

NLI PLAYBOOK

Edition 4



NAVMC 4000.4A, Naval Logistics Integration (NLI) Playbook, Edition 4

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1. Purpose. This Playbook provides tactics, techniques and procedures for developing and executing logistics plans in support of Marine air-ground task force (MAGTF) operations at sea and ashore. Although specifically written for MAGTF logisticians, it can also be used by Navy and Coast Guard units that conduct or support naval expeditionary force operations.

2. Cancellation. NAVMC 4000.4.

3. Background. Reference (a) provides policy and assigns responsibilities for implementing NLI within the Naval Service. The Navy, Marine Corps and Coast Guard have moved beyond logistics interoperability to NLI; enhancing our ability to support and sustain naval forces operating at sea or ashore.

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

5. Reserve Applicability. This NAVMC applies to the Marine Corps Total Force.


D. W. MAXWELL

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TABLE OF CONTENTS

Executive Summary	7
Chapter 1 – Logistics Organizations	1-1
1. Introduction	1-1
2. Defense Logistics Agency (DLA).....	1-1
3. Naval Supply Systems Command (NAVSUP).....	1-5
4. Military Sealift Command (MSC) – Logistics Task Forces	1-7
5. Marine Corps Logistics Command (MARCORLOGCOM)	1-10
Chapter 2 – Planning Considerations	2-1
1. Introduction	2-1
2. Related Publications	2-1
3. Lessons Learned.....	2-1
4. Logistics Training and Education	2-2
5. Pre-deployment Logistics Planning Timeline	2-3
6. GCSS-MC Pre-Deployment Planning Timeline.....	2-3
Chapter 3 – Decision Support Tools	3-1
1. Introduction	3-1
2. IDE/GTN Convergence (IGC)	3-1
3. Average Customer Wait Time (ACWT) Tool	3-2
4. MAGTF Logistics Support Systems (MLS2).....	3-2
Chapter 4 – Material Management	4-1
1. Introduction	4-1
2. Sources of Supply / Inventory Positioning.....	4-1
3. Sourcing Logic	4-2
4. Priority Material Sourcing and Expediting.....	4-3
5. Repairables Management and Retrograde	4-4
6. Contracting	4-5

Chapter 5 – Distribution Management	5-1
1. Introduction	5-1
2. Supply & Maintenance Analysis Readiness Team (SMART)	5-1
3. MAGTF Distribution Liaison Cells	5-2
4. NAVSUP FLCs	5-4
5. MARCORLOGCOM	5-4
6. Cargo Routing Information File (CRIF)	5-5
7. Opportune Lift (OPLIFT) / Lifts Of Opportunity Program (LOOP)	5-6
8. Navy Fleet Logistics Support Wing (FLSW)	5-8
9. Marine Corps Operational Support Airlift (OSA)	5-10
Appendix A – NLI 2017–2021 Strategic Plan	A-1
Appendix B – DLA Distribution OCONUS Sites	B-1
Appendix C – NAVSUP Global Logistics Network	C-1
Appendix D – HULL/FILL/Deckload Ordering Business Rules	D-1
Appendix E – MAGTF Logistics Chain Performance Dashboard	E-1
Appendix F – Notional Pre-Deployment Planning Timeline	F-1
Appendix G – GCSS-MC Pre-Deployment Planning Timeline	G-1
Appendix H – Common Naval Packaging Data	H-1
Appendix I – NAVSUP FLC Contracting Network	I-1
Appendix J – Marine Corps Contracting Capabilities	J-1
Appendix K – NAVFAC GCCC & GCSC	K-1
Appendix L – SMART Report and Process Flow	L-1
Appendix M – Examples of Major Supply Routes	M-1
Appendix N – Sample OPLIFT/LOOP Request	N-1
Appendix O – References	O-1
Appendix Y – Resources	Y-1
Appendix Z – Acronyms and Terms	Z-1

Executive Summary

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

Chapter 1 Logistics Organizations

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

Chapter 2 Planning Considerations

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

Chapter 3 Decision Support Tools

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

Chapter 4 Material Management

Chapter 4 provides TTP for managing material to support the operational requirements of a deployed MAGTF. It addresses demand and supply planning, requirements determinations, sources of supply and procurement procedures, local distribution, and disposal of materiel.

Chapter 5 Distribution Management

Chapter 5 provides TTP for the effective and efficient movement of materiel to support the operational requirements of a deployed MAGTF. Materiel movement commences at the source of supply and terminates with commodity receipt by the consuming unit.

Appendices

The appendices amplify TTP in the chapters. They provide detailed checklists and reports with examples of products developed and/or required to leverage external Marine Corps support capabilities. **Appendix A** is the NLI Strategic Plan.

Service Points of Contact for NLI

Headquarters, U.S. Marine Corps
Logistics Vision and Strategy (LPV)
I&L Department, Pentagon, Room 2E187
Washington, DC 20380-1775
Commercial: 571-256-7183/ DSN: 225-6101

Office of the Chief of Naval Operations
Logistics Operations Programs & Policies (N413)
2000 Navy Pentagon, 2E281
Washington, DC 20350-2000
Commercial: 703-695-4886 / DSN: 225-4886

Headquarters, U.S. Coast Guard
Office of Logistics (CG-44)
2703 Martin Luther King Jr. Ave. S.E.
Washington, D.C., 20593-7714
Commercial: 202-475-5655

Chapter 1 – Logistics Organizations

1. Introduction

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

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

2. Defense Logistics Agency (DLA)

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

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

c. DLA Logistics Operations (J3) (<http://www.dla.mil/HQ/LogisticsOperations/>) engages customers around the world to maximize readiness and logistics combat power by leveraging enterprise solutions. The J3 is responsible for the end-to-end management of DLA's nine supply chains and is the principal strategic, operational, and tactical planner for DLA business operations. J3 engages other DLA HQ Directorates and Major Subordinate Commands (MSC) to gather and interpret customer requirements for the Agency. DLA J3 primary sources for customer operations and support information:

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

(2) DLA Customer Support provides self-help tools, answers to frequently asked questions and links of interest:

<http://www.dla.mil/CustomerSupport/Resources/SelfHelp.aspx>

(3) Military Service Support - Marine Team:

<http://www.dla.mil/CustomerSupport/WarfighterSupport/MarineCorps.aspx>

(4) Military Service Support - Navy Team:

<http://www.dla.mil/CustomerSupport/WarfighterSupport/Navy.aspx>

(5) U.S. Coast Guard:

<http://www.dla.mil/CustomerSupport/WarfighterSupport/CoastGuard.aspx>

d. DLA MSCs are responsible for purchasing commodities and services common to all Military Services, other Federal agencies, and joint and allied forces. These commodities and services are managed by supply chain: Aviation, Land, Maritime, Medical, Subsistence, Clothing & Textiles, Construction Supplies & Equipment, Industrial Hardware, and Energy.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(3) No later than E-60, units should ensure appropriate logistics personnel can access the DLA Customer Assistance Handbook. Some circumstances may require users to register for a user ID and password to access the Handbook.

(a) The DLA Customer Assistance Handbook provides information and points of contact for customer assistance, headquarters and subordinate elements, General Services Administration (GSA) and Defense Finance and Accounting Service (DFAS), MILSTRIP/supply codes, logistics programs and tools, and self-help resources. The handbook is available online to customers with a .mil IP address at:

https://headquarters.dla.mil/DLA_Customer/Operations/Publications.aspx Hard copies can be ordered on-line by completing the information request form at: <http://www.dla.mil/CustomerSupport/Resources/Communications/Information-Request-Form/>

(4) No later than E-30, units should ensure appropriate logistics personnel request access IGC (<https://www.igc.ustranscom.mil/igc/>)

h. Additional information on DLA capabilities and points of contact can be found on the DLA homepage at <https://www.dla.mil> or <https://www.milsuite.mil/wiki/LogPort>.

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

(1) Information from the DoDAAF tables is sent to DLA systems every three hours. CRIF information is sent to DLA systems every three hours (Monday through Friday) and once per day (Saturday/Sunday).

(2) Each country in the world is primarily mapped to a DLA Depot and each Depot follows a specific sequence based on information compiled from US Transportation Command channel air and surface movement along with

scheduled trucks that DLA contracts. This information is regularly reviewed and updated as required

(3) For the latest information regarding DLA sourcing logic, contact the DLA Marine Corps Team.

3. Naval Supply Systems Command (NAVSUP)

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

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

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

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

(1) One Touch Support (OTS) is a 24-hour online self-service capability enabling requisition input, technical screening, and requisition and shipping status review. OTS provides a web-based point of entry to more than 30 different DoD, Navy and commercial logistics systems for research and parts procurement. OTS also provides the capability to submit support requests directly to the GDSC and into LS-CRM via the portal. Once support requests are

entered into LS-CRM, the customer can see status via the 'My Support Request' tab within OTS. Supply queries and requisition input or status checks can be entered via single line item or multi-line item via batch upload. Access to OTS requires a DoD Common Access Card (CAC)/Public Key Infrastructure (PKI) certificate for registration and sign-on: <https://www.onetouch.navy.mil>.

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

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

c. NAVSUP integrates delivery of logistics capabilities at the theater level through operations departments located at each NAVSUP FLC (Code 430s). Operations departments develop, maintain, and communicate operational situational awareness through close coordination with Maritime Headquarters, Logistics Task Forces and other operational logisticians. NAVSUP FLC operations departments participate in logistics planning for joint and fleet exercises and operations to provide proactive and predictive support to the operating forces. NAVSUP FLC operations departments can be reached through the customer support triad or at the NAVSUP website: <https://www.navsup.navy.mil/public/navsup/home/>.

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

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

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

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

(5) NAVSUP FLC Bahrain Operations Department includes a Marine (MOS 3112) that provides support to Marine Corps forces operating in or transiting through the 5th Fleet AO/CENTCOM AOR. This Marine synchronizes a range of theater support capabilities from logistics providers in support of Marine forces.

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

e. Additional information concerning specific logistics capabilities of NAVSUP FLCs can be found on the NAVSUP homepage:

https://www.navsupsup.navy.mil/public/navsup/products_services/

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

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

(1) The 30 ships of MSC's Combat Logistics Force (CLF) are the supply lines to U.S. Navy ships at sea. These ships provide virtually everything that Navy ships and personnel need including food, fuel, ordnance, spare parts, mail

and other supplies. CLF ships enable the Navy fleet to remain at sea, on station and combat ready for extended periods of time.

(2) No U.S. Navy ship goes to sea without a logistics sustainment plan. These plans are a co-responsibility of the respective Numbered Fleet Logistics Task Force Commander and the Ship's Supply Officer and are usually heavily dependent on CLF ship support. The logistics commands generally follow the Numbered Fleet naming convention; they are Commander, Task Force (CTF) 23, 33, 43, 53, 63, 73, and 83 (USFF). CTF Commanders have full authority and responsibility for ship logistics support within their respective AO.

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

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

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

c. HULL/FILL/Deckload

(1) Supported units, such as embarked Marine units, have the capability to use the replenishment capabilities of CLF vessels by integrating with the existing relationship between customer ships and the area fleet logistics task force and their associated Combat Logistics Officer (CLO). The CLO and his/her sustainment team are embedded in the CTF-X3 commands. Taking full advantage of the HULL/FILL/Deckload material afloat allows embarked units to plan for replenishment of basic supplies throughout a deployment reserving valuable storage space for high-value or long lead-time materials. It provides a tactical link for supported units into the supply distribution chain.

(2) A Marine Corps Load List (MCLL) was added to the CARGO in 2016, comprised of MEU-specific general use consumables aboard all 12 Dry Cargo /

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

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

d. CLO Roles, Responsibilities and Relationships

(1) The CLO and his/her sustainment team are the primary points of contact for sustainment afloat. All ship sustainment requisitions are routed through the CLO by the Supply Officer for processing.

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

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

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

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

(d) Provide Pre-Deployment briefs to CSG and ARG/ESG Supply organizations to include specific POCs and procedures for sustainment operations in their AOR.

