DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
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MARINE CORPS ORDER 3000.17

From: Commandant of the Marine Corps
To: Distribution List

Subj: MARINE CORPS PREPOSITIONING PROGRAMS

Ref: (a) SECNAV M-5210.1
(b) MCRS-16
(c) NAVMC 2907
(d) MCBUL 3501
(e) TM 4790-14/2C
(f) TM 4790-14/1F
(g) HQMC Prepositioning Handbook
(h) COMNAVAIRFORINST 4790.2B CH 1
(i) NAVAIRINST 13650.1D
(j) MCWP 3-32/NTTP 3-02.3M
(k) MCO 3900.15B
(l) MCBUL 3000
(m) OPNAVINST 4627.1B
(n) MCBUL 7220 Series via MARADMINS
(o) CJCSI 4310.01C CH 1

Encl: (1) Marine Corps Prepositioning Programs

1. Situation. Marine Corps prepositioning programs continue to evolve. Shifting national priorities and availability of Department of Defense (DOD) resources have prompted the Marine Corps to re-evaluate its priorities. The Marine Corps prepositioning program must have the inherent flexibility to address the changing strategic landscape while maintaining the ability to address the myriad of threats across the full Range of Military Operations (ROMO).

2. Cancellation. MCO P3000.17A W/ERRATUM.

3. Mission. This Order promulgates policy to plan, operate, and manage Marine Corps prepositioning programs. Detailed guidance is provided in the enclosure.

4. Execution

a. Commander's Intent and Concept of Operations

(1) Commander's Intent. The Marine Corps will continue to maintain afloat and ashore prepositioning programs in order to support combatant commander (CCDR) operational requirements across the ROMO.

(2) Concept of Operations. The Marine Corps plans and manages afloat and ashore prepositioning programs per command relationships, responsibilities, and processes established in this Order. Inter-service and bilateral coordination between the Marine Corps and its partners in the prepositioning programs (i.e. the U.S. Navy and the Norwegian Armed Forces) are essential to effectively plan and execute prepositioning operations.

b. Subordinate Element Missions. The primary responsibilities of the principal Marine Corps prepositioning stakeholder organizations are outlined below. A more comprehensive list of roles and functions is provided in Chapter 2 of the enclosure.

(1) Deputy Commandant for Plans, Policies and Operations (DC PP&O). Serve as the Commandant's executive agent and advocate for Marine Corps prepositioning programs. Establish operational policies and procedures and represent the programs to the Office of the Secretary of Defense (OSD), Joint Staff and Department of the Navy (DON).

(2) Deputy Commandant for Installations and Logistics (DC I&L). Serve as the budget and logistics sponsor for the Marine Corps prepositioning programs. Lead tailoring efforts.

(3) Deputy Commandant for Aviation (DC AVN). Coordinate with the Navy and the Deputy Commandant for Installations and Logistics for the implementation of the aviation assets associated with the Marine Corps prepositioning programs. Serve as the Marine Corps lead for the Aviation Logistics Support Ship (T-AVB) program to include developing policy and coordinating funding requirements specific to the T-AVB.

(4) Deputy Commandant for Combat Development and Integration (DC CD&I). Serve as the advocate for maritime expeditionary (seabasing) capabilities and requirements. Establish capabilities, requirements, concepts and doctrine and integrate warfighting capabilities across seabasing, amphibious warfare ships, fleet support ships, prepositioning ships as required to field combat ready forces.

(5) Commanding General, Marine Corps Logistics Command (CG MARCORLOGCOM). Marine Corps lead for attaining, maintaining and providing logistics support for Marine Corps Prepositioned Equipment and Supplies (PE/S).

c. Adjacent Commands

(1) Deputy Chief of Naval Operations (DCNO), Fleet Readiness and Logistics (OPNAV N4). As a Navy budget sponsor, exercise final approval authority for Maritime Prepositioning Force (MPF) program ship related funding.

(2) Deputy Chief of Naval Operations (DCNO) for Warfare Systems (OPNAV N9). Ensure Navy participation in MPF tailoring process. As a Navy resource sponsor, exercise final approval authority for Naval Construction Force (NCF) and Navy Support Element (NSE) equipment funding.

d. Coordinating Instructions. Per Enclosure (1).

5. Administration and Logistics

a. Recommendations concerning the contents of this Order will be forwarded to the Commandant of the Marine Corps (CMC) PP&O (POE) via the chain-of-command.

b. Records created as a result of this Order shall be managed according to National Archives and Records Administration approved dispositions per reference (a) to ensure proper maintenance, use, accessibility and preservation, regardless of format or medium.

c. This Order contains policies, procedures, and organizational responsibilities for planning, coordinating, and managing Marine Corps functions regarding prepositioning. Although this Order provides direction concerning Marine Corps functions in prepositioning, it also lists various Navy responsibilities and stresses the importance of inter-service coordination.

6. Command and Signal

a. Command. This Order is applicable to the Marine Corps Total Force.

b. Signal. This Order is effective the date signed.

R.L. BAILEY
Deputy Commandant for
Plans, Policies and Operations

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Chapter 1

Marine Corps Prepositioning

1. Strategic Role of Marine Corps Prepositioning

a. The Marine Corps' expeditionary forces are critical to supporting the Marine Corps' role as a middleweight force adept at supporting steady state operations at the low-end of the ROMO while also ready to transition to combat operations as the situation dictates. The flexibility inherent in our forward deployed and prepositioned forces makes Marine Corps expeditionary forces the Nation's force of choice for enhancing stability through presence and engagement while deterring and defeating our adversaries away from our shores.

b. The United States will increasingly depend on forward presence and a credible expeditionary capability, provided primarily by Naval Forces, to prevent conflict and prevail in winning our Nation's wars as part of a larger joint force. Forward deployed naval expeditionary forces - operating from amphibious ships and supported by follow-on units drawing equipment from prepositioning ships and ashore sites - are key elements of our Nation's ability to influence events in the littorals and ensure the continued free movement on the maritime trade routes. Forward deployed and globally engaged Marine Corps expeditionary forces, working in partnership with the Navy and Coast Guard, provide the capability to act across the full ROMO to secure the United States from direct attack; secure strategic access and retain global freedom of action; strengthen existing and emerging alliances and partnerships and establish favorable security conditions. Most significantly, these persistently present and combat-ready maritime forces help maintain open and secure sea lines of communication and provide the capability to maneuver over and project power from the sea to give the Nation a reliable crisis response capability.

c. Naval expeditionary forces possess the capability to project influence and power from strategic distances into and across the littorals in the face of growing anti-access and area-denial capabilities and strategies to constrain U.S. and international freedom of action. The Marine Corps' unique and core capability to operate from the sea remains central to our Nation's defense strategy.

d. The Marine Corps' expeditionary capability is inherent in its ability to deploy aboard amphibious ships or rapidly deploy anywhere in the world to operate with prepositioned equipment based afloat or ashore. Forward-deployed Maritime Prepositioning Ships Squadrons (MPSRON), when combined with an associated Marine Air-Ground Task Force (MAGTF) deployed via strategic air, provides CCDRs with a flexible, scalable capability with greater responsiveness than forces based in the Continental United States (CONUS).

e. The Marine Corps' amphibious and prepositioning capabilities contribute to the joint force's expeditionary capability and fulfill the Nation's maritime strategic imperatives of:

(1) Limiting regional conflict with forward-deployed, decisive maritime power.

(2) Deterring major power war.

(3) Winning our Nation's wars.

(4) Contributing to homeland defense in depth.

(5) Fostering and sustaining cooperative relationships with more international powers.

(6) Preventing or containing local disruptions before they impact the global system.

2. Prepositioning Across the ROMO. The ability of Marine Corps Forces to operate from the sea, independent of restrictions on access to host-nation facilities greatly expands options for employing the force - whether in theater engagement or as part of a larger operation. Per reference (b), the lack of foreign infrastructure required to support major force deployments remains the fundamental constraint when attempting to reduce timelines in support of U.S. objectives. Marine Corps amphibious forces and MPF assets help offset this constraint by providing the capability to create access when needed and operate with minimal to no reliance on host-nation infrastructure.

3. Components of Marine Corps Prepositioning. Marine Corps prepositioning consists of afloat and ashore programs that provide CCDRs the equipment, supplies and sustainment to support scalable, tailorable MAGTFs (up to a Marine Expeditionary Brigade (MEB) for 30 days) to address crises and contingencies ranging from major combat to steady state operations. The current programs include the MPF and the Marine Corps Prepositioning Program-Norway (MCPP-N). These programs are supported by Military Sealift Command (MSC) Strategic Sealift and T-AVBs.

a. MPF. Afloat prepositioning is represented by the MPF program which consists of two squadrons of ships each loaded with the majority of the equipment and supplies needed to support a MEB for up to 30 days. The ships also have equipment and supplies to support a Naval Mobile Construction Battalion (NMCB) and establish an expeditionary airfield (EAF) and Navy Expeditionary Medical Facility (EMF) ashore. Each MPSRON has ships that are both Roll-On/Roll-Off (RO/RO) and Lift-On/Lift-Off (LO/LO) capable which provide a range of options for offload. The exception to this is the Dry Cargo/Ammunition Ship (T-AKE) which has LO/LO, Vertical Replenishment (VERTREP), as well as Connected Replenishment (CONREP) capabilities. Both squadrons are forward sited in the U.S. Pacific Command (PACOM) area of responsibility (AOR). Although the squadrons are assigned to PACOM, they are apportioned for planning to other CCDRs. The MPSRONs can be used in response to contingencies in other AORs. The ships supporting the MPF program are government-owned and civilian-crewed with operational control exercised through the numbered fleet commanders. Both squadrons are commanded by embarked Navy captains with a small Navy Staff. Maintenance of the equipment on the ships is conducted by contractors.

b. MCPP-N. Ashore prepositioning is represented by MCPP-N, which consists of equipment and supplies stored in six climate-controlled cave complexes and at two host-nation airfields in Norway.

(1) MCPP-N is a global response capability and is not assigned to a CCDR. It is a Headquarters Marine Corps managed program.

(2) Operating costs are shared with the Government of Norway. Maintenance on the prepositioned equipment is conducted by Norwegian government civilians supervised by Norwegian military personnel, with oversight provided by the U.S. Marine Corps.

Chapter 2

Marine Corps Prepositioning Management

1. Introduction. This chapter addresses roles and responsibilities governance organizations associated with the management of the Marine Corps prepositioning programs.

a. Roles and responsibilities outlined below for Headquarters Marine Corps (HQMC) departments and agencies, supporting establishment commands and operating forces are established for management purposes. They are organized to establish the primary agency responsible for completing the action or task, but normally require close coordination between DCs PP&O, I&L and other adjacent and subordinate agencies. The advocate for the management and operational control of prepositioning programs is DC PP&O.

b. This chapter also outlines the organizations and prescribed responsibilities for external and internal coordination and provides broad tasking for activities in connection with Marine Corps prepositioning programs.

2. Responsibilities within the Marine Corps Prepositioning Programs

a. Deputy Commandant for Plans, Policies and Operations (DC PP&O)

(1) Serve as CMC's executive agent for prepositioning and advocate for Marine Corps prepositioning programs. As the executive agent and advocate:

(a) Develop and recommend Marine Corps position on all prepositioning matters in support of processes internal and external to the Marine Corps.

(b) Advise the Commandant of the Marine Corps on prepositioning.

(2) Establish Marine Corps operational policies and procedures.

(3) Serve as the Marine Corps prepositioning program representative to the OSD, DON, and the Joint Staff.

(4) Coordinate the assignment, apportionment and allocation of Marine Corps prepositioned assets with the Joint Staff and appropriate CCDRs.

(5) Plan and integrate Marine Corps prepositioning programs into the Joint Strategic Planning System (JSPS).

(6) Monitor and participate in joint planning and operation plan (OPLAN) review. Function as the Marine Corps focal point for joint planning and operational matters pertaining to Marine Corps prepositioning.

(7) Approve afloat and ashore Prepositioning Objectives (PO) via reference (c). Approve changes to POs; PO changes will be published via message and captured in the Prepositioning Program Decision Support and Analysis Tool (PDSAT).

(8) Review proposed changes to reference (d) as provided by DC CD&I.

(9) Publish CMC Planning Guidance messages for both afloat and ashore prepositioning.

(a) Promulgate planning guidance for each MPF Maintenance Cycle (MMC) and, as necessary, for MCPP-N.

(b) Approve the MMC schedule as developed by DC I&L and Commander, Military Sealift Command (COMSC).

(10) Host and lead an annual MPF Program Review in order to review status of current program.

(11) Validate exercise funding requirements at the annual Prepositioning Exercise Working Group (PEWG). Prioritize exercises for funding support.

(12) Authorize the use of afloat and ashore equipment and supplies for exercises.

(13) Authorize the use of ashore PE/S for operations.

(14) In coordination with the OSD, review and approve, as appropriate, formal requests from Marine Forces (MARFORs) to establish new prepositioning programs.

(15) Review and update as required those governing documents and directives pertaining to MCPP-N.

(16) Review, validate and track corrective actions on all lessons learned pertaining to prepositioning.

(17) Establish bilateral organizations as needed with foreign counterparts through a bilaterally-approved Terms of Reference (TOR).

(18) Coordinate with MSC, as necessary, memoranda of understanding and Memoranda of Agreement (MOA) between the Marine Corps and MSC.

(19) Update this Order as required.

b. Deputy Commandant for Installations and Logistics (DC I&L)

(1) Coordinate with PP&O on all aspects of the prepositioning programs.

(2) Lead, coordinate, and integrate all Marine Corps and Navy tailoring efforts.

(3) Review proposed changes to reference (d) as provided by DC CD&I.

(4) Establish logistics policies and procedures for the prepositioning programs.

(5) In coordination with CG MARCORLOGCOM, coordinate the maintenance, material management, and embarkation functions necessary for the operation of the prepositioning programs.

(6) Coordinate with stakeholders on the development of the afloat and ashore POs and publish them in the NAVMC 2907 annually. Ensure Total Force Structure Management System (TFSMS) is aligned with the NAVMC 2907.

(7) Assist DC CD&I in the development of Approved Acquisition Objectives (AAO) for equipment to be included in prepositioning programs.

(8) Assist DC CD&I, COMMARCORSYSCOM, and CG MARCORLOGCOM to ensure transportability testing is conducted and prepositioning suitability criteria is met for all Principal End Items (PEIs) designated for prepositioning.

(9) Lead prepositioning programs equities for Logistics Automated Information Systems (LOG-AIS).

(10) Update references (e), (f) and (g) as required.

(11) Serve as budget sponsor for the Marine Corps prepositioning programs.

(12) Coordinate with stakeholders to provide prepositioning funding data for Program Objective Memorandum (POM) development.

(13) Allocate the funding to support exercises as determined by the PEWG.

(14) In coordination with CG MARCORLOGCOM, Planning, Programming, Budgeting, and Execution (PPBE) funding for maintenance, materiel management, and embarkation and debarkation functions in support of the prepositioning programs.

(15) Promulgate fiscal policy and procedures for the prepositioning programs.

(16) Maintain centralized management and oversight of Operations and Maintenance, Marine Corps (O&M, MC) funding for Marine Corps prepositioning programs.

(17) Coordinate with DC PP&O and the Inspector General of the Marine Corps (IGMC) to monitor prepositioned equipment, supply readiness, and attainment levels.

(18) Establish prepositioning criteria by class of supply (COS) for both afloat and ashore prepositioning programs (to include shelf-life, calibration requirements, capability thresholds, days of supply, information technology (IT) policy, and other necessary factors).

c. Deputy Commandant for Aviation (DC AVN)

(1) Coordinate with the DCNO for Operations, Plans, and Strategy (OPNAV N3/N5) for the implementation of the aviation assets associated with the prepositioning program.

(2) Make recommendations to DC PP&O for use of prepositioned aviation equipment.

(3) Provide the Director, Air Warfare (OPNAV N98) and Commander, Naval Air Systems Command (COMNAVAIRSYSCOM) with MMC schedules and Type/Model/Series (T/M/S) assignment plans for each MPSRON or ashore prepositioning site.

(4) Serve as the Marine Corps lead for coordinating aviation ordnance issues with OPNAV N98.

(5) Serve as the lead agency for the determination and attainment of prepositioning requirements for aviation support equipment (ASE), Class III(A), and Class V(A).

(6) Serve as the Marine Corps lead for the T-AVB program, developing policy for this platform and coordinating funding requirements with DC I&L, the operating forces, OPNAV staff, COMSC and the Maritime Administration (MARAD).

(a) Monitor and coordinate T-AVB TRANSALTS requirements and provide Marine Corps review of T-AVB capabilities development documents.

(b) Develop O&M,MC funding requirements for T-AVB participation in Marine Corps exercises.

(c) Determine T-AVB load requirements that exceed the quantities and types of materiel within the approved afloat and ashore POs.

(7) Ensure funding for ASE in MPF and MCPP-N is provided to Naval Air Systems Command (NAVAIRSYCOM)/Blount Island Command (BIC).

(8) Serve as the Marine Corps lead for attainment of ASE, Navy-procured Aviation Ground Support Equipment (AGSE) and Class V(A).

d. Deputy Commandant for Combat Development and Integration (DC CD&I)

(1) Establish Marine Corps seabasing requirements, capabilities and employment concepts and doctrine. Serve as the Marine Corps advocate for maritime expeditionary (seabasing) capabilities and requirements.

(2) Lead prepositioning training and education efforts.

(a) Determine prepositioning training and education requirements, and coordinate execution in conjunction with the operating forces and Commander, Naval Education and Training (CNET).

(b) Establish prepositioning Marine Corps Task and Mission Essential Tasks (METs) and integrate into individual prepositioning training events in appropriate training and readiness publications.

(c) Develop prepositioning training modules for use with the appropriate audience at the Marine Expeditionary Force (MEF)/MEB staff level.

(3) Incorporate prepositioning METs into the Marine Corps Task List (MCTL).

(4) Maintain the notional baseline prepositioning MEB structure and attendant benchmark data.

(5) Ensure proposed changes to reference (d) are reviewed by appropriate organizations.

(6) Publish and maintain the notional future MEB structure (four years out and beyond) and attendant benchmark data to include a summary of personnel quantities down to the company/detachment level to support the development of a notional equipment and supplies list from which a PO can be derived.

(7) Develop scope, goals and objectives for experimentation, verification and validation of emerging concepts and integration in advance of new platform delivery and new concept development.

(8) Coordinate with the DC I&L, COMMARFORs, COMMARCORSYSCOM, and CG MARCORLOGCOM to determine requirements (AAOs) for all current and newly developed equipment and associated fielding plans for afloat and ashore prepositioning programs.

(9) Coordinate with DC I&L, COMMARCORSYSCOM, and CG MARCORLOGCOM to ensure transportability testing is conducted and prepositioning suitability criteria is met for PEIs designated for prepositioning.

e. Deputy Commandant for Programs and Resources (DC P&R).

(1) Validate and support prepositioning-related PPBE actions and processes.

f. Commander, Marine Corps Forces Command (COMMARFORCOM)

(1) Support the development and monitor operating force readiness to perform the prepositioning Marine Corps Task (MCT) and associated standards for the conduct of prepositioning operations.

(2) Coordinate with DC CD&I to ensure the prepositioning Marine Corps Task and all associated sub-tasks are updated within the MCTL.

(3) Support MARFOR-level prepositioning planning to support each CCDR.

(4) Conduct annual meetings of the PEWG to coincide with one of the Force Synchronization Conferences.

(a) Maintain USMC Five Year Prepositioning Exercise Schedule. Ensure schedule includes MARFOR objectives, required ship platforms, exercise dates, locations, and detailed cost estimates.

(b) Recommend USMC sourcing solutions to support MPF exercise requirements per DC PP&O exercise prioritization and MARFOR requirements.

g. Marine Corps Service Component Commanders (Commander, U.S. Marine Corps Forces Africa; Commander, U.S. Marine Corps Forces Central Command; Commander, U.S. Marine Corps Forces Command; Commander, U.S. Marine Corps Forces Europe; Commander, U.S. Marine Corps Forces North; Commander, U.S. Marine Corps Forces Pacific; Commander, U.S. Marine Corps Forces South.)

(1) Plan, analyze, and coordinate CCDR validated Chairman of the Joint Chiefs of Staff (CJCS) exercises, Phase Zero/Theater Security Cooperation (TSC), contingency, and crisis response operations that employ Marine Corps prepositioned assets.

(2) Provide guidance to respective CCDR, unified and sub-unified commands, and/or Joint Force commanders on the employment/deployment options when utilizing prepositioned capabilities/assets.

(3) Ensure deliberate and time-sensitive planning input is provided to appropriate CCDRs for coordination of MPF deployments and redeployments, including Time-Phased Force and Deployment Data (TPFDD) for the MPSRONs and associated Fly-In Echelon (FIE).

(4) Ensure planners are familiar with employment concepts within their AOR when supporting assigned missions and implied tasks to ensure planners are aware of how equipment configuration, equipment maintenance constraints and stowage plans impact timelines associated with throughput and force stand-up.

(5) Develop and execute plans to ensure all actions necessary to return PE/S to pre-exercise levels of combat readiness.

(6) Coordinate post-operation reconstitution planning and execution with DC PP&O and DC I&L. When required, identify materiel, funding, facilities, and other requirements in support of post-operation reconstitution planning.

(7) Ensure the readiness of assigned forces to deploy MPF MAGTFs using ship(s) from any of the MPSRONs.

(8) Ensure designated MAGTF commanders establish planning relationships with designated Navy counterparts.

(9) Ensure subordinate MAGTFs maintain accountability for equipment and supplies used for exercises or contingencies.

(10) Participate in the tailoring process, review MEB Table of Organization and Equipment (TO&E), POs and recommend changes as part of the tailoring process.

(11) Plan and execute MMC responsibilities as tasked in DC PP&O MMC guidance and in accordance with reference (e).

(12) Develop prepositioning exercise and funding requirements and submit to DC PP&O and DC I&L in connection with the annual PEWG.

(13) Ensure exercise objectives address the full range of prepositioning mission capabilities to include maximum MAGTF element participation and experimentation.

(14) Coordinate for strategic lift allocation with supported CCDR.

(15) Coordinate host nation support agreements with supporting countries.

(16) Coordinate with the appropriate Navy component commander to use Maritime Prepositioning Ships (MPS) to support exercises and TSC operations.

(17) Submit exercise requirements for PE/S to DC PP&O.

(18) Ensure the staff and subordinate units are educated and trained in prepositioning operations.

(19) Conduct MARFOR-level prepositioning planning to support each MARFOR's respective CCDR.

(20) Shape conditions for successful prepositioning operations, including host nation support and clearances.

(21) Submit lessons-learned report to MCLL and to DC PP&O.

(22) Initiate requests for joint exercise funding to respective CCDR.

(23) Submit requests to establish, relocate, or expand ashore prepositioning sites to DC PP&O.

(24) Report requirements for or changes in planned allocation of prepositioning assets in support of OPLAN and or CONPLANs to HQMC PP&O and CD&I.

(25) Provide HQMC a detailed request, via naval message 120 days prior to execution, for all PE/S needed for exercises.

h. Inspector General of the Marine Corps (IGMC)

(1) Inspect and assess the equipment readiness and attainment levels of the prepositioning programs.

(2) Inspect and assess MARFOR and MEF preparedness to plan and execute prepositioning operations.

i. CG MARCORLOGCOM

(1) Serve as the Marine Corps lead for attaining, maintaining, and providing logistics support for PE/S.

(2) Plan, coordinate and execute the maintenance, materiel management, data and embarkation functions necessary to support the prepositioning programs.

(3) Develop and maintain the MMC schedule, in conjunction with COMSC.

(4) Ensure appropriate and accurate provisioning, readiness, and readiness reporting of Marine Corps prepositioned ground equipment and supplies (less Class V).

(a) Reflect readiness in Global Combat Support System-Marine Corps (GCSS-MC) at the MPSRON level and maintain attainment accountability at the ship level.

(b) Reflect readiness in GCSS-MC for all MCPP-N assets and maintain accountability at the site-specific storage location.

(5) Coordinate with the Defense Logistics Agency (DLA) to execute prepositioning program Class I requirements.

(6) Provide technical support and assistance to DC I&L as part of tailoring.

(7) Plan, program, budget and conduct the MMC based on guidance and direction provided by DC PP&O and DC I&L. Develop prepositioning funding requirements and submit to DC I&L.

(8) Exercise administrative control and accountability of PE/S until released to the operating forces.

(9) Coordinate with the appropriate MARFOR(s) to execute the transfer of equipment custody to the operating forces.

(10) Serve as the Marine Corps lead for attainment of all prepositioned equipment and materiel, less Class III (Bulk), Class V and ASE.

(11) Ensure each MPSRON and ashore prepositioning site is stocked and loaded per the approved PO, and in accordance with published load planning guidance and approved plans.

(12) Provide support and coordination for prepositioning of ASE, NSE, and EMF equipment and Class V.

(13) Support the MARFORs in the withdrawal and recovery of all ground equipment and supplies from Marine Corps ashore prepositioning sites.

(14) Provide Technical Advisory and Assistance Teams (TAAT) and Marine Corps Maintenance Contractor (MCMC) support to MARFORs and MEFs in support of prepositioning exercises and operations.

(15) Maintain containers for all prepositioning programs.

(16) Maintain all Navy and Marine Corps ground and aviation equipment and supplies (less Class V) for all prepositioning programs. Funding for aviation support is provided by NAVAIRSYSCOM.

(17) Coordinate Memorandum of Understanding (MOU) with MSC for support of the MCMC for office space, billeting, computer support, maintenance space, and LAN for each MPS.

(18) Maintain and manage the Marine Corps Prepositioning Information Center (MCPIC) and the Prepositioning Decision Support and Analysis Tool on the BIC network.

(19) In conjunction with MARCORSYSCOM, publish Life Cycle Cost Estimate (LCCE) for all prepositioning programs (Navy and Marine Corps).

(20) While adhering to CMC Planning Guidance, develop and publish squadron and ship load plans in support of the MPF Maintenance Cycles.

(a) Once plans are built, BIC will brief MARFOR staffs no later than 120 days prior to the load out of the first ship.

(b) Within 60 days of the completion of a ship's backload, post to MCPIC all end of ship reports required to support the employment of prepositioned equipment.

(c) Release an Operational Advisory message after each ship's load out that provides HQMC, MARFORs, and MEFs critical planning and employment information should an offload of that vessel take place.

(21) In coordination with DC I&L and COMMARCORSYSCOM, test and evaluate the transportability and suitability of all newly fielded equipment designated to be prepositioned.

(22) In coordination with DC I&L and DC CD&I, ensure newly procured items meet long term stowage requirements before purchasing items in support of the prepositioning program.

(23) Develop and maintain a Shelf Life Program to ensure prepositioned stocks meet prepositioning criteria defined by DC I&L.

(24) Develop and publish a Data Standardization document in support of operational and exercise planning.

(25) Develop requirements in support of Class III Packaged POLs, Class IX (consumable and Secondary Repairables (SECREPs)) to include battery blocks in support of prepositioning.

j. Commander, Marine Corps Systems Command (COMMARCORSYSCOM)

(1) Execute PPBE and procurement actions in support of prepositioning requirements, including oversight for acquisition and lifecycle management of PEIs and spare parts.

(2) While adhering to CMC planning guidance, serve as the Marine Corps lead for prepositioned ground ammunition (Class V(W)), including planning, programming, budgeting and developing POs.

(3) Support DC AVN for Class V(A) planning.

(4) Coordinate with Commander, Naval Sea Systems Command (COMNAVSEASYSCOM) to establish sufficient Receipt, Storage, Segregation, and Issue (RSS&I) funding for support of MMCs.

(5) Procure Class II, V, VII and VIII materiel in support of prepositioning programs.

(6) Identify procurement funding to replace equipment in support of reconstitution immediately following prepositioning offloads/withdrawals for operations.

(7) Plan and coordinate the introduction of new equipment into the prepositioning programs. Conduct transportability testing when applicable and ensure items being prepositioned are suitable for long-term stowage.

(8) Coordinate with DC PP&O and DC I&L on logistics planning and acquisition actions required for new equipment initiatives that could impact the PO.

(9) Provide oversight and support to assigned programs in acquiring required equipment and supplies to meet the PO, in accordance with CMC's prioritization for equipping the Force.

(10) Supervise the ordering, receiving, packaging, storing, and shipping of all Class V to and from CG MARCORLOGCOM (BIC).

(11) For all Class V aboard MPS, coordinate with Naval Munitions Command Unit, Charleston for ordering, packing, packaging, and shipment to CG MARCORLOGCOM (BIC).

(12) For all Class V in MCPP-N, coordinate stock rotation and requests for use of munitions.

k. Director, Command, Control, Communications and Computers (Dir C4)

(1) Establish policy for, and monitor the storage of, controlled cryptographic items (CCI) within the Marine Corps prepositioning program.

(2) Support CG MARCORLOGCOM and ensure all actions are completed to ensure Marine Corps prepositioning partners, (e.g., Norway, MSC, and contractors) aboard MPSs can access all required AISs, (e.g., GCSS-MC, DMLSS, etc).

l. Director, Health Services (Dir HS)

(1) Support Class VIII tailoring efforts.

(2) Maintain liaison with the Director, Office of the Chief of Naval Operations (CNO), Medical Resources, Plans and Policy Division (OPNAV N0931) on initiatives impacting prepositioned medical capabilities.

3. Navy Tasks within the Marine Corps Prepositioning Programs. This Marine Corps Order does not task Navy organizations. The paragraph below is provided for informational purposes to show the Navy role in prepositioning.

a. Commander, U.S. Fleet Forces Command (COMUSFLTFORCOM)

(1) Provide augmentation by Naval Forces for prepositioning exercises and operations when requested.

(2) Plan and integrate MPF NSE into the Joint Strategic Planning System (JSPS).

(3) Monitor and participate in joint planning and operation plan review. Function as the Navy focal point for joint planning and operational matters pertaining to MPF.

(4) Develop MPF NSE METs for incorporation in the Navy Task List (NTL).

(5) Approve the offload and employment of prepositioned Naval Construction Force equipment for scheduled exercises and operations.

b. Director, Strategic Mobility and Combat Logistics Division (OPNAV N42)

(1) Exercise final approval authority and provide funding for MPF TRANSALTS.

(2) Fund and oversee contracts with MSC for the operation and maintenance of MPS.

(3) Provide funding for daily operation and maintenance and exercises for MPF ships and, for activating, operating, and deactivating the T-AVB or other MPF ships in Reduced Operating Status (ROS) for exercises.

c. Director, Expeditionary Warfare Division (N95)

(1) Lead Navy participation in the prepositioning tailoring process for NSE.

(2) Coordinate development of Navy MPF policy with DC PP&O to ensure that MMC actions support operational employment of PE/S.

(3) Coordinate development and loadout of NMCB modules and NSE equipment.

(4) Develop NSE requirements for MPF.

d. DCNO for Operations, Plans and Strategy (OPNAV N3/N5). Coordinate with DC AVN for the implementation of the aviation portion of the prepositioning program.

e. Navy Component Commanders (COMNAVFORs). Coordinate funding requests from perspective MARFOR for MPF exercises approved by PEWG.

f. Commander, Military Sealift Command (COMSC)

(1) Exercise administrative control over the MPSRONs, supporting activities including personnel training, materiel readiness, doctrine, ship characteristics, and budget.

(2) Assist CG MARCORLOGCOM in development of MMC schedules.

(3) Coordinate MPF TRANSALTS requirements for inclusion in the Navy POM.

(4) Lead efforts for attainment of Class III (Bulk) for MPF.

(5) Coordinate with the Marine Corps DC PP&O, as necessary, on MOU and MOA between the MSC and the Marine Corps.

(6) Staff T-AKE in accordance with Marine Corps requirements.

(7) Coordinate MOU with CG MARCORLOGCOM for support of the MCMCs for office space, billeting, computer support, maintenance space, and LAN for each MPS.

(8) Responsible for coordinating ship availability and initiating sail orders.

g. Director, Office of the Chief of Naval Operations (CNO), Medical Resources, Plans and Policy (OPNAV N931)

(1) Coordinate EMF requirements and provide recommended EMF PO to DC I&L during tailoring.

(2) Approve the offload and use of prepositioned EMF equipment for exercises and operations.

(3) Determine EMF equipment required to support exercises, and coordinate with the appropriate MARFORs to ensure the requirement is integrated with exercise plans.

h. COMNAVAIRSYSCOM

(1) Provide overall technical control of ASE maintenance and technical direction to assigned MPF maintenance site personnel.

(2) Serve as the lead agency for determination of prepositioning requirements for ASE and Class III(A).

(3) Implement changes to maintenance requirement cards as necessary for preservation, packaging, and calibration to correct discrepancies in materiel condition per reference (h).

(4) Establish employment in the Support Equipment Management System (SEMS) in accordance with list provided by DC AVN.

(5) Perform support equipment rework functions per reference (i).

(6) Fund attainment of Marine Corps prepositioned ASE and selected AGSE.

i. Commander, Naval Facilities Engineering Command (COMNAVFAC)

(1) Serves as the lead agency for the acquisition of equipment, materiel and supplies in support of NSE and NCF equipment prepositioned aboard MPF.

(2) Provides Navy Support Management Office at BIC for the management of Navy prepositioning equipment aboard MPF.

4. MPF Management Organizations

a. MPF Program Oversight Working Group (POWG). The MPF POWG is a forum that reviews, coordinates and develops solutions for Navy and Marine Corps service-level issues that impact the MPF program. The POWG operates under the cognizance of a charter.

b. Prepositioning Advisory Group (PAG). As delineated in its charter, the PAG is a Marine Corps-only forum that reviews, coordinates, and develops solutions for Marine Corps service-level issues that impact afloat and ashore prepositioning programs. This body advises Marine Corps leadership on policies and resources required to address program deficiencies.

5. MCPP-N Governance Organizations. MCPP-N is managed through three bilateral organizations with members drawn from both the Marine Corps and Norwegian Armed Forces. The MCPP-N TOR details the roles and responsibilities of the bilateral groups' composition and activities.

Chapter 3

Afloat Prepositioning Planning and Management

1. Introduction. This chapter describes fundamental planning and management processes for Marine Corps afloat prepositioning. These processes include the development of deployment concepts and doctrine, operational requirements, supporting Force Lists (F/Ls) for MPF, and the POs for supplies and equipment. For detailed information on MPF planning and operations see reference (j).

2. Employment Concept

a. An MPF operation consists of five phases - planning, marshalling, movement, arrival and assembly, and reconstitution.

(1) Planning begins upon receipt of the warning order and is continuous throughout the operation.

(2) Marshalling begins with the arrival of the first unit at a designated area and concludes with the departure of the last unit from a designated area.

(3) Movement features deployment of forces by air and sea to the arrival and assembly area (AAA). Movement starts at aerial or sea port of embarkation and ends with the last unit arrival at the aerial or sea port of debarkation.

(4) Arrival and Assembly begins with the arrival of the first ship or transport aircraft of the main body in the designated AAA and ends when required equipment and supplies are offloaded and issued to units, command and control is established, and the MAGTF commander reports that all essential elements of the MAGTF are ready to execute the mission.

(5) Reconstitution, which focuses on restoring the MPSRON to its original strength and full mission capabilities, is conducted as rapidly as possible after the MAGTF completes its mission.

b. A force employing MPF assets requires time and space to integrate personnel and equipment arriving primarily via strategic airlift. The prepositioning squadrons will sail upon receipt of tasking. Normally a small detachment, the offload preparation party (OPP), will embark on each prepositioning ship prior to its arrival in the Joint Operations Area (JOA) to prepare the equipment for offload while the ships are underway. The Survey, Liaison and Reconnaissance Party (SLRP) deploys directly to the JOA in order to validate infrastructure, facilities and host nation support. An advance party will deploy prior to the main body to form the Arrival and Assembly organizations required to properly receive, account for, configure and throughput prepositioned and FIE assets.

c. While the ships are en route, the personnel and non-prepositioned equipment of the FIE will begin deployment via strategic airlift or sealift. The FIE is comprised of personnel and equipment of the MEB and its associated NSE, plus aircraft and personnel arriving in the flight ferry. Airlifted equipment generally includes low-density, high-value equipment unsuitable for prepositioning. The FIE deploys to a secure airfield in the JOA to enable marrying up with the equipment and supplies offloaded from the MPF ships. In certain situations, there may be a need to integrate prepositioned assets with the FIE at a secure intermediate staging base (ISB) prior to employment. The flight ferry is a subset of the FIE and includes the MEB's self-deploying aircraft, generally the fixed wing and tilt-rotor squadrons.

d. The prepositioning force is closed, providing a complete MEB capability, when both the PE/S loaded on a squadron and the personnel, aircraft, and remaining equipment not prepositioned arrive in the JOA and have completed offload and assembly operations. MPF ships can be offloaded and the force made ready for operations in ten days.

e. Employment Options For Afloat Prepositioning

(1) Pierside. This is the fastest and most efficient means to offload the MPSRON or MPS, but requires access to a secure deep draft port and a developed pier, and an airfield in the vicinity of the offload site to support the deployment of the SLRP, arrival and assembly organizations, and FIE.

(2) In-stream. MPF ships can be offloaded in-stream using shipboard cranes and organic lighterage. Equipment and supplies can be offloaded off the coast and transported to a secure beach or austere port with the Improved Navy Lighterage System (INLS) or other connectors. The FIE requires an airfield in the proximity of the offload site to support the deployment of the SLRP, arrival and assembly organizations, and FIE.

(3) From a sea base. Arrival and assembly, employment, and sustainment of a force from a sea base in a secure off-shore location, is limited to small units of up to approximately company size.

(4) Hybrid. A combination of the above options.

3. Requirements Development. The Expeditionary Force Development System (EFDS) is used to develop future USMC warfighting capabilities to meet national security objectives. This is the system used by the Service to fulfill CCDR requirements. The EFDS process is linked to the tailoring process in determining the PO for MPF and MCPP-N as discussed below and in paragraph 5 of this chapter. For details on EFDS see reference (k).

4. MPF Tailoring. Tailoring is a deliberate planning process that uses AAOs determined in the EFDS process and captured in TFSMS to determine the POs required to support MEB requirements within the constraints of each MPSRON. The PO describes the desired types and quantities of PE/S to support MPF.

a. Overview

(1) The tailoring process for MPF features sequential and concurrent tasks to ensure the most capable equipment and supplies are prepositioned across the MPSRONs, and provides the operating forces with the opportunity to influence the inventories of the squadrons.

(2) The tailoring process involves reviewing equipment fielding plans, AAOs, and unfunded requirements established in the EFDS process, and developing POs for the MPSRONs that support current MEB equipment and sustainment requirements.

(3) Because there is not enough capacity to preposition all equipment and supplies, embarkation analyses and capability tradeoffs must be continuously examined prior to procurement of new prepositioning assets or sourcing from existing stocks.

(4) The end state is a coordinated PO that establishes the authority to requisition equipment and supplies to be loaded during the approaching MMC. The approved PO is published in reference (c).

b. Tailoring. When changes to prepositioning requirements for MPF are recommended or directed, planning for implementation will involve the operating forces, the supporting establishment, and HQMC agencies. Depending on the scope of the changes, planning may also involve MSC, OPNAV and Navy supporting establishment commands.

(1) Working group. Marine Corps representatives to the tailoring working group include the following:

Organization	Representatives
DC PP&O:	MPF Officer (Co-chair)
DC I&L:	Logistics Sponsor (Co-chair)
DC AVN:	Aviation Logistics Planner
	Aviation Policy Planner
	Aviation Ordnance Planner
DC CD&I:	MAGTF Planner
	MAGTF/Seabasing Planner
DC P&R:	Program Assessment & Evaluation Division
Supported COMMARFORs:	MPF Officer
	G-3/G-4 Planner
	Aviation Planner
CG I, II and III MEF:	MPF Officers
CG MARCORLOGCOM (BIC):	Plans/Operations Officers
	Embarkation Officers
	Equipment and Supply Product Groups
COMMARCORSYSCOM:	Ground Equipment Product Group
	Ground Ammunition Product Group
	Commodity Product Group (as required)

(2) Navy participation in the MPF Tailoring Structure will be determined by OPNAV N95.

(3) Functioning

(a) Members of the working group represent their commanders and Deputy Commandants in the prepositioning planning process.

(b) Much of the day-to-day planning for minor changes to prepositioning can be accomplished through normal staff coordination. Major changes to MPF structure or capabilities will require more extensive planning and coordination, and may be time sensitive due to operational or programmatic requirements.

(c) The working group provides for the coordination of the many planning efforts and decisions needed to develop and recommend effective and efficient changes to prepositioning requirements.

(d) Working group review proposed changes to the PO, address issues affecting PE/S, and review tailoring procedures for possible improvements.

c. Process

(1) Introduction. Tailoring involves a dynamic network that requires close coordination across multiple commands, agencies and departments, and persistent interaction among staffs to ensure that the right equipment and supplies are ready at the right time.

(2) CMC Planning Guidance for MMC. As the executive agent and advocate for Marine Corps prepositioning, DC PP&O promulgates operational policy guidance for each MMC via message. This message communicates prioritization of warfighting functions and capabilities, prioritization of sustainment classes, and planning assumptions for the approaching MMC. Guidance from this message feeds various mechanisms used to determine the PE/S aboard MPS.

(3) Planning Factors. At a minimum, planners from HQMC, the operating forces and supporting establishment should:

(a) Review the MPF Force List contained in reference (d) and establish the notional MEB T/O&E requirements in PDSAT.

(b) Review established and projected AAOs from the EFDS and TFSP in TFSMS.

(c) Determine the embarkation footprint of proposed equipment and supplies (e.g., square footage, number of containers, net explosive weight).

(d) Determine if there is enough space on each ship.

(e) Determine the impact of alternatives on the MAGTF FIE.

(f) Consider the timeline for implementation of each alternative during the MMC. This is especially critical when supporting the PO depends on acquisition and fielding/attainment of the required equipment and supplies.

(g) Consider the time lag between implementing a proposed PO change and impacts to operating forces capabilities.

(4) Afloat Prepositioning Criteria. There is insufficient space aboard the ships to accommodate all equipment and sustainment for a MEB. Equipment and supplies will be prepositioned in accordance with the following criteria:

(a) Items that are not essential to conducting or sustaining combat operations will have a lower priority for prepositioning than combat-essential items.

(b) Heavy or outsized items that are difficult to move by airlift, such as tanks and assault amphibian vehicles (AAVs), should be prepositioned.

(c) Critical low-density items, both T/E and repair parts, will generally not be prepositioned unless specifically approved by DC PP&O (e.g., high-end communications equipment).

(d) Narcotic medicinals, precious metals, and hazardous material that require extraordinary handling and stowage (e.g., calcium hypochloride) will not be prepositioned.

(e) Materiel with a short shelf life (less than 24 months remaining upon date of loading) will not be prepositioned.

(5) Tailoring Conferences. The CMC Planning Guidance for MMC message provides the planning factors and prioritization needed to conduct three tailoring conferences to develop an executable PO that fits within space constraints of each MPSRON. Occurring over the course of the entire MMC, these conferences bring together subject matter experts (SMEs) from MPF stakeholder organizations to establish the PO for a given MPSRON entering the MMC that aligns with CMC Planning Guidance and desired capabilities as articulated by the operating forces.

(a) Initial Planning Conference (IPC). The IPC should be scheduled 18 months prior to the offload of the first ship of a squadron entering the MMC. At the IPC, MEB requirement space apportionment and planning parameters are established.

(b) Main Planning Conference (MPC). The MPC should be scheduled 12 months prior to the offload of the first ship of a squadron entering the MMC. During the MPC, equipment and capability working groups are formed, initial load plans/ship spreads are reviewed, and container/equipment PO parameters are established.

(c) Final Planning Conference (FPC). The FPC should be scheduled nine months prior to the offload of the first ship of a squadron entering the MMC. At the FPC, planners finalize tailoring parameters, establish POs, and utilize this data set as the embarkation benchmark for future adjustments.

(6) Following the FPC, the PO is presented to DC PP&O for approval. Upon approval, CG MARCORLOGCOM (BIC) creates detailed load plans for each ship within the squadron and provides a brief to the appropriate MARFOR. CG MARCORLOGCOM (BIC) provides squadron level spread load plans and the first ship detailed plans five months prior to production and subsequent ship detailed plans every 30 days thereafter.

(7) The tailoring process ends with the publication of the PO by DC I&L. Subsequent actions include adjusting allowances in TFSMS to support the PO. It is important to note that reference (c) provides a snapshot in time of decisions made at the Tailoring FPC; POs may require subsequent adjustment depending on availability of equipment and materiel, ship constraints, and mission requirements.

5. Prepositioning Planning Considerations. During MMC tailoring, both strategic and tactical planning is conducted to ensure warfighting equipment is prepositioned in accordance with operational guidance, long-term storage requirements, and shipboard considerations. The following common prepositioning planning considerations are used:

a. Prepositioning planning considerations can be divided into three categories; operational, equipment, and shipboard.

(1) Operational planning considerations include doctrine and HQMC/MARFOR guidance such as force stand-up priority, equipment access (Marine Expeditionary Unit (MEU) Priority, AAV Path, LO/LO, & RO/RO), armoring strategy, in-stream Offload, Capability Sets, USMC & USN Special Stow/capability integrity.

(2) Equipment planning considerations include wheel-base dimensions, turning radius, oversized equipment dimensions, KALMAR placement and configuration, attachment stowage, towed asset requirements, and hazardous material stowage and compatibility.

(3) Shipboard planning considerations include ship trim, stress, and stability (TSS) deck and ramp (height & weight) restrictions, fire-lanes, spacing between vehicles, lashing/tie-down points, placement of specialized equipment such as INLS.

b. When requirements emerge to preposition a new PEI or to change the quantity of prepositioned materiel, the full range of associated supplies for 30 days of combat operations must also be planned. For example, prepositioning additional M-1 tanks will require more square footage on the vehicle decks - possibly at the expense of other prepositioned equipment. The addition of more tanks will also require more spare parts, packaged Petroleum, Oils and Lubricants (POL), tool sets, test equipment, ammunition, etc. These additional supplies, if prepositioned, will normally be loaded in containers - possibly at the expense of other prepositioned supplies.

c. In addition, an increase in a specific PEI may cause associated T/E changes. For instance, an increase in tanks may create a need for more trucks to carry the additional ammunition or an increase in the number of tank retrievers or fuel trucks.

d. Time required to effect prepositioning changes is also a planning factor. The 36 month MMC is normally the most efficient way to implement major changes in prepositioning requirements. Planners implementing new capabilities aboard MPS must take into account the time necessary to attain the required equipment and to complete implementation upon the ship's arrival at the maintenance site.

6. Load Planning Policy

a. Mobile loads, vehicle pre-assignments to major subordinate commands, container content configuration, and other load considerations must make efficient use of available space aboard MPS in order to support the concepts of employment. Although rigid rules for load planning are neither desirable nor practical, operating forces commanders will develop and adhere to load planning guidelines to enhance interoperability.

b. Data collection and coordination are critical to meet time-constrained load planning, preparation, and contract timelines/deadlines. Accurate and timely submission of embarkation data ensures MPS loads are optimized with equipment and supplies required to support MAGTF elements, including NMCB, NSE and EMF capabilities. As such, the following deadlines are established for submission of required data to facilitate load planning:

(1) No later than 30 days after the Tailoring IPC, applicable Navy and Marine Corps commands will submit initial equipment/load planning data to COMARCORLOGCOM (BIC) to facilitate a rough order of magnitude (ROM) initial fit analysis.

(2) No later than 30 days after the Tailoring MPC, applicable Navy and Marine Corps commands will submit actual embarkation data based on squadron/battalion-level ROM fit analysis.

(3) No later than 30 days after the Tailoring FPC, appropriate Navy and Marine Corps commands will submit FPC planning data changes to CG MARCORLOGCOM (BIC).

(4) Navy data changes beyond the FPC deadline require Navy Expeditionary Warfare (OPNAV N95) or OPNAV N0931 endorsement. Marine Corps PO changes beyond the FPC deadline must be approved by DC PP&O and published by DC I&L via change to reference (c).

(5) No later than 30 days prior to ship embarkation, Navy commands should provide detailed content-level MAGTF Deployment Support System II (MDSS II) planning data to CG MARCORLOGCOM (BIC).

(6) Navy Munitions Command, Charleston should provide ammunition data 20 days prior to embarkation for T-AKE ships and 10 days prior to embarkation for all other ships.

7. MPF Force Structure

a. Reference (d) depicts a notional MPF MEB force structure and provides a starting point for planning. It is published by DC CD&I to provide operational and logistics planning factors for the MPF MEB which is structured from existing MEF units and detachments.

b. EFDS, which leads to programming, budgeting, acquisition and manpower actions, produces plans for changes to operating forces structure and equipment. These changes are reflected in the T/O&E from which the notional F/L, personnel, and equipment lists are derived or changed. The MPF Requirement is the sum of the equipment list (MPF PO) and the FIE.

c. The published F/L and supporting planning T/Os provide a basis for deployment and operational planning. Associated MPF MAGTF equipment lists, maintained by DC I&L, provide the notional assignment of prepositioned materiel for units.

8. Maritime Requirements Prepositioning Ship Alteration (TRANSALTS)

a. Alterations to MPF ships involve operational, contractual, and engineering assessments, as well as funding from the Navy. The time required to complete alterations depends on the extent of the effort, regulatory certifications that may be required prior to approving the alteration, and availability of funding.

b. MPF TRANSALTS are requested as follows:

(1) COMMARFORs seeking TRANSALTS for MPF ships will submit requests to DC PP&O (POE-40) for consideration.

(2) DC PP&O (POE-40) will evaluate the request in conjunction with DC I&L, DC AVN, DC CD&I, CG MARCORLOGCOM (BIC) and COMSC.

(3) If the request is considered justified, DC PP&O (POE) will work with MSC to coordinate TRANSALTs and then forward the request to OPNAV N42, which will exercise final approval and funding for the proposed TRANSALT.

(4) Proposed MPF TRANSALTS should focus on ship structure and not cargo or cargo-handling equipment.

(5) DC PP&O (POE-40) is the Marine Corps point of contact concerning the status of MPF TRANSALTS.

(6) DC CD&I, will identify gaps in existing MPS capabilities and recommend cross functional naval integration and interoperability solutions to DC PP&O.

Chapter 4

Ashore Prepositioning Planning and Management

1. Introduction

a. Marine Corps ashore prepositioning complements afloat prepositioning by providing greater flexibility to store, draw, and maintain selected equipment and supplies that can be easily tailored to a mission and made combat ready before being shipped from the site.

b. Ashore prepositioning sites generally allow a larger labor force to maintain and prepare the materiel. Greater capacity also allows for greater selective access and for the equipment to be stored in a more combat-ready condition to include the installation of armor kits.

c. This chapter outlines planning and management procedures for the Service's ashore prepositioning programs, including those specific to MCPP-N, the Marine Corps' only ashore prepositioning program of record. This chapter also establishes business rules for operating forces seeking to develop new ashore prepositioning programs of record.

2. MCPP-N Employment Concept

a. MCPP-N supports the reinforcement of Norway, crisis response and limited sustainment for USMC expeditionary operations in support of EUCOM and other CCDRs in order to provide assurance to allies and deterrence to potential actors of concern.

b. More frequent missions for MCPP-N equipment and supplies have focused on TSC activities outside of Norway. In this capacity, MCPP-N was used as a theater prepositioning facility for MARFORs operating in Europe, Africa, and the Middle East.

c. Fiscal constraints, shift in national strategy, and a reduction in capability and capacity resulting from the loss of MPSRON-1 prompted planners at HQMC, MARFOREUR, MARFORAF, and the supporting establishment to adjust the program to better align the MCPP-N prepositioned equipment set to meet strategic and theater-specific requirements.

d. An Employment Preparation Party (EPP) deploys to the prepositioning site to assist in preparing the equipment and supplies for movement to the employment location. Norwegian and Marine Corps personnel collaborate to ensure the materiel are made combat ready to the maximum extent possible based on the mode of shipment whether operating in or out of Norway.

e. For out of Norway exercises or operations, equipment and supplies are consolidated at one site prior to movement to the JOA via airlift, rail, and/or sealift. While the equipment and supplies are en route, the FIE will begin deployment via strategic air. Depending on the distance, high speed vessels (HSV), logistics support vessels (LSV), and available shipping may be used to move the equipment and supplies to its final destination. Depending on the mission, personnel may fly to the prepositioning site and deploy to the JOA with the equipment aboard surface transport, depending on berthing.

f. For employment in Norway, the Host Nation Support Battalion (HNSBN) provides a significant service support capability to Marine Corps Forces supporting the Norway reinforcement mission. The HNSBN was developed specifically to support forces falling in on Norway prepositioned equipment. Its mission is to provide heavy engineer equipment support and limited logistic support to a MEB or elements of a MEB after arrival in Norway. The MEB commander receives operational control (OPCON) of the HNSBN once the MEB is declared operational in the key employment area (KEA) within Norway.

3. Requirements Development

a. For most of its existence, the MCPP-N PO was based on supporting the aggregation of a MEB to support the reinforcement of Norway. As the security environment and MPSRON posture evolve in the EUCOM AOR, HQMC, the operating forces, and the supporting establishment will modify the program to better align with Marine Corps and CCDR operational priorities.

b. MCPP-N is not assigned or apportioned to a CCDR. However, the program does link its PO to CCDR requirements (e.g., theater engagement strategy and contingency requirements).

4. MCPP-N Tailoring. MCPP-N follows a similar tailoring process to MPF, which is described in Chapter 3 of this Order. Differences are articulated in this paragraph.

a. MCPP-N does not have a standardized series of tailoring conferences. MCPP-N PO adjustments are continuous, impacted by operational tempo and availability of new equipment and sustainment as part of modernization. DC I&L will publish MCPP-N PO adjustments via message on a quarterly basis. Conferences, meetings, and/or tailoring working groups will be conducted as needed. This can be in conjunction with MPF or separately. MCPP-N is unique from MPF in that it is not constrained by a ship cycle deadline. While most tailoring between MPF and MCPP-N is conducted separately, the flow of information is shared to leverage tailoring efforts from both programs. A combined prepositioning tailoring conference (afloat and ashore) may occur as scheduled for fiscal year approved AAO development.

b. MCPP-N equipment is stored and maintained with a Norwegian work force. Input is required from our Norwegian partners prior to major changes to a MCPP-N PO to determine supportability. A report on feasibility of support (FOS) will be tasked by HQMC to CG MARCORLOGCOM (BIC) and/or other commodity managers. Feedback obtained from Norway through approved means will inform tailoring and allow for final approval of the MCPP-N PO.

c. DC I&L will publish MCPP-N PO adjustments via message on a quarterly basis as needed, and the complete MCPP-N PO will be included in each publication of reference (c) along with MPF.

d. The MCPP-N PO, as a separate and distinct program, is impacted by its position on the CMC Equipping Priorities list. Published by DC PP&O, this list promulgates priorities for equipping the force and the MCPP-N priority may be lower than MPF.

e. The MCPP-N PO will be tailored to support a MAGTF established by DC CD&I to fulfill requirements validated by DC PP&O in conjunction with COMMARFOREUR and COMMARFORAF.

5. Host Nation Considerations. Unique to MCPP-N is the role of the Government of the Kingdom of Norway, which shares half the program's operating costs with the Marine Corps and conducts daily maintenance of the equipment and supplies.

a. Burden-Sharing Agreement. The Marine Corps and the Norwegian Armed Forces each provides roughly half the operating costs of MCPP-N, making the program a model for cost-effectiveness in an era of fiscal austerity.

b. Workforce. Norwegian Defense Logistics Organization/Marine Expeditionary Brigade (NDLO/MEB) section provides maintenance and operational support for MCPP-N equipment and supplies, per the TM 4790-14/1 LOGISTICS SUPPORT FOR MCPP-N.

c. Host Nation Support Battalion (HNSBN) Capabilities. This Marine Corps Order does not task the Norwegian HNSBN. The paragraph below is provided for informational purposes to show the HNSBN role in prepositioning. When activated, the HNSBN, provides the following capabilities to MARFORs operating in Norway.

(1) Perform various heavy engineer support functions for MARFORs to include snow removal, basic blasting operations to remove or create obstacles, build defensive positions, and create communications access in mountain ranges, frozen ground or ice.

(2) Transport personnel or material by truck; transport containers or over snow vehicles by hook lift hoist truck; transport combat vehicles and construction machines by heavy transport trucks; and transport personnel via buses.

(3) Evacuate stretcher or walking patients with ambulances and busses.

(4) Transport of fuel with internal refuelers.

(5) Perform third-echelon recovery operations.

(6) Provide reception and staging support to include ship and airfield cargo and passenger support.

6. Development of Ashore Prepositioning Programs of Record. This Order addresses policy concerning the Marine Corps prepositioning program of record. It does not address equipment stocks or sets that commanders may assemble and store in their AOR for use in planned or projected events. The following actions pertain when a COMMARFOR desires to establish a Marine Corps program of record ashore prepositioning site.

a. COMMARFORs seeking to establish ashore prepositioning sites as Marine Corps programs of record must take ownership of the initiative from inception to validation by CCDR and Service leadership.

b. COMMARFORs who wish to establish new ashore prepositioning sites funded by the Service will take the following measures and formally submit a request via Naval message to HQMC (POE/LPO):

(1) Identify DOTMLPF-P requirements to support the establishment of an ashore prepositioning site(s).

(2) Identify infrastructure and host-nation support for any ashore prepositioning site(s) within the supported CCDR AOR.

(3) Identify diplomatic issues relating to establishment of ashore prepositioning site(s) at candidate host nations.

(4) Identify personnel requirements, force protection issues, and proximity to transportation nodes (air, sea, rail and over land).

(5) Identify fiscal requirements, including estimates for start-up (land purchase, facilities construction and personnel), Initial Operational Capability (IOC), and Full Operational Capability (FOC), as well as recurring costs. Ensure investment and operating and support (O&S) near-term and enduring costs are identified.

(6) Formally present the above requirements in message traffic to DC PP&O (POE-40) and DC I&L (LPO-2), which will assist the requesting COMMARFOR with reconciling operational priorities within fiscal constraints.

(7) With assistance from DC PP&O, DC I&L and DC P&R, formally present the ashore prepositioning initiative to the Marine Requirements Oversight Council (MROC) for endorsement, rejection, or adjustment.

(8) If the MROC endorses transitioning the initiative to a program of record, submit the POM initiative using the initiative template based on the MROC-identified target date for IOC via DC I&L to DC P&R.

c. New ashore prepositioning capabilities must align with CCDR operational requirements, as represented in theater engagement strategies and numbered OPLANs and CONPLANs.

Chapter 5

Fiscal Policies

1. Introduction. The Marine Corps' afloat and ashore prepositioning programs are resourced through an annual Congressional appropriation of O&M,MC.

a. As the Budget Sponsor for the USMC prepositioning programs, the Deputy Commandant, Installations and Logistics (DC I&L) provides fiscal guidance, oversight, and management for the PPBE process.

b. HQMC's ability to fund the annual prepositioning program and articulate the operational and program risks when funded below the requirement is dependent upon sound planning, developing relevant POM initiatives that support the national strategy.

2. Prepositioning Fiscal Policy. Responsibilities are aligned into three phases: Execution; planning, programming and budgeting; and spending plan development.

a. Execution Phase. The Marine Corps generally receives Operations and Maintenance (O&M), 1B1B funding authority on or about October 1 of each fiscal year. Once received, DC P&R apportions funding authority to primary budget holders in accordance with prepositioning program phasing plans.

(1) DC I&L and CG MARCORLOGCOM are the primary budget holders of 1B1B funding. Funding apportioned to DC I&L is managed by Maritime and GeoPrepositioning/OEF Ground Equipment Reset (LPO-2) in a prepositioning Centrally Managed Program (CMP). Funding apportioned to CG MARCORLOGCOM is allocated to BIC.

(2) Funding held in the CMP account primarily supports programmatic and exercise costs incurred in support of MPF and MCPP-N. Approved T-AVB exercise and programmatic costs are also supported using the CMP. LPO-2 will allocate monthly obligation authority to the stakeholders in accordance with approved spending plans.

(3) Stakeholders are required to participate in quarterly reconciliation reviews conducted by POE-40 and LPO-2. The quarterly reviews provide a scheduled process that accommodate reconciliations of spending plans with current year adjustments.

b. Planning, Programming and Budgeting Phase

(1) The three distinct phases of the PPBE process have been combined to reflect the actions required of prepositioning stakeholders. These actions are integrated in an effort to formulate realistic, achievable, and defendable resource projections.

(2) In response to projected prepositioning related demands slated to occur throughout the Future Years Defense Plan (FYDP), prepositioning planners will forecast and assign costs in order to execute those demands. The dominant prepositioning demands that require resource planning include:

(a) Local and JCS-directed exercises.

(b) MPF Maintenance Cycle events.

(c) MCPP-N maintenance actions.

(d) Prepositioning programmatic requirements.

(3) CG MARCORLOGCOM (BIC) will determine resource requirements to conduct maintenance cycles to rotate, repair, and replenish equipment and supplies to meet the established ships' rotation cycle, offload and backload of MPS (at whatever location it occurs), support all prepositioning exercises, and support exercises with TAATs, and conduct and support applicable planning conferences.

(4) MARFORs will consider their planned exercises that include PE/S and determined resources required to plan and execute prepositioning exercise objectives. The estimates must consider any specific prepositioning training as well as their programmatic management resource needs to ensure appropriate prepositioning competency is maintained throughout their organization.

(5) Resource requirements are transmitted via stakeholder Annual Prepositioning Resource Submission (APRS) plans. The APRS will reflect liquidated historical execution from the prior two years, the current year budget, and a six year forecast for funding that includes all prepositioning exercise planning, maintenance requirements support, MCPP-N support, T-AVB requirements, and programmatic costs to include TAD costs required to attend prepositioning planning conferences and meetings.

(6) DC I&L (LPO) will conduct an APRS data call to all prepositioning stakeholders and will consolidate input into a single Program Review (PR) for the 1B1B account. LPO will serve as the single agent to formulate and justify program funding levels to DC P&R. Stakeholders must be prepared to justify and validate their APRS and assess impact and risk if funding lines are reduced during the PR process. DC P&R will make the final determination on funding profile. Any prepositioning funding forecast not included in the DC P&R funding profile will form the basis for a POM initiative.

c. Spending Plan Development Phase

(1) Every April, all prepositioning stakeholders will submit estimates of the next year's spending plans to LPO-2. Spending plans become the basis for the allocation and obligation authority in the year of execution.

(2) LPO will consolidate all spending plans into a single 1B1B spending plan and submit to DC P&R.

3. POM Development

a. Prepositioning POM initiatives will be presented to the Sustainment Program Evaluation Board (SUS PEB), an action officer-level panel led by DC I&L that ranks logistics programs based on their relative values to the Service.

b. The O5-level POM Working Group (PWG), led by DC P&R, will take the prioritized lists from all the PEBs and integrate all programs into a master prioritized list that will inform the development of the Service POM.

c. The MAGTF Prioritization Group (MPG), an O6-level panel sponsored by DC CD&I, will also examine every PEB's outputs, cross-walk their benefits against the MAGTF Capabilities Gap list, and integrate the programs into a comprehensive MAGTF Requirements List (MRL) to help inform the development of the Service POM.

d. Both the PWG master prioritized list and the MPG MRL are forwarded to the MROC which formulates a complete Marine Corps program across the FYDP and forwards it to CMC for approval.

4. PPBE Process. PPBE process is dynamic, overlapping, and competitive, involving numerous commands, departments, and agencies. It requires strong engagement among all stakeholders in order to create a realistic, responsible resource plan that reflects the priorities of the Marine Corps.

5. Additional Fiscal Guidance. Detailed guidance on prepositioning fiscal processes will be published by DC I&L as required.

Chapter 6

Logistics Policies and Processes

1. Introduction. Effective management of the Marine Corps prepositioning programs requires a detailed and coordinated logistics effort among the HQMC staff agencies, supporting establishment, operating forces, and agencies external to the Marine Corps. This chapter outlines logistics policies and processes utilized by MPF and MCPP-N stakeholders to accomplish the mission.

2. Acquisition. The expenditure of appropriated Procurement Marine Corps (PMC) or O&M,MC funds for materiel or services constitutes acquisition. Marine Corps prepositioning acquisitions are executed by COMMARCORSYSCOM, CG MARCORLOGCOM, and DC I&L. This process is integrated in the Planning, Programming and Budgeting System (PPBS) through detailed procedures and with continual coordination and oversight by the DON.

a. PE/S are acquired for the POs supporting the MAGTF. Prepositioned materiel must be compatible with the same equipment and supplies used by the MAGTF designated to marry up with the equipment and supplies during crisis response and contingency operations. DC CD&I will ensure appropriate naval integration considerations are incorporated during requirements development to ensure that prior to procuring a specific piece of equipment, critical transportation constraints, and prepositioning suitability criteria must be assessed (e.g. dimensional data, weight, and shipboard operating requirements).

(1) The introduction of new end items, modifications to existing equipment, and the replacement of expired stocks will take place continually throughout the life of the program.

(2) The acquisition phase includes programming and budgeting activities, procurement, the delivery of end items, and issuing initial provisioning packages and supplies. The numerous acquisition activities and the roles and functions of the involved organizations are identified in Chapter 2 of this Order.

b. The PMC acquisition process begins when an approved POM initiative for a PEI is passed to COMMARCORSYSCOM for acquisition action. The requirement is then an acquisition program or project. COMMARCORSYSCOM assigns a program manager (PM) who is responsible for all related acquisition actions and lifecycle management of the weapon system and equipment.

(1) Table of Authorized Materiel Control Number (TAMCN) based equipment and supplies that support the PO are included in TFSMS as an AAO. The Marine Corps plans and purchases equipment for MPF and MCPP-N as part of the introduction of materiel into a contingency to support the operating forces.

(2) The PMs are responsible for developing Integrated Logistics Support Plans (ILSPs) for PEIs. These ILSPs must take into account prepositioning attainment strategies, unique shipboard or ashore site constraints, and future requirements.

(3) The PMs also support requirements for special tools and test equipment unique to the PEI being acquired. These items are prepositioned along with the PEIs and must be acquired to perform maintenance on the PEIs.

c. Prepositioning Equipment and Supply Acquisitions. The acquisition of equipment and supplies for prepositioning is conducted in the same manner as acquisitions to support other operating force requirements as governed by applicable acquisition regulations.

(1) Classes of Supply (COS). The following list, by class of supply, identifies the organizations responsible for acquisition of materiel in support of the prepositioning programs:

(a) Class I. CG MARCORLOGCOM and the Defense Logistics Agency (DLA).

(b) Class II. COMMARCORSYSCOM and CG MARCORLOGCOM.

(c) Class III (Bulk). Defense Logistics Agency - Energy.

(d) Class III(W) (Packaged). CG MARCORLOGCOM.

(e) Class III(A) (Packaged). COMNAVAIRSYSCOM.

(f) Class IV. CG MARCORLOGCOM.

(g) Class V(W). COMMARCORSYSCOM and Commander, Naval Facilities Engineering Command (COMNAVFAC).

(h) Class V(A). COMNAVAIRSYSCOM.

(i) Class VII. DC I&L, COMMARCORSYSCOM, COMNAVAIRSYSCOM, and COMNAVFAC.

(j) Class VIII. COMMARCORSYSCOM and CG MARCORLOGCOM.

(k) Class IX(W). COMMARCORSYSCOM, CG MARCORLOGCOM, and COMNAVFAC.

(l) Class IX(A). COMNAVAIRSYSCOM.

3. Attainment. Attainment is the inventory management process that gathers the quantity of an item, regardless of source (e.g., new acquisition and the stores system) necessary to meet that item's PO.

a. CMC may direct initial asset distribution by CG MARCORLOGCOM (less Class V and Navy 2032 assets) and redistribution by MARFOR commanders, CG MARCORLOGCOM, and other Supporting Establishment commanders in order to implement CMC equipping priorities (published by DC PP&O) and maximize the readiness of the Marine Corps. With regard to attainment for the Marine Corps prepositioning programs, CG MARCORLOGCOM is responsible for sourcing deficiencies in accordance with policy established by CMC.

b. Operating forces and SMCR units will not be authorized to go below C-2 supply readiness as a consequence of this sourcing policy without approval of DC PP&O and DC I&L.

c. Equipment provided to reduce prepositioning deficiencies will be in condition code A, B, or D, and will be shipped with all SL-3 components, all SSRI, CM and if directed, designated Using Unit Responsible Items (UURI) components to a location specified by CG MARCORLOGCOM.

4. Supply. This phase begins immediately after end items and supplies are delivered to specified government activities.

a. With the exception of Class V, Marine Corps prepositioned materiel is managed through the use of GCSS-MC.

b. CG MARCORLOGCOM retains administrative control and accountability over all MPF and MCPP-N assets.

c. Navy equipment to support the NSE, NMCB, EMF, EAF, or ASE will be loaded to Marine Corps prepositioning program databases, but the owning organization will retain accountability.

d. COMNAVAIRSYSCOM (ASE Program Office (PMA 260)) is responsible for accountability of ASE.

5. Maintenance

a. Afloat. The general concept for prepositioned material is to provide continuous surveillance, limited maintenance aboard ships by MCMC personnel. Required maintenance and replenishment of prepositioned equipment is executed during MMC. Reference (e) provides details on MPF maintenance and material management.

b. Ashore. The Government of the Kingdom of Norway, through the NDLO/MEB Command, maintains MCPP-N equipment and supplies per guidelines established in reference (f).

(1) The NDLO/MEB workforce consists of Norwegian government civilian and military personnel.

(2) MCPP-N operating costs are shared equally with Norway, per the Secretary of Defense-approved MOU with the Government of Norway and the MCPP-N Prepositioning Arrangement signed by CMC and the Norwegian Chief of Defense Staff.

(3) Maintenance management of ground equipment and supplies is conducted through the use of GCSS-MC.

6. T-AKE Policy. T-AKEs, the newest platform to join the MPF program, contribute to the prepositioning of a MEB by providing joint force commanders with an open hold, break bulk configured ship capable of supporting a seabased sustainment capability. Palletized supplies can be tailored and reconfigured aboard the ship, then selectively offloaded through vertical and surface retail distribution, increasing throughput and access to common item support to forces ashore. MPF T-AKEs will be:

a. Loaded with a portion of the 30 days of supply necessary to sustain MAGTF mission requirements and contribute to the sustainment of joint forces.

b. In instances where Combat Logistics Force (CLF) is not available to support, MPF T-AKEs may be made available to support Amphibious Ready Groups (ARGs) or Amphibious Task Forces (ATF) serving in a direct support station ship function to the fleet.

c. Capable of independent operations in permissive environments such as engagement activities or exercise support although no aircraft are assigned to T-AKEs.

d. Linked to the Naval and joint logistics pipeline affecting persistent sustainment.

(1) T-AKEs will interface with intra-theater connectors, the CLF, and other sealift platforms via VERTREP and connected replenishment (CONREP).

(2) T-AKEs will also have the option of transiting from station to an advanced base/supply hub for pierside resupply.

e. Operationalizing the T-AKE in support of exercises or MEUs will be funded by the CCDR, via engagement from the supported COMMARFOR and COMNAVFOR, including incremental ship operating costs and replacement of consumables.

f. DC I&L, in conjunction with DC PP&O, will identify and publish redline thresholds for prepositioned consumables to be taken into consideration by the operating forces requesting use of T-AKE sustainment for exercises.

g. Operating forces will forecast their expected consumable replacement costs, with reimbursement sent to CG MARCORLOGCOM.

h. Requests to use equipment and supplies prepositioned aboard T-AKEs for exercises will be conducted in accordance with chapter 8 of this Order.

7. Logistics Classification Policy. Distinctions in logistics classification have funding implications.

a. All prepositioned equipment and sustainment is considered War Reserve Materiel for peacetime planning and accountability.

(1) All classes of ground supply are counted against the Marine Corps WRMS for purposes of WRMS attainment goals.

(2) Prepositioned ammunition is not procured specifically for the prepositioning programs but is provided from war reserve stocks and is credited toward the Marine Corps (Class V(W)) and Naval Aviation (Class V(A)) war reserve requirement.

(3) Bulk fuel prepositioned on MPS is part of war reserve requirements of the CCDR to which the MPSRON is assigned.

b. Items required by units for operations but which are not included in the PO do not need to be procured for prepositioning programs since they will be included in the FIE. These items do not impose an additive demand on Marine Corps acquisition funds since they already exist in unit T/Es.

Chapter 7

Readiness Policies

1. Introduction

a. HQMC must have timely and accurate reporting of readiness and attainment to support information requirements within and outside the Department of Defense. HQMC Installations and Logistics (I&L), in coordination with DC PP&O and IGMC, is tasked with monitoring readiness and attainment levels of all equipment and supplies assigned to USMC prepositioning, to include Navy support equipment. Fulfilling this requirement takes coordination from multiple organizations and multiple methods of reporting. The Marine Corps and Navy report readiness at three levels in order to provide a holistic picture of the readiness of Marine Corps prepositioning.

b. First, the MEFs report on their respective MEBs' abilities to execute prepositioning operations, via Defense Readiness Reporting System-Marine Corps (DRRS-MC). Second, MSC reports on MPS readiness to execute the ships' missions. Third, CG MARCORLOGCOM (BIC) reports the readiness of PE/S in the DRRS-MC, against the POs of the MPSRONs and MCPP-N.

c. This chapter focuses on the third level, tracing AAO impacts on the POs of materiel and the systems used as readiness reporting mechanisms.

2. Marine Corps Prepositioning and the AAO

a. The AAO is the quantity of an item authorized for peacetime and wartime requirements to equip and sustain U.S. and Allied Forces in accordance with current DOD policies and plans. This quantity shall be sufficient to support other U.S. government agencies as appropriate on a cost sharing basis.

b. The AAO consists of six components (commonly referred to as the pillars of the AAO):

(1) Initial issue (for new equipment) or table of equipment allowances (for equipment in production/fielding) for MARFOR units and the supporting establishment.

(2) Maritime Prepositioning Squadrons (MPSRON) allowance, not including FIE or low density equipment.

(3) MCPP-N allowance.

(4) Depot Maintenance Float Allowance (DMFA).

(5) War Reserve Materiel Requirement (WRMR) (less prepositioning allowance) or zero (to prevent a negative allowance when the prepositioning quantity is greater than or equal to the WRMR).

(6) Supporting establishment, including MCCDC, the Recruit Depots, MARCORLOGCOM, bases and air stations, and Recruiting Command.

c. The afloat (MPF) and ashore (MCPP-N) programs are separate pillars of the AAO. Their allowances are counted as off-set against the WRMR.

d. Funding constraints do not allow for the full purchase of the AAO. Risk is assumed across all AAO pillars, including the MPS and MCPP-N, which impacts attainment of the MPSRONs and MCPP-N.

3. Readiness Reporting Policy. Marine Corps prepositioning programs will reflect readiness in GCSS-MC and DRRS-MC.

a. GCSS-MC. GCSS-MC is a family of systems used by the Marine Corps for integrating personnel, equipment and supply accountability, and maintenance reporting.

(1) MEF will report MEB readiness against the prepositioning MCT, which assesses the ability to conduct afloat and ashore prepositioning operations.

(2) Readiness allowances and attainment fill rate of Marine Corps prepositioned equipment and sustainment will be reported within GCSS-MC at the squadron level.

b. Alternate Methods. When current systems are unable to report all equipment and supplies assigned to the prepositioning programs, alternate methods will be directed. Current gaps have been filled by an attainment report and readiness brief on a weekly basis from CG MARCORLOGCOM (BIC) to HQMC I&L. Organizations will continue to support CG MARCORLOGCOM (BIC) in readiness and attainment data collection and submission of manual reports until such time as this data is automated based on requirements to support current or future systems.

4. Readiness Reporting of Prepositioning. Readiness reporting can be calculated multiple ways depending on how and what you calculate. Due to the unique nature of prepositioning and its combination of Navy and Marine Corps equipment spanning all classes of supply, guidance on what is reported is needed. In all cases, readiness reporting should be calculated against the PO.

a. Marine Corps Automated Readiness Evaluation System (MARES) Reportable. MARES equipment is ground equipment only. MARES Reportable items and its subset, Mission Essential Equipment (MEE), provide a standardized method of adequately measuring overall equipment status and capability of MARFORs. For prepositioning, MARES Reportable items per reference (l) (published annually) will be used as the overall measuring standard when HQMC reports readiness of each MPSRON and MCPP-N.

b. Classes of Supply. Reporting all classes of supply, to include ASE, provides a holistic view of USMC attainment within the prepositioning programs. When further detail is warranted beyond MARES Reportable, reporting by classes of supply will be used.

c. Navy Readiness. This includes NMCB and NSE. When combined with classes of supply reporting, a complete picture of prepositioning readiness and attainment can be provided.

Chapter 8

Exercises And Operations

1. Introduction. This chapter describes broad objectives, policies, and processes for planning prepositioning exercises and operations. It also includes planning considerations and responsibilities for reconstitution of the MPS following an offload for a contingency operation.

2. Prepositioning Exercise Policies. Marine Corps prepositioning exercises are intended to strengthen USMC core competencies and expeditionary capabilities and enable testing and evaluation and doctrine development.

a. The Marine Corps must execute a coherent, coordinated exercise strategy that facilitates the development of doctrine, training, and the tactics, techniques, and procedures necessary to conduct prepositioning operations. Funding constraints require all USMC prepositioning stakeholders to maximize the value of each exercise, focusing on quality over quantity of events.

b. The Marine Corps' exercise objective is two-fold. For afloat prepositioning, the Marine Corps' objective is to enable each MEF to conduct an annual MPF exercise. For ashore prepositioning, the Marine Corps' objective is one exercise per year that exercises the Reception, Staging, Onward-Movement and Integration (RSO&I) of equipment in MCPP-N.

c. Marine Corps and Navy stakeholders will coordinate plans for exercises at a PEWG hosted by COMMARFORCOM, in conjunction with DC PP&O (POE), at one of the semiannual Force Synchronization Conferences.

(1) Prior to the convening of the PEWG, each MARFOR will update and submit its prepositioning exercise schedule to HQMC (DC PP&O). The working group will overlay each MARFOR's schedule and review required exercise forces, ships, timelines, objectives, funding, and other necessary resources.

(2) To the greatest extent possible, exercises will be aligned with existing joint and Service exercises and planned TSC activities to maximize resources, gain efficiencies, and reinforce links with the CCDR theater objectives.

(3) Unit exercises should be conducted on a continuing basis to meet local training needs. These exercises, though smaller in scope, constitute a significant portion of the training that is necessary to ensure the combat readiness of Marine Corps prepositioning. In addition to local training, MARFORS and units within the MEFs can benefit from exercises conducted concurrently with the MPF Maintenance Cycle in accordance with the notification procedures contained in the technical manuals governing logistics support for MPF and MCPP-N, respectively.

(4) Exercises must be designed to develop and sustain the capability to conduct conventional offloads (e.g., pierside and in-stream) and integrate experimentation.

(a) Joint Exercise Transportation Program (JETP) funding can be utilized to assist in offsetting the cost for the FIE during an exercise approved as part of the Joint Exercise Program.

(b) CCDRs with MPF included as a primary task within their war plans have priority for JETP funding.

(5) Due to the limited opportunities to exercise MCPP-N equipment and supplies in Norway, out of area exercises that are supported with MCPP-N equipment should incorporate reinforcement and withdrawal processes whenever possible.

d. Commanders of Marine Corps Forces and DC CD&I will develop and recommend appropriate Joint Mission Essential Task (JMET) through DC PP&O to the Joint Staff and appropriate CCDRs for inclusion in the Joint Training Plan. The Joint Mission Essential Task List is used to justify and budget for exercises in the Joint Training Plan and to ensure training objectives are focused on the Joint Mission Tasks.

e. Funding for USMC prepositioning exercises is discussed in Chapter 5 of this Order and established in the following references:

(1) Reference (m), which identifies the fleet commanders' budget responsibilities.

(2) Reference (n), which contains Field Budget Guidance for unit O&M,MC funds.

f. To make efficient use of finite resources and quickly apply lessons-learned from prepositioning exercises across Marine Corps Forces commands, cross-training among operating forces staffs is encouraged.

3. Prepositioning Employment Policy

a. The MPSRONs are assigned to a CCDR per the Forces for Unified CCDRs Memorandum, which is updated annually by the Joint Staff.

(1) The squadrons are under the operational control of their respective fleet commanders. Administrative control of the ships is the responsibility of MSC.

(2) The following command relationships are established:

(a) MPSRON-2: Commander, PACOM.

(b) MPSRON-3: CDR PACOM.

(c) MCPP-N: Service-retained; COMMARFOREUR serves as the in-theater coordinating authority for withdrawal and return of equipment and supplies and working with CD&I and DC PP&O, helps define the F/Ls and regional requirements that are to be supported by MCPP-N. COMMARFOREUR conducts employment and redeployment planning and execution of assigned/attached forces who are supported by MCPP-N.

b. Marine Corps operating forces are apportioned to the CCDRs for planning in the current Joint Strategic Capabilities Plan (JSCP).

c. COMMARFORs are authorized to develop additional requirements for materiel for their respective CCDR area of responsibility in order to maximize MPSRON capacities.

d. The JSCP contains procedures to use MPF ships in a common-user role following MPF offload. However, there may be situations when operating forces need to request withhold of one or more MPS from the common-user role. In such cases, operational planners must be prepared to request the withhold of the MPS for Marine Corps support. The following are two examples of these situations:

(1) The COMMARFOR may have a requirement to re-establish an MPF capability within his respective CCDR area of operation.

(2) The COMMARFOR of the force deployed to the contingency area may have a requirement for dedicated sealift to support the concept of operations (e.g., sea-based mobile logistics).

4. Planning Responsibilities

a. Roles and functions for planning Marine Corps prepositioning operations are outlined in Chapter 2 of this Order and detailed in reference (j).

b. The supported MARFOR will be responsible for TPFDD required upon employment of MPF or MCPP-N materiel.

c. As CMC's operations deputy and executive agent and advocate for prepositioning, DC PP&O has the following responsibilities:

(1) Function as the Service's focal point for joint planning and operational matters concerning MPF and MCPP-N.

(2) If necessary, function as the Service lead with the Joint Staff to coordinate reposturing, assignment and/or realignment of MPSRONs during contingency operations.

5. Requesting Prepositioning Materiel for Exercises

a. MPF

(1) A Marine Corps component commander whose CCDR is assigned a MPSRON will request prepositioning materiel for exercises from DC PP&O (POE-40) via message 120 days prior to execution.

(2) A Marine Corps component commander whose CCDR is not assigned a MPSRON will coordinate request for use of PE/S with COMMARFORs whose CCDRs are assigned a MPSRON. In turn, these COMMARFORs will submit a request to use PE/S to HQMC DC PP&O (POE-40) via message 120 days prior to execution.

(3) Once use of PE/S and designated MPS is approved by DC PP&O, CG MARCORLOGCOM (BIC) will begin detailed coordination with MEF and MARFOR MPF planning staffs.

(4) DC PP&O (POE-40) is the approval authority for use of PE/S in exercises. In this role, it will:

(a) Review the operational availability of MPS, MMC, and the MEF equipment density list to finalize approval.

(b) Ensure requested Maritime Prepositioned Equipment and Supplies (MPE/S) meet criteria established by reference (e).

(c) Coordinate with appropriate OPNAV staff for offload and use of Navy assets aboard the MPS.

(d) Inform DC AVN (ASL) of use of prepositioned ASE.

(e) Direct the deployment of a TAAT in support of the exercise when necessary.

b. MCPP-N

(1) DC PP&O (POE-40) authorizes the use of equipment and supplies for exercises.

(2) Units will request use of equipment and/or supplies from MCPP-N per reference (f).

(3) Upon approval of the request, HQMC (POE-40) will release a message to the U.S. Embassy/Office of Defense Cooperation (ODC), Oslo, Norway no later than 90 days prior to shipment date. The ODC will then forward the information to Defense Staff Norway (DEFSTNOR). COMMARFOREUR, CG MARCORLOGCOM, and CG 2d MAW are also notified of the approval as appropriate. If munitions are requested, COMMARCORSYSCOM (PM Ammunition) is also notified.

(4) CG MARCORLOGCOM (BIC) will coordinate with NDLO/MEB the withdrawal and return of MCPP-N equipment.

(5) CG MARCORLOGCOM (BIC) or other appropriate commodity managers will initiate actions to direct the deployment of a technical assistance and advisory team if required to prepare and issue equipment per guidelines specified in reference (f).

6. Requesting Prepositioning Materiel for Contingencies and Operations.

a. MPF. The Secretary of Defense will approve use of materiel prepositioned aboard the MPSRONs as part of an approved OPLAN, operations order (OPORD), request for forces (RFF), or other appropriate order, in accordance with reference (o).

b. MCPP-N. DC PP&O will approve use of materiel prepositioned in MCPP-N for contingencies and operations. The request procedures are identical to those for exercises, which are outlined in paragraph 5.b of this chapter, with the exception that the timeline is anticipated to be compressed. MARFOREUR retains the task as coordinating authority and has the responsibility for ensuring withdrawals are conducted in a timely manner that supports the COCOM.

7. MPF Reconstitution. MPF reconstitution is the methodical approach to restore the MPSRON to its original strength or properties and to attain full operational capability, post MAGTF operations. Reconstitution operations include regeneration and reorganization. As such, the goal of MPF regeneration is to reestablish the Marine Corps capability to reestablish MPF MAGTF deployments as quickly as possible following completion of the mission. The regeneration effort is dependent on release of PE/S from operational requirements.

a. Planning for reconstitution of PE/S materiel loaded aboard MPS will begin when a portion or all of an MPF capability is committed for an operational contingency. Planning will consider the commander's desired level of combat effectiveness needed for the PE/S. This may include:

(1) Reconstitution of a partial MPF capability prior to meeting the goal of full mission capability based on follow-on mission taskings.

(2) A separate OCONUS reconstitution effort that is independent from the committed theater of operations.

(3) The need to defer reconstitution to attain full mission capability based upon completion of the scheduled maintenance cycle in CONUS.

b. The supported CCDR should recommend to the Joint Staff the timing of reconstitution and identify in-theater capabilities needed to support it. The Joint Staff should subsequently task the supported CCDR and supporting organizations to execute.

c. The supported CCDR's Marine Corps component commander will normally accomplish the initial reconstitution. Following completion of the MAGTF employment mission, DC PP&O will coordinate redeployment, reconstitution and/or return from the Common User Sealift Pool (CUSP) with TRANSCOM, MSC, affected CCDRs and the Joint Staff.

d. Additional Naval Forces required to accomplish reconstitution may be assigned by the respective Service headquarters and may include supporting establishment activities.

e. DC PP&O will provide Service input concerning MPF reconstitution, and supporting deployment and retrograde operations into the joint planning process. Input may include recommendations on the following:

(1) Coordination of Forces' retrograde with MPF regeneration.

(2) MPSRON ship composition post operations following regeneration.

(3) Deployment of supporting MARFORs into theater to assist with regeneration and retrograde.

f. DC PP&O and DC I&L will coordinate Marine Corps planning for MPF regeneration and reconstitution. The operating forces and supporting establishment commanders will be provided regeneration guidance through a Letter(s) of Instruction (LOI). Estimates of supportability for the required effort will generate CMC's Service guidance to the operating forces and supporting establishment for the regeneration effort.

g. To effectively and efficiently allocate competing resources, CMC will establish the priorities for the execution of the regeneration and reconstitution effort of MPF and all other committed capabilities within the Marine Corps. This decision will establish the Marine Corps priorities for allocation of competing resources during regeneration.

h. Funding guidance to support regeneration of equipment and supplies aboard MPF ships will be situationally dependent. Funding guidance for developing and submitting cost estimates for budgeting estimates for regeneration and reconstitution efforts will, if required, be provided by DC I&L to the operating forces and supporting establishment commanders as part of the LOI.

Chapter 9

Automated Information Systems (AIS) Supporting Marine Corps Prepositioning

1. Introduction. This chapter establishes and describes the AIS used to support the Marine Corps prepositioning programs. Additional details regarding AIS processes can be found in references (e) and (f), the technical manuals that outline logistics support for MPF and MCPP-N, respectively.

2. Data Standards. Visibility of prepositioning materiel is provided through AIS that planners at all levels can access. The data must be accurate and timely. Data standards will be maintained at the source of generation and will be standardized for both afloat and ashore prepositioning programs. The intent is to have interchangeable and interoperable data that planners and users of prepositioning assets can depend on from whichever program the assets are sourced.

3. Prepositioning AIS. The Marine Corps uses the following systems of record in support of prepositioning programs.

a. GCSS-MC. GCSS-MC - a web-based ordering and tracking application that is the Marine Corps' member of the GCSS Family of Systems - is used to integrate personnel, equipment and supply accountability, and maintenance reporting.

b. DRRS-MC. DRRS-MC, the Marine Corps' member of the DOD-wide readiness reporting system, allows units to register and report the readiness status of their training, equipment, personnel, missions, and METs.

c. MDSS II. MDSS II is used by the operating forces to develop and tailor the prepositioned MAGTFs, including the detailed F/L, personnel, and materiel.

d. Joint Force Requirements Generator II (JFRG II). This joint system of record is used by the operating forces to interface with data provided by MDSS II in order to support USMC prepositioning force movements in the Joint Operation Planning and Execution System (JOPES).

e. JOPES. JOPES is an integrated joint command-and-control system used by global force managers to plan and execute all military operations. MDSS II data are ultimately translated into a form capable of being used by JOPES to track requirements, departures and arrivals.

f. Integrated Computerized Deployment Support System (ICODES). ICODES receives data from MDSS II and builds the ship and cave load plans for use by CG MARCORLOGCOM (BIC) and the MARFORs for offload/backload planning during MMCs, exercises and contingencies. ICODES provides a Ship's Cargo Manifest (SCM); Dangerous Cargo Manifest (DCM); and the TSS utilized for the final ships' documentation.

4. Enabling Systems. The Marine Corps uses several other systems that are complementary to the systems of record mentioned above. These enabling systems facilitate management and provide visibility of on-hand equipment and supplies of the POs for MPF and MCPP-N. The following enabling systems development and maintenance will be the responsibility of CG MARCORLOGCOM (BIC). These systems will reside on the BIC network.

a. MCPIC. MCPIC is a web-based application developed to provide a central location for information and data for the MPF and Marine Corps Prepositioning Program Norway (MCPP-N) programs. MCPIC includes four features used by prepositioning planners:

(1) Prepositioning Planning System (PPS). PPS features plans for MPF and MCPP-N (with breakdowns available for MPSRON, individual ship, and ashore site); associated reference data; POs; SL-3 identified TAMCNs; and, parent/child association requirements.

(2) Prepositioned Equipment and Supplies Viewer (PES-V). PES-V provides users with the ability to query data for equipment and supplies deployed on MPS, as well as MCPP-N data by cave location.

(3) Knowledge Management Explorer (KME). KME, a simplified version of Microsoft Office SharePoint, is the central depository for MCPIC document control and prepositioning documents.

(4) PDSAT. PDSAT provides planners with analysis for current and future program decisions associated with optimizing the type and quantity of materiel prepositioned aboard MPF and MCPP-N. PDSAT has the ability to receive specific reports from the TFSMS in order to manage unit assignments to the MEB T/E, support user review and input, conduct force composition analysis, and interface with MCPIC for equipment configuration data to assess unit distribution and ship association.

b. Integrating the Placement and Registration of Identified Materiel and Equipment/Tracking Identified Materiel and Equipment (IPRIME/TIME). IPRIME and TIME are the same system with two specific major functions.

(1) IPRIME tags items and TIME tracks the location of the tagged items. IPRIME enables users to register an item into the IPRIME database as well as the DOD Item Unique Identification (IUID) registry (when applicable). IPRIME also enables users to burn Passive Radio Frequency Identification (pRFID) tags. Additionally, IPRIME provides users with an online IUID and pRFID tag placement guide via MCPIC.

(2) IUID and pRFID tags have been applied on equipment and supplies prepositioned aboard MPF and in MCPP-N. Once items have been tagged with IUID marks or pRFID tags, the IPRIME system has essentially primed TIME for activation.

(3) TIME utilizes a network of pRFID readers that are strategically placed in ingress/egress locations desired by local commanders. The organizations typically covered by the pRFID readers are as follows: Beach Operations Group (BOG), Port Operations Group (POG), Movement Control Center (MCC), and each of the Arrival and Assembly Operations Elements (AAOEs).

(4) IPRIME and TIME is resident at BIC and has been successfully used during Marine Corps MPF exercise offloads and backloads to provide operational commanders with total asset visibility (TAV). IPRIME and TIME equipment can be requested by the MAGTF and deployed with the TAAT if sufficient funds are provided by the MAGTF.

5. Automated Identification Technology (AIT) Media. AIT media (IUID and RFID) will be applied by CG MARCORLOGCOM (BIC) as directed by DOD and Marine Corps orders and at the discretion of the supported CCDR.

Appendix A

Acronyms and Abbreviations

Acronym/ Abbreviation	Long Title
AAO	Approved Acquisition Objective
AGSE	Aviation Ground Support Equipment
AIS	Automated Information System
AIT	Automated Identification Technology
AOR	Area of Responsibility
APRS	Annual Prepositioning Resource Submission
ARG	Amphibious Ready Group
ASE	Aviation Support Equipment
ATF	Amphibious Task Force
BIC	Blount Island Command
CCDR	Combatant Commander
CCI	Controlled Cryptographic Item
CJCS	Chairman of the Joint Chiefs of Staff
CLF	Combat Logistics Force
CMC	Commandant of the Marine Corps
CMP	Centrally Managed Program
CNO	Chief of Naval Operations
CG MARCORLOGCOM	Commanding General, Marine Corps Logistics Command
COMMARCORSYSCOM	Commander, Marine Corps Systems Command
COMMARFOR	Commander, Marine Corps Forces
COMMARFORAF	Commander, U.S. Marine Corps Forces Africa
COMMARFORCOM	Commander, U.S. Marine Corps Forces Command
COMMARFOREUR	Commander, U.S. Marine Corps Forces Europe
COMMARFORPAC	Commander, U.S. Marine Corps Forces Pacific
COMMARFORSOUTH	Commander, U.S. Marine Corps Forces South
COMUSMARCENT	Commander, U.S. Marine Forces, Central Command
COMNAVAIRSYSCOM	Commander, Naval Air Systems Command
COMNAVFAC	Commander, Naval Facilities Engineering Command
COMSC	Commander, Military Sealift Command
DCM	Dangerous Cargo Manifest
DCNO	Deputy Chief of Naval Operations
DEFSTNOR	Defense Staff Norway
DON	Department of the Navy
DRRS-MC	Defense Readiness Reporting System-Marine Corps
EFDS	Expeditionary Force Development System
EMF	Expeditionary Medical Facility
EPP	Employment Prèparation Party
EXCOM	Executive Committee
F/L	Force List

FIE	Fly-In Echelon
FOC	Full Operational Capability
GCSS-MC	Global Combat Support System-Marine Corps
HQMC	Headquarters, U.S. Marine Corps
HNSBN	Host Nation Support Battalion
ICODES	Integrated Computerized Deployment Support System
ILSP	Integrated Logistics Support Plan
INLS	Improved Navy Lighterage System
IOC	Initial Operational Capability
IUID	Item Unique Identification
JFRG II	Joint Force Requirements Generator II
JMET	Joint Mission Essential Task
JOA	Joint Operations Area
JOPES	Joint Operation Planning and Execution System
JSCP	Joint Strategic Capabilities Plan
LCCE	Life Cycle Cost Estimate
LOG AIS	Logistics Automated Information System
LOI	Letter of Instruction
LO/LO	Lift-On/Lift-Off
MAGTF	Marine Air-Ground Task Force
MARAD	Maritime Administration
MARFOR	Marine Force
MCMC	Marine Corps Maintenance Contractor
MCPIC	Marine Corps Prepositioning Information Center
MCPP-N	Marine Corps Prepositioning Program-Norway
MCTL	Marine Corps Task List
MDSS II	MAGTF Deployment Support System II
MEB	Marine Expeditionary Brigade
MEF	Marine Expeditionary Force
MET	Mission Essential Task
MEU	Marine Expeditionary Unit
MMC	MPF Maintenance Cycle
MOA	Memorandum/Memoranda of Agreement
MOU	Memorandum/Memoranda of Understanding
MPE/S	Maritime Prepositioned Equipment and Supplies
MPF	Maritime Prepositioning Force
MPG	MAGTF Prioritization Group
MPS	Maritime Prepositioning Ship
MPSRON	Maritime Prepositioning Ships Squadron
MRL	MAGTF Requirements List
MROC	Marine Requirements Oversight Council
MSC	Military Sealift Command
NAVAIRSYSCOM	Naval Air Systems Command
NDLO	Norwegian Defense Logistics Organization
NJHQ	Norwegian National Joint Headquarters

NMCB	Naval Mobile Construction Battalion
NSE	Navy Support Element
O&M,MC	Operations and Maintenance, Marine Corps
ODC	Office of Defense Cooperation
OPNAV	Office of the Chief of Naval Operations
OPP	Offload Preparation Party
OSD	Office of the Secretary of Defense
PACOM	Pacific Command
PAG	Prepositioning Advisory Group
PDSAT	Prepositioning Decision Support and Analysis Tool
PEB	Program Evaluation Board
PEI	Principal End Item
PEWG	Prepositioning Exercise Working Group
PE/S	Prepositioned Equipment and Supplies
PM	Program Manager
PMC	Procurement Marine Corps
PO	Prepositioning Objective
POM	Program Objective Memorandum
POWG	Program Oversight Working Group
PPBE	Planning, Programming, Budgeting and Execution
PPBS	Planning, Programming and Budgeting System
PWG	POM Working Group
RFID	Radio Frequency Identification
ROMO	Range of Military Operations
ROS	Reduced Operating Status
RO/RO	Roll-on/Roll-off
RSS&I	Receipt, Storage, Segregation and Issue
SCM	Ship's Cargo Manifest
SLRP	Survey, Liaison and Reconnaissance Party
T-AKE	Auxiliary Dry Cargo/Ammunition Ship
TAMCN	Table of Authorized Materiel Control Number
T-AVB	Aviation Logistics Ship
TAAT	Technical Advisory and Assistance Team
TO&E	Table of Organization and Equipment
T/M/S	Type/Model/Series
TFSMS	Total Force Structure Management System
TOR	Terms of Reference
TRANSALTS	Ship Alterations
TSC	Theater Security Cooperation
TSS	Trim, Stress and Stability
UIC	Unit Identification Code
VERTREP	Vertical Replenishment
WRMS	War Reserve Materiel Stocks