units as determined by operational requirements. For joint operations, contracting guidance will normally be addressed in Annex W (Contracting) of the applicable contingency plan or order. Long term support requirements will be satisfied via individual augmentation assignments through the Joint Manning Document Process in support of a standing Joint task force.

    i. Supported units should always request contracting support per Service and local procedures as appropriate. Afloat units should coordinate their ashore contracting requirements with ships' supply officers to ensure supporting agencies can leverage economies of scale and avoid unnecessary duplication of effort and market competition. Supply officers are designated ordering officers and are limited to ordering only port services support covered under the husbanding contract or micro-purchases using the GCPC.

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Chapter 6 – Distribution Management

1. Introduction

a. Distribution management is the operational process of synchronizing all elements of the logistic system to deliver the right things to the right place at the right time to support naval expeditionary force priorities. Distribution capabilities support the movement of passengers and equipment, as well as leverage available DoD and commercial resources for materiel throughput during the sustainment phase of operations.

b. USTRANSCOM, as DoD's Joint Deployment Distribution Coordinator, directs and supervises the execution of the strategic distribution system. DoD activities are required to use Defense Transportation System (DTS) services, except when they are Service-unique or theater-assigned transportation assets. Required DTS services include all the services provided by transportation component commands and other agencies on their behalf. The DTR 4500.9-R-Part II, Defense Transportation Regulations, Cargo Movement is the overarching authoritative source for cargo movement.

c. Information in this chapter should be used as a guide for distribution and cargo movement in an expeditionary logistics environment; it does not supersede relevant DoD and Service-level directives. The TTP that follow will enable naval expeditionary forces to leverage operational and tactical-level distribution and cargo routing capabilities of the Navy and Marine Corps.

2. Supply & Maintenance Analysis Readiness Team (SMART)

a. Deployed Marine forces are encouraged to establish an organization comprised of supply, maintenance, and distribution personnel leveraging blue-green and air-ground integration to provide a streamlined process for materiel movement throughout the deployment. An example of one such organization is the SMART. SMART has been replicated and refined over time to become a centerpiece of ARG/MEU materiel readiness and distribution operations. SMART links MEU materiel readiness requirements with distribution efforts focused on maintaining in-transit visibility of high priority materiel to expedite the materiel to the point of need by the fastest means possible. The SMART creates coordinating documents and instructions for appropriate ARG/MEU personnel, which facilitate increased sustainment velocity.

b. An example of the key document maintained by this organization is the MEU SMART Report that is provided to all major subordinate element supply

sections, ship supply departments, ARG/MEU beach detachment / distribution liaison cell (DLC), and the parent MLG SMU. The SMART Report lists all priority materiel that has entered the DTS. The "Top 10" transportation control numbers (TCN)/requisitions are prioritized and highlighted in the report, which is communicated to all MEU major subordinate element supply sections, ship supply departments, ARG/MEU beach detachments, DLCs, and the parent MLG SMU every evening. Beach detachments and DLCs use the Top 10 TCNs to establish shipping priorities for distribution nodes in theater to the point of need use whether ashore or aboard ship. Top 10 TCNs are classified as 02/999 priority requisitions needed to support ARG and MEU mission essential equipment. An example of a MEU's SMART Report, provided at **Appendix L**, is a living document that changes daily based on movement of cargo within the theater and the ARG.

   c. The cargo prioritization process is an integral aspect of ensuring overall equipment readiness. By identifying priority requisitions impacting dead-lined or degraded equipment, the MEU can more easily convey the specific document numbers/TCNs to beach detachment and DLC personnel allowing for expedient delivery. In some cases, it takes as little as one week from the keypunching of the requisition to receipt of the cargo at the MEU's distribution nodes.

   d. Key participants in the MEU SMART meetings are MEU logistics and supply officers and chiefs, MEU maintenance management officers and chiefs, maintenance officers, and distribution Marines. The meeting may be chaired by the MEU S-4, or the MEU / combat logistics battalion (CLB) supply officer. As part of the materiel readiness / distribution management processes, SMART meetings can be held daily or as required.

   e. Regardless of what it's called, a MEU organization/process, such as SMART, will significantly improve blue-green and air-ground integration and provide a streamlined process for materiel movement throughout the deployment. Employed in conjunction with MARCORLOGCOM's SMRR, deployed MEUs are better able to communicate their priorities across the entire provider enterprise.

3. Distribution Liaison Cells (DLC)

   a. DLCs are an enabler for deploying Marine forces as they are a proven capability for significantly improving distribution velocity and in-transit visibility, while reducing lost shipments and transportation cost during deployments. DLCs also foster better Navy-Marine Corps (aviation & ground) partnerships to reduce redundant efforts and support historical integration gaps between Navy-Marine

logistics and distribution core competencies. See **Appendix M** for examples of past ARG/MEU deployments and how DLCs were employed with the NAVSUP/MSC laydown and their interaction with theater major supply routes (MSR) in development of a concept of support.

b. DLCs are combined teams of distribution management, supply, ground logistics, and aviation logistics personnel that provide optimal integration of critical skill sets and capabilities for the deployed unit that have direct impact on increased aircraft mission capable rates and ground equipment readiness rates. A notional MEU DLC size/mix would consist of at least (1) CWO/3102, (1) SNCO/3152, and (6) Sgt/below/3152/30xx/66xx. However, there is no mandated structure for the DLC as they are task-organized, tailored, and dispersed to support the needs of each MEU. Commanders (MEU/MEF/MLG) must decide the size/mix of a DLC that is fielded to a deployed Marine force.

c. DLCs provide the capability to expedite and manage the sourcing and distribution of materiel and contribute to a Marine force's integration into naval, joint, and DoD logistics networks, which greatly enhances the responsiveness, tempo, and overall reach of the force. DLC roles and responsibilities:

(1) Establish, coordinate, and employ DLCs at strategic nodes to enhance throughput velocity and sustain operational tempo.

(2) Establish and manage freight operations by synchronizing distribution for both ground and aviation combat elements.

(3) Synchronize tactical, operational, and sustainment distribution.

(4) Maintain total asset visibility/in-transit visibility for sustainment cargo transiting through the distribution pipeline.

(5) Coordinate the receiving, shipping, transshipment, and delivery of materiel to and from supported units.

(6) Coordinate preservation, packaging, packing, and marking operations.

(7) Certify hazardous materiel for shipment.

(8) Monitor updates to the CRIF to ensure cargo is being routed properly.

(9) Serve as the MAGTF-level air clearance authority validator to prevent cargo from being diverted to surface.

(10) Coordinate with and leverage external support providers/nodes (i.e., NAVSUP FLCs, DLA) to track, trace, and expedite materiel when appropriate.

(11) Provide customs clearance support for frustrated cargo, commercial passenger movement, and shipment of weapons and/or sensitive materiel OCONUS.

(12) Manage ISO containers that are used to support tactical distribution.

(13) Assist with commercial passenger movement (e.g., passports, visas) and conformance with Foreign Clearance Guide regulations.

(14) Coordinate the shipment and retrograde of personal effects and baggage of medically evacuated, emergency leave, or other special category personnel.

4. NAVSUP FLCs

HQMC has assigned distribution management specialists to NAVSUP FLCs in Sigonella, Bahrain, Yokosuka, and Yokosuka Site Singapore to enhance distribution to deployed Marine Corps forces operating in the 5th, 6th, and 7th Fleet AOs. Marine expeditors facilitate materiel distribution for expeditionary forces by engaging deployed unit logistics staffs / DLCs to increase sustainment throughput velocity through key logistics nodes while reducing transportation and other support costs. These Marines coordinate a range of theater support capabilities from logistics providers in support of Marine forces and are central to a Marine unit's ability to leverage the global influence of NAVSUP. See **Appendix C** (NAVSUP Global Logistics Network) for contact information.

5. MARCORLOGCOM

Distribution process advocates (DPA) are located at key nodes around the world, supporting Marine Corps operational distribution requirements and sustainment needs within every MARFOR/Fleet AO (See figure 5-1). DPAs function as subject matter experts working as expeditor/cargo throughput and diversion/frustration resolution specialists for Marine Corps requirements and support needs for both surface and air movements. DPAs join with other Marine personnel at these distribution nodes and work collaboratively to ensure seamless multi-modal cargo movement in support of global distribution network priorities. DPAs also provide process and policy oversight and analysis to ensure that best practices are used in the deployment and sustainment of Marine warfighters. For more information visit: https://www.logcom.marines.mil/Staff-Offices/G-3-5-Operations-Plans/ or contact the MARCORLOGCOM Enterprise Distribution Division at (229) 639-6893.
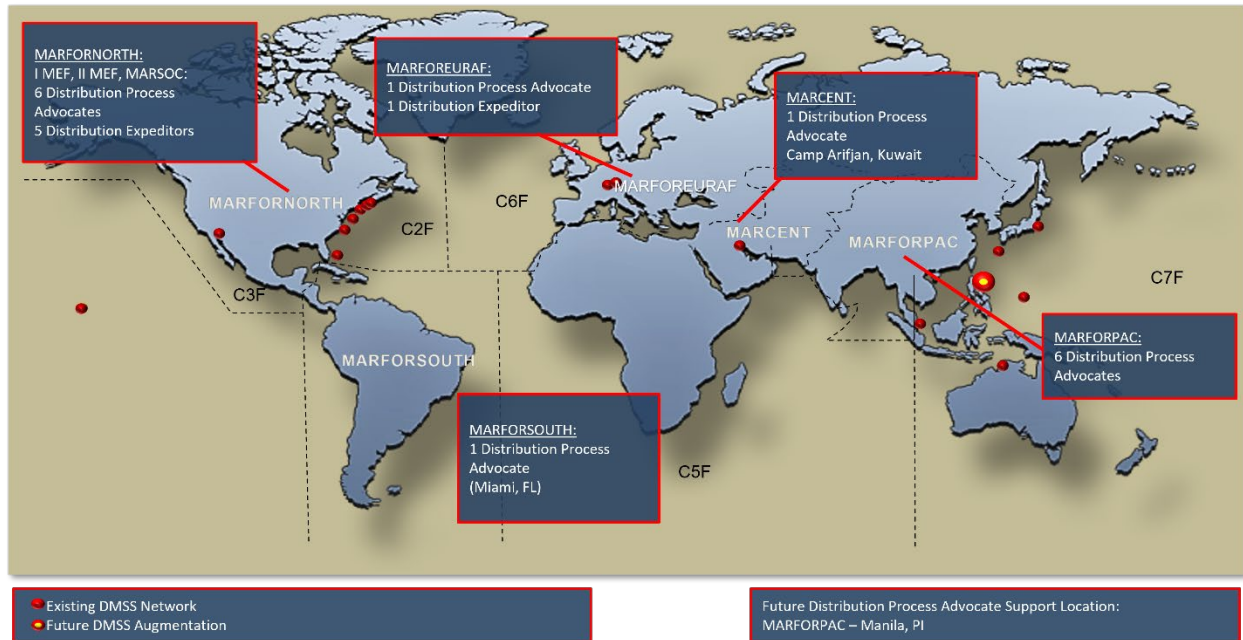
Figure 5-1: Distribution Management Operational-Level Footprint

6. Cargo Routing Information File (CRIF)

a. The CRIF is the single automated authoritative source for cargo routing for all mobile naval units (including Marine units), deployed USCG vessels, and naval aviation squadrons. NAVSUP WSS Transportation & Distribution (T&D) Code N3 manages the CRIF.

b. The CRIF provides deployed unit shipping addresses to the Distribution Standard System, which in turn distributes CRIF information to government sources of supply and logistics systems to ensure shipment processing to correct locations. The CRIF enables units to synchronize cargo deliveries with their movement by specifying when and where it will receive cargo during a deployment.

c. Supported units must ensure their type of address code (TAC) - 2 (ship-to/freight address) is loaded to the CRIF prior to deployment and must keep NAVSUP WSS T&D Fleet Locator informed of their cargo routing changes throughout their deployment. Marine units embarking aboard Navy ships must provide their Department of Defense Activity Address Codes (DoDAAC) to the ships' supply departments for inclusion in ships' fleet freight routing messages. This allows synchronized delivery of embarked units' cargo via RAS through a single naval transportation pipeline.

d. Units operating ashore can route materiel to either a single static location or from location to location as their situation dictates. Failure to maintain accurate CRIF information will result in unnecessary shipping delays or lost shipments.

e. MEUs have had much success using Navy ship DoDAACs in the supplementary address field and citing signal code "J" enabling cargo to share the same distribution pipeline as Navy cargo. While this practice has proven very effective while aboard ship, units must ensure CRIF procedures are closely managed during pre/post-deployment periods and extended periods ashore to prevent unintended routing of MEU cargo.

f. Contact:

(1) URL: https://www.navsup.navy.mil/public/navsup/wss/contact_td/

(2) E-mail: NAVSUP_LOC_FLTLOCATE@navy.mil

(3) Phone: (757) 443-5534/5425/5329 / DSN 646-5534/5425/5329

7. Opportune Lift (OPLIFT)

a. NAVSUP WSS Fleet Movement Team (FMT) is the Executive Agent for the USFF OPLIFT Program. As such, NAVSUP WSS FMT is positioned to help supported units optimize use of OPLIFT on USFF conveyances and coordinate with the Numbered Fleets and subordinates.

b. OPLIFT within the Pacific Fleet AO is coordinated by Commander Naval Surface Forces (CNSF) per procedures outlined in *COMNAVSURFPACINST 4600.2F, Policy for Utilization of Opportune Lift*.

c. Naval expeditionary forces are encouraged to leverage OPLIFT to transport materiel on non-conventional conveyances when available, to save transportation costs and logistics response time. Supported units should use these programs to the maximum extent possible when conveyances are available and can meet the supported units' operational requirements based on conveyance schedules, whether in garrison or deployed.

(1) The FMT consists of personnel conducting an analysis of available lift capacity utilizing internal NAVSUP processes to identify potential transportation solutions.

(2) A sample OPLIFT request message is provided in **Appendix N**.

   d. Roles and Responsibilities

(1) USFF is responsible for providing overall management of the Navy's OPLIFT Program in the USFF/CTF-80 AO.

(2) NAVSUP WSS FMT serves as the executive agent for the USFF OPLIFT Program.

(a) Execute USFF OPLIFT policy.

(b) Validate all OPLIFT requests originating in the USFF AO.

(c) Use NAVSUP WSS FMT OPLIFT processes to evaluate eligibility and available schedules (air, land, sea) to nominate appropriate shipments that may qualify for OPLIFT.

(d) Provide technical assistance and guidance on any aspect of OPLIFT to potential customers.

(e) Coordinate with Fleet commands for OPLIFT originating and/or terminating outside the USFF/CTF80 AO.

(f) Define payment process for shippers to include crane services to minimize out-of-pocket costs to the DoD.

(g) Coordinate with USFF Maritime Operations Center fleet scheduler for approval and to prioritize any competing OPLIFT requirements as needed.

(h) Support Type commanders on all OPLIFT requirements.

(3) CNSF is responsible for coordinating OPLIFT originating on the west coast destined for the INDOPACOM AOR. Direct liaison has been authorized to CNSF to provide OPLIFT on a not-to-interfere-with-operations basis within INDOPACOM.

(4) Supported units requesting shipment of materiel by OPLIFT will follow the instructions outlined below.

(a) Based on location, request support by message, letter, or e-mail to the authority having cognizance over the area of operations. A sample OPLIFT request message is provided in **Appendix N**.

(b) Ensure bulk cargo is packaged for sea transportation per current directives.

(c) If naval aircraft are being shipped, ensure airframes are preserved and ship riders are provided, if requested by the ship or as outlined by Service specific guidance. Nominations for naval aircraft originating in the continental U.S. (CONUS) will be accepted from the appropriate wing commander. Naval aircraft originating or arriving in Hawaii will be coordinated with MCAS Kaneohe Bay HI. The Western Pacific coordinator is COMFAIRWESTPAC, Atsugi, Japan.

(d) Ensure all cargo is appropriately marked per governing instructions, and required shipping documentation (i.e., DD Form 1149/1348, Hazardous materiel shipper's declaration) with sufficient copies provided to the ship. Special shipping equipment (i.e., red gear, special lifting slings or cradles) must be provided by the shipper and have current load test certification documentation.

(e) Ensure all cargo is prepared for shipment per governing instructions.

(f) Ensure all organic lifting shackles are in place prior to embarkation to allow for tie down. For example, assault amphibian vehicles would be embarked with four devices (1-1/8-inch screw-pin anchor shackles) attached to each towing eye to receive lashing cable eyes.

e. **Appendix N** provides a sample OPLIFT request message.

f. Points of Contact

(1) NAVSUP WSS FMT

Phone: 757-443-5104/5269/5250 or DSN prefix: 312-646

Organizational e-mail box: navsup_wss_oplift@navy.mil

(2) Commander Naval Surface Force, U.S. Pacific Fleet

Phone: 619-437-2991 or DSN: 312-577-2991

Message: COMNAVSURFOR SAN DIEGO CA//N41//

(3) HQMC Strategic Mobility (LPO-3): 571-256-2769/2773.

8. Navy Air Logistics Office (NALO)

a. NALO enables fleet operations and readiness through unparalleled freedom of maneuver across the entire spectrum of peace to war by validating, prioritizing, and scheduling flexible and responsive Navy-unique fleet essential airlift (NUFEA). NALO enhances combat capability of Navy fleet commanders

through judicious and flexible scheduling of NUFEA aircraft to support DoD logistics requirements worldwide.

b. NALO Airlift Requests must be submitted via the Joint Air Logistics Information System (JALIS) or by emailing a filled-out [DD Form 2768](#) to [NWOR_NALO_OPS@navy.mil](#). If you require assistance filling out the airlift request or have any questions, contact the NALO Operations Department at (504) 678-1185 or DSN: 678-1185.

c. The JALIS application is a multipurpose on-demand scheduling program for NUFEA used in peacetime to meet essential DoD requirements as well as to provide essential readiness training to support any wartime requirement. The JALIS application is available at: https://prod2.jalis.mil/.

e. For additional information, visit the NALO homepage: https://www.airpac.navy.mil/Organization/Navy-Air-Logistics-Office/.

9. Marine Corps Operational Support Airlift (OSA)

a. Marine Corps OSA provides Marine Corps forces with critical air logistics support between and within a theater of war, and otherwise supports Marines as required. Marine Corps OSA units perform the same airlift missions whether deployed or at their home stations because the mission of providing time-sensitive air transport remains constant regardless of location.

(1) OSA aircraft are those fixed-wing aircraft acquired and/or retained exclusively for OSA missions, as well as any other DoD-owned or controlled aircraft, fixed or rotary wing, used primarily for OSA missions.

(2) MCRP 3-20.3, OSA provides a framework for the integration and effective employment of operational support assets during war and times of crisis, and it covers all aspects of OSA, with emphasis on support for MAGTF operations.

b. USMC-owned commercial variant aircraft include:
- 2 - [C-40A](#) (121 passengers or 8 pallets or combo of 70 Pax/3 pallets)
- 1 - [C-20G, Gulfstream IV](#) (26 passengers or 6,000 lbs. of cargo)
- 6 - [UC-12W, King Air](#) (9 passengers or 2,500 lbs. of cargo)
- 6 - [UC-12F/M, King Air](#) (8 passengers or 1,500 lbs. of cargo)
- 12 - [UC-35D, Cessna Citation](#) (8 passengers or 1,500 lbs. of cargo)

c. Laydown as of May 2022:
- Andrews AFB MD: 3x UC-35D
- NAS JRB Fort Worth, TX VMR-1, 2x C-40A
- MCAS Cherry Point, NC: 3x UC-35D
- MCAS New River, NC: 2x UC-12W
- MCAS Beaufort, SC: 2x UC-12M
- NAS Belle Chasse, LA: 2x UC-12F, 2x UC-12W
- MCAS Yuma, AZ: 2x UC-12F
- MCAS Miramar, CA: 2x UC-35D
- MCAS Camp Pendleton, CA 1x UC-12W
- MCAS Kaneohe Bay, HI: 2x C-20G
- MCAS Iwakuni, JA: 2x UC-12W
- MCAS Futenma, Okinawa, JA: 2x UC-35D, 2x UC-12W

d. Scheduling:

(1) CONUS

(a) The HQMC Air Support Coordination Office (ASCO) is responsible for managing, validating, scheduling, and coordinating all requests for military air lift and aviation support, on behalf of the Deputy Commandant for Aviation, and USMC dedicated support missions.

COMM: 703-697-2401 / DSN: 227-2401
After Hours Cell Phone: 571-465-6870
Email: OMB.ASCO@usmc.mil
URL: https://www.aviation.marines.mil/Branches/Manpower-and-Support/ASCO/

(b) The Joint Operational Support Airlift Center is the single manager for scheduling all DoD CONUS OSA requirements except USMC dedicated support missions.

COMM: 1-800-256-7609 / DSN: 312-770-6195
PLA: CDR USTRANSCOM//JJJ///
URL: http://www.transcom.mil/josac_public/

(2) OCONUS

(a) MCAS Kaneohe Bay, HI
C-20 Operations
COMM: 1-808-257-2694 / DSN: 457-2694

        MCI Pacific Air Cell / DSN: 645-4033

      (b) MCAS Iwakuni, JA
          UC-12 Operations
          COMM from U.S.: 011-81-827-79-5056
          COMM from Japan: 0827-79-5056
          DSN: 253-5056
          E-mail: SMB_Iwakuni_VMR_DET@usmc.mil

      (c) MCAS Futenma, Okinawa, JA
          Air Freight/Passenger Terminal
          DSN: 636-3141/3039

e. OSA Program points of contact:

- USMC KC-130/OSA Requirements (AWS-61), 703-693-8435
- USMC KC-130/OSA Resource Sponsor (N980E), 703-614-2752
- USMC OSA Program Analyst (AWS-52), 703-693-8539
- USMC OSA/ASCO Program Manager (ASCO-1), 703-693-9888

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Appendix A – NLI 2022–2026 Strategic Plan[2]

A MESSAGE FROM OUR NAVAL SERVICE LOGISTICS LEADERS

This Naval Logistics Integration (NLI) Strategic Plan for 2022-2026 provides the mission, vision, and lines of effort, and serves as a road map for naval logistics integration initiatives. Over the next five years, we will aggressively pursue Navy, Marine Corps, and Coast Guard logistics integration opportunities with a focus on enabling distributed operations both at sea and ashore.

This plan builds on previous efforts to improve naval logistics. The NLI governance serves as the principal forum to coordinate, develop, and refine innovative concepts, policies, and standards to support interoperability and integration of naval logistics. We are exploiting a solid foundation and are well-positioned for continued success as we implement this plan.

The terms "naval" and "Naval Service" refer to Navy, Marine Corps, and Coast Guard throughout this plan. The NLI lines of effort described herein will guide us in continuing our momentum through 2026 and beyond and keep us focused on optimizing support to naval forces.

NLI MISSION, VISION, AND END STATE

MISSION
The Naval Service will actively pursue courses of action to improve naval logistics to the fullest extent possible by integrating Service logistics capabilities and capacities; in order to ensure a naval logistics capability that can operate seamlessly afloat or ashore, successfully supporting and sustaining operating units in a joint warfighting environment.

VISION
An integrated naval logistics capability that leverages people, processes, and technologies to sustain operations across the continuum of competition as described by the Tri-Service Maritime Strategy and complemented by Naval Service Chief guidance.

END STATE
An integrated naval logistics capability that can operate seamlessly afloat or ashore, successfully supporting and sustaining operating units in a joint warfighting environment. Desired outcomes include:
- Integrated logistics training and education
- Integrated logistics information systems and technologies
- Integrated logistics command and control
- Integrated sustainment, distribution, repair, and maintenance processes

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[2] A text-only version of this plan is provided here.

GUIDING PRINCIPLES

A fully integrated naval logistics capability generates and sustains Integrated All-Domain Naval Power. This is anchored on four guiding principles: Partnership, Transformation, Change/Risk Management and Jointness.

Partnership. Effective aggregation of naval forces requires common logistics tactics, techniques, procedures, and interoperable logistics systems, to achieve and sustain operational readiness. The Navy-Marine Corps-Coast Guard NLI partnership will maximize naval force readiness and sustainability through the most effective and efficient uses of our naval logistics capabilities.

Transformation. Naval logistics transformation harnesses the power of technology and integrated processes to develop a rapid and agile logistics capability focused on sustainment and end-to-end logistics support to the warfighter. NLI will exploit new technologies, organizational constructs, and strategies to improve the overall responsiveness and resiliency of our naval logistics capabilities.

Change/Risk Management. Success demands that we continuously adapt the way we plan and operate, which requires effective management of both change and risk. NLI will challenge the status quo in the areas of science and technology, policy and doctrine, business practices and processes, and training and education to improve our outcomes.

Jointness. The integration of naval logistics capabilities to achieve established objectives is the responsibility of commanders, who formulate logistics support plans to attain readiness and sustainability. NLI will present capabilities that operational commanders can expect and identify ways in which these capabilities may be employed to achieve mission success.

LINES OF EFFORT

1. PEOPLE: Structure organizations, professional development, and training to enhance integration across the Naval Service.

- Examine officer/enlisted staffing at OPNAV/HQMC, NAVFOR/MARFOR, Fleet/MEF, ESG/MEB, CSG/ CVW, ARG/MEU, and other organizational levels to exploit opportunities for cross-decking.
- Broaden cross-training and educational opportunities for naval logisticians by identifying, developing, and/or modifying expeditionary logistics courses to support DMO and EABO.

2. PROCESSES: Integrate policy, processes, and doctrine to optimize logistics performance in support of future operations.

- Repair, Rearm, Resupply, Refuel, and Revive distributed naval forces to ensure the naval logistics enterprise is ready to operate in contested environments.
- Improve sustainment, diversify distribution, and exploit opportunities for cross-servicing maintenance capabilities and capacity to provide for responsive and resilient logistics support to naval forces.

3. TECHNOLOGY: Integrate naval logistics systems, command and control, and other technology enablers across the maritime domain.

- Integrate Naval Service logistics systems and technologies to achieve interdependency and/or interoperability in the maritime domain.
- Enable global logistics awareness to identify warfighter requirements, assess friendly force posture, determine available resources, and allow for dynamic and adaptive fulfillment planning.

4. FUTURES: Improve logistics capabilities through acquisition, concepts, wargaming, and experimentation.

- Ensure the necessary capacity and capability for sealift and logistics to sustain naval forces in contested battlespaces; prioritize lethality, capacity, readiness, and expeditionary logistics over sustaining legacy capabilities.
- Conduct logistics wargaming and experimentation to test and evaluate new concepts, capabilities, and technologies to inform future force development efforts.

5. INSTALLATIONS: Optimize installations to support sustained operations.

- Invest in fleet support infrastructure, the global network of bases and stations, which generates naval power from the shore; focuses resources on the locations that best support our future force.
- Prioritize the warfighting aspects of optimizing base and station capabilities as information network nodes, as elements of the supply chain, and as operating locations from which to fight.

EXECUTION

Intent

Purpose. To publish the NLI 2022-2026 Strategic Plan to ensure a common focus on the strategic lines of effort that will guide pragmatic selection of operational-level initiatives aligned to Naval Service Logistics Chiefs' guidance. The NLI Executive Board Co-chairs (OPNAV N41, HQMC LP, and (CG-44) will publish periodic updates to address priorities and promote stakeholder efforts and initiatives.

Method. Designated stakeholders and offices of primary responsibility (OPR) will identify and pursue initiatives aligned to the NLI lines of effort. They will regularly report their progress and identify any barriers or required resources to the NLI Senior Board Co-chairs (OPNAV N413, HQMC LPV, and CG-441) charged with administering NLI at the Service-level.

End State. The desired end state for individual initiatives will be determined by stakeholders/OPR. Initiatives are considered complete when the end state has been attained, an alternate solution has been achieved, or the initiative is no longer viable.

Concept of Operations

Stakeholders from across the Fleet, FMF and Supporting Establishment (SE) identify initiatives aligned to the NLI lines of effort for review by the NLI Governance. Priority initiatives are determined by their potential for enhancing overall naval logistics effectiveness; the governance will monitor and support the progress of these initiatives.

NLI Governance provides the Service-level oversight to assist the Naval Service Logistics Chiefs with executing their responsibilities per SECNAVINST 4000.37B, NLI. It has two levels:

The Executive Board (GO/FO) validates strategic priorities, reviews stakeholder initiatives to resolve barriers or resource constraints, publishes NLI updates and makes recommendations to the Naval Service Logistics Chiefs.

The Senior Board (O-6/GS15) administers the day- to-day NLI process and meets as required to identify/prioritize stakeholder initiatives, pursue NLI objectives in other naval / DoD forums, and actively promotes NLI across the naval logistics enterprise.

STRATEGIC DOCUMENT ALIGNMENT

This NLI Strategic Plan is the product of collaborative planning with input from Fleet, FMF, and SE stakeholders. NLI lines of effort are derived from a mission analysis of strategic-level documents to determine specified and implied logistics tasks that enable achievement of the NLI mission, vision, and desired end state. Guiding documents include:

SECNAVINST 4000.37, NLI provides DON policy and assigns Service responsibilities for executing NLI.

CNO/CMC Joint Memorandum, May 2019 defines naval integration as the concerted, proactive effort ...to bring the Navy and the Marine Corps together to form a more effective warfighting team.

Advantage at Sea (Tri-Service Maritime Strategy) provides guidance to the Naval Service for the next decade to prevail across a continuum of competition.

38th Commandant's Planning Guidance provides strategic direction for the Marine Corps and is the authoritative document for Service-level planning.

CNO Navigation Plan charts the course for how Navy will execute the Tri-Service Maritime Strategy.

Coast Guard Strategic Plan provides senior leaders' vision to advance the USCG in the years ahead.

The National Fleet Plan is a plan of action to identify and facilitate implementing those opportunities that maximize interoperability of Navy and Coast Guard.

Sustaining the Force in the 21st Century is the Marine Corps' functional concept for future installations and logistics development.

Transforming Naval Logistics for Great Power Competition provides guidance to the naval logistics enterprise for executing the Maritime Strategy.

Distributed Maritime Operations is a Navy-Marine Corps warfighting concept describing the operational approach to winning the high-end fight at sea.

Littoral Operations in a Contested Environment describes naval operations in the littorals in light of emerging threats to provide a framework for Navy- Marine Corps innovation.

Tentative Manual for Expeditionary Advanced Base Operations (EABO) describes how naval forces will conduct EABO across the competition continuum.

Operational Logistics in a Contested Maritime Environment describes the logistics model required to sustain naval operations at sea in highly contested environments.

STRATEGIC DOCUMENT RELATIONSHIPS

As depicted below, the NLI Strategic Plan takes its direction from Naval Service guidance. The five lines of effort align to those capabilities/capacities described by logistics leaders as requirements for achieving a fully integrated naval logistics capability that generates and sustains integrated all-domain naval power.

Figure A-1: Strategic Document Relationships

Appendix B – DLA Distribution OCONUS Sites

DLA Distribution (http://www.dla.mil/Distribution/) is DLA's lead center for distribution. DLA Distribution operates 25 sites around the world that are responsible for the receipt, storage, issue, packing, preservation, and transportation of more than 4 million items. A complete listing of DLA Distribution sites can be found at http://www.dla.mil/Distribution/Locations.aspx . Of special interest to deploying naval expeditionary forces are the OCONUS sites providing support to customers in regional areas:

DLA Distribution Bahrain, Southwest Asia maintains forward-positioned stock and provides distribution services to U.S. Naval Forces Central Command and Combined Maritime Forces operating in the 5th Fleet area of operations. Materiel in storage includes clothing, housekeeping supplies, petroleum products, construction materiel, repair parts and component items, and mapping products.

DLA Distribution Pearl Harbor, Hawaii provides support for naval ships, industrial/shore commands, and operating forces in the Hawaii area.

DLA Distribution Yokosuka, Japan provides support throughout the Western Pacific, Indian Ocean, and Persian Gulf. Commodities include repair parts, repairables, bottled gasses, lumber, and hazardous materiel. Yokosuka is the higher headquarters for DLA distribution facilities in Iwakuni, Sasebo, and Okinawa, Japan.

DLA Distribution Guam, Marianas provides services to customers on Guam and in the western Pacific theater of operations. Commodities include repair parts, compressed gases, consumables, hazardous materiel, and humanitarian assistance/disaster relief items.

DLA Distribution Korea provides services to customers in the Korean AO. Commodities include clothing and textiles; packaged petroleum, oils, and lubricants (POL); barrier/construction materiel; and repair parts.

DLA Distribution Europe supports warfighters throughout Europe, Africa, and the Middle East. Commodities include repair parts, barrier/construction materiel, clothing and textiles, packaged POL, operational rations, and humanitarian relief support.

DLA Distribution Sigonella, Italy provides stock positioning and distribution services to customers operating in the Mediterranean region. Sigonella is the higher headquarters for the DLA distribution facility in Djibouti which provides stock position and distribution support to units operating in and around the Horn of Africa.

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Appendix C – NAVSUP Global Logistics Network

(Figures C-1 through C-9)
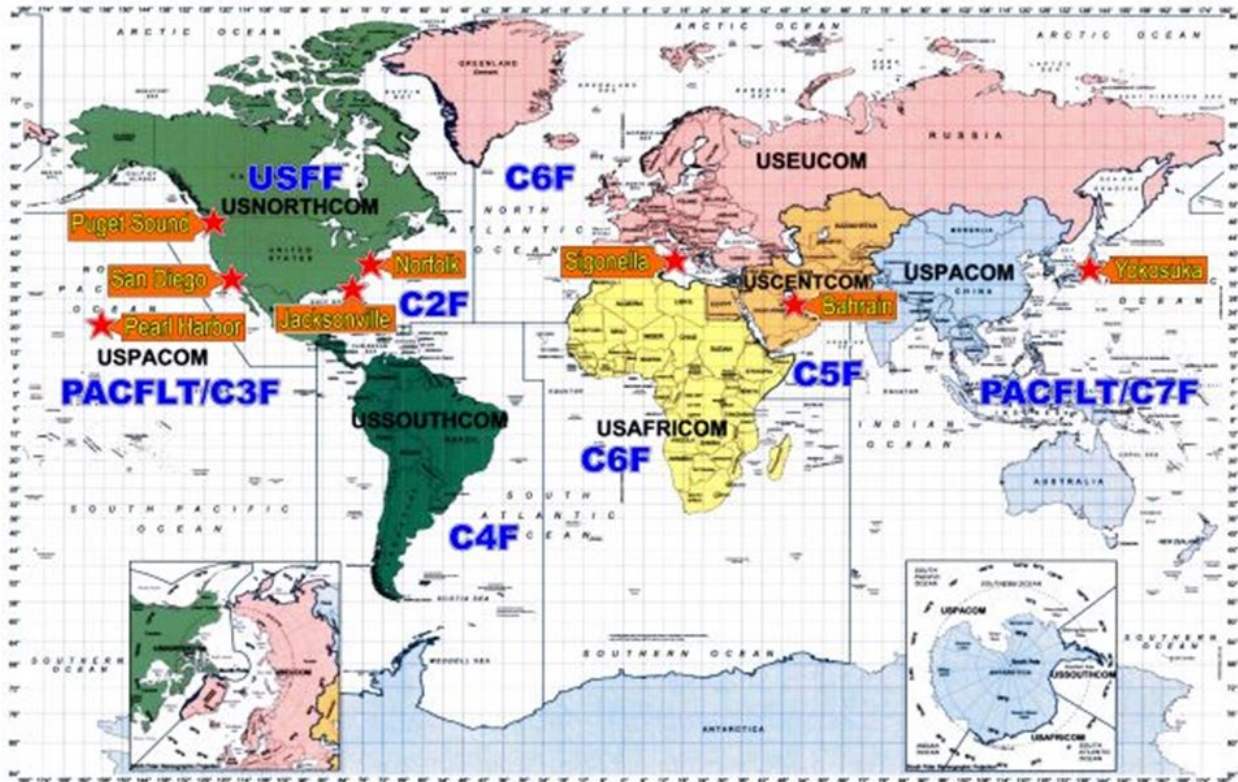
Figure C-1: Regional NAVSUP FLC Locations by COCOM/Fleet AO

The eight NAVSUP FLCs operate in close coordination with each other in support of operational and supporting forces. Each NAVSUP FLC has a defined AO in which they integrate all NAVSUP support. Each NAVSUP FLC also supports operations in other AOs for optimal distribution of work and subject matter expertise.

The NAVSUP GDSC is the 24/7 single entry point to this global logistics network, including the NAVSUP FLC LSCs and provides after hours support for all NAVSUP FLCs worldwide. The GDSC answers support requests via phone, e-mail, message, and OTS.

GDSC – Logistics

- Commercial: 1-877-418-6824 / DSN: 510-428-6824
- Email: GDSC@navy.mil or GDSC@navy.smil.mil
- Message: COMNAVSUPSYSCOM MECHANICSBURG PA//GDSC
- OTS: https://www.onetouch.navy.mil
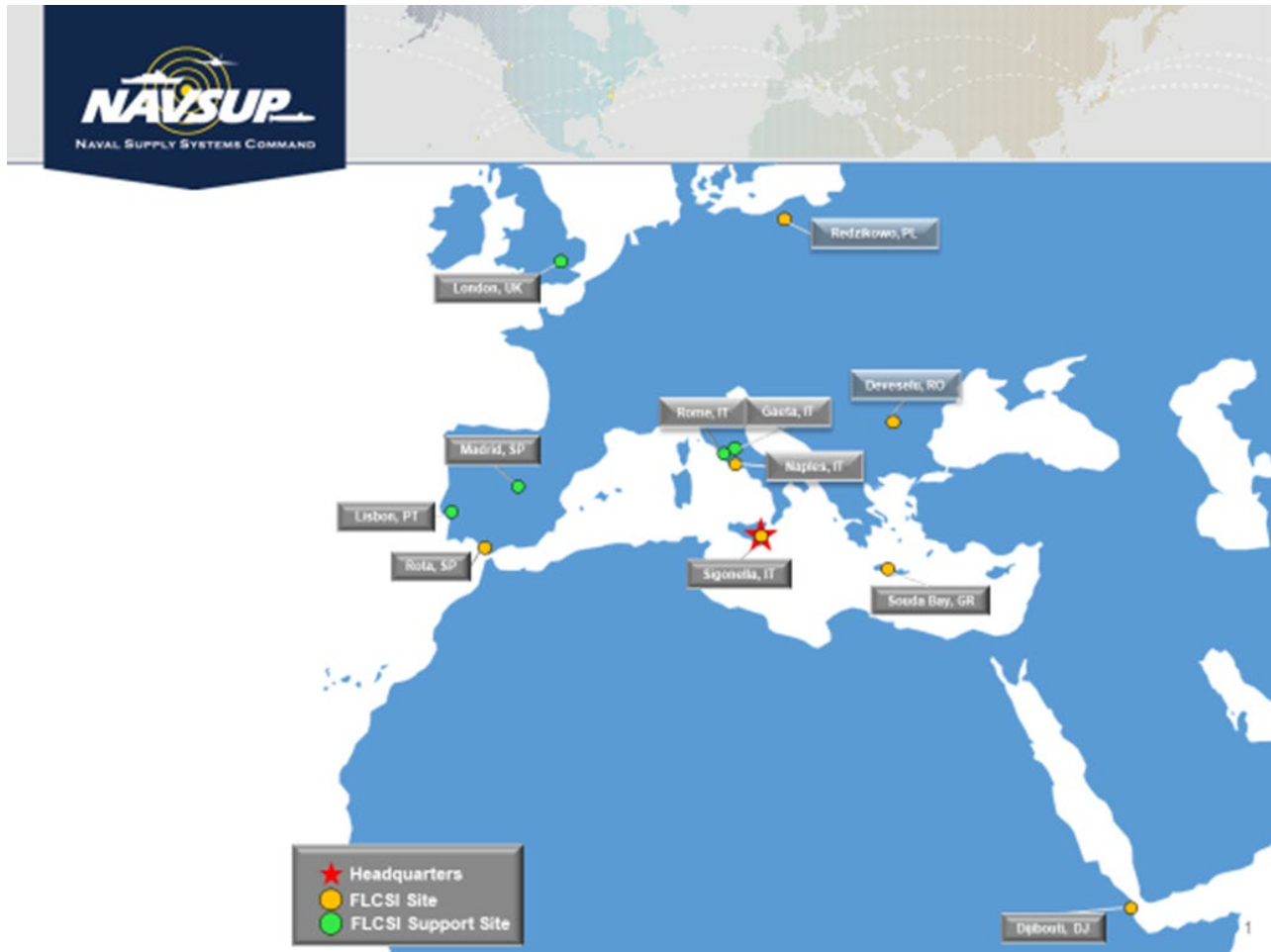
Figure C-2: NAVSUP FLC Sigonella Area of Operations

NAVSUP FLC Sigonella, Italy (FLCSI): Aligned to 6th Fleet; supports forces throughout the EUCOM and AFRICOM AORs.

- US Mailing Address:
  NAVSUP Fleet Logistic Center Sigonella
  PSC 812 PO Box 0028
  FPO AE 09627

- URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Sigonella/
- Logistics Support Center Sigonella:
  o DSN 314-624-5482/COMM (011) 39-095-86-5482
  o E-mail: lsc.sigonella@eu.navy.mil
- Message:
  o NAVSUP FLT LOG CTR SIGONELLA IT
  o NAVSUP FLT LOG CTR SIGONELLA DET NAPLES IT
- MILSTRIP Routing Identifier: NSZ
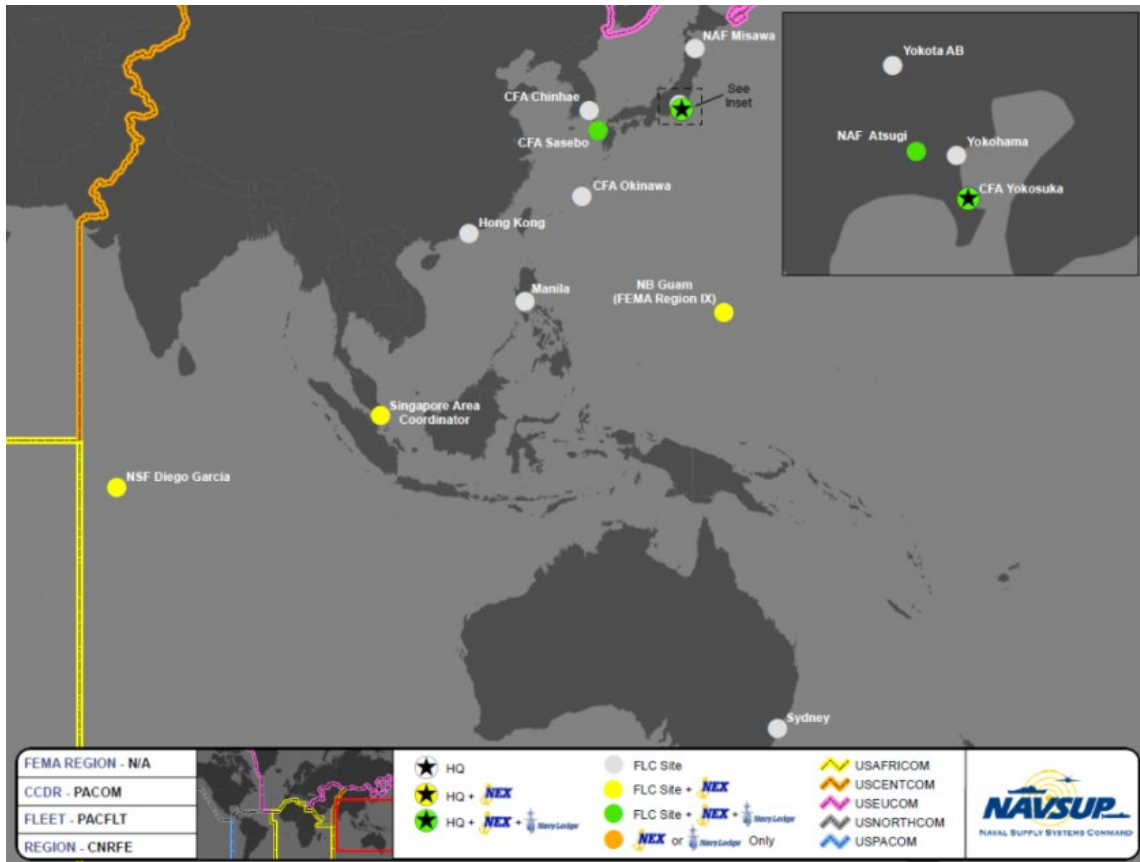
Figure C-3: NAVSUP FLC Yokosuka Area of Operations

NAVSUP FLC Yokosuka, Japan (FLCY): Aligned to 7th Fleet; supports forces in the INDOPACOM AOR (Far East, Australia, to the Indian Ocean).

- US Mailing Address:
  NAVSUP Fleet Logistics Center Yokosuka
  PSC 473 Box 11
  FPO AP 96349-0001
- Japan Mailing Address:
  NAVSUP Fleet Logistics Center Yokosuka, Building F-157
  Yokosuka Naval Base
  Honcho 1-Chome, Yokosuka-Shi
  Kanagawa-Ken, Japan 238-0041
- URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Yokosuka/
- Logistics Support Center:
  - Comm: 81-46-816-7030 / DSN: 315-243-7030
  - E-Mail: M-YO-YKMAIL-LSC-DL-GS@fe.navy.mil
- Marine Detachment: DSN 315-243-6306
- Message: NAVSUP FLT LOG CTR YOKOSUKA JA / NAVSUP FLT LOG CTR SASEBO JA / NAVSUP FLT LOG CTR MISAWA JA
- MILSTRIP Routing Identifier: NZZ
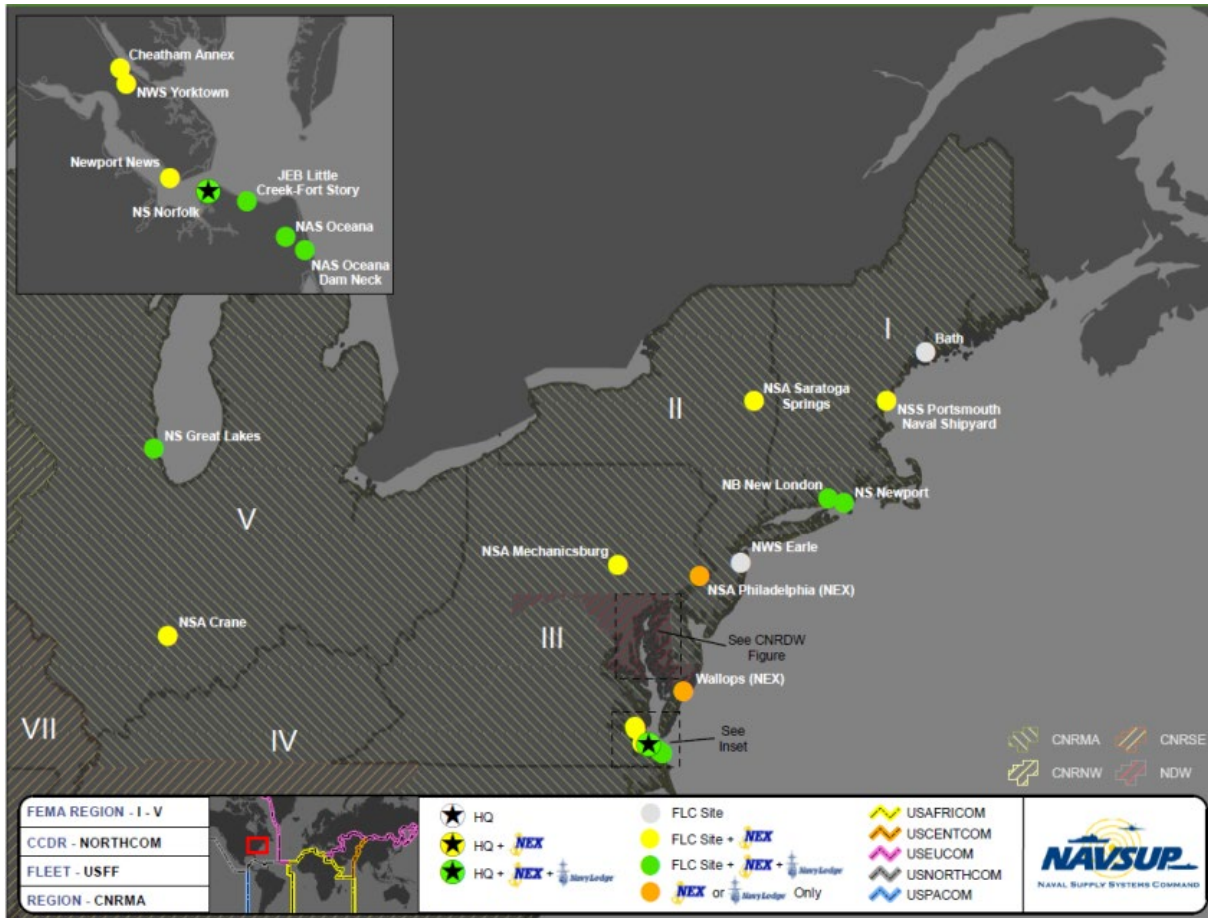
Figure C-4: NAVSUP FLC Norfolk Area of Operations

NAVSUP FLC Norfolk (FLCN): Aligned to CTF-80; supports forces in the U.S. Northern Command (NORTHCOM) AOR (Mid-Atlantic, Northeast, Mid-West US; and east coast of Canada).

- Mailing Address:
  Fleet Logistics Center Norfolk
  1968 Gilbert Street, Suite 600
  Norfolk, VA 23511-3392
- URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Norfolk/
- Logistics Support Center:
  - Comm: 757-443-1861 / DSN: 646-1861
  - FAX: 757-443-1236
  - E-Mail via GDSC: GDSC@navy.mil
- Message: NAVSUP FLT LOG CTR NORFOLK VA
- MILSTRIP Routing Identifier: NNZ
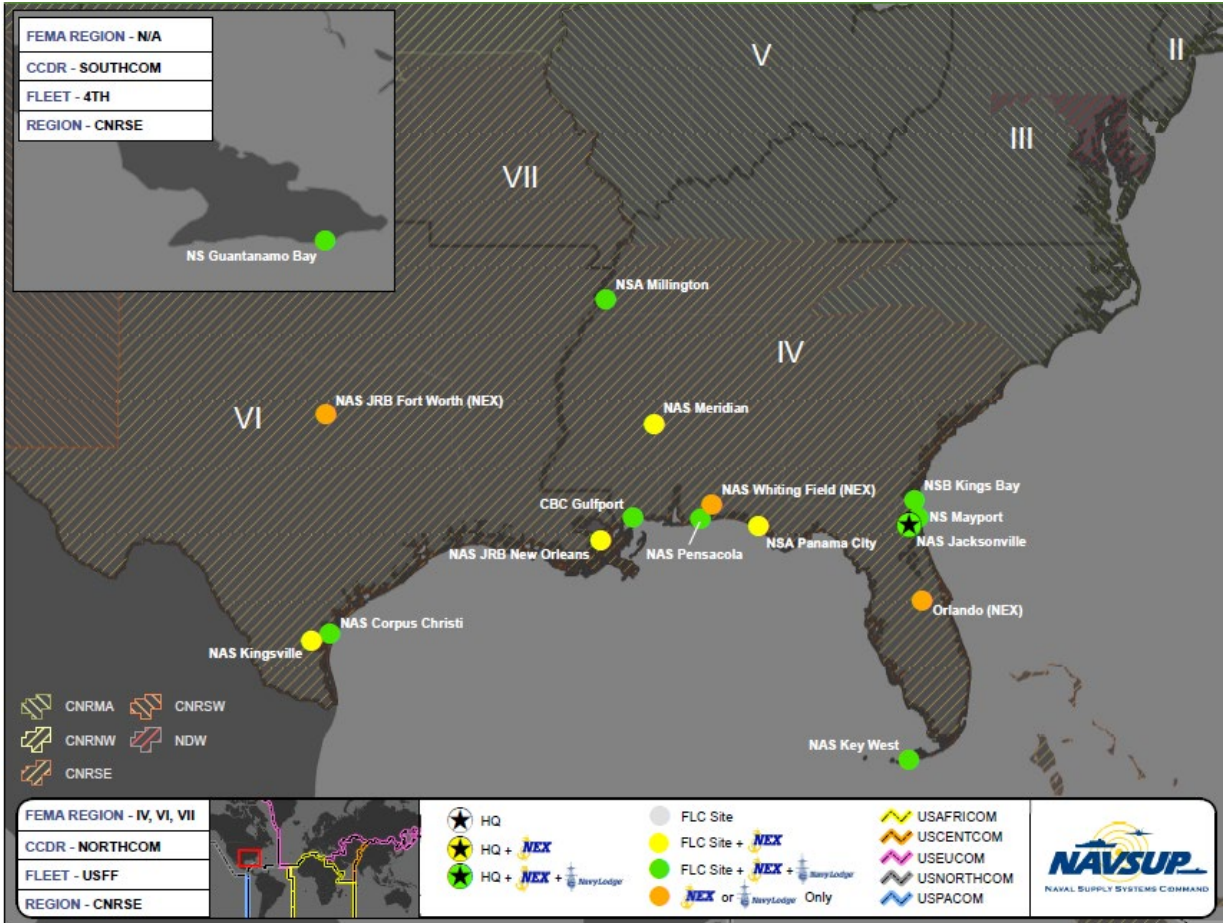
Figure C-5: NAVSUP FLC Jacksonville Area of Operations

NAVSUP FLC Jacksonville, FL (FLCJ): Aligned to the 4th Fleet; supports forces in the U.S. Southern Command (SOUTHCOM) and NORTHCOM (Southeast US and east coast of Mexico) AORs.

- Mailing Address:
  Fleet Logistics Center Jacksonville
  P.O Box 97
  NAS Jacksonville, FL 32212-0097
- URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Jacksonville/
- Logistics Support Center:
    - DSN: 942-4762/COMM 904-307-4762
    - FAX: 904-270-6935
    - E-Mail: FLCJAXS_LSC@navy.mil
- Message: NAVSUP FLT LOG CTR JACKSONVILLE FL
- MILSTRIP Routing Identifier: NBZ
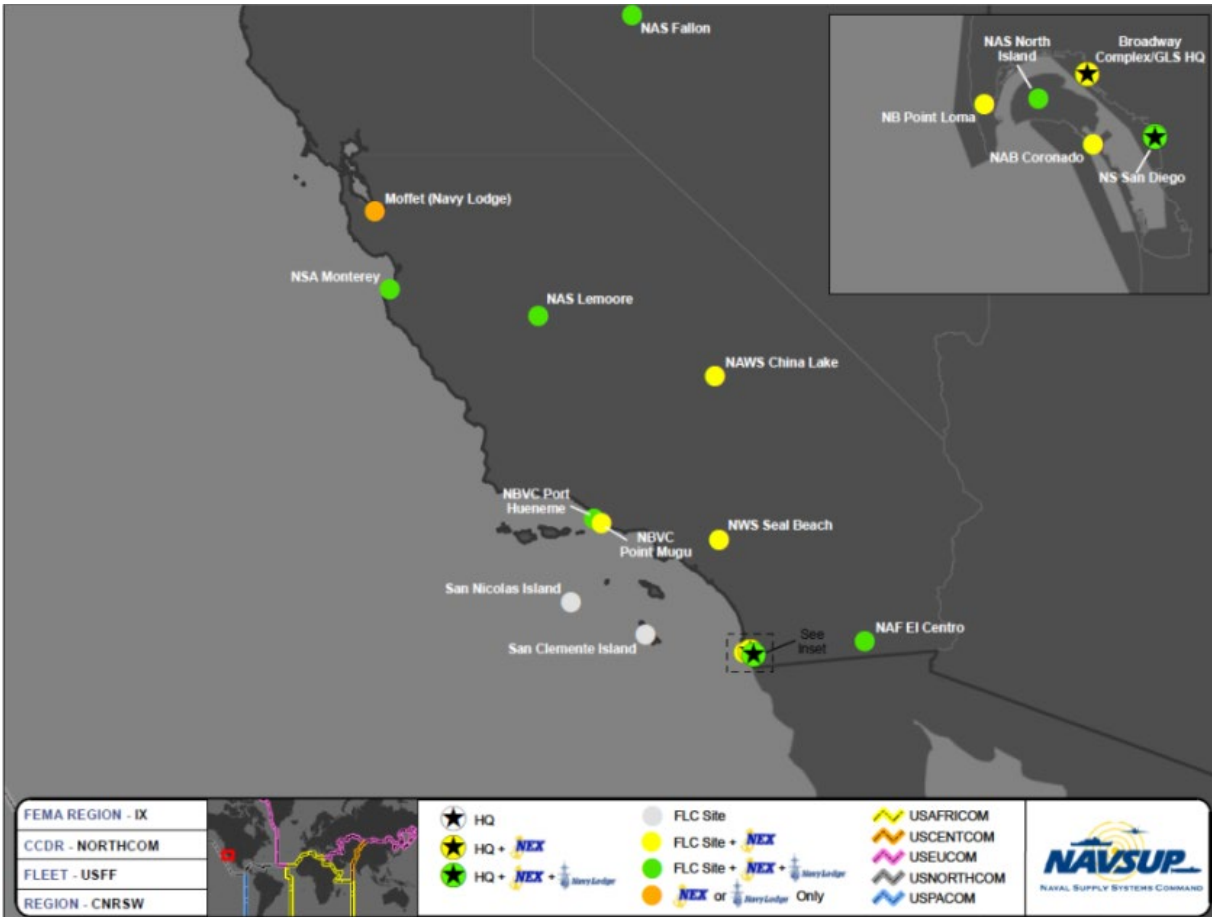
Figure C-6: NAVSUP FLC San Diego Area of Operations

NAVSUP FLC San Diego, CA (FLCSD): Aligned to the 3rd Fleet; supports forces in the NORTHCOM and INDOPACOM AORs (CA and the west coast of Mexico).

- Mailing Address:
  NAVSUP Fleet Logistics Center San Diego
  3985 Cummings Road
  San Diego, CA 92136-4000
- URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-San-Diego/
- Logistics Support Center:
  - DSN: 526-6004/COMM 619-556-6004
  - E-Mail: NAVSUPFLCSD.LSC@navy.mil
- Message: NAVSUP FLT LOG CTR SAN DIEGO CA
- MILSTRIP Routing Identifier: NDZ
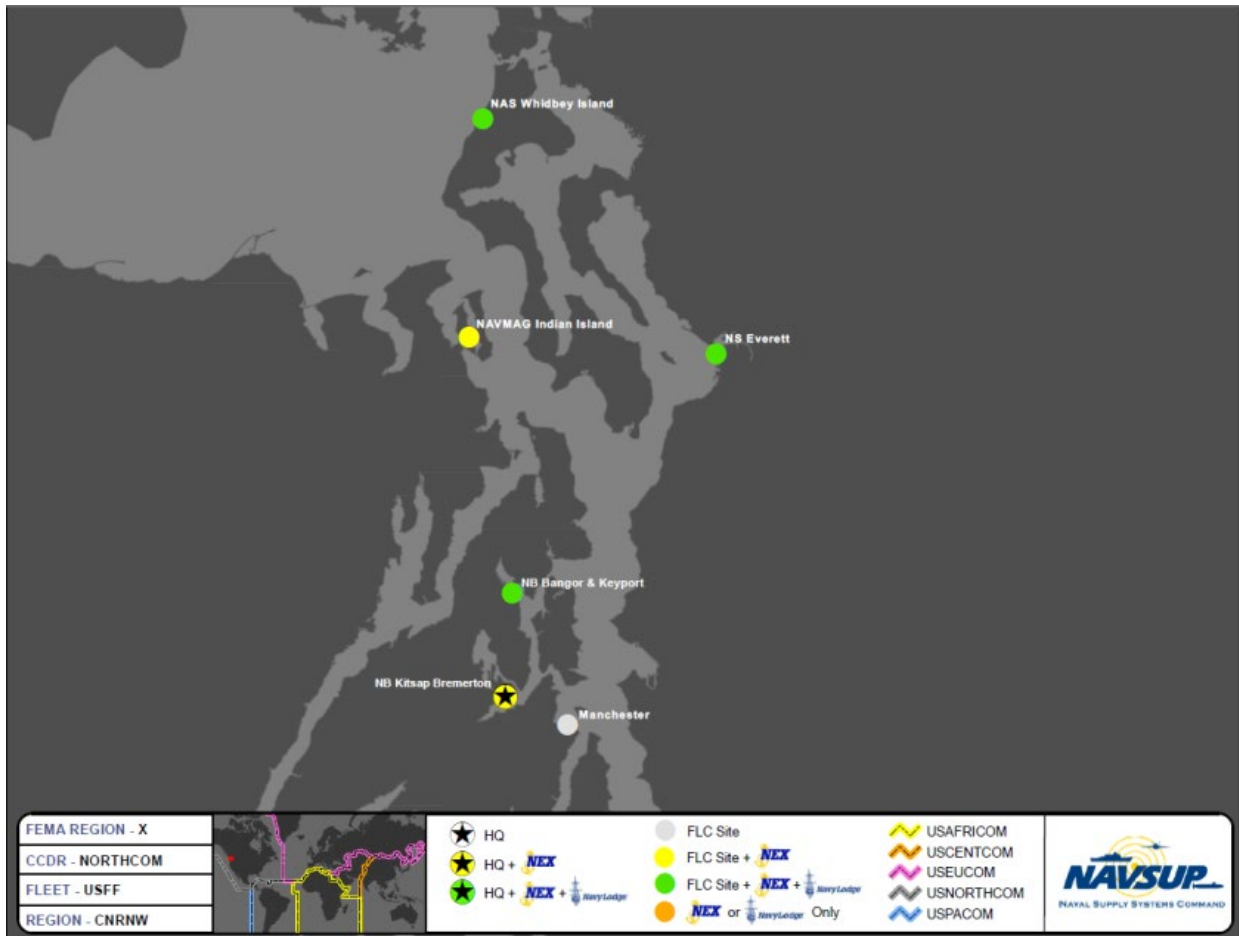
Figure C-7: NAVSUP FLC Puget Sound Area of Operations

NAVSUP FLC Puget Sound, WA (FLCPS): Aligned to the 3rd Fleet through FLCSD; supports forces in the NORTHCOM and INDOPACOM AORs (OR, WA, AK, and the west coast of Canada).
- Mailing Address:
  NAVSUP Fleet Logistics Center Puget Sound
  467 W Street
  Bremerton, WA 98314-5100
- URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Puget-Sound/
- Logistics Support Center:
  - o DSN 439-7437/COMM 360-439-7437
  - o Email: FLCPS.LSC@navy.mil
- Message: NAVSUP FLT LOG CTR PUGET SOUND WA
- MILSTRIP Routing Identifier: NUZ
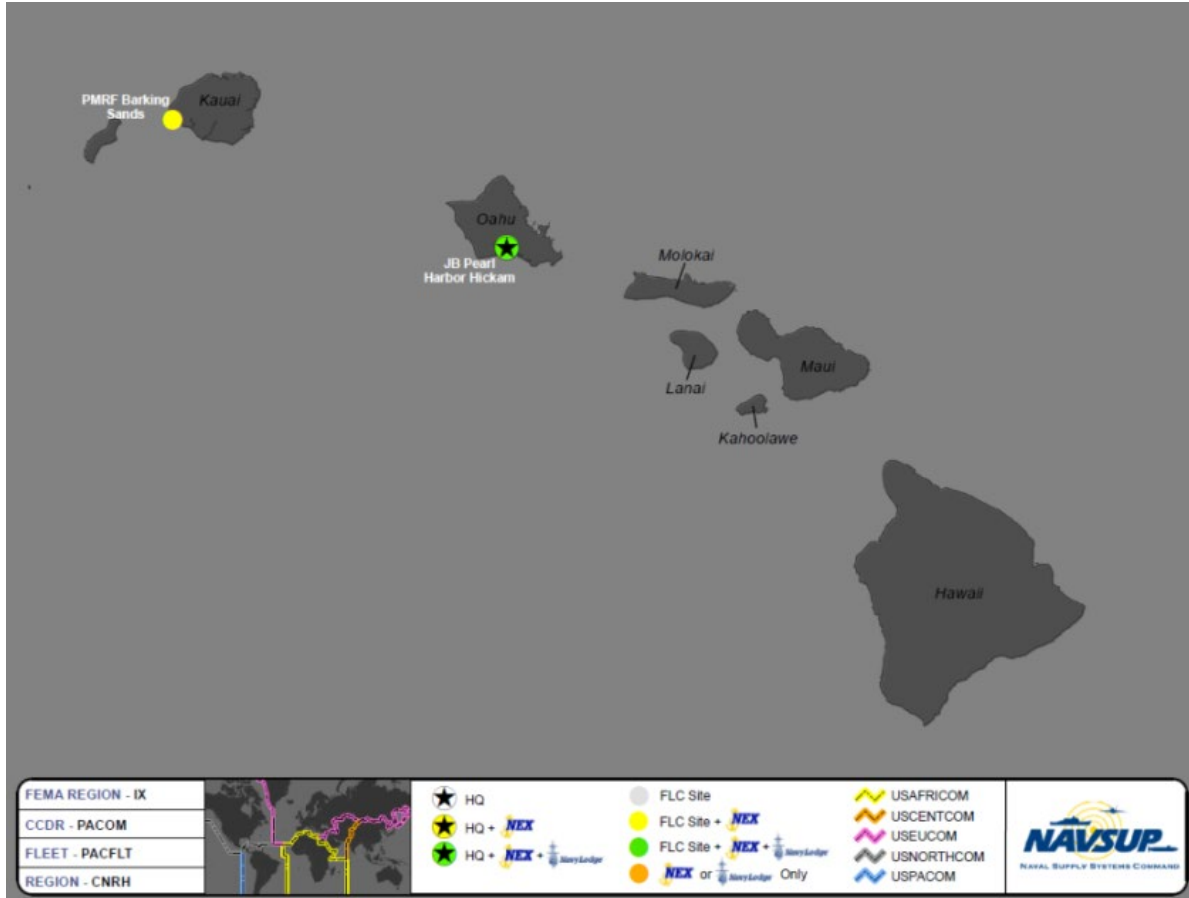
Figure C-8: NAVSUP FLC Pearl Harbor Area of Operations

NAVSUP FLC Pearl Harbor, HI (FLCPH): Aligned to the 3rd Fleet through FLCSD; supports forces in the INDOPACOM AOR, (Middle-Pacific - the date line east to the Continental US).

- Mailing Address:
  NAVSUP Fleet Logistics Center Pearl Harbor
  1942 Gaffney Street Suite 100
  JBPHH, HI 96860-4549
- URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Pearl-Harbor/
- Logistics Support Center:
  - Comm: 808-473-7929 / DSN: 315-473-7929
  - EMAIL: LSC.NAVSUPFLCPH.FCT@navy.mil
- Message: NAVSUP FLT LOG CTR PEARL HARBOR HI
- MILSTRIP Routing Identifier: NPZ
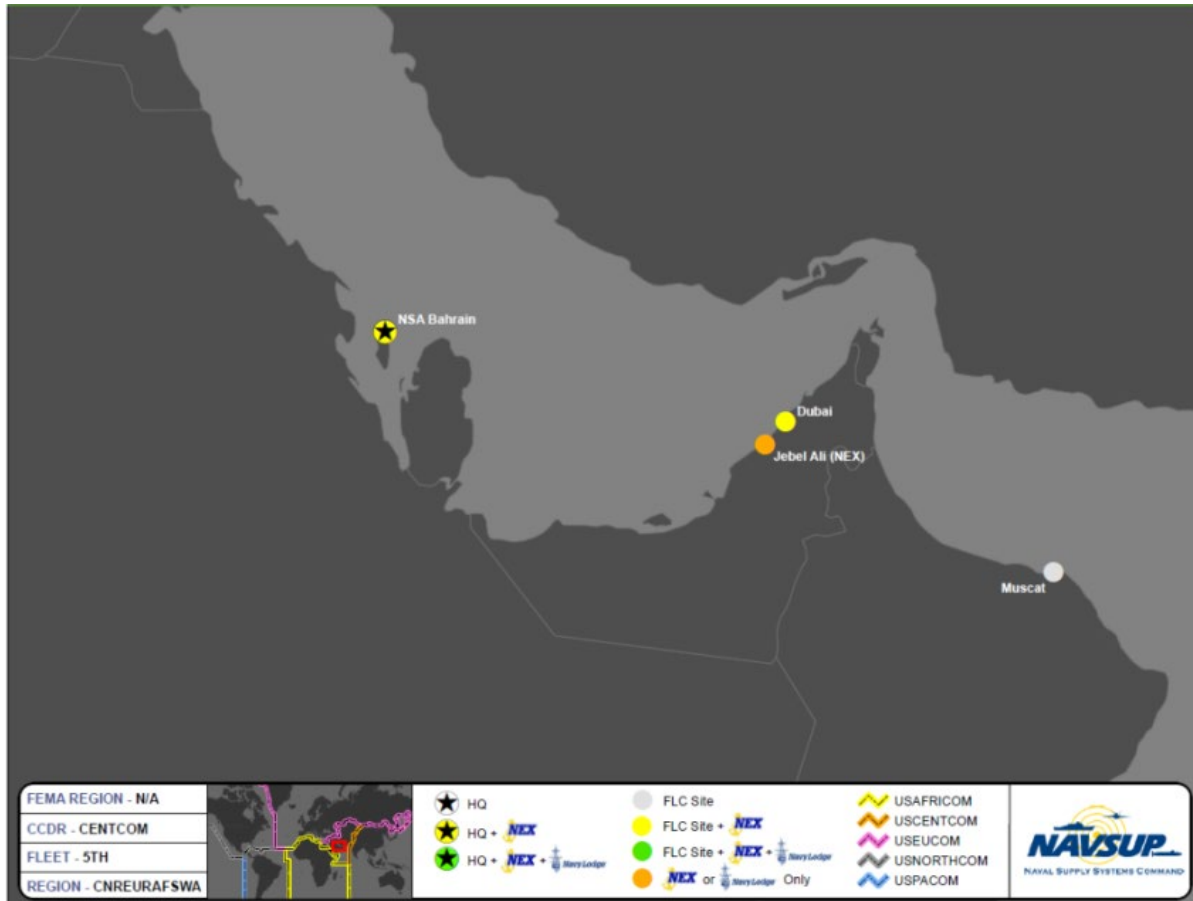
Figure C-9: NAVSUP FLC Bahrain Area of Operations

NAVSUP FLC Bahrain (FLCB): Aligned to the 5th Fleet; supports forces in throughout the CENTCOM AOR as well as delivering direct logistical support to Dubai and Jebel Ali, United Arab Emirates; and Bahrain.

- Mailing Address:
  NAVSUP Fleet Logistic Center Bahrain
  PSC 851 BOX 50
  FPO AE 09834-0001
- URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Bahrain/
- Logistics Support Center:
  - Comm: 973-1785-9803/ DSN: 318-439-9803
  - EMAIL: FLCB.LSC@navy.mil
- Message: NAVSUP FLT LOG CTR BAHRAIN
- MILSTRIP Routing Identifier: SH8

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Appendix D – HULL/FILL/Deckload Ordering Business Rules

1. Upon arrival in a CTF-_3 AO, embarked units must notify the MSC N46 (MSC_N46@us.navy.mil) of their intent to requisition supplies available aboard CLF ships and provide all AACs that will be used to order such supplies. Marine units should use either the GCSS-MC to Navy ERP pass-through requisition process or OTS for ordering supplies from CLF ships.

2. All non-subsistence requisitions can be uploaded to OTS and will be auto sourced either to ERP for supply system sourcing or to MSC's Corrective Maintenance and Logistics System (CMLS) for CLO sourcing. Units uploading their requirements to OTS will no longer email MILSTRIP files to the CLO team, unless directed to do so by the CLO. There is an automated programing logic in the DAAS that "traps" requisitions for "in scope" (selected) units that order CARGO items. These requirements are "marked" by replacing the NRP routing identifier code (RIC) with R5K and then pulled into CMLS.

3. Once in CMLS, the CLO team can process the requirements for sourcing against a CLF or by referring the requirement back to ERP. Requirements that are selected for referral will have the referral status file automatically sent to DAAS. A history of transaction statuses is recorded in the MTRA, which is managed by NAVSUP Business System Center.

4. When directed by the CLO to manually submit requisitions, the requesting unit must first obtain the most up to date version of the CARGO, which can be downloaded at: https://dataxfer.csd.disa.mil/dataxfer/files/cargo/. Using the CARGO, a list of needed items will be provided to the ship's Supply Officer. These requirements will be screened against what may already be onboard (deckload) in which case the materiel will be issued. Otherwise, the AO schedule of events should be reviewed to determine if materiel could feasibly be received via RAS or in port by the required delivery date. If so, the requisition is submitted in MILSTRIP format to the CTF-X3 CLO according to AO pre-RAS and pre-deployment guidance. This process is shown in Figure D-1 below.
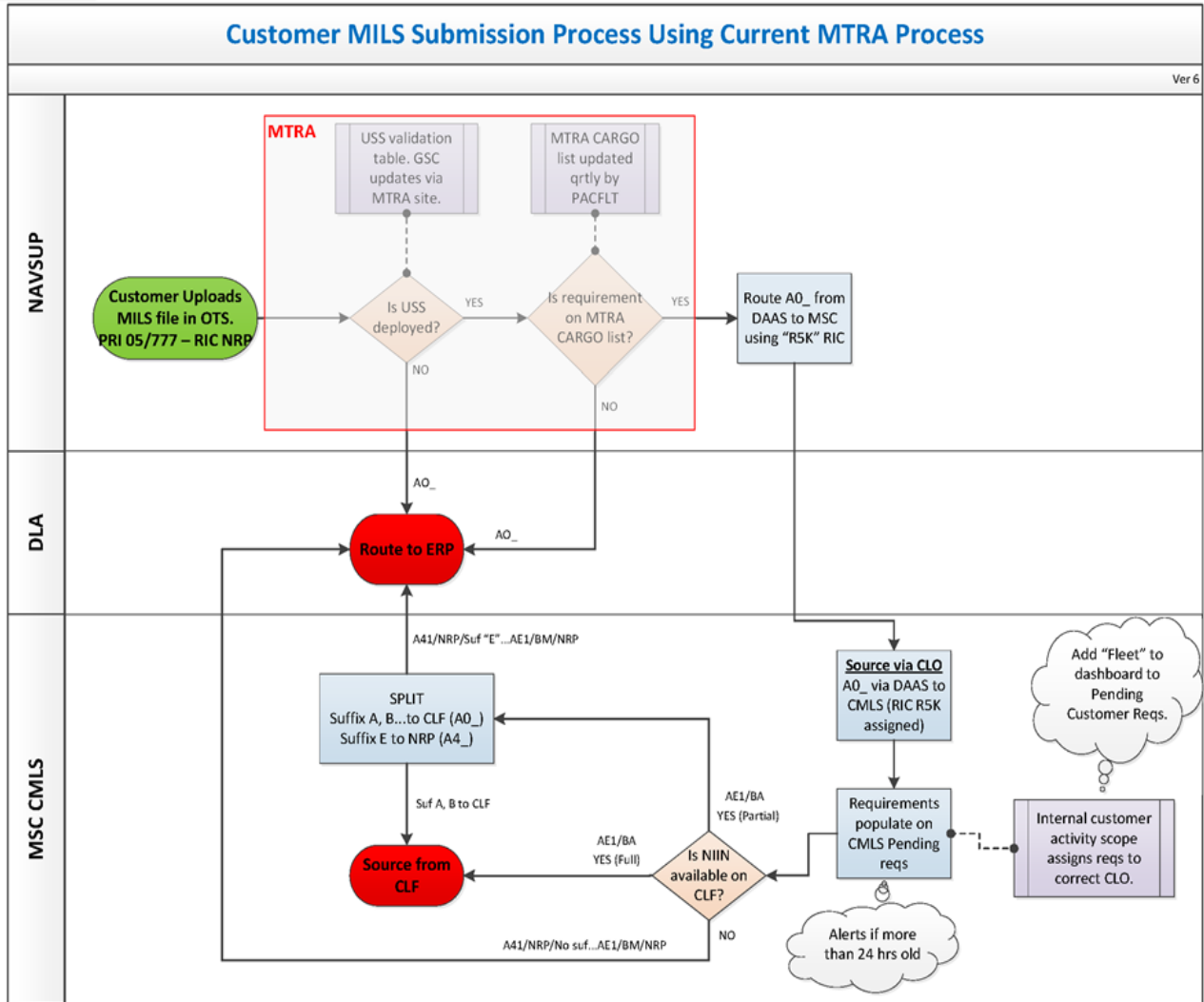
Figure D-1: HULL/FILL/Deckload Ordering Process

5. Within MSC's CLF are three classes of support ships. Each was designed with different mission requirements and therefore has varying commodities categories and quantity load out capabilities. The three classes are the T-AKE, T-AO, and the T-AOE. Capacity for each is shown in Figure D-2. Figure D-3 further breaks down the category of cargo that each class of ship carries.

UNCLASSIFIED

T-AKE	T-AO	T-AOE

Cargo:
- 5,509 mtons Ammo/Stores
- 25,806 bbls Cargo Fuel
- *FILL / HULL / 9M*
- **1,100 pallets Freeze/Chill**
- Class I, II, III, V, VI, VIII, IX

 # assigned MSC: 12

Cargo:
- 0 mtons Ammo/Stores
- 180,000 bbls Cargo Fuel
  (154,000 bbls if double hull)
- *Deck Load / HULL*
- **100 pallets Freeze/Chill**
- Class I, II, III

 # assigned MSC: 15

Cargo:
- 2,950 mtons Ammo/Stores
- 177,000 bbls Cargo Fuel
- *HULL / Deck Load / 9M*
- **400 pallets Freeze/Chill**
- Class I, II, III, V

 # assigned MSC: 3

Figure D-2: MSC CLF Vessels

Fleet Issue Load List (FILL)	1816	II, VIII, IX	NAVSUP	✔		
DLRs*	7					
FHA Kit	49		MSC	✔		✔
Deck-Load (DKLD)	19	III	MSC		✔	✔
Foreign Humanitarian Assistance (FHA)	7	II, VIII	USFF/CPF	✔		
Fuel (DFM/JP5)	2	III	DLA	✔	✔	✔
Ordnance	Varies	V	USFF/CPF	✔	✔	

*Subsistence/DLR Load on Select T-AKEs

Figure D-3: CLF Cargo Commodity Matrix

D-3
UNCLASSIFIED

5. MSC/CLF points of contact and links of interest:

- MSC: MSC_N46@us.navy.mil

- CTF-33 CLO: CTF-33CLO@navy.mil

- CTF-53 CLO: CTF-53CLO@me.navy.mil

- CTF-63 CLO: CTF-63CLO@eu.navy.mil

- CTF-73 CLO: CTF-73CLO@fe.navy.mil

- CTF-83 CLO: CTF-83CLO@navy.mil

- CARGO: https://dataxfer.csd.disa.mil/dataxfer/files/cargo/

Appendix E – Supply Chain Performance Dashboard

GROUND EQUIPMENT READINESS. Six-week history of ground equipment readiness for military equipment (ME) and mission essential equipment (MEE) per current MCBul 3000. Data reflects the condition (R%) of on-hand reportable items based on aggregate ME/MEE on-hand quantities as posted in GCSS-MC. R% = (Possessed – Not Mission Capable) / Possessed. The Y-axis is tailorable to reflect readiness trends/variation for each specific unit.

GROUND EQUIPMENT DEGRADED. Top five degraded weapon systems by condition in ascending order (lowest first) with first cutoff as MEE R% <75, then ME R% <75. Headers include Table of Authorized Materiel Control Number (TAMCN), equipment nomenclature (NOMEN), quantity on-hand (O/H), condition (R%), and condition trend (TREND). The trend line corresponds to the report period.

CLASS IX BLOCK COMPOSITION

TYPE: Secondary Repairables (SECREP) or Consumables (CONS).

NIIN: Count of unique NIINs with stock on-hand.

$VALUE: Dollar value of block based on total cost of stock on-hand.

RANGE: Percent of stocked items with stock on-hand; calculated by dividing NIINs with stock on-hand by number of NIINs authorized.

DEPTH: Sum of all on-hand balances of authorized NIINs across the allowance list divided by the sum of the total authorized quantity of all NIINs on the allowance list. For NIINs in an excess posture, the on-hand count is limited by the allowance quantity to avoid crediting excesses.

GOAL R/D: Range and depth goals established collaboratively by HQMC/MARCORLOGCOM. These goals will be determined through periodic review of historical performance and updated as necessary to keep them challenging – yet achievable. Goals for SECREPs and consumables may be different as the processes and procedures for managing these inventories differ.

CLASS IX BLOCK CUMULATIVE PERFORMANCE

DMD: Number of 'demands' for items assigned a combat essentiality code (CEC) of 5 or 6 and/or items for which the unit has established an allowance (stocked item).

SDMD: Number of 'demands for stocked items' or items having an established allowance.

ISSUE: Number of 'issues' from the block.

N/A: Number of instances when requested items were on-hand within the block but were 'not available' for immediate issue.

NIS: Number of demands for stocked items not issued because the item was 'not in stock'.

N/C: Number of demands for CEC 5 and 6 items that do not have an allowance and thus are 'not carried' in the block.

GROSS EFF: 'Gross Effectiveness' or % of demands for both stocked and non-stocked items meeting block criteria (CEC 5/6) that were satisfied by issues from the block (ISSUE/DMD); followed by a spark line trend.

NET EFF: 'Net Effectiveness' or % of demands for stocked items that were satisfied by issues from the block (ISSUE/SDMD); followed by a spark line trend.

GOAL G/N: Goals established by HQMC/MARCORLOGCOM for 'gross' and 'net' effectiveness rates.

RANGE. Visual depiction of block range, defined as the % of stocked items with stock on-hand; illustrated by on-hand, due-in, and deficient NIINs.

DEPTH. Visual depiction of block depth, calculated by the sum of all on-hand balances of authorized NIINs across the allowance list divided by the sum of the total authorized quantity of all NIIN's in the allowance list; illustrated by on-hand serviceable, due-in serviceable, on-hand unserviceable, deficiencies, and excesses.

LOGISTICS RESPONSE TIME (LRT). LRT is the portion of customer wait time that measures the average time from the date of the requisition to the time the materiel is received by the customer and reported to the Defense Logistics Agency (DLA) Transactions Services. LRT includes the response time for off-station / off-ship requirements only; and only those requisitions with initial statuses indicating items are available for shipping (e.g., AE1 BA/V/Z or AS1). It does not include demands filled from demand supported inventory, deployed Class IX block, shipboard inventory, or any off-station / off-ship requisition where the initial status does not indicate items are available for shipping (e.g., AE1/BD or AE1/BB). This table provides LRT data by issue priority group (IPG) and source of supply (SOS). The requisition count (CNT) and average days (DAYS) is provided. LRT is a metric that measures response time from the using unit perspective; accuracy of LRT data is dependent on units processing timely receipt transactions.

TYPE: Secondary Repairables (SECREP) and Consumables (CONS).

IPG 1: Demands citing priority designators 01, 02, and 03. The LRT goal is the USTRANSCOM approved time definite delivery (TDD) standard for category 1 shipments.

IPG 2: Demands citing priority designators 04 through 08. The LRT goal is the USTRANSCOM approved TDD standard for category 2 shipments.

PRIORITY MAT'L OFFICE: Demands sourced/expedited by Navy's Priority Material Office, regardless of SOS (excludes commercial buys).

PRIMARY RIP/GA: Demands sourced from the unit's primary (parent MEF) RIP and General Account (GA).

OTHER RIP/GA: Demands sourced from RIPs and GAs other than the unit's parent MEF.

DEFENSE LOGISTICS AGENCY: Demands sourced from DLA activities.

SERVICE ICP: Demands sourced from other Service inventory control points or retail activities, excluding Navy PMO.

GSA/COMM'L: Demands sourced from the General Services Administration or commercial activities.

GROUND EQUIPMENT READINESS

Legend: RPT PEI, MEE

X-axis: 05/08/2016, 05/15/2016, 05/22/2016, 05/29/2016, 06/05/2016, 06/12/2016
Y-axis: 90.00%, 92.00%, 94.00%, 96.00%, 98.00%, 100.00%

GROUND EQUIPMENT DEGRADED

TAMCN	NOMEN	O/H	R%	TREND
E0055	ITAS-7	8	62.50%	
A0242	SATELLITE COMMUNICA	1	0.00%	
D0022	TRUCK,UTILITY	3	66.67%	
B0077	GENERATOR SET,DIESE	3	66.67%	
B0071	WATER PURIFICATION	2	50.00%	
B2483	LOADER,BACKHOE	2	50.00%	

CLASS IX BLOCK COMPOSITION

TYPE	NIIN	$VALUE	RANGE	DEPTH	GOAL R/D
SECREP	199	$5.8 M	78.0%	69.0%	90%/80%
CONS	2026	$.9 M	73.4%	76.6%	93%/90%

CLASS IX BLOCK CUMULATIVE PERFORMANCE

DMD	SDMD	ISSUE	N/A	NIS	N/C	GROSS EFF	NET EFF	GOAL G/N
183	150	56	5	65	33	30.6%	37.3%	55%/75%
3225	2458	275	745	1418	767	8.5%	11.2%	40%/80%

RANGE

SECREP: 78.0% (OH), Due, Deficient — Goals, Allowance
CONS: 73.4% (OH), Due, Deficient — Goals, Allowance

0%, 20%, 40%, 60%, 80%, 100%

Legend: OH, Due, Deficient

DEPTH

SECREP: 69.0%
CONS: 76.6%
Goals, Allowance

50%, 60%, 70%, 80%, 90%, 100%, 110%, 120%, 130%, 140%

Legend: OH_01A, DUE_01A, OH_01F, DUE_01F, Deficiencies, Excess 01A, Excess Due 01A, Excess 01F, Excess Due 01F

LOGISTICS RESPONSE TIME

TYPE	IPG 1 GOAL – XX*		IPG 2 GOAL – XX*		PRIORITY MAT'L OFFICE		PRIMARY RIP/GA		OTHER RIP/GA		DEFENSE LOG AGENCY		SERVICE ICP		GSA / COMM'L	
	CNT	DAYS	CNT	DAYS	CNT	DAYS	CNT	DAYS	CNT	DAYS	CNT	DAYS	CNT	DAYS	CNT	DAYS
SECREP	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X
CONS	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X	XXXX	XX.X

*LRT goals are based on USTRANSCOM approved time definite delivery (TDD) standards. The aggregate TDD standards represent the targeted time, within a specified level of confidence (85%), that requisitioned materiel should be delivered to a customer. TDD standards for afloat MAGTFs will include Navy afloat additives.
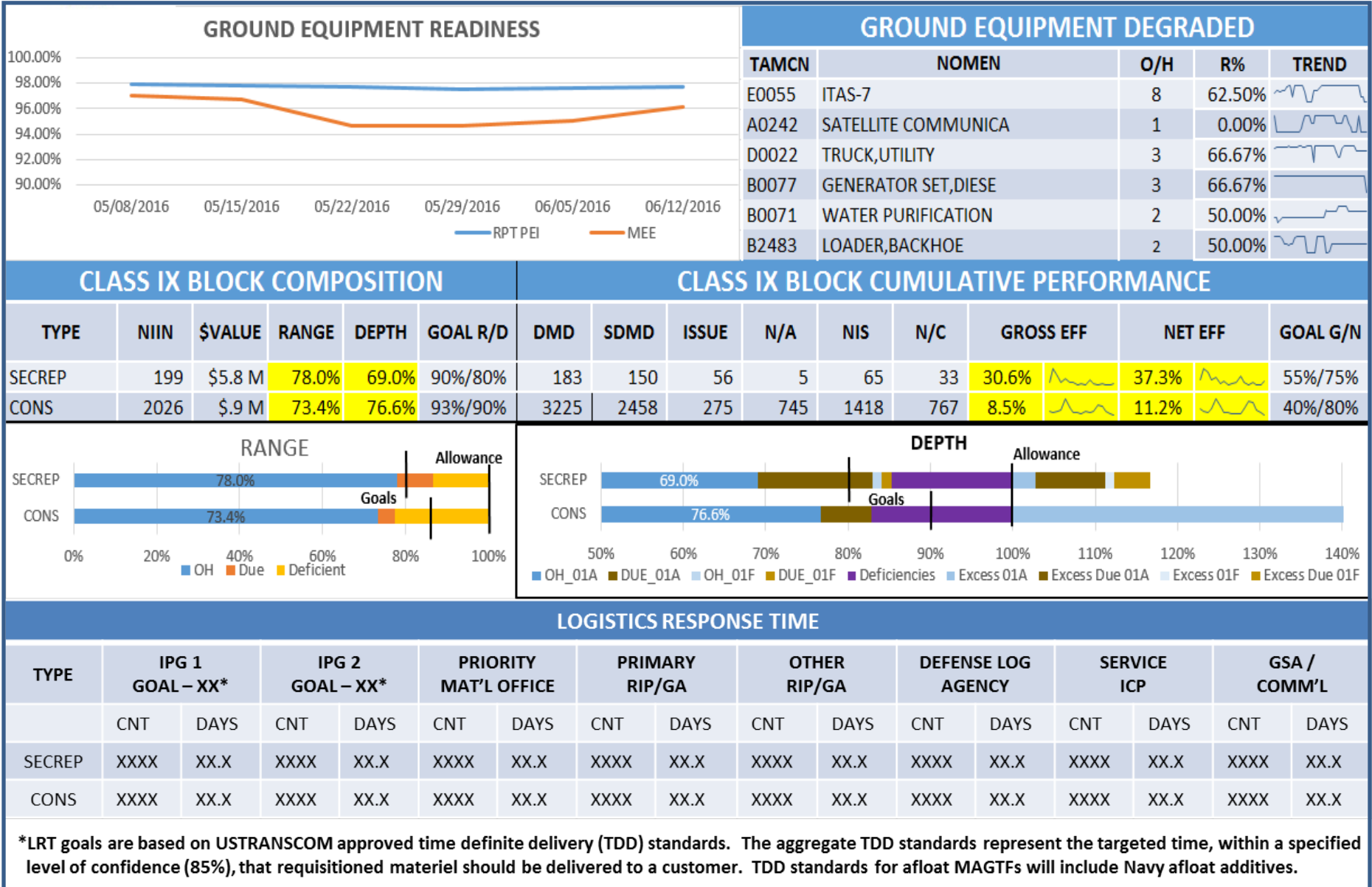
1

Figure E-1: MAGTF Supply Chain Performance Dashboard

Appendix F – Notional Pre-Deployment Planning Timeline

Below is a notional pre-deployment planning timeline for deploying/supported units. Any unit, regardless of size or Service affiliation will need to adjust planning activities to accommodate available planning timelines. E-days are used in the timeline to coincide with ARG/MEU deployment timelines, therefore appropriate adjustments should be made for other types of operations.

E-day — The day landing force personnel, supplies, and equipment begin to embark aboard amphibious warfare or commercial ships. *	
R-day — Redeployment Day.*	
***DoD Dictionary of Military and Associated Terms**	

TIMELINE	EVENT / ACTION	Para/App
E-180	**LOGISTICS TRAINING AND EDUCATION** Deploying unit determines and coordinates available training opportunities.	2.4
E-180	**CONTRACTING** Deploying unit requests contracting support per local procedures as appropriate.	5 App I,J,K
E-180	**MARCORLOGCOM SUPPORT** Deploying Marine units coordinates with MARCORLOGCOM for SMRR pre-deployment site visit to include deployment block planning and PMO training.	I.5, 4.4 App E
E-120	**INVENTORY POSITIONING** Deploying unit reviews the CARGO and initiates intra-unit coordination to compile lists of requirements for submission to the ship's supply officer(s) requesting afloat inventory positioning; and coordinates to determine the method(s) of funding for afloat inventory support.	I.4, 4.2 App D See also App B, C
E-120	**NAVSUP CAPABILITIES** Deploying unit reviews potential support requirements from NAVSUP, establishes accounts for OTS and makes initial liaison with NAVSUP FLC POCs located within the deployed units planned AOs.	I.3, 3.3, 4.2, 5.5, 6.4 App C, I

E-120	**CONTRACTING**	5
		App I,J,K
	Deploying unit identifies requirements for contracted supplies/services to appropriate contracting offices as early as possible. Afloat units coordinate their ashore contracting requirements with ship's supply officers to ensure supporting agencies can leverage economies of scale and avoid unnecessary duplication of effort and market competition.	
E-90	**INVENTORY POSITIONING**	I.4, 4.2
		App D
	Deploying unit supply officer submits final lists of items requested for afloat positioning to the ships' supply officers. Ships' supply officers initiate procurement and stock positioning actions.	See also App B, C
E-90	**COORDINATE PMO SUPPORT**	1.5, 3.3, 4.4
	Deploying unit supply officer establishes communication with LOGCOM's Marine Liaison at PMO to coordinate account set up, training materiel and provide LOA via NAVCOMPT 2275 for funding of purchase card buys and TAC to be charged for shipping materiel to the unit. During initial liaison, the deploying unit's start date for PMO support will be established.	
E-XX	**SOURCING/EXPEDITING OF PRIORITY MATERIEL**	1.5, 3.3, 4.4
	On the date determined during initial liaison, the deploying unit begins submitting IPG-1 requisitions to PMO, via one of the four available submission procedures. A list of all outstanding IPG-1 requisitions, in MILSTRIP format, will also be submitted to PMO for track and trace research. PMO expediter will load these documents to Prime and provide the supported unit with the latest system status or tracking data. PMO will use aggressive techniques to improve status for expedited materiel delivery.	
E-60	**SHIPMENT OF REPAIRABLES**	3.3, 4.5
		App H
	Both the ship and deploying unit supply officers coordinate with NAVSUP WSS ATAC/eRMS Program Manager to identify the assigned TARP representative and establish timelines for support.	

E-60	**INVENTORY POSITIONING**	I.4, 4.2
		App D
	The deploying unit supply officer and ships' supply officers reconcile to determine outstanding requirements to be purchased and stocked.	See also App B&C
E-60	**DLA SUPPORT**	1.2, 4.2
		App B
	Establish account w/DLA to access Distribution Standard System, obtain access to DLA Customer Assistance Handbook, and determine POCs for deployment duration.	
E-45	**DECISION SUPPORT TOOLS**	3.2
	Establish IGC account.	
E-45	**INVENTORY POSITIONING**	I.4, 4.2
		App D
	Deploying unit supply officer and ships' supply officers reconcile to determine outstanding requirements. If there are requirements that still have not been met, the deploying unit supply officer must either initiate action to source the requirements elsewhere for unit embarkation or make alternative arrangements for support as appropriate.	See also App B, C
E-45 to E-30	**SHIPMENT OF REPAIRABLES**	3.3, 4.5
		App H
	Ship and deploying unit supply officers submit requests for ATAC/eRMS usernames and passwords to NAVSUP WSS and request ATAC/eRMS training through their assigned TARP Representative.	
E-45 to E-30	**CARGO ROUTING**	6
	Deploying unit submits DoDAAC change requests to their Service's Department of Defense Activity Address Directory (DoDAAD) Central Service Point (CSP) and notifies NAVSUP of their intent for activating addresses in the CRIF.	
E-45	**LOGISTICS TRAINING AND EDUCATION**	2.4
	CNSF typically hosts a pre-deployment briefing.	
E-15	**CARGO ROUTING**	6
	Deploying unit provides primary/secondary email addresses to appropriate Service air clearance authority. Ship's supply officer releases the fleet freight routing	

	message identifying the last day in homeport and the first scheduled overseas ports for transportation priorities 1-3.	
CRIF effective date to R-30	**CARGO ROUTING** For any CRIF changes, the deploying unit supply officer submits the appropriate information to the LHA/LHD supply officer and the NAVSUP fleet locator.	6
Upon arrival in CTF-_3 AO	**INVENTORY POSITIONING** Supported unit supply officer notifies the MSC N46 (MSC_N46@us.navy.mil), CTF-_3 CLO, and ships' supply officers of intent to use CLF capabilities. Unit must provide the MSC N46 with applicable AACs that will be ordering CARGO items stocked aboard CLF ships.	I.4, 4.2 App D See also App B, C
R-30	**SOURCING/EXPEDITING OF PRIORITY MATERIEL** Supported unit supply officer makes liaison with PMO to establish the termination date of PMO support and request return of funds. On the date determined, PMO will pass all outstanding requisitions to the units supporting supply activity and purge all requisition data from Prime.	1.5, 3.3, 4.4
R-30 To R-10	**CARGO ROUTING** Submit the DoDAAC TAC-2 Address Change Request to the appropriate Service DoDAAD CSP to resume routing cargo to the unit's home station; and notify NAVSUP of intent to deactivate DoDAACs in the CRIF.	6

Appendix G – GCSS-MC Pre-Deployment Planning Timeline

Below is a pre-deployment planning timeline for Marine Corps forces deploying with GCSS-MC. E-days are used in the timeline to coincide with ARG/MEU deployment timelines, therefore appropriate adjustments should be made for other types of operations.

E-day — The day landing force personnel, supplies, and equipment begin to embark aboard amphibious warfare or commercial ships. *

R-day — Redeployment Day.*

*DoD Dictionary of Military and Associated Terms

TIMELINE	EVENT / ACTION	REFERENCE
	USING UNIT ACCOUNT MANAGER (UUAM) SETUP/TRAINING	
E-270	Identify key logistics personnel and UUAMs to be deployed from each element of the MEU.	MEF directed
E-270	Coordinate training requirements with appropriate MEF, begin to develop training plan, execute training plan based upon MEU requirements.	See GCSS-MC Training Classes and coordinate w/MEF Material Readiness Training Center (MRTC).
E-240	Deliver additional required GCSS-MC training to MEU personnel.	User Productivity Kit (UPK) - See GCSS-MC Training Classes and/or coordinate w/MEF MRTC.
E-240	Deploying units Logistics/Supply Officers make liaison with MEU UUAMs to establish communication and coordinate required actions. During initial liaison, the deploying unit's start date for MEU SupO support will be established.	MEF directed
E-210	Submit Total Force Structure Management System (TFSMS) message to Total Force Structure Division (TFSD) via MEF to reflect the equipment allowance and personnel alignments for the deploying MEU.	MEU Letter of Instruction (LOI) for Deployment MCO 4400.201 v2

E-210	All elements of the MEU submit updated Abbreviated BR-100 to make changes to the unit/customer file in GCSS-MC via the supporting Logistics Systems Coordination Office (LSCO). Make changes to the NAVMC 11718 to change unit's TAC address to ensure accuracy prior to change over.	UPK (UM101) Coordinate w/LSCO
E-210	Joint Limited Technical Inspections (JLTI) and equipment transfers supporting the MEU elements begins.	Coordinated within MEF LOI
E-210	Recommend Advanced GCSS-MC training and Enhanced Automated Task Organization (EATO) training in preparation for JLTI and equipment transfers for key stakeholders: UUAM, Supply Officer/Chief, and Maintenance Officers/Chiefs.	Coordinate w/MEFs to attend MRTC Advanced Materiel Readiness Course.
E-190	Ensure that UUAMs configure resource groups to support the MEU elements.	Coordinate w/MEF
E-190	Determine the remaining GCSS-MC training necessary to bring MEU logistics team to full operational capability.	UPK - See GCSS-MC Training Classes and coordinate w/MEF MRTC.
E-190	Deploying unit identifies any remaining shortfalls (late personnel additions, missed training, etc.) and coordinates necessary training requirements with appropriate MEF, to include pre-deployment training.	Coordinate with MEF MRTC.
E-180	Deploying units will be provided a Standard Line of Accounting to support MEU SupO for orders/requisitions.	Coordinate with MEU S-4/SUPO and Comptroller
E-180	Label updated computers as GCSS-MC computer asset, to ensure that the S-6 afloat does not update the Java during a push.	Standard Operating Procedures (SOP) / TM 2800-QRB/B https://mceits.usmc.mil/sites/MCT SSA/SitePages/System%20Inform ation.aspx?System=GCSS-MC
E-180	MEU S-6 ensures coordination with each ship's Network Operations Center (NOC) prior to embarkation. This supports the quality of service (QoS) for incoming and outgoing traffic. Ensure that GCSS-MC is approved to operate on the AF22 priority ashore.	SOP / TM 2800-QRB/B https://mceits.usmc.mil/sites/MCT SSA/SitePages/System%20Inform ation.aspx?System=GCSS-MC
E-180	GCSS-MC MUST operate at AF22 on ship and ashore at the NOCs (Priority) to function correctly. Confirm QoS (ADNS priority – AF22) is set for GCSS-MC traffic on each ship within ARG (incoming and outgoing).	SOP / TM 2800-QRB/B https://mceits.usmc.mil/sites/MCT SSA/SitePages/System%20Inform ation.aspx?System=GCSS-MC

E-180	If MEU S-6 runs into issues, MFC and Naval Information Warfare Systems Command (NAVWARSYSCOM) will have to engage with NOC to facilitate changes required. NAVWARSYSCOM has published directives to all the NOCs so this shouldn't be an issue. MEU S-6 must validate when they enter theater.	SOP / TM 2800-QRB/B https://mceits.usmc.mil/sites/MCTSSA/SitePages/System%20Information.aspx?System=GCSS-MC
E-180	Confirm installation and operation of RSA on each ARG ship.	SOP / TM 2800-QRB/B https://mceits.usmc.mil/sites/MCTSSA/SitePages/System%20Information.aspx?System=GCSS-MC
E-180	Ensure that updated Financial Data (WCI) from Abbreviated BR-100 and NAVMC 11718 is accurate within GCSS-MC and DAI.	UPK (FM-101)
E-180	Financial Data Manager (FDM) creates JONs, Approval groups, and Journals to support attached units.	UPK (FM-101)
E-180	Ensure that the Force/Activity Designator (F/AD) is upgraded in the abbreviated BR-100	UPK (UM101) MCO 4400.16H
E-180	All UUAMs attached to the MEU elements will perform and document a 100% user account validation of their GCSS-MC organization.	CMC 191555Z Jun 15
E-180	JLTI and equipment transfers supporting the MEU elements completed.	Coordinated within MEF LOI
E-180	Each element of the MEU must update their allowances with command adjustments as directed.	MEU LOI for Deployment
E-180	Ensure that GCSS-MC elements are setup to receive status from the supporting CLB.	UM 4000.125 GCSS-MC User Manual
E-30	Ensure Navy Ship DoDAACs reside within GCSS-MC Activity Address Code value is set for signal code J requisitions.	Coordinate w/LSCO
E-30	(Change the TAC-1 and TAC 2 data) Submit the DoDAAC TAC-2 Address Change Request to the appropriate Service DoDAAD CSP to resume routing cargo to the unit's deployed address; and notify NAVSUP of intent to activate DoDAACs in the CRIF. (NAVMC 11718). Change effective E-10	Cargo Routing Coordinate with LSCO for NAVMC 11718
E-30	Submit Abbreviated BR-100 to ensure that CLB sourcing rules in GCSS-MC are set up to pass requisitions directly to DLA-Transaction Services and not the home station SMU for consumable Class IX.	UM 4000.125 GCSS-MC User Manual

E-30	Submit Abbreviated BR-100 to change CONUS location to OCONUS for I and II MEF MEUs.	UM 4000.125 GCSS-MC User Manual
E-0	Deployment Cycle Begins.	
R+8 to R+30	MEF directed JLTI of all transferred equipment.	MEU LOI for Deployment
R+30	Update Abbreviated BR-100 to make changes to the unit/customer file in GCSS-MC.	UPK (UM101)
R+30	Ensure that the F/AD is downgraded in your Abbreviated BR-100.	UPK (UM101) Coordinate with LSCO MCO 4400.16H
R+30	Submit Abbreviated BR-100 to change OCONUS location to CONUS for I and II MEF MEUs.	
R+30	Transfer equipment back from MEU elements to task-organized units after JLTI is completed.	MEU LOI for Deployment
R+30	All units update Command Adjust Allowances.	MEU LOI for Deployment
R+30	Submit the DoDAAC TAC-1 & TAC-2 Address Change Request to resume routing cargo to the unit's home station location; notify NAVSUP of intent to deactivate DoDAACs in the CRIF. (NAVMC 11718).	Cargo Routing
R+30	All UUAMs attached to the MEU elements will perform and document a 100% User Account Validation of their GCSS-MC Organization	CMC 191555Z Jun 15
R+30	Update Financial Data (WCI) from MEU to Home Station WCI. Will require Comptroller's (MEF, DIV, MAW, MLG) signature on NAVMC 11718 .	UPK (FM-101)
R+30	Submit TFSMS message to TFSD via MEF to reflect the equipment allowance and personnel alignments returning from the deploying MEU elements back to Operational Control at Home Station.	MEU LOI for Deployment
R+30	Submit Abbreviated BR-100 to ensure that the CE, BLT, and CLB DoDAACs have GCSS-MC and SECREP sourcing rules pointing to Home Station SMU and RIP.	UM 4000.125 GCSS-MC User Manual

Appendix H – Common Naval Packaging Data

NAVSUP WSS PUB P700, Common Naval Packaging (CNP) Data, provides packaging requirements for all Navy, Marine Corps and Coast Guard activities, contractors and trans-shippers performing packaging, handling, storage & transportation functions for Navy depot level repairables (DLR) and Navy-managed consumables, Marine Corps SECREPs and Coast Guard repairables.

P700-CNP covers methods of preservation required to protect materiel against degradation and to ensure further use of the materiel by the Navy at a reduced cost. P700-CNP provides MIL-STD-2073-1D coding for USN/USMC controlled stock numbers.

Instructions for access and use of the P700-CNP can be found at: https://tarp.navsup.navy.mil/p700.nsf/ (DoD PKI required). Upon entering the site, users are prompted to select a DLR or SECREP packaging level and search for packaging requirements by entering NIIN, part number, or part name. DLR/SECREP packaging level options include:

• 	Level 1: Afloat activities & deployed Marine aviation logistics squadrons (MALS)
• 	Level 2: Ashore activities & non-deployed MALS (in garrison)
• 	Level 3: New procurements, repair depots
• 	Ground Marines
• 	Coast Guard

Contact Information: Visit the TARP Website at https://tarp.navsup.navy.mil/ or call the toll-free TARP Hotline at 1-866-427-8277. For training and support, contact your regional TARP representative.

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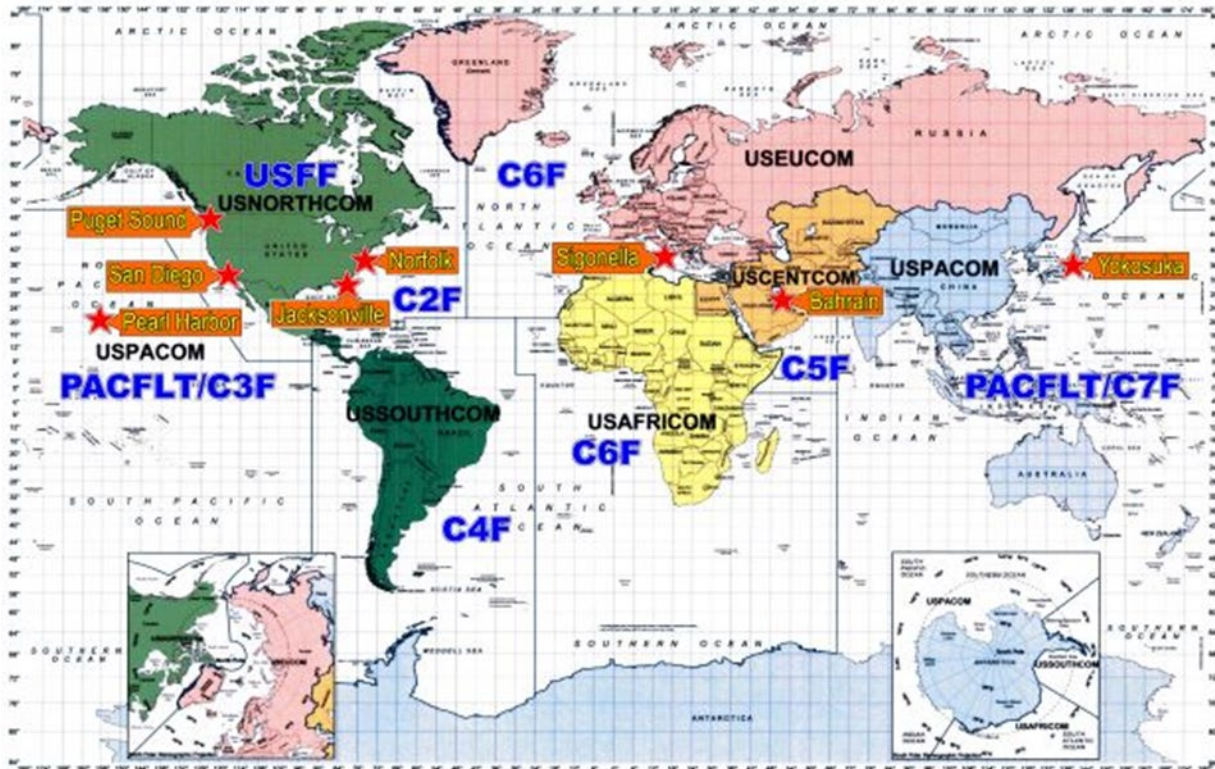# Appendix I – NAVSUP FLC Contracting Network

Figure I-1: NAVSUP FLC Contracting Network

NAVSUP FLC JACKSONVILLE: aligned to the 4th Fleet and US Fleet Forces (USFF/CTF-80); supports Naval forces in the SOUTHCOM and NORTHCOM (Southeast U.S.) AORs.
URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Jacksonville/

NAVSUP FLC NORFOLK: aligned to USFF/CTF-80; supports Naval forces in the NORTHCOM AOR (Mid-Atlantic, Northeast, Mid-West US; and east coast of Canada).
URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Norfolk/

NAVSUP FLC PEARL HARBOR: aligned to the Pacific Fleet; supports Naval forces in the INDOPACOM AOR, (Middle-Pacific - the date line east to the Continental US).
URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Pearl-Harbor/

NAVSUP FLC PUGET SOUND: aligned to the 3rd Fleet; supports Naval forces in the NORTHCOM and INDOPACOM AORs (OR, WA, AK, and the west coast of Canada).
URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Puget-Sound/

NAVSUP FLC SAN DIEGO: aligned to the 3rd Fleet; supports Naval forces in the NORTHCOM and INDOPACOM AORs (CA and Mexico).
URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-San-Diego/

NAVSUP FLC SIGONELLA: aligned to the 6th Fleet; supports Naval forces throughout the EUCOM, and AFRICOM AORs.
URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Sigonella/

NAVSUP FLC BAHRAIN: aligned to the 5th Fleet; supports Naval forces throughout the CENTCOM AOR.
URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Bahrain/

NAVSUP FLC YOKOSUKA: aligned to the 7th Fleet; supports Naval forces in the INDOPACOM AOR (Far East, Australia, to the Indian Ocean)
URL: https://www.navsup.navy.mil/NAVSUP-Enterprise/NAVSUP-FLC-Yokosuka/

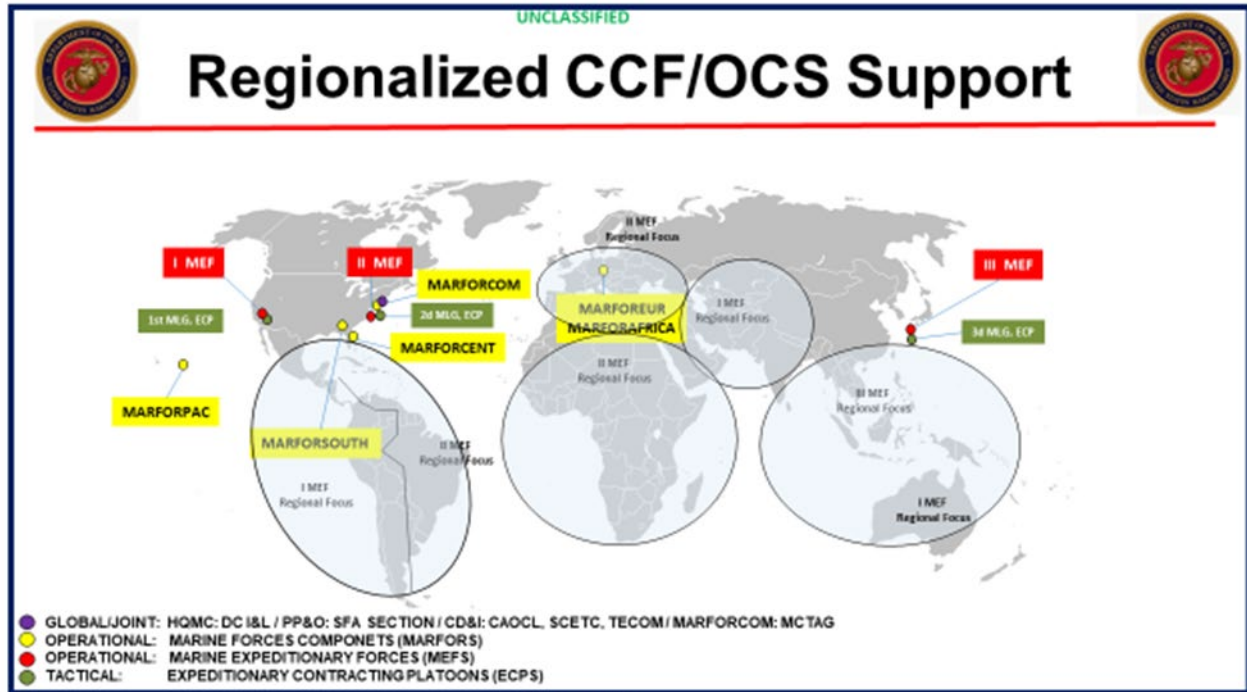## Appendix J – Marine Corps Operational Contracting Support (MCOCS)

Figure J-1: MCOCS

MCOCS: Provides direct support to Marine Corps operating forces engaged in full spectrum of armed conflict and operations other than war, domestic and overseas. For deployable and deployed units, the MCOCS is comprised of the MARFOR, MEF and MLG OCS capabilities that are regionally assigned AOs to support their respective MAGTFs or assigned missions.

USMC Points of Contact:

HQMC, Installation and Logistics, LPS-4, Arlington VA:
Comm: 703-604-0453/2998, DSN: 312-664-0453/2998.

HQMC Assistant Deputy Commandant for Installation and Logistics, Contracts (Code: LB), Arlington VA: Comm: 703-604-3584/3583/3269, DSN: 312-664-3584/3583/3269.

MARFOREUR/AF OCS Advisor, Stuttgart Germany: Comm: +49 703-115-2161, DSN 314-431-2161

MARCENT OCS Advisor, Tampa, FL: Comm: 813-827-10374145, DSN: (813312) 651-10374145.

MARFORSOUTH OCS Advisor, New Orleans, LA: Comm: 305-437-2534, DSN: 312-567-2534.

MARFORPAC OCS Advisor, Camp H. M. Smith, HI: Comm: 808-477-8342, DSN: 315-477-8342.

I MEF OCS Advisor, Camp Pendleton, CA: Comm: 760-763-1388/760-725-9262, DSN: 312-365-9262.

II MEF OCS Advisor, Camp Lejeune, NC: Comm: 910-451-6828/910-451-6887.

III MEF OCS Advisor, Okinawa, JA: DSN: 315-622-7074/315-622-7387, Comm: 011-81-737-4694/1913.

I MEF ECP, 1st MLG, Camp Pendleton, CA, Comm: 760-725-6810/760-763-9842.

II MEF ECP, 2nd MLG, Camp Lejeune NC: Comm: 910-451-8985/8797.

III MEF ECP, 3rd MLG, DSN: 315- 637-4694/4146/1913, Comm: 011-81-737-4694/4146/1913.

Appendix K – NAVFAC GCCC & GCSC

GLOBAL CONTINGENCY CONSTRUCTION MULTIPLE AWARD CONTRACT:
A NAVFAC Atlantic administered contract that provides worldwide rapid civilian construction, planning, engineering, design, and construction materiel logistics with incidental facilities support services for:
- Disaster recovery
- Military conflict
- Operations Other Than War
- Humanitarian Assistance
- Projects with similar characteristics

GLOBAL CONTINGENCY SERVICES MULTI AWARD CONTRACT: A NAVFAC Pacific administered contract to provide short term facilities support services with incidental construction in response to:
- Natural Disasters
- Humanitarian efforts
- Contingencies
- Non-performance of incumbent contractor

All functions within the Installation Management Accounting Project (IMAP) Core Business Model are included within the contract.

NAVFAC Points of Contact:
- NAVFAC HQ, Washington, DC: 202-685-9217/DSN 325-9217
- NAVFAC Atlantic, Norfolk VA: 757-322-8302/DSN 262-8302
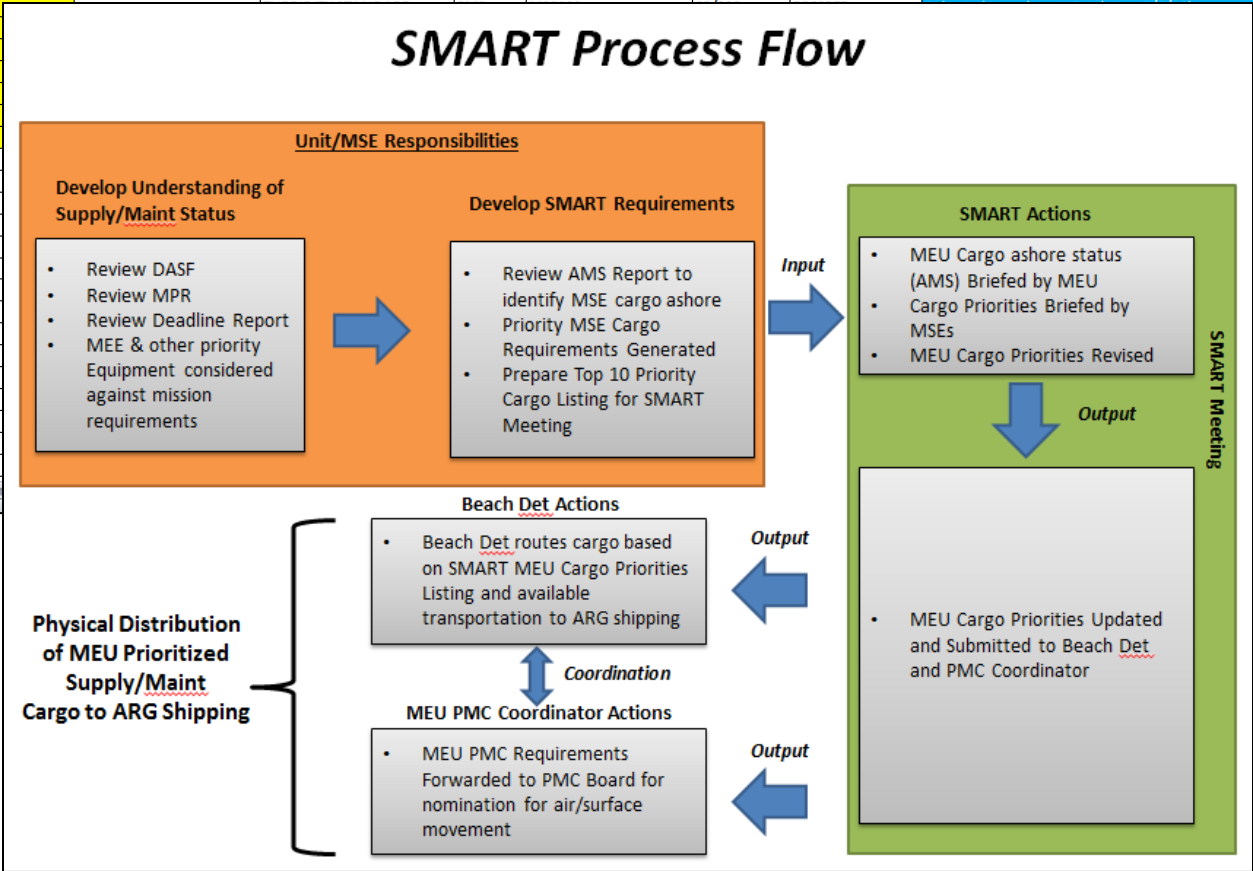- NAVFAC Pacific, Hawaii: 808-472-1162

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Appendix L – SMART Report and Process Flow

FINAL DESTINATION - USS IWO JIMA								
SMART #	TCN/Document Number	Carrier Tracking Data	Nomenclature	SOS	DODAAC	Priority	MEE/CASREP	Location
1	MSAF5450550005XXX		Retainer, Gun	2F5	M20199	02/999	E1095	
2	M1266050550002		Socket, BasePlate	SMS	M12660	02/999	E1095	Bahrain (according to beach det on 3/5/15)
3	M1266050610002LXX		EXTENSION, ASSEMBLY	B14	M12660	02/999	E09807M	
1	M2018050540004	FEDEX/772978575079	Tube, Bent, Metallic	MC1	M20180	02/999	D1161	DJIBOUTI (according to beach det on 3/4/15)
2	M2018050540174	FEDEX/772978575079	Generator, Engine AC	MC1	M20180	02/999	D1161	DJIBOUTI (according to beach det on 3/4/15)
3	M1266050540005		CLAMP, LOCKING	SMS	M12660	02/999	E0671	Bahrain (according to DJI det on 3/6/15)
4	M2019950260021XXX							
5	M2019950260022XXX							
6	M2019950150004BXX							
7	M2019950080018XXX							
8	M2018050410034XXX							
9	M2019943390030AXX							
10	M2019950537777XXX							
	M2018050470001							
	M2018050580001							
	M2018050580003							
	M2019943390024XXX							
	M2019943390027XXX							
	M1266050540012							
	M1266050540004							
	M1266050550001AXX							
	M2019950150004AXX							
	M1266050560020							
	M2019950090002AXX							
	M2019950260003XXX							
	M2019942760012XXX							
	M2019942320037XXX							
	M1266050560003							

SMART Process Flow

Unit/MSE Responsibilities

Develop Understanding of Supply/Maint Status
- Review DASF
- Review MPR
- Review Deadline Report
- MEE & other priority Equipment considered against mission requirements

Develop SMART Requirements
- Review AMS Report to identify MSE cargo ashore
- Priority MSE Cargo Requirements Generated
- Prepare Top 10 Priority Cargo Listing for SMART Meeting

Input

SMART Actions
- MEU Cargo ashore status (AMS) Briefed by MEU
- Cargo Priorities Briefed by MSEs
- MEU Cargo Priorities Revised

SMART Meeting

Output

- MEU Cargo Priorities Updated and Submitted to Beach Det and PMC Coordinator

Output

Beach Det Actions
- Beach Det routes cargo based on SMART MEU Cargo Priorities Listing and available transportation to ARG shipping

Coordination

Physical Distribution of MEU Prioritized Supply/Maint Cargo to ARG Shipping

MEU PMC Coordinator Actions
- MEU PMC Requirements Forwarded to PMC Board for nomination for air/surface movement

Output

Figure L-1: SMART Report and Process Flow

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Appendix M – Examples of Major Supply Routes
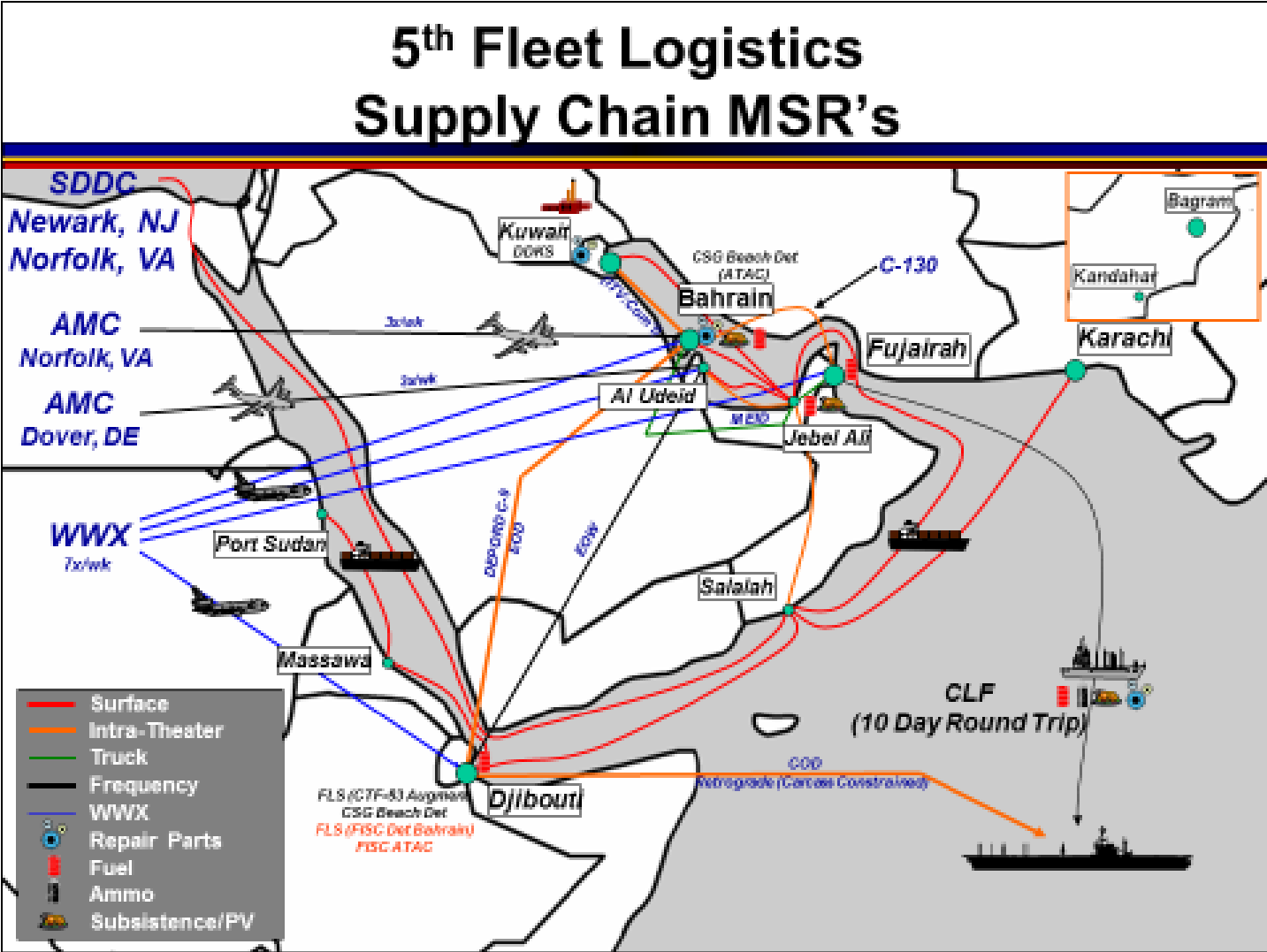
Figure M-1: Notional 5th Fleet MSRs

Figure M-2: Notional 6th Fleet MSRs
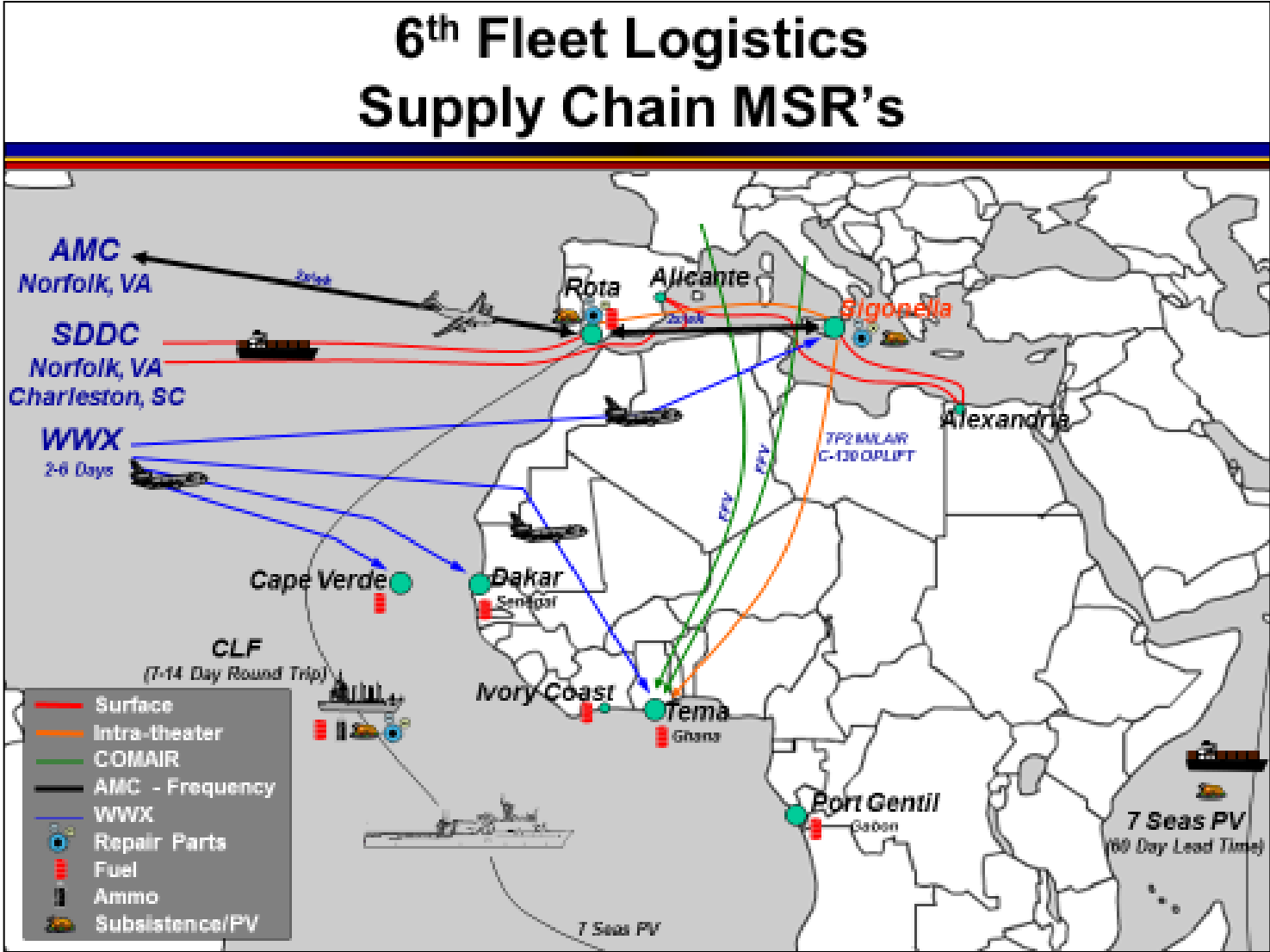
Figure M-3: Notional 5th/6th Fleet Logistics Laydown
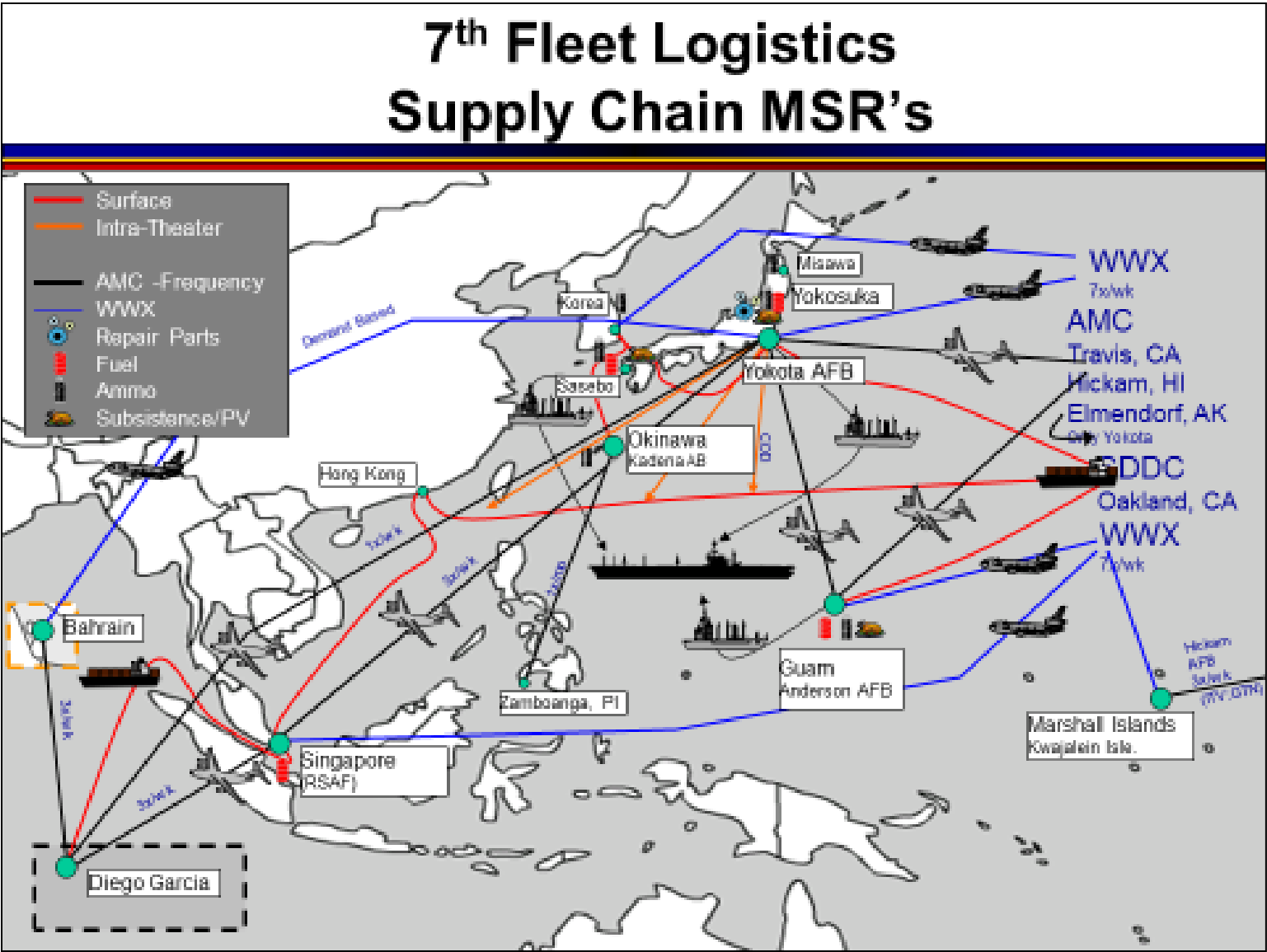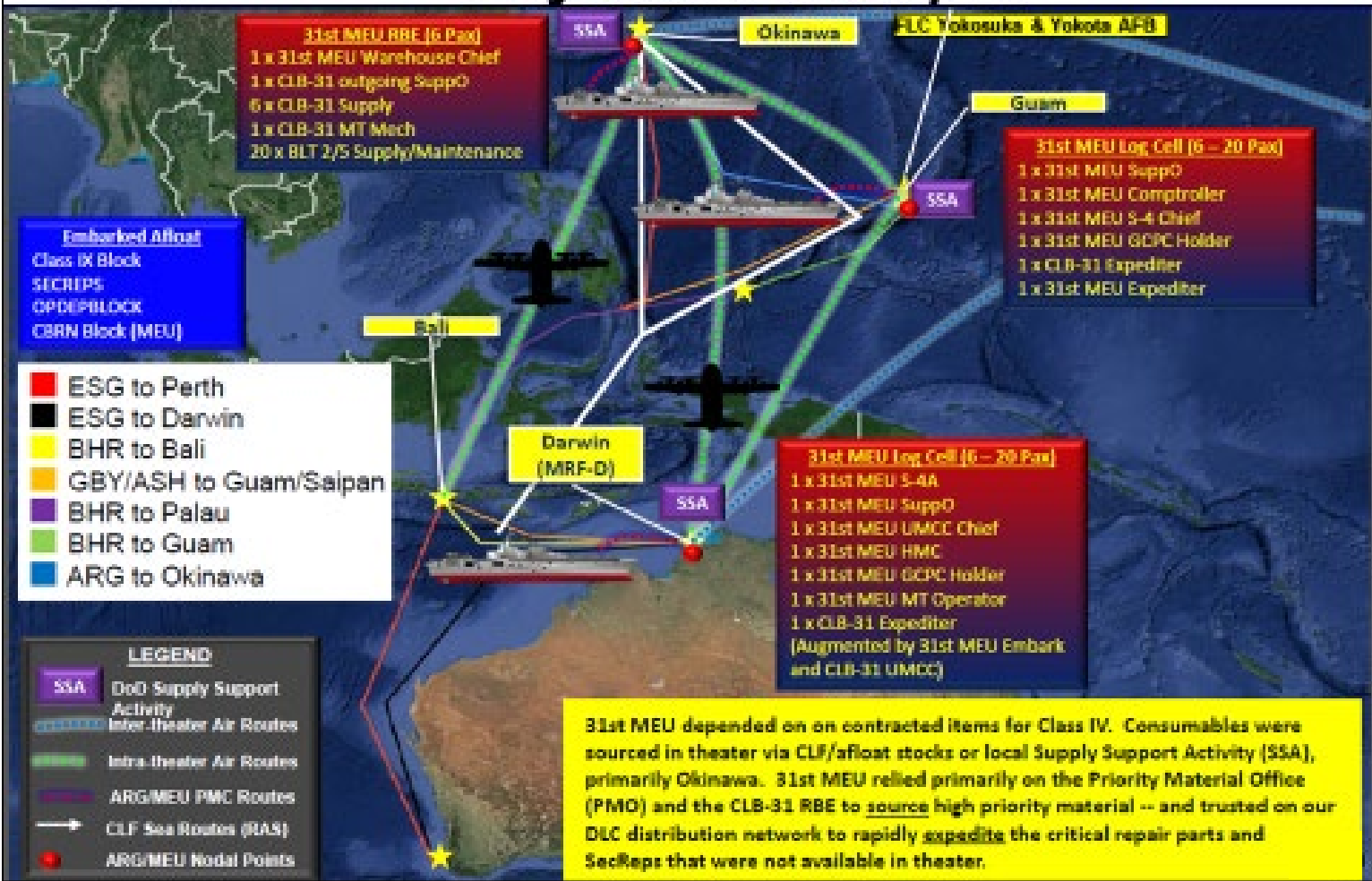
Figure M-4: Notional 7th Fleet MSRs

Figure M-5: Notional 7th Fleet Logistics Laydown

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Appendix N – Sample OPLIFT Request

FM (REQUESTING COMMAND)//
TO NAVSUP WEAPON SYSTEMS SUPPORT TRANS NORFOLK VA
INFO COMUSFLTFORCOM NORFOLK VA//N3/N33/N333A/N41/N412/N413//
(TBD)MSCLANT NORFOLK VA//N3/N41//
(TBD)MSCEUR NAPLES IT//
COMSIXTHFLT NAPLES IT//
COMSECONDFLT NORFOLK VA//N3/N4//
(PROPOSED PORT OF EMBARKATION)
(PROPOSED PORT OF DEBARKATION)
(TBD) NAVSUP FLT LOG CTR NORFOLK VA//
(TBD) NAVSUP FLT LOG CTR SIGONELLA IT//
DDNV NORFOLK VA//
(CONSIGNEE, IF APPLICABLE)
UNCLAS//N04600//
MSGID/GENADMIN//
SUBJ/OPPORTUNE LIFT (OPLIFT) REQUEST//
REF/A/DOC/COMUSFLTFORCOMINST 4600.2A/-/YMD:20200716//
AMPN/REF A IS COMUSFLTFORCOM POLICY FOR OPLIFT.//
POC//RANK OR POSITION/UNIT/LOCATION/TELEPHONE/EMAIL//
REMARKS/1. IAW REF A, REQUEST OPLIFT OF MATERIEL AS FOLLOWS:
A. AERIAL PORT OF EMBARKATION (APOE):
B. DESIRED AERIAL PORT OF DEBARKATION (APOD):
C. ALTERNATE APOD:
D. SEA PORT OF EMBARKATION (SPOE):
E. DESIRED SEA PORT OF DEBARKATION (SPOD):
F. ALTERNATE SPOD:
G. AVAILABLE TO LOAD DATE (ALD):
H. READY TO LOAD DATE (RLD):
I. REQUIRED DELIVERY DATE (RDD):
J. ITEM DETAILS:
J.1. ITEM NAME:
J.2. QUANTITY:
J.3. SHIPPING DIMENSIONS (LXWXH) IN INCHES:
J.4. WEIGHT (LBS/SHORT TONS):
J.5. MEASUREMENT TONS:
J.6. CUBIC FEET:
J.7. SQUARE FEET:
J.8. CLASSIFIED OR SENSITIVE MATERIEL (YES OR NO):
J.8.A CAGE CODE:
J.9. HAZARD MATERIEL (YES OR NO)

J.9.A. PROPER SHIPPING NAME:
J.9.B. UN NUMBER:
J.9.C. HAZARD CLASS:
J.9.D. PACKAGING PARAGRAPH:
J.9.E. NET EXPLOSIVE WEIGHT (N.E.W.) (LBS OR KGS):
J.10. TAC/LINE OF ACCOUNTING:
K. POINT OF CONTACT AT APOE/SPOE:
K.1. RANK/TITLE:
K.2. LNAME, FNAME:
K.3. ORGANIZATION:
K.4. TELEPHONE:
K.5. EMAIL:
L. POINT OF CONTACT AT APOD/SPOD:
L.1. RANK/TITLE:
L.2. LNAME, FNAME:
L.3. ORGANIZATION:
L.4. TELEPHONE:
L.5. EMAIL:
M. REQUESTOR POINT OF CONTACT:
M.1. RANK/TITLE:
M.2. LNAME, FNAME:
M.3. ORGANIZATION:
M.4. TELEPHONE:
M.5. EMAIL:
N. REMARKS. PROVIDE ANY ADDITIONAL INFORMATION THAT IS DEEMED
NECESSARY TO SUPPORT YOUR OPLIFT REQUEST.//
BT
Note 1: 1 short ton = 2000 lbs.
Note 2: 1 measurement ton = 40 cubic feet
Note 3: If more than one item is being shipped, provide additional item
information per paragraph J.

Appendix O – Acronyms and Terms

A

ACE: Aviation Combat Element (USMC)

AFRICOM: U.S. Africa Command

ALU: Army Logistics University

AO: Area of Operations

AOR: Area of Responsibility

ARG: Amphibious Ready Group

ASCO: Airlift Support Coordination Office (USMC)

ATAC: Advanced Traceability and Control (USN)

AMS-TAC: Automated Manifest System – Tactical

B

C

CAC: Common Access Card

CARGO: Consolidated Afloat Requisitioning Guide Overseas (USN)

CE: Command Element (USMC)

CENTCOM: U.S. Central Command

CIC: Customer Interaction Center (DLA)

CISD: Consumable Items Support Division (MARCORLOGCOM)

CLB: Combat Logistics Battalion (USMC)

CLC2S: Common Logistics Command and Control System (USMC)

CLF: Combat Logistics Force (USN)

CLO: Combat Logistics Officer (USN)

CMLS: Corrective Maintenance and Logistics System (USN)

CNP: Common Naval Packaging

CNSF: Commander Naval Surface Forces

COCO: Chief of the Contracting Office

COCOM: Combatant Commander

CONUS: Continental U.S.

CRIF: Cargo Routing Information File

CSP: Central Service Point

CSS: Combat Service Support

CSS: Center for Service Support (USN)

CTF: Commander, Task Force (USN)

D

DAAS: Defense Automated Addressing System

DAI: Defense Agencies Initiative

DC, I&L: Deputy Commandant for Installations and Logistics

DLA: Defense Logistics Agency

DLC: Distribution Liaison Cell

DLR: Depot Level Repairable

DMLSS: Defense Medical Logistics Standard Support

DoD: Department of Defense

DoDAAC: Department of Defense Activity Address Code

DoDAAD: Department of Defense Activity Address Directory

DON: Department of the Navy

DOTMLPF-P: Doctrine, Organization, Training, Materiel, Leadership, Personnel and Facilities - Policy

DPA: Distribution Process Advocate (MARCORLOGCOM)

DST: DLA Support Team (DLA)

DTR: Defense Transportation Regulation

DTS: Defense Transportation System

E

ECP: Expeditionary Contractor Platoon (USMC)

eRMS: electronic Retrograde Management System (USN)

ERP: Enterprise Resource Planning

ESG: Expeditionary Strike Group (USN)

EUCOM: U.S. European Command

EXLOG: Expeditionary Logistics

F

FILL: Fleet Issue Load List (USN)

FLC: Fleet Logistics Center (NAVSUP)

FMT: Fleet Movement Team (NAVSUP)

FOO: Field Ordering Officer

G

GCE: Ground Combat Element (USMC)

GCPC: Government Commercial Purchase Card

GCSS-MC: Global Combat Support System – Marine Corps

GDSC: Global Distance Support Center (NAVSUP)

GO/FO: General Officer / Flag Officer

GSA: General Services Administration

H

HCA: Head of the Contracting Activity

HQ: Headquarters

HULL: High Usage Load List (USN)

I

IGC: IDE/GTN Convergence

INDOPACOM: U.S. Indo-Pacific Command

IPG: Issue Priority Group

J

JALIS: Joint Air Logistics Information System

JLLIS: Joint Lessons Learned Information System

K

L

LCE: Logistics Combat Element (USMC)

LOA: Line of Accounting

LRT: Logistics Response Time

LS-CRM: Logistics Support – Customer Relationship Management

LSC: Logistics Support Center (NAVSUP)

LSR: Logistics Support Representative (NAVSUP)

M

MAGTF: Marine Air Ground Task Force

MALS: Marine Aviation Logistics Squadron

MARCORLOGCOM: Marine Corps Logistics Command

MARFOR: Marine Forces

MCCLL: Marine Corps Center for Lessons Learned

MCCSSS: Marine Corps Combat Service Support Schools

MCFCS: Marine Corps Field Contracting System

MCLOG: Marine Corps Logistics Operations Group

MCOCS: Marine Corps Operational Contracting Support

ME: Military Equipment

MEE: Mission Essential Equipment

MEF: Marine Expeditionary Force

MEU: Marine Expeditionary Unit

MILSTRIP: Military Standard Requisitioning & Issue Procedures

MLG: Marine Logistics Group

MLS2: MAGTF Logistics Support Systems

MRTC: Material Readiness Training Center

MSC: Military Sealift Command

MTRA: Module Test & Repair Application (USN)

N

NALO: Navy Air Logistics Office

NAVFAC: Naval Facilities Engineering Command

NAVSUP: Naval Supply Systems Command

NECC: Navy Expeditionary Combat Command

NECF: Navy Expeditionary Combat Forces

NIIN: National Item Identification Number

NLI: Naval Logistics Integration

NSCS: Navy Supply Corps School

NUFEA: Navy Unique Fleet Essential Aircraft

NWP: Naval Warfare Publication

O

OCONUS: Outside Continental U.S.

OCS: Operational Contract Support

OPLIFT: Opportune Lift (USN)

OSA: Operational Support Airlift (USMC)

OTS: One Touch Support (NAVSUP)

P

PHS&T: Packaging, Handling, Storage, and Transportation

PKI: Public Key Infrastructure

PMO: Priority Material Office (USN)

POL: Petroleum, Oils, Lubricants

Q

R

RAS: Replenishment at Sea (USN)

RIC: Routing Identifier Code

RIP: Reparable Issue Point (USMC)

R-Supply: Relational Supply (USN**)**

S

SECREP: Secondary Reparable (USMC)

SMART: Supply & Maintenance Analysis Readiness Team (USMC)

SMRR: Supply Management Readiness Review (MARCORLOGCOM)

SMU: Supply Management Unit (USMC)

SOCOM: U.S. Special Operations Command

STRATIS: Storage, Retrieval, Automated Tracking, Integrated System (USMC)

T

TAC: Type Address Code

T-AKE: Dry Cargo / Ammunition Ship (USN ship designator)

T-AO: Fleet Replenishment Oiler (USN ship designator)

T-AOE: Fast Combat Support Ship (USN ship designator)

TARP: Technical Assistance for Repairables Processing (USN)

TCN: Transportation Control Number

TCPT: Transportation Capacity Planning Tool (USMC)

T&D: Transportation and Distribution (NAVSUP)

TFSD: Total Force Structure Division

TFSMS: Total Force Structure Management System

TLCM-OST: Total Life Cycle Management - Operational Support Tool (USMC)

TTP: Tactics, Techniques, and Procedures

U

UPK: User Productivity Kit

US: United States

USCG: U.S. Coast Guard

USMC: U.S. Marine Corps

USN: U.S. Navy

USFF: U.S. Fleet Forces Command

USTRANSCOM: U.S. Transportation Command

UUAM: Using Unit Account Manager

V

W

WSS: Weapon Systems Support (NAVSUP)

WSR: Warfighter Support Representatives

X

Y

Z