(e) Provide OPLAN/CONPLAN support

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

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

(1) Military Sealift Command: <http://www.msc.navy.mil/>

(2) Combat Logistics Force: <http://www.msc.navy.mil/pm1/>

5. Marine Corps Logistics Command (MARCORLOGCOM)

a. MARCORLOGCOM provides MARCORLOGCOM provides globally responsive ground equipment inventory control and integrated operational-level logistics capabilities in order to maximize Marine Corps materiel readiness and sustainment. Deployed MAGTFs can leverage the global logistics capabilities of MARCORLOGCOM via their appropriate MARFORs.

b. As the executive agent to DC I&L as the Enterprise Ground Equipment Inventory Manager, MARCORLOGCOM is responsible for enterprise level fulfillment and distribution planning, inventory management, and reporting of Marine Corps equipment posture. Specific functions include:

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

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

c. The Supply Integration Division (SID) provides the interface between major wholesale suppliers and end users to ensure customers receive the best supply support possible.

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

(2) Deploying MAGTFs must request SMRR support early in the planning cycle and schedule pre-deployment training by contacting the SRM Branch, SID, Logistics Services Management Center (LSMC) at (229) 639-7238/9876.

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

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

(1) Deploying MAGTFs must request ground operational deployment block allowancing support no later than E-180 to allow ample time for all activities from demand planning to physical embarkation. Contact the Requirements and Accountability Branch (RAB), SID, LSMC at (229) 639-7550.

(2) Deploying MAGTFs should coordinate secondary repairable (SECREP) support via their respective repairable issue point (RIP) per MCO 4400.200, Marine Corps Coordinated SECREP Management Program.

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

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

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

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Chapter 2 – Planning Considerations

1. Introduction

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

2. Related Publications

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

b. *Marine Corps Forces – Logistics for Deployed Forces Handbook*. This Handbook addresses Marine Corps geographic component command policies and procedures, as well as theater logistics capabilities available to all Marine forces deploying into any combatant commander's area of responsibility. The Handbook consists of a core document, as well as separate MARFOR enclosures that detail available support and procedures unique to each theater. The publication is posted on the ADC I&L (LP) SharePoint site at URL: https://eis.usmc.mil/sites/HQMCLP/LPV/LPV_1/NLI_Docs/Forms/AllItems.aspx

3. Lessons Learned

a. The Marine Corps Center for Lessons Learned (MCCLL) actively collects, analyzes, publishes and archives lessons learned materials to include observations, insights, lessons, trends, after action reports and Marine Corps lessons learned reports. These efforts support training and planning for both exercises and operations, as well as the warfighting capability development

process. MCCLL focuses on tactics, techniques and procedures of immediate importance to the operating forces thereby identifying gaps and best practices, and recommending solutions across the doctrine, organization, training, materiel, leadership, personnel and facilities (DOTMLPF) spectrum. MCCLL URL: <https://www2.mccll.usmc.mil>

b. MAGTF Logistics SharePoint Site. HQMC LPV maintains a SharePoint site for MEU and Special Purpose MAGTF deployment logistics information for users to share knowledge, processes, and lessons learned with their counterparts. The site seeks to retain the institutional knowledge Marines cultivate while enabling MAGTF-wide connections and learning. MAGTF Logistics Turnover URL: https://eis.usmc.mil/sites/HQMCLP/MEU_TURNOVER_PORTAL/SitePages/Home.aspx

4. Logistics Training and Education

a. Marine Corps Logistics Operations Group (MCLOG)

(1) MCLOG provides standardized, advanced individual training in MAGTF logistics operations and unit readiness planning at the battalion and regimental levels, conducts battle staff training, facilitates logistics education and manages doctrine, training standards, tactics and institutional training programs in order to enhance combat preparation and performance of logistics combat element units in MAGTF operations.

(2) Expeditionary Logistics (EXLOG) Seminars/Continuums. EXLOG is a collective training event designed to educate and train logisticians, who are preparing for deployment, on the full array of logistics capabilities that maybe needed to support the range of military operations. This is done through a combination of EXLOG Seminars for MEUs and/or other logistics focused deployable organizations within each MEF. The goal of this program is to increase the knowledge on MAGTF, Naval and Joint logistics, intergovernmental and interagency capabilities, as well as theater specific roles, capabilities, and resources that maybe necessary for their pending deployment. EXLOG contact information: smbplmsmclogexlog@usmc.mil. Material presented at previous EXLOG Seminars: <https://eis.usmc.mil/sites/mclog1/exlog/Pages/home.aspx>. MCLOG URL: <http://www.29palms.marines.mil/Units/Marine-Corps-Logistics-Operations-Group/>.

b. Expeditionary Warfare Training Groups – Atlantic and Pacific (EWTGLANT/EWTGPAC) conduct training and instruction in the doctrine, tactics, and techniques of naval expeditionary warfare, with a focus on amphibious

operations, to support operational commanders in maintaining forces ready to project military power from the sea. URLs:

<http://www.public.navy.mil/fltfor/ewtglant/Documents/index.htm> and <http://www.ewtgpac.navy.mil/>.

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

d. Marine Corps Combat Service Support Schools (MCCSSS) is the subordinate command of Marine Corps Training and Education Command (TECOM) that provides formal resident school training for Marines in the occupational fields of logistics and supply. MCCSSS is located aboard Camp Johnson in Jacksonville, NC.

URL: <http://www.trngcmd.marines.mil/Units/South-Atlantic/MCCSSS/>

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

5. Pre-deployment Logistics Planning Timeline

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

6. GCSS-MC Pre-Deployment Planning Timeline

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

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Chapter 3 – Decision Support Tools

1. Introduction

Decision Support Tools (DST) enable logisticians to make informed decisions during all phases of a deployment/operation. The following paragraphs describe those DSTs most often used by deployed MAGTFs and provide guidance for employing them.

2. IDE/GTN Convergence (IGC)

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

b. IGC creates a single source for HQ DLA and USTRANSCOM to access common, authoritative data, business standards, and information. As the USTRANSCOM ITV system of record, IGC is synchronized with several other USTRANSCOM initiatives, such as Agile Transportation for the 21st Century or AT21.

c. IGC leverages existing systems and commercial technology to eliminate redundancy, to streamline access to data, and optimize resources. This results in faster application development to support informed and agile decision-making. IGC's data warehouse means that instead of a user accessing 5 or more different systems to integrate information, there is now a single source - IGC. IGC can create customizable dashboards, queries, and alerts based on your information requirements and business rules.

d. USTRANSCOM and DLA completed the migration of Asset Visibility (AV) into IGC in Mar 2014. AV is now a component of IGC with all AV capabilities available within IGC.

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

3. Average Customer Wait Time (ACWT) Tool

a. The Navy's ACWT Tool provides tactical users with the ability to look at their supply chain and identify where the key nodes of support are:

- (1) What is the fill rate from your own activity?
- (2) What is the fill rate from other Navy activities?
- (3) What is the fill rate for regional supply activities?
- (4) What is the fill rate for DLA/GSA?
- (5) How many of your requisitions are going to backorder status?

b. The ACWT Tool provides the ability to drill down to individual requisitions, search by requisition or national stock number. It is a user-friendly tool that opens the door to a wide range of analysis. Advanced users can download raw data and create their own databases/spreadsheets to conduct analysis.

c. Instructions for accessing and using the ACWT Tool:

(1) Users must first have a valid DoD PKI Certificate registered with NAVSUP. Using the web address <https://registration.pki.navy.mil>, users need to confirm the PKI certificate is a non-e-mail certificate and not expired. Fill out the forms that follow and restart the browser.

(2) Users will access the ACWT application using a PKI certificate. New users will be required to submit a System Access Authorization Request (SAAR) form to gain access to the application.

(3) The ACWT application can be accessed through the One Supply application on the NAVSUP website at: <https://www.navsupsupply.com/onesupply/home>. Once logged onto One Supply, users can access ACWT under the Quick Links (ACWT). A user's guide is also available on this link.

4. MAGTF Logistics Support Systems (MLS2)

MLS2 are the current and future Log IT capabilities used primarily to provide logistics support to the MAGTF from garrison, operating bases, the seabase, and during expeditionary operations ashore. MLS2 enable tactical and operational level logistics chain management and command and control for logistics capability. It provides the MAGTF the capability to capitalize on Naval Logistics Integration and interoperate with joint and coalition logistics partners and providers.

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

(1) CLC2S is a web-enabled, tactical-level logistics command and control (Log C2) software application. The application satisfies combat service support (CSS) command and control (planning and execution requirements) utilizing an open architecture to establish a framework that is scalable, maintainable, robust and flexible to provide for future growth, enhancement, and the addition of new functional capabilities.

(2) URL: <https://www.clc2s2.usmc.mil/>

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

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

c. One Touch Support (OTS).

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

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

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

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

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

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

d. Priority Material Office (PMO) – Prime is the application allowing deployed MAGTFs to connect with PMO resources to track, manage and submit material requisitions. Prime interacts with multiple supply databases to provide accurate data in a timely manner. Requisition status reports are auto-generated and emailed via Prime to customers on a regular basis. URL: www.csp.navy.mil/pmo/

e. Relational Supply (R-Supply) is the Navy's afloat logistics application used to manage end-use funds and for working capital fund inventory for stock funded units. R-Supply provides online inventory, logistics and financial management tools. The application provides access to supply functions, including ordering, receiving and issuing necessary supplies and material; maintaining financial records; and reconciling supply, inventory and financial records with the shore infrastructure. Deploying MAGTF logisticians should collaborate with Navy supply officers aboard assigned shipping to determine appropriate opportunities for using R-Supply and the correct version to use.

f. Transportation Capacity Planning Tool (TCPT).

(1) TCPT provides a near term transportation planning, management, and execution capabilities tool to the Operating Forces in a Web-based environment. TCPT specifically focuses on transportation capacity planning capabilities at the resource allocation and assignment level, allowing MAGTF transportation planners to view transportation capacity in an online environment through an integrated association of transportation movement requests and personnel and equipment resources, while providing decision makers with a common operational environment and real-time visibility of resources to enable faster reactions to a dynamic wartime environment. TCPT:

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

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

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

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

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

(3) When accessing TCPT, the user must have a PKI/CAC Certificate to access the system(s) and/or to register for an account. You must use Internet

Explorer to access TCPT. To access the Videos for TCPT click on “Help” then click on “Help Files”.

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

h. Total Life Cycle Management Operational Support Tool (TLCM-OST) is a web-based enterprise decision support tool that enables Marines to view information on all weapon systems and equipment at every stage in the product life cycle. This single strategic solution allows leadership to analyze spending and funding requirements, assess mission essential items posture, identify deficiencies, and prepare Congressional testimony.

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Chapter 4 – Material Management

1. Introduction

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

2. Sources of Supply / Inventory Positioning

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

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

c. MARCORLOGCOM's Retail Integration Division (RID) is the Marine Corps' enterprise business process owner for ground operational deployment block planning, design, and measurement specific to Class IX (repair parts) support for deployable MAGTFs below the MEF level. See chapter 1, Paragraph 5 (Marine Corps Logistics Command) for additional information on this capability.

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

e. NAVSUP provides support via its network of NAVSUP FLCs, each having a defined AO in which they integrate NAVSUP support. Marine Corps customers can leverage any of the capabilities resident within the NAVSUP network via the 24 hour/day GDSC at 877-418-6824 or DSN: 510-428-6824. See chapter 1, paragraph 3 (NAVSUP) and **Appendix C** (NAVSUP Global Logistics Network) for details concerning types of support available and the business rules and points of contact for obtaining services and support from NAVSUP.

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

g. The *Marine Corps Forces – Logistics for Deployed Forces Handbook* addresses Marine Corps geographic component command policies and procedures, as well as theater logistics capabilities available to all Marine forces deploying into any combatant commander's area of responsibility. The Handbook consists of a core document, as well as separate MARFOR enclosures that detail available support and procedures unique to each theater. The publication is posted on the ADC I&L (LP) SharePoint site at URL: https://eis.usmc.mil/sites/HQMCLP/LPV/LPV_1/NLI_Docs/Forms/AllItems.aspx

3. Sourcing Logic

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

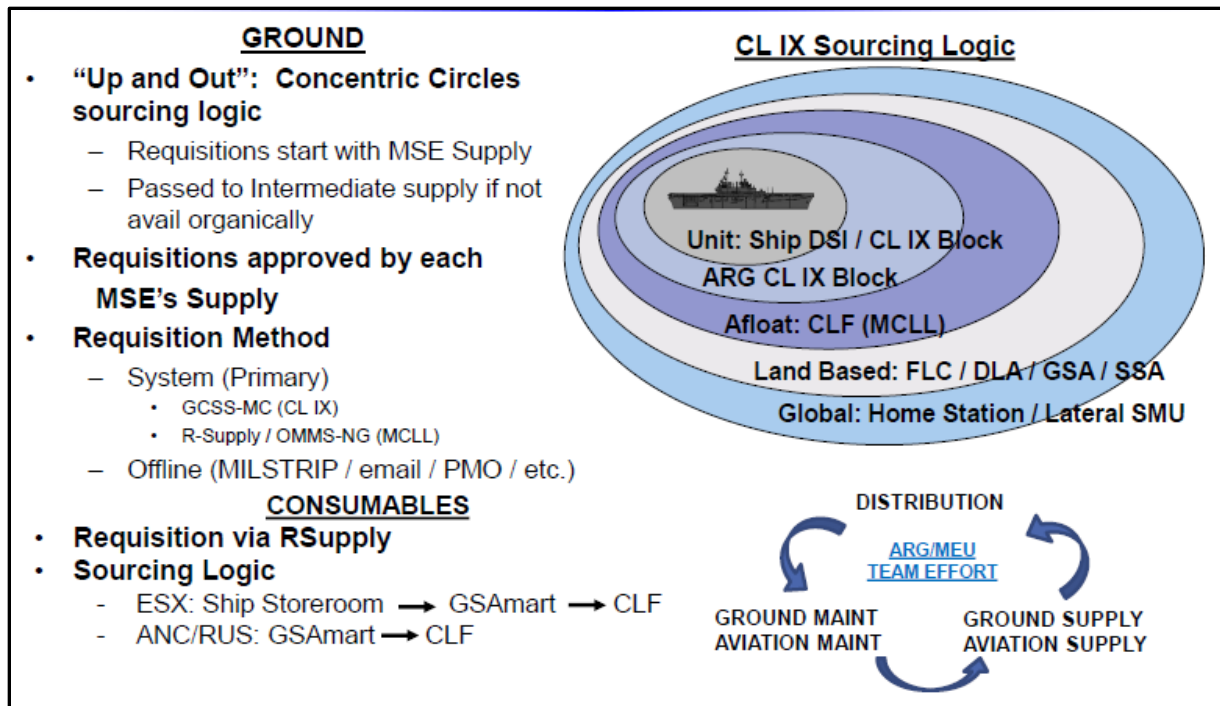


Figure 4-1

4. Priority Material Sourcing and Expediting

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

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

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

d. PMO may affect open procurement procedures on the unit’s behalf to meet urgency of need timelines. For these purchases, PMO requires a line of accounting (LOA) and funding document from the supported unit. This can be

done via DD Form 1149, Universal Order Form or LOA authorization letter to PMO Headquarters for the dollar amount set aside for this use. Units must ensure that funds are properly obligated on the standard document number as a public funding document in SABRS. This LOA will only be used by PMO for open purchases on behalf of supported unit requirements.

e. Units must also provide PMO Headquarters with the transportation account code (TAC) to be charged for shipping material to the unit.

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

(1) email: pmohq.cdo@navy.mil / cdo.pmohq.fct@navy.smil.mil

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

(3) DSN: (360) 439-7285/7286/7287/7295

5. Repairables Management and Retrograde

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

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

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

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

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

d. Supported units must register for access to eRMS. Access requires a CAC/PKI certificate for registration. URL: <https://mril.navsisa.navy.mil/erms/>. A SAAR, available on the eRMS home page, must also be on file before accessing eRMS.

e. A computer-based training (CBT) course tailored for ground Marines is available at: <https://tarp.navsisa.navy.mil/tarp/train.nsf/>. The CBT also includes explanations of the reports and query functions in eRMS that enable users to research shipments made via ATAC. To access the CBT: select “tools”, then “computer-based training”.

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

6. Contracting

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

b. *Multi-Service Tactics, Techniques, and Procedures for Operational Contract Support*: A multi-service doctrinal publication for Operational Contract Support (OCS) is available as MCRP 4-11H / NTTP 4-09.1 along with Army and Air Force designators. This multi-Service manual provides OCS “how to” guidance for commanders, their non-acquisition officer staffs, and their servicing contracting organizations. It also applies to naval forces operating ashore when these forces are being supported by Army, Air Force, or Marine Corps units. It serves as the primary reference document for planning and execution of OCS, associated functions and tasks at the tactical level. It incorporates the latest guidance found in JP 4-10, Operational Contract Support and associated regulatory guidance. While varying in scope and scale, OCS is a critical force multiplier across all phases and types of operations. With a smaller military, less robust active component sustainment capability, and greater emphasis on Phase

0 operations, the critical importance of OCS will surely increase as a necessary capability in future operations. Therefore, the Services must continue to enhance their capabilities to plan and provide OCS for deployed forces. This publication is intended to provide commanders and their staffs with the doctrinal and policy tools necessary to properly leverage the spectrum of OCS capabilities in all phases of an operation. URLs:

http://www.iandl.marines.mil/Portals/85/Docs/LPC4/ATP%204-10_MCRP%204-11H.pdf, <https://www.doctrine.usmc.mil/> and <https://www.nko.navy.mil/>

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

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

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

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

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

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

d. Key Terms

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

(2) *Expeditionary Contracting* is contracting in support of deployed forces.

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

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

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

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

warranted contracting officers are authorized to obligate the U.S. Government, legally binding it to make payments against contracts.

(7) *Contingency Contracting Officers (CCO/CKO)* are warranted contracting officers who have been specifically trained for contingency operations. Contracting in a contingency environment substantially adheres to the same regulatory requirements as contracting in any other environment, but with increased thresholds. When DON CCOs/CKOs operate in a joint contingency environment where the HCA/Executive Agent for Contracting is the U.S. Army or U.S. Air Force, they must follow Service rules and regulations set forth by that executive agent.

e. Naval Service Capabilities

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

(2) Husbanding Service Contracts offer a wide range of supplies and services suitable for ship support during port visits (e.g. charter & hire, utilities, passenger vehicle services, communications, anti-terrorism /force protection, port handling services). Supply Officers on U.S. Navy ships are designated ordering officers for husbanding service contracts and can coordinate support requirements for embarked units. Husbanding contract information: https://www.navsup.navy.mil/navsup/ourteam/navsupgls/prod_serv/contracting/us_contracts.

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

(4) The Marine Corps operates under a regional model for OCS capability consisting of the following:

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

(b) Each MARFOR and MEF has an OCS section within the G-4. Planning for OCS is performed by OCS Advisors throughout the Marine Corps. MEF and MARFOR OCS Advisors serve as advisors to Commanders and staffs. OCS advisors assist in developing requirements for commercial support, identify OCS personnel requirements, and train deploying MAGTFs on the requirements to plan for contracting support, contractor management and contract support integration. MAGTF OCS Advisors may coordinate requirements review boards to support the validation and prioritization of requirements for commercial support. Additionally, MAGTF OCS advisors advise commanders and staffs on maintaining oversight of Contractors Authorized to Accompany the Force (CAAF) and ensure contracting support is meeting mission requirements. Most importantly, OCS Advisors form the nucleus of the Operational Contract Support Integration Cell (OCSIC). The OCSIC plans, coordinates, and integrates OCS actions across the MAGTF.

(c) Each MEF has an expeditionary contracting platoon (ECP) within the MLG that provides organic contracting capability to deploying MAGTFs. Planning for OCS is performed by the MAGTF headquarters and executed by the

ECP. ECPs provide OCS Capability in direct support of deploying MAGTFs. The ECP provides centralized control and oversight with decentralized execution of contracting support to the operating forces. The ECP is the cornerstone of OCS for the MAGTF and provides task-organized contracting support to deploying MAGTFs. The Chief of the Contracting Office oversees the execution of contracting support. The ECP provides oversight and management of contracting support for the MEF. The ECP may provide reach-back contracting support from a centralized office. If required, the ECP may deploy and establish an Expeditionary Contracting Office. ECP Marines may be warranted under a Joint Contracting Command or the Lead Service for Contracting if established. **Appendix J** depicts the Marine OCS capability and areas of operation.

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

(6) The Coast Guard HCA has appointed six Chiefs of the Contracting Office (COCO) to support and manage contracting operations for the USCG. COCOs are appointed at the following Logistic / Service Centers: Aviation Logistics Center; Command, Control, Communications, Computer, and Information Technology (C4IT) Service Center; Headquarters (CG-912); Shore Infrastructure Logistics Center for Construction; Shore Infrastructure Logistics Center for Base Support; and Surface Forces Logistics Center (SFLC). All USCG contracting offices report to one of these COCOs. The COCO is tasked with leading procurement in their AO; however, the COCO may delegate functions to the Senior Field Contracting Officer to execute and oversee the daily operations of each USCG contracting office.

(7) For large scale, long-term operations, the Geographic Combatant Commander may designate a lead Service for contracting, lead Service for contracting coordination, or joint theater support contracting command for joint operations to ensure effective and efficient use of local commercial vendor base and to coordinate common contracting actions with designated contracting agencies.

(8) Designated contingencies may mandate the immediate assignment of a contingency contracting officer or team with increased warrant authority to deploy with the supported unit, sourced from NAVSUP, MCFCS, or Coast Guard, as appropriate. NAVFAC support for construction and facility support contracting will also be made available to supported units as determined by operational requirements. For joint operations, contracting guidance will normally be addressed in Annex W (Contracting) of the applicable contingency plan or order. Long term support requirements will be satisfied via individual augmentation assignments through the Joint Manning Document Process in support of a standing Joint Task Force.

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

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Chapter 5 – Distribution Management

1. Introduction

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

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

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

2. Supply & Maintenance Analysis Readiness Team (SMART)

a. MEUs are encouraged to establish a board/organization, comprised of supply, maintenance, and distribution personnel leveraging blue-green and air-ground integration to provide a streamlined process for material movement throughout the deployment. An example of one such organization is the SMART concept employed by the 24th MEU. SMART has been replicated and refined over time to become a centerpiece of ARG/MEU material readiness and distribution operations. SMART links MEU material readiness requirements with distribution efforts focused on maintaining in-transit visibility of high priority material to expedite the material to the point of need by the fastest means possible. The SMART creates coordinating documents and instructions for appropriate MEU/ARG personnel, which facilitate increased sustainment velocity.

b. An example of the key document maintained by this organization is the MEU SMART Report that is provided to all major subordinate element supply sections, ship supply departments, ARG/MEU Beach Detachment / Distribution Liaison Cell, and the parent MLG SMU/DSU. The SMART Report lists all priority materiel that has entered the Defense Transportation System. The “Top 10” transportation control numbers (TCN)/requisitions are prioritized and highlighted in the Report, which is communicated to the Beach Detachment all MEU major subordinate element (MSE) supply sections, ship supply departments, ARG/MEU Beach Detachments, Distribution Liaison Cells (DLCs), and the parent MLG SMU/DSU every evening. Beach Detachments and DLCs use the Top 10 TCNs to establish shipping priorities for distribution nodes in theater to the point of need use whether ashore or aboard ship. Top 10 TCNs are classified as 02/999 priority requisitions needed to support against ARG and MEU mission essential equipment. An example of 24 MEU’s SMART Report, provided at **Appendix L**, is a living document that changes daily based on movement of cargo within the theater and the ARG.

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

d. Key participants in the 24 MEU SMART meetings are MEU logistics and supply officers and chiefs, MEU maintenance management officers and chiefs, maintenance officers, and distribution Marines. The meeting may be chaired by the MEU S-4, or the MEU / combat logistics battalion (CLB) supply officer. As part of the material readiness / distribution management processes, SMART meetings can be held daily or as required.

e. Regardless of what it’s called, a MEU organization/process such as 24 MEU’s SMART will significantly improve blue-green and air-ground integration and provide a streamlined process for material movement throughout the deployment. Employed in conjunction with MARCORLOGCOM’s SMRR, deployed MEUs are better able to communicate their priorities across the entire provider enterprise.

3. MAGTF Distribution Liaison Cells

a. Distribution liaison cells (DLC) are an enabler for deploying MAGTFs as they are a proven capability for significantly improving distribution velocity and in-

transit visibility, while reducing lost shipments and transportation cost during deployments. DLCs also foster better Navy-Marine Corps (aviation & ground) partnerships to reduce redundant efforts and support historical integration gaps between Navy-Marine logistics and distribution core competencies. See **Appendix O** for examples of past ARG/MEU deployments and how DLCs were employed with the NAVSUP/MSC laydown and their interaction with theater MSRs in development of a concept of support.

b. MEU DLCs are combined teams of distribution management, supply, ground logistics, and aviation logistics personnel that provide optimal integration of critical skill sets and capabilities for the MEU that have direct impact on increased aircraft mission capable rates and ground equipment readiness rates. A notional MEU DLC size/mix would consist of at least (1) CWO/3102, (1) SNCO/3112, and (6) Sgt/below/3112/30xx/66xx. However, there is no mandated MEU T/O structure for the DLC as they are task-organized, tailored, and dispersed to support the needs of each MEU. Commanders (MEU/MEF/MLG) must decide the size/mix of a DLC that is fielded to a MEU/SPMAGTF.

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

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

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

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

(4) Certify hazardous material for shipment.

(5) Monitor updates to the Cargo Routing Information File to ensure cargo is being routed properly.

(6) Serve as the MAGTF-level Air Clearance Authority validator to prevent cargo from being diverted to surface.

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

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

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

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

d. A DLC handbook, updated after each MEU deployment, is available on the HQMC Logistics Advocacy SharePoint site.

4. NAVSUP FLCs

HQMC has assigned Distribution Management Specialists (GySgt/3112) to NAVSUP FLCs in Sigonella, Bahrain and Yokosuka to enhance material distribution to deployed Marine Corps forces operating in the 5th, 6th and 7th Fleet AOs. Marine expeditors facilitate material distribution for expeditionary forces by engaging deployed unit logistics staffs / DLCs to increase sustainment throughput velocity through key logistics nodes while reducing transportation and other support costs. These Marines coordinate a range of theater support capabilities from logistics providers in support of Marine forces and are central to the MAGTFs ability to leverage the global influence of NAVSUP. See **Appendix C** (NAVSUP Global Logistics Network) for contact information.

5. MARCORLOGCOM

Distribution Process Advocates (DPA) and Distribution Advocates (DA) are located at key nodes around the world, supporting Marine Corps operational distribution requirements and sustainment needs within every COCOM. DPA/DAs function as an expeditor/cargo throughput and diversion/frustration resolution specialist for Marine Corps requirements and support needs for both surface and air movements. DPA/DAs join with other Marine personnel at these distribution nodes and work collaboratively to ensure seamless multi-modal cargo movement in support of global distribution network priorities. For more information visit: <http://www.logcom.marines.mil/Centers/General-Staff/DMC/>.

6. Cargo Routing Information File (CRIF)

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

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

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

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

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

f. Contact:

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

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

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

7. Opportune Lift (OPLIFT) / Lifts Of Opportunity Program (LOOP)

a. NAVSUP WSS T&D Code N3 is the Executive Agent for the U.S. Fleet Forces (USFF) OPLIFT Program. As such, NAVSUP WSS T&D N3 is positioned to help supported units optimize use of OPLIFT on USFF conveyances and coordinate with the Numbered Fleets and subordinates. NAVSUP WSS T&D N3 has expanded use of conventional OPLIFT capabilities and refers to its revamped program as LOOP.

b. OPLIFT within the Pacific Fleet area of operations (AO) is coordinated by Commander Naval Surface Forces (CNSF) per procedures outlined in COMNAVSURFPACINST 4600.2F, Policy for Utilization of Opportune Lift, 20 November 2003.

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

(1) LOOP is a NAVSUP WSS T&D N3 initiative to revolutionize the current OPLIFT program and its associated models. The LOOP Program consists of personnel conducting an analysis of available lift capacity utilizing U.S. Transportation Command systems (e.g. IGC, SMS) to identify potential transportation solutions.

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

d. Roles and Responsibilities

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

(2) NAVSUP WSS T&D N3 serves as the executive agent for the USFF OPLIFT Program.

(a) Execute USFF OPLIFT policy.

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

(c) Use NAVSUP WSS T&D N3 LOOP processes to evaluate eligibility and available schedules (air, land, sea) to nominate appropriate shipments that may qualify for OPLIFT or LOOP.

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

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

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

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

(h) Support Type Commanders on all OPLIFT/LOOP requirements.

(3) USPACFLT has delegated responsibility of OPLIFT to CNSF.

(4) CNSF is responsible for coordinating OPLIFT originating on the west coast destined for MIDPAC/WESTPAC. Direct liaison has been authorized to CNSF to provide OPLIFT on a not-to-interfere-with-operations basis within the Indo-Pacific Theater.

(5) Supported units requesting shipment of material by OPLIFT/LOOP will follow the instructions outlined below.

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

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

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

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

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

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

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

f. Points of Contact

(1) NAVSUP WSS T&D N35 Fleet Movement Team

Phone: 757-443-5104/5169/5250/5305/5417 or DSN prefix: 312-646

Organizational e-mail box: navsup_wss_oplift@navy.mil

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

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

Message PLA: COMNAVSURFOR SAN DIEGO CA//N41//

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

8. Navy Fleet Logistics Support Wing (FLSW)

a. The FLSW is established to operate Navy Unique Fleet Essential Airlift (NUFEA) aircraft to provide responsive, flexible, and rapid deployable air logistics support required to sustain combat operations worldwide. During peacetime, squadrons provide air logistics support for all Navy commands as well as provide continuous quality training for mobilization readiness.

b. FLSW Characteristics:

(1) Responsive and Flexible Support

(2) Cost Effective

(3) Continuous Forward Presence

(4) Rapidly Deployable

(5) Funded with Navy Flight Hour Program

c. NUFEA Fleet Composition & Capability:

(1) 13 - C-40A, Boeing 737-700C (3 Cargo Configurations)

- (a) Passenger: 121 Passengers
- (b) Cargo: 36,000lbs (8 Pallets)
- (c) Combination: 15,000 (3 Pallets)/69 Passengers
- (2) 4 - C-20G, Gulfstream IV (5 Configurations with 5,500lbs load capacity)
 - (a) A - All Passenger: 26 Passengers
 - (b) K - 20 Passengers / 1 Pallet
 - (c) B - 14 Passengers / 2 Pallets
 - (d) C - 8 Passengers / 2 Pallets
 - (e) D - 2 Passengers / 3 Pallets
- (3) 24 - C-130T (Designed for outsized cargo with 40,000lbs load capacity)
 - (a) Cargo: 6 Pallets
 - (b) Passengers 80 (based on life raft capacity)
- d. Global Logistics Support and Scheduling
 - (1) CONUS Scheduling:
 - (a) Navy Air Logistics Office (NALO) Operations Department
COMM: (504) 678-1185 / DSN: 312-678-1185
PLA: NAVAIRLOGOFF NEW ORLEANS LA//OPS//
 - (b) Submitting a Lift Request to NALO
EMAIL: NWOR_NALO_OPS@NAVY.MIL (non-NMCI) or
M_NWOR_NALO_OPS@NAVY.MIL (NMCI)
Message: NAVAIRLOGOFF NEW ORLEANS (UC)
 - (2) OCONUS Scheduling:
 - (a) NAVEUR/NAVAF (CTF-63 Air Log Ops), NAPLES, ITALY
COMM: +39-081-568-5196 (add 011 when dialing from US)
DSN: 314-626-5196
PLA: CTF 63
EMAIL: M-NA-CTF-63AIRLOGOPS-GD@EU.NAVY.MIL
CTF-63 URL: <http://www.msc.navy.mil/msceuraf/>

(b) NAVCENT (CTF-53), MANAMA, BAHRAIN

COMM: +973-1785-4637 (add 011 when dialing from US)

DSN: 318-439-4637

PLA: CTF 53

EMAIL: M-BA-CTF53-AIRROUTER@ME.NAVY.MIL

CTF-53 URL: <http://www.cusnc.navy.mil/ctf53/>

(c) COMMANDER, FLEET AIR FORWARD (CFAF), ATSUGI, JAPAN

COMM: +81-467-63-3535 (add 011 when dialing from US)

COMM: +81-90-9306-7749 DUTY CELL

DSN: 315-264-3535 (CFAF OPS)

DSN: 315-264-3174 (CFAF QUARTERDECK)

PLA: COMFAIRFWD ATSUGI JA

PLA: COMFAIRFWD AIRLOGS ATSUGI JA

EMAIL: CFAF.AIRLOGISTICS.FCT@FE.NAVY.MIL

CTF-72 URL: <http://www.cprf7f5f.navy.mil/>

(3) For requesting a CONUS/OCONUS or INTER THEATER lift request please refer to NALO's public website [HTTP://WWW.NALO.NAVY.MIL](http://WWW.NALO.NAVY.MIL).

e. For additional information, visit the FLSW homepage:

<http://www.cflsw.navy.mil/>.

9. Marine Corps Operational Support Airlift (OSA)

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

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

(2) MCWP 3-27, Operational Support Airlift provides a framework for the integration and effective employment of operational support assets during war and times of crisis, and it covers all aspects of OSA, with emphasis on support for MAGTF operations.

b. USMC-owned commercial variant aircraft include:

- 2 - [C-9B](#) (90 passengers or 20,000 lbs of cargo)
- 1 - [C-20G, Gulfstream IV](#) (26 passengers or 6,000 lbs of cargo)
- 6 - [UC-12W, King Air](#) (9 passengers or 2,500 lbs of cargo)
- 6 - [UC-12F/M, King Air](#) (8 passengers or 1,500 lbs of cargo)
- 12 - [UC-35C/D, Cessna Citation](#) (8 passengers or 1,500 lbs of cargo)

c. Laydown as of Oct 2014:

- Andrews AFB MD: 3x UC-35D
- MCAS Cherry Point, NC: 2x C-9B, 2x UC-35D
- MCAS New River, NC: 2x UC-12F
- MCAS Beaufort, SC: 2x UC-12M
- NAS Belle Chasse, LA: 2x UC-35C, 2x UC-12W
- MCAS Yuma, AZ: 2x UC-12F
- MCAS Miramar, CA: 2x UC-35D, 1x UC-12W
- MCAS Kaneohe Bay, HI: 1x C-20G
- MCAS Iwakuni, JA: 2x UC-12W
- MCAS Futenma, Okinawa, JA: 3x UC-35D, 1x UC-12W

d. Scheduling:

(1) CONUS

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

COMM: 703-697-2401 / DSN: 227-2401

After Hours Cell Phone: 571-289-9286

Email: OMB.ASCO@usmc.mil

URL: <http://www.marines.mil/unit/aviation/Pages/ASCO>

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

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

(2) OCONUS

(a) MCAS Kaneohe Bay, HI

C-20 Operations
COMM: 1-808-257-2694 / DSN: 457-2694
MCI Pacific Air Cell / DSN: 645-4033

(b) MCAS Iwakuni, JA

UC-12 Operations
COMM from U.S.: 011-81-827-79-5056
COMM from Japan: 0827-79-5056
DSN: 253-5056
E-mail: SMB_Iwakuni_VMR_DET@usmc.mil

(c) MCAS Futenma, Okinawa, JA

Air Freight/Passenger Terminal
DSN: 636-3141/3039

e. OSA Program points of contact:

- USMC KC-130/OSA Requirements (APW-61), 703-693-8435
- USMC KC-130/OSA Resource Sponsor (N980E), 703-614-2752
- USMC OSA Program Analyst (APP-58), 703-693-8539
- (4) USMC OSA/ASCO Program Manager (ASCO-1), 703-693-9889

Appendix A – NLI 2017–2021 Strategic Plan¹

A MESSAGE FROM OUR NAVAL SERVICE LOGISTICS LEADERSHIP

This Naval Logistics Integration (NLI) Strategic Plan outlines the mission, vision, goals, and objectives of the NLI concept and serves as a road map to cohesively guide current and future initiatives. Through this plan, the NLI concept will continue to serve as a premier mechanism for innovation to embrace and test new concepts, recommend policy and materiel solutions, and synchronize resources to achieve a truly seamless Naval Logistics Enterprise. The results of NLI initiatives have addressed logistics vulnerabilities and increased resiliency by helping create a more distributed and agile logistics capability today in support of the warfighter in the increasingly complex and dangerous environments we are facing as a nation.

These initiatives are moving naval logistics toward enabled, tailored, sustained, logistics support provided from/to sea-based platforms. Future logistics delivery systems will be more responsive and flexible, enabling our Navy/Marine Corps/Coast Guard team to keep pace with rapidly changing operational scenarios across all domains. We must continue the effort toward maritime interoperability, providing seamless, responsive end-to-end sustainment to our forward deployed expeditionary units and collectively continue to evolve our naval logistics chain to redefine the capabilities we have today. This transformational capability and support to operational commanders are guided by two tenets:

- Support an Expeditionary-Austere-Lighter Mindset:
 - Minimize footprint ashore/Improve mobility with more agile and lighter units
 - Deploy only mission essential resources – reduce reliance on infrastructure
 - Plan for sustained support on/from the sea
 - Leverage non-traditional platforms and minimize large scale shore basing
- Maximize organic capabilities and capacities through naval integration:
 - Tailor sustainment to support adaptive force packages in disaggregated ops
 - Work the agile logistics chain outside forward deployed naval units
 - Leverage and complement naval/DoD material distribution networks
 - Coordinate naval logistics command and control
 - Field adaptive cyber secure logistics information technology
 - Identify opportunities to incorporate new modular, reconfigurable, and disruptive options into evolutionary and operational logistics concepts

¹ A text-only version of this plan is provided here.

Linking the work of NLI with other forums such as logistics war gaming and exercises will identify capability and resource deficiencies, as well as inform revisions to operational plans and doctrine.

Future naval logistics capabilities will be developed by combining repurposed, existing logistics capabilities with emerging technologies. This hybrid approach will fuse logistics in a powerful and proactive way. Leveraging these opportunities will distill logistics capabilities that are sea-based, integrated, resilient, agile, responsive, and disaggregated across all functional areas. These concepts focus on providing highly flexible logistics support to multiple forward-deployed units in order to prevail in diverse and complex environments. The NLI enterprise is firmly established and positioned to guide the Sea Services toward attaining these tenets and the NLI Strategic Plan serves as the overarching direction to make them a reality.

NAVAL LOGISTICS INTEGRATION 2017 – 2021 STRATEGY

MISSION

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

VISION

An integrated naval logistics capability that leverages current and future technologies, processes and organizations to enhance the Naval Service's warfighting capabilities as envisioned in *A Cooperative Strategy for 21st Century Sea Power, Expeditionary Force 21, and Naval Operations Concept*.

END STATE

Naval Logistics Integration (NLI) has a clear end state: an integrated naval logistics capability that can operate seamlessly, afloat or ashore, successfully supporting and sustaining operations in a joint warfighting environment. Navy and Marine aviation have successfully integrated into one enterprise. Through NLI and other forums, the Sea Services must make the rest of Naval Logistics as integrated as aviation. NLI outcomes and benefits include:

- Improved logistics responsiveness and agility
- Improved and sustained combat support readiness
- Streamlined and more efficient logistics workload both afloat and ashore

- Recapitalized funding of logistics processes for more efficient resource use
- Improved logistics resiliency
- Improved support to operational planning and warfighter execution

GUIDING PRINCIPLES

Naval forces exist to support the strategic objectives of defending the homeland, deterring conflict, responding to crises, defeating aggression, protecting the maritime commons, strengthening partnerships, and providing humanitarian assistance and disaster response. A fully integrated naval logistics capability delivers seamless support to our expeditionary forces and is anchored on five guiding principles: Partnership, Transformation, Sea Basing, Change/Risk Management, and Jointness.

Partnership. Effective aggregation of naval forces relies on common logistics tactics, techniques, and procedures (TTP) and interoperable logistics systems to achieve and sustain operational readiness. NLI will maximize readiness and sustainability through the most effective and efficient uses of our naval logistics chain capabilities. Further, to enhance mutual understanding and unity of effort, we will work to increase the number of billet exchanges between appropriate staffs.

Transformation. Even as we continue to develop and acquire new systems and capabilities, so do our potential adversaries. Ideas and concepts that modern militaries spent decades to research and fortunes to field are now readily available to virtually anyone. Naval logistics transformation harnesses the power of technology and integrated processes to develop a rapid and agile logistics capability focused on sustainment and end-to-end logistics chain support to the warfighter. NLI will exploit new technologies and innovation concepts to improve the overall naval logistics chain capability and its capacities. The following themes guide our Science & Technology investment in support of future maritime logistics:

- Automatic Identification Technology (AIT) will automate data captured and support Decision Support Tools in support of C2 for logistics which will convert data into actionable information to facilitate development of courses of action. This integration of logistics data along with intelligence, and operations will support a comprehensive common operational picture that provides actionable information to our future logistics leaders.
- Use of unmanned transportation systems and robotic materiel handling systems will allow our logisticians to resupply our operators afloat/ashore with individually tailored packages to meet a precise need using new delivery

methods to minimize risk to human life and eliminate excess throughput. This reduces the logistics footprint while improving support to the forward deployed operator. Maintenance reduction will occur through corrosion resistance and prevention; use of more durable materials; better tool and diagnostic kits; and, use of a Condition Based Maintenance methodology and Additive Manufacturing all to save time and resources.

Sea Basing. Sea Basing is a major tenet of our naval operating concepts and doctrine. NLI will build upon the sea basing foundation provided by surface ships to enhance our capabilities for task-organized forces operating on and from the sea, thus reducing reliance on ports in the operational area. Sea based logistics is the operational and tactical sustainment process for naval maneuver warfare. Sea based logistics employs logistics TTPs that deliver flexible, highly responsive support to better enable naval and joint operations.

Change/Risk Management. Success in today's uncertain security environment demands that we continuously adapt the way we plan and operate, thus requiring effective management of both change and risk in all we do. NLI will challenge the status quo in the areas of science and technology, policy and doctrine, business practices and processes, and training and education. We must adapt and innovate if we are to continue to make such contributions in the future, especially considering increasing challenges to access and entry in and around littorals. Domain access is the ability to project military force in contested areas with enough freedom of action to operate effectively. In today's security environment, that access is increasingly contested by state and non-state actors that can hold even our most advanced forces and weapon systems at risk with their own sophisticated strategies. We must extend our cyber security and resiliency by addressing the acquisition and modernization of our logistics, enabler systems, information technology networks, and institutionalization of quality assurance programs to protect critical naval logistics chain capabilities. This will permit us to sustain the readiness of our warfighters. The expeditionary force of the future will be balanced at the low end with small, fast, agile, technological enhanced, surface/ground platforms, complemented and sustained by more widely distributed logistics assets that will allow the force to survive in the complex littoral environment.

Jointness. The integration of naval logistics capabilities to achieve specific joint mission objectives is the responsibility of commanders who formulate their logistics support concepts to achieve readiness and sustainability. NLI will describe the logistics capabilities that operational commanders can expect and indicate ways these capabilities can be integrated to achieve mission success. Development of combinations of landing craft, amphibious vehicles, intermodal

containers, small craft, and multi-mission aviation platforms with reduced radar signature will increase speed and capacity for the future naval logistics chain to support that force. As competition for energy and natural resources is growing, and advanced military technologies are proliferating across the oceans and through the littorals, energy challenges will arise for anyone operating in those regions. The NLI team has taken significant steps to reduce the energy intensity using renewable resources and decreased petroleum consumption. Continued success will require a common understanding that efficient use of energy positively impacts Navy/Marine Corps/Coast Guard platform readiness. Prudent management practices and energy efficient and alternative fuel technologies will maximize available funding for investment in future operational capabilities.

Exercising these guiding principles will result in enhanced support and combat capability to the warfighter.

NLI GOALS & OBJECTIVES

1. Integrate policy, doctrine, business processes, technologies, and systems to optimize logistics performance in support of future operations:

- Serve as the principal forum to coordinate among Naval Service headquarters and major commands to develop and maintain policies and standards needed to support interoperability and integration of naval logistics; coordinate inclusion of NLI policies, procedures and best practices into naval logistics and seabasing concepts.
- Integrate [or make interoperable] Naval Service logistics systems and technologies to achieve interdependency in the maritime domain; include capabilities for electronically requesting, processing, and tracking material over the last tactical mile.
- Exploit current and future inventory positioning and distribution capabilities by leveraging best of breed Naval Service capabilities and maintaining partnerships with the Defense Logistics Agency, U.S. Transportation Command and other Services.

2. Structure organizations and professional development to enhance support of naval expeditionary forces afloat and ashore:

- Increase integration of naval logisticians on operational staffs to enhance expeditionary logistics support; establish/recognize billet integration and expeditionary logistics education as core competencies for naval logisticians.

- Broaden cross-training and educational opportunities for naval logisticians by identifying, developing, and/or modifying expeditionary logistics courses to support current operations and future seabasing concepts.

3. Exploit opportunities to reduce operating costs:

- Increase asset visibility among logistics providers to enable cross-servicing of critical requirements.
- Integrate acquisition and logistics life cycle management processes for common items in support of naval expeditionary forces.
- Leverage best of breed maintenance processes and exploit opportunities for cross-servicing maintenance capabilities and capacities.

NLI GOVERNANCE

The Naval Logistics Integration Governance is empowered to develop specific solutions and approaches to logistics challenges and make recommendations to the Naval Service Logistics Chiefs: Deputy Commandant for Installations and Logistics (DC I&L), Deputy Chief of Naval Operations for Fleet Readiness and Logistics (DCNO N4), and Deputy Commandant for Mission Support (DCMS). Implementation plans approved by Service Logistics Chiefs will be translated into guidance for appropriate action. Implementing tasks and schedules will be developed and/or modified for synchronization with other logistics initiatives under the NLI framework or other joint/interagency logistics integration effort.

The NLI Governance consists of four levels: Naval Service Logistics Chiefs, Executive Board (1-2 Star level), Senior Board (O6 level) and Service Champions.

The Naval Service Logistics Chiefs provide NLI oversight per the policies and responsibilities set forth in SECNAVINST 4000.37_, Naval Logistics Integration.

The Executive Board meets twice a year to set/validate strategic direction and to review the status of current initiatives. The Executive Board publishes annual guidance, approves initiatives and forwards implementation plans to the Naval Service Logistics Chiefs for formal adoption.

The Senior Board meets quarterly and is responsible for identifying and prioritizing initiatives, assigning Service champions to work initiatives, pursuing NLI objectives in other Department of Defense forums, and actively engaging all stakeholders. The Senior Board aggressively promotes key concepts and initiatives across the naval logistics enterprise, including approving and monitoring metrics for each initiative.

The Service Champions develop, pursue and implement initiatives. This includes building the business case, implementing integration plans, identifying near-term and mid-term goals, determining funding requirements, and developing metrics in consonance with the NLI Initiative Lifecycle and Performance Measurement Plan. Champions provide updates to the NLI Senior Board on a regular basis.

All members of the Naval Service are encouraged to submit topics to the NLI Senior Board for consideration.

RELATIONSHIP TO OTHER NLI DOCUMENTS

This strategic plan supersedes our 2011-2015 plan and represents a collaborative planning effort with input from a wide range of stakeholders. It serves as our navigational chart to accomplish our mission and realize our vision. However, it does not stand alone. Each year, the NLI Executive Board will publish guidance to address priorities and specific initiatives to be completed during the next 12 to 18-month period. It provides the execution plan and priorities to the Strategic Plan's navigational chart.

The NLI Initiative Lifecycle and Performance Measurement Plan (NLI IL PMP) supplements the NLI Strategic Plan and is used to drive and monitor progress towards achieving our goals and objectives. The NLI IL PMP establishes the business rules surrounding initiatives and a framework and common language for NLI initiatives to measure performance. The NLI IL PMP also provides guidelines for selecting proposed initiatives and a closure process for initiatives which have achieved their end state or generated an alternative solution.

The NLI Communications Plan is also a central supporting document to the NLI Strategic Plan. A coordinated communications strategy is critical to consistently promote NLI situational awareness across the Departments of Defense and Homeland Security, other Agencies, and non-governmental organizations; while reinforcing its strategic purpose. The NLI Communications Plan guides the NLI Governance in developing and implementing the outreach tools and techniques necessary to ensure a common understanding of NLI and its benefits to our operating forces. Part of the NLI communications outreach also includes the NLI Newsgram which is published approximately every 6 weeks and provides NLI related current events, upcoming schedule and logistics topics of interest to the maritime services.

The NLI Playbook provides the information necessary for the implementation of TTPs enabling expeditionary forces to leverage the naval global logistics support network.

OTHER STRATEGIC LINKAGES

Our NLI mission, vision, and goals derive directly from policies and concepts written at the highest levels of the Services. This strategic plan is directly linked to guidance from the Naval Service Logistics Chiefs and supports the operational and logistics concepts articulated in A Cooperative Strategy for 21st Century Sea Power, Naval Operations Concept, Expeditionary Force 21, the National Fleet Plan, and Expeditionary Advanced Base Operations, as well as, the individual Service logistics efforts.

The NLI Strategic Plan has also been adjusted to ensure alignment with recurring themes gleaned from current and emerging joint logistics concepts (e.g., Joint Concept for Logistics, Joint Supply/Distribution Joint Integrating Concepts) that provide the framework by which the Sea Services will operate and support joint warfighting capabilities.

Like the emerging threats that require changes to our national security policies, shifting naval logistics requirements make this an evolving document. Similarly, the NLI Governance must ensure that NLI concepts are incorporated into future revisions of Service logistics policy and doctrine. With your input and collaboration, we will maintain alignment with our mission and vision and we will achieve the results required by our operating forces and our nation.

Appendix B – DLA Distribution OCONUS Sites

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

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

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

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

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

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

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

DLA Distribution Sigonella, Italy provides stock positioning and distribution services to customers operating in the Mediterranean region.

DLA Distribution Djibouti provides stock position and distribution support to units operating in and around the Horn of Africa.

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Appendix C – NAVSUP Global Logistics Network



Figure C-1: Regional NAVSUP FLC Locations by COCOM/Fleet AO

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

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

Global Distance Support Center - Logistics

- Commercial: 1-877-418-6824 / DSN: 510-428-6824
- Email: GDSC@navy.mil or GDSC@navy.smil.mil
- PLA: COMNAVSUPSYSCOM MECHANICSBURG PA//GDSC
- OTS: <https://www.onetouch.navy.mil>

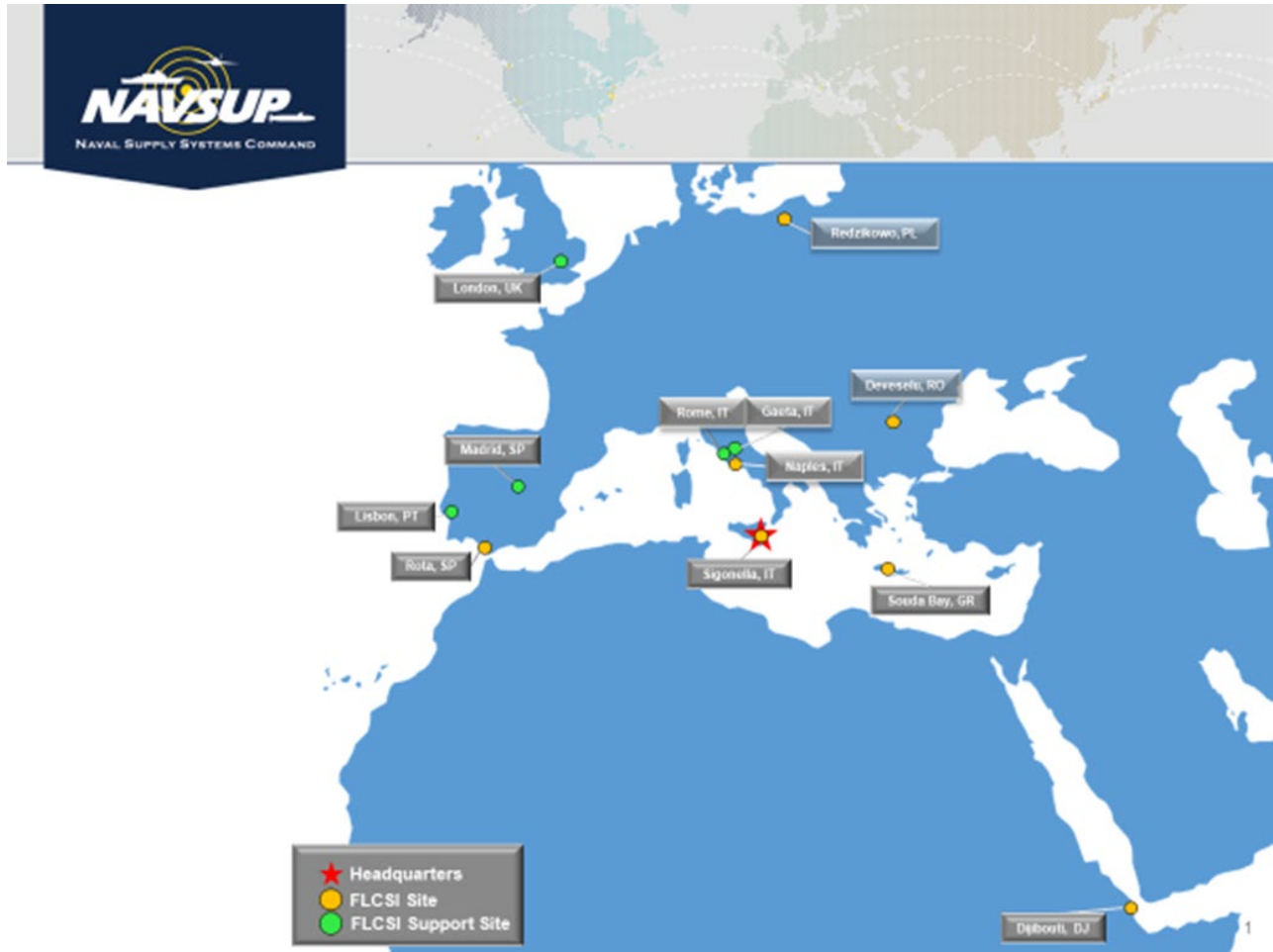


Figure C-2: NAVSUP FLC Sigonella Area of Operations

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

- US Mailing Address:
 NAVSUP Fleet Logistic Center Sigonella
 PSC 812 Box 3560
 FPO AE 09627
- URL: <https://www.navsup.navy.mil/public/navsup/flcsi/>
- Logistics Support Center Sigonella:
 - DSN 314-624-5482/COMM (011) 39-095-86-5482
 - E-mail: lsc.sigonella@eu.navy.mil
- PLA:
 - NAVSUP FLT LOG CTR SIGONELLA IT
 - NAVSUP FLT LOG CTR SIGONELLA DET NAPLES IT
- MILSTRIP Routing Identifier: NSZ

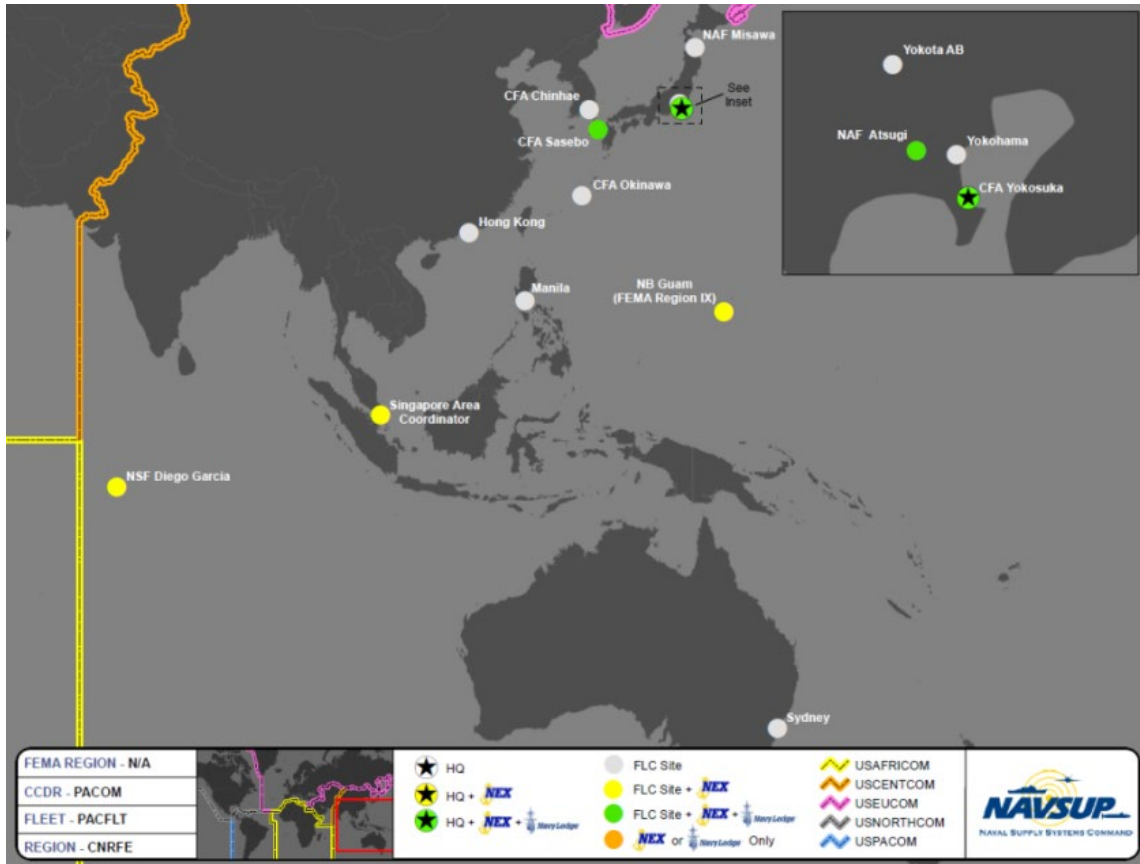


Figure C-3: NAVSUP FLC Yokosuka Area of Operations

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

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

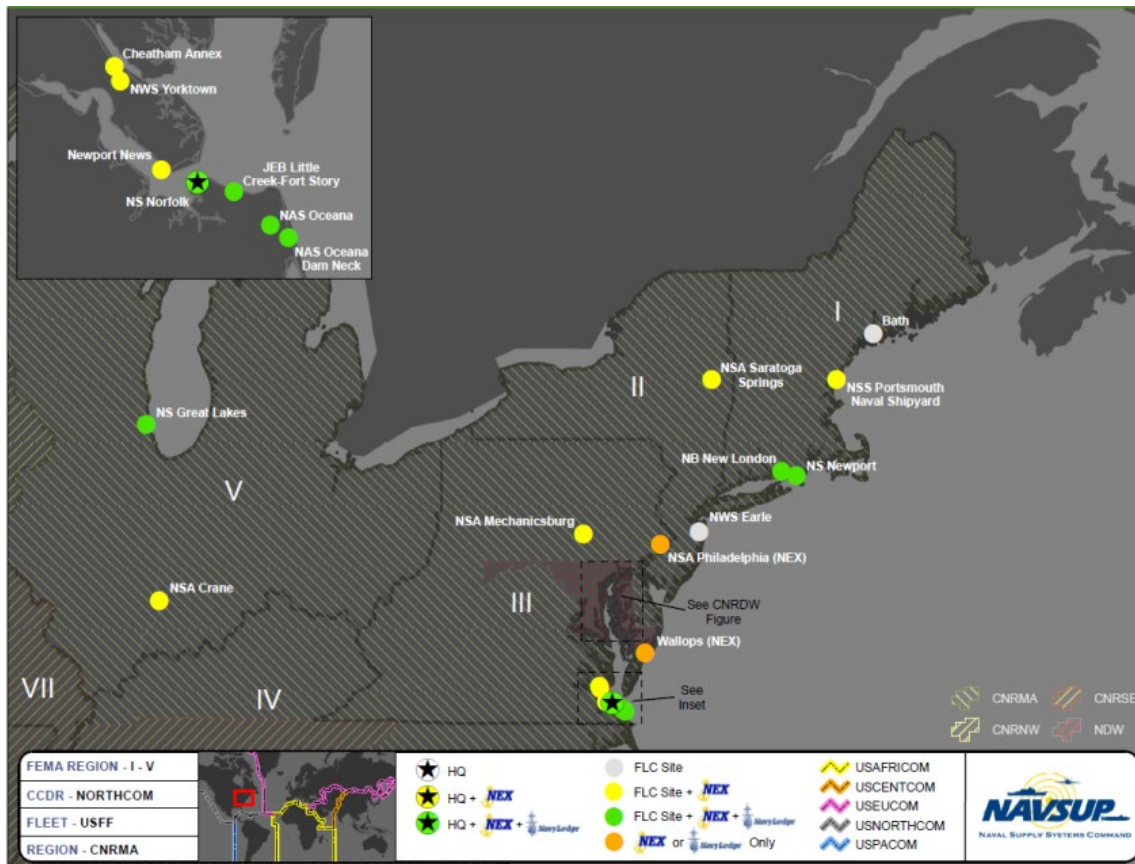


Figure C-4: NAVSUP FLC Norfolk Area of Operations

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

- Mailing Address:
 - Fleet Logistics Center Norfolk
 - 1968 Gilbert Street, Suite 600
 - Norfolk, VA 23511-3392
- URL: <https://www.navsup.navy.mil/public/navsup/flcn>
- Logistics Support Center:
 - Comm: 757-443-1861 / DSN: 646-1861
 - FAX: 757-443-1236
 - E-Mail via GDSC: GDSC@navy.mil
- PLA: NAVSUP FLT LOG CTR NORFOLK VA
- MILSTRIP Routing Identifier: NNZ

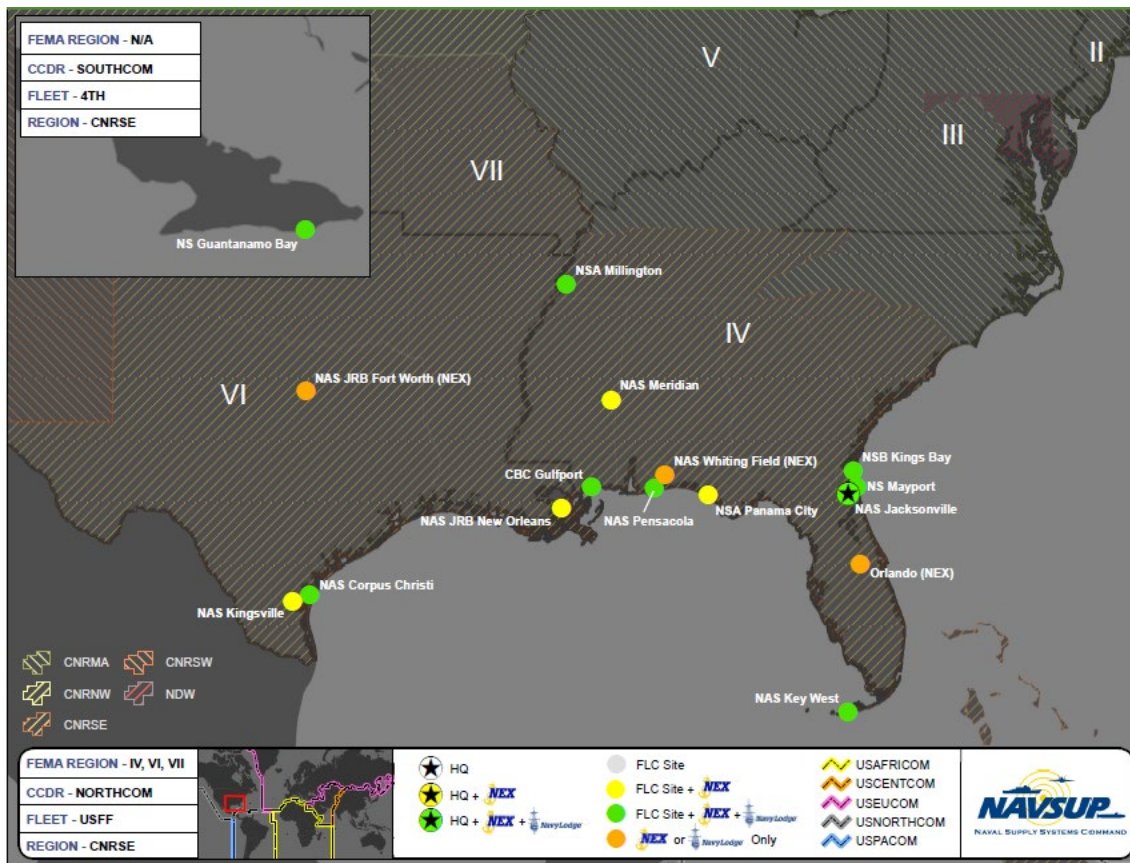


Figure C-5: NAVSUP FLC Jacksonville Area of Operations

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

- Mailing Address:
Fleet Logistics Center Jacksonville
P.O Box 97
NAS Jacksonville, FL 32212-0097
- URL: <https://www.navsup.navy.mil/public/navsup/flcj/>
- Logistics Support Center:
 - DSN: 942-4762/COMM 904-307-4762
 - FAX: 904-270-6935
 - E-Mail: FLCJAXS_LSC@navy.mil
- PLA: NAVSUP FLT LOG CTR JACKSONVILLE FL
- MILSTRIP Routing Identifier: NBZ

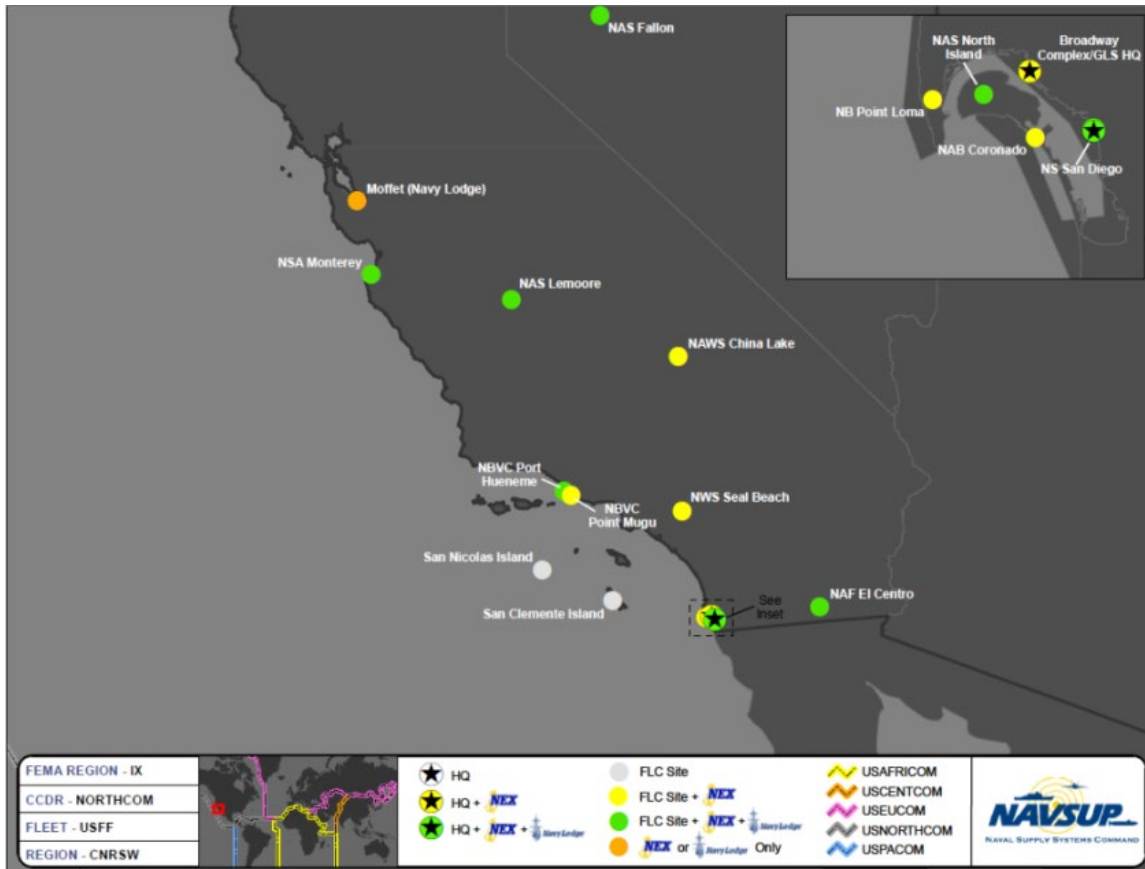


Figure C-6: NAVSUP FLC San Diego Area of Operations

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

- Mailing Address:
NAVSUP Fleet Logistics Center San Diego
3985 Cummings Road
San Diego, CA 92136-4000
- URL: <https://www.navsup.navy.mil/public/navsup/flcsd/>
- Logistics Support Center:
 - DSN: 526-6004/COMM 619-556-6004
 - E-Mail: NAVSUPFLCSD.LSC@navy.mil
- PLA: NAVSUP FLT LOG CTR SAN DIEGO CA
- MILSTRIP Routing Identifier: NDZ

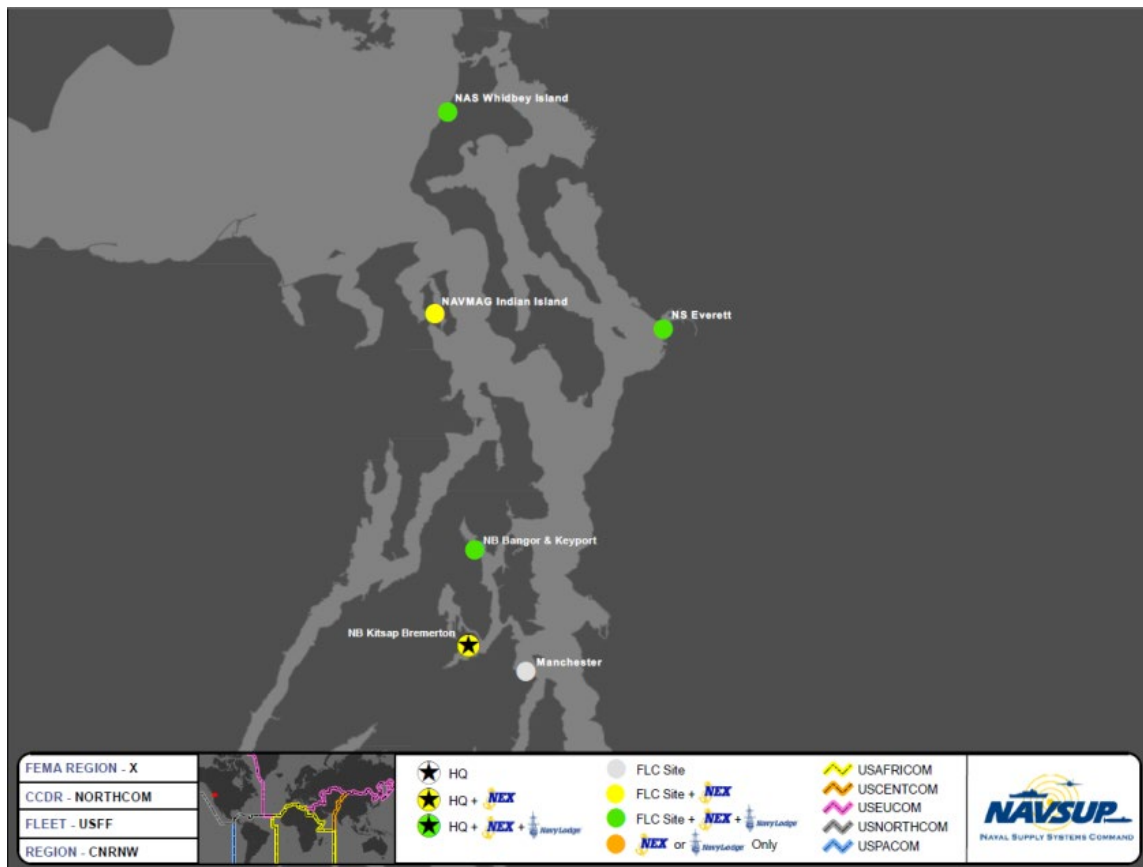


Figure C-7: NAVSUP FLC Puget Sound Area of Operations

NAVSUP FLC Puget Sound, WA (FLCPS): Aligned to the 3rd Fleet through FLCSD; supports forces in the NORTHCOM and INDOPACOM AORs (OR, WA, AK, and the west coast of Canada).

- Mailing Address:
 NAVSUP Fleet Logistics Center Puget Sound
 467 W Street
 Bremerton, WA 98314-5100
- URL: <https://www.navsup.navy.mil/public/navsup/flcps/>
- Logistics Support Center:
 - DSN 439-7437/COMM 360-439-7437
 - Email: FLCPS.LSC@navy.mil
- PLA: NAVSUP FLT LOG CTR PUGET SOUND WA
- MILSTRIP Routing Identifier: NUZ

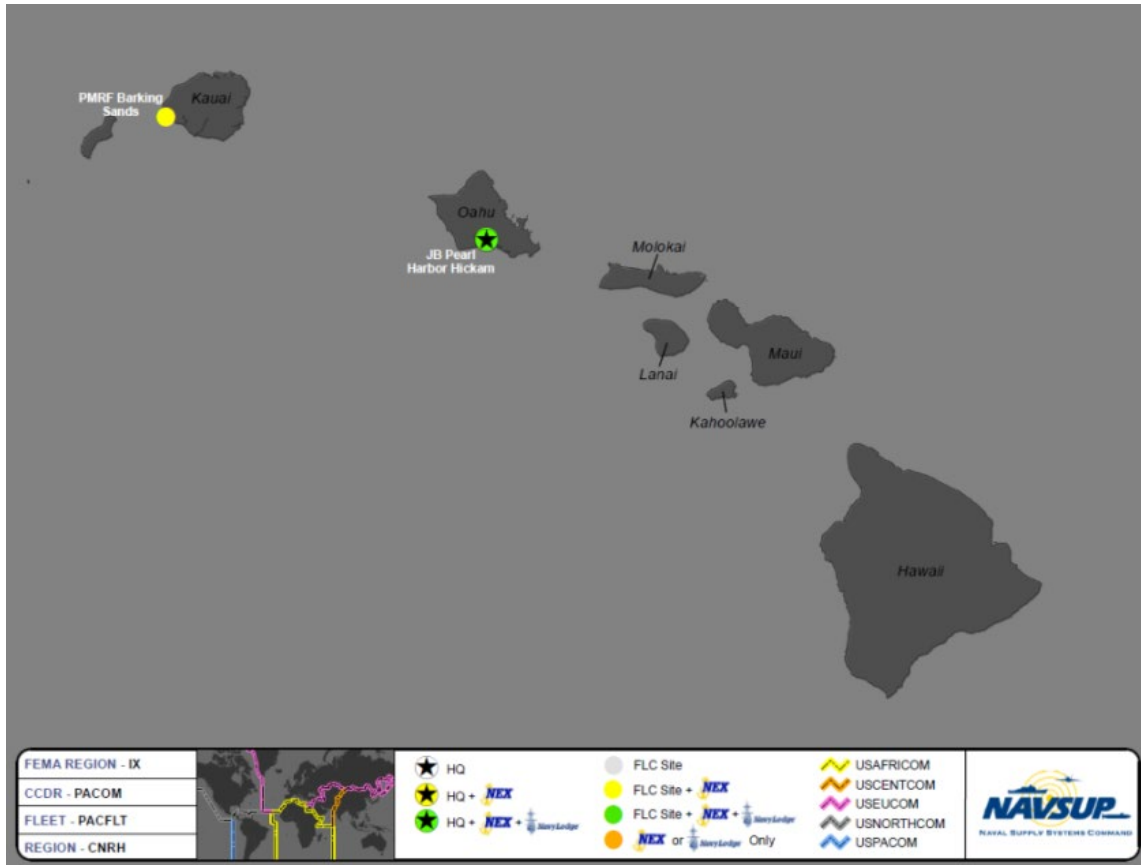


Figure C-8: NAVSUP FLC Pearl Harbor Area of Operations

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

- Mailing Address:
NAVSUP Fleet Logistics Center Pearl Harbor
1942 Gaffney Street Suite 100
JBPHH, HI 96860-4549
- URL: <https://www.navsup.navy.mil/public/navsup/flcph/>
- Logistics Support Center:
 - Comm: 808-473-7929 / DSN: 315-473-7929
- EMAIL: LSC.NAVSUPFLCPH.FCT@navy.mil
- PLA: NAVSUP FLT LOG CTR PEARL HARBOR HI
- MILSTRIP Routing Identifier: NPZ

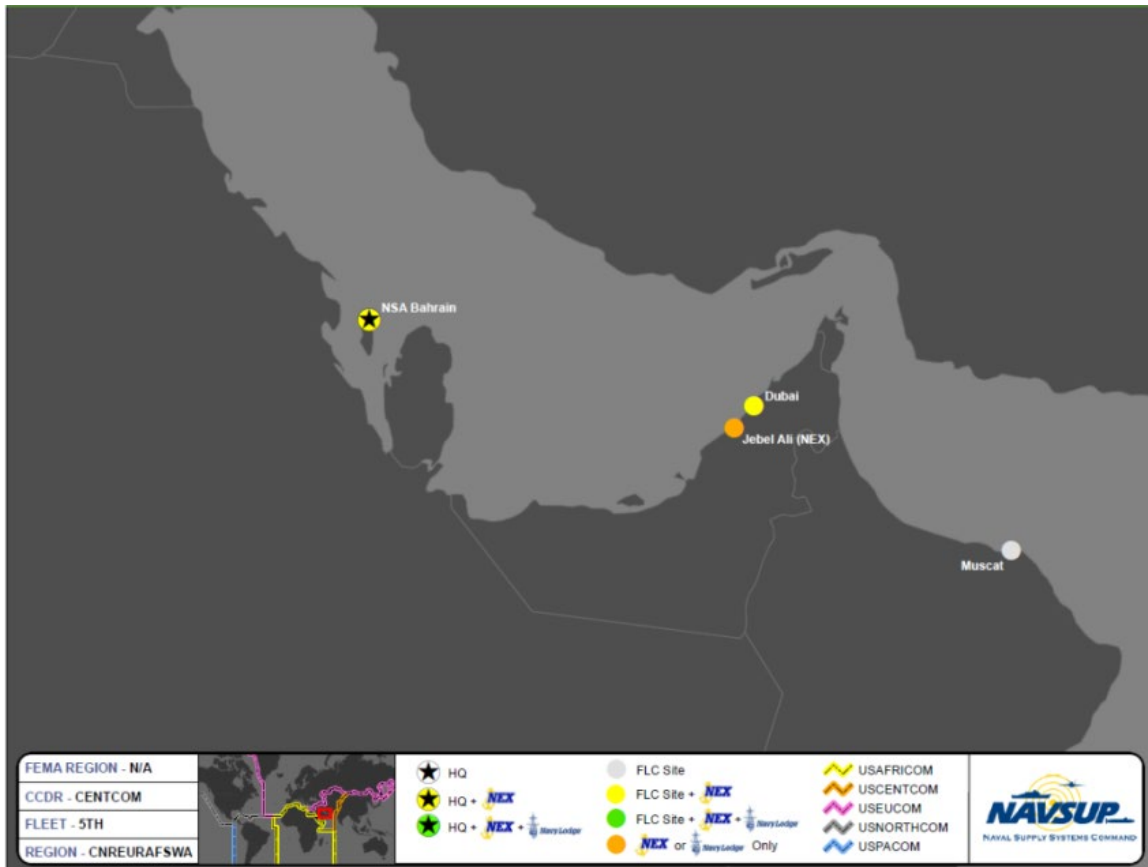


Figure C-9: NAVSUP FLC Bahrain Area of Operations

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

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

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Appendix D – HULL/FILL/Deckload Ordering Business Rules

1. To place a requisition, the requesting unit must first obtain the most up to date version of the **Consolidated Afloat Requisitioning Guide Overseas (CARGO)**, which can be downloaded at: <https://dataxfer.csd.disa.mil/dataxfer/files/cargo/>. Using this, a list of needed items will be provided to the ship's Supply Officer. These requirements will be screened against what may already be onboard in which case the material will be issued. Otherwise the AO schedule of events should be reviewed to determine if material could feasibly be received via RAS or in port by the required delivery date. If so, the requisition is submitted in MILSTRIP format to the **CTF-X3 CLO** according to AO pre-RAS and pre-deployment guidance. This process is shown in Figure D-1 below.

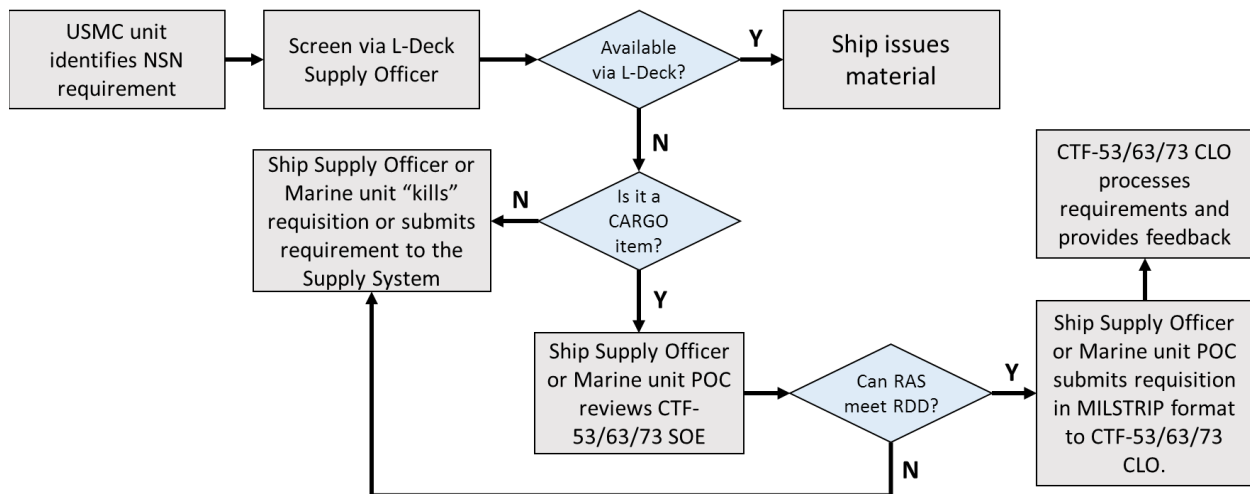


Figure D-1: HULL/FILL/Deckload Ordering Process

2. Within MSC's Combat Logistics Force are three classes of support ships. Each was designed with different mission requirements and therefore has varying commodities categories and quantity load out capabilities. The three classes are the Dry Cargo/Ammunition Ship (T-AKE), Fleet Replenishment Oiler (T-AO), and the Fast Combat Support Ship (T-AOE). Capacity for each is shown in Figure D-2. Figure D-3 further breaks down the category of cargo that each class of ship carries.




T-AKE	T-AO	T-AOE
		
Cargo: - 5,500 mtons Ammo/Stores - 25,806 bbls Cargo Fuel - FILL / HULL / 9M - FHA Kit - 1,100 pallets Freeze/Chill - Class I, II, III, V, VI, VIII, IX	Cargo: - 0 mtons Ammo/Stores - 180,000 bbls Cargo Fuel (154,000 bbls if double hull) - Deck Load / HULL - 100 pallets Freeze/Chill - Class II, II I	Cargo: - 2,950 mtons Ammo/Stores - 177,000 bbls Cargo Fuel - HULL / Deck Load / 9M - 400 pallets Freeze/Chill - Class I, II, III, V
# assigned MSC: 12	# assigned MSC: 15	# assigned MSC: 3

Figure D-2: MSC CLF Vessels













Commodities	Line Items	Supply Class	Primary Support Responsibility	T-AKE	T-AOE	T-AO
Subsistence (9M)	64	I	SPV			
Fleet Issue Load List (FILL)	550	II, VIII, IX	NAVSUP			
High Usage Load List (HULL)	53	II	MSC			
Marine Corps Load List (MCLL)	29	II	MSC			
Deck-Load	23	III	MSC			
Ships Store (1Q)	18/94	VI	SPV/NEXCOM	No longer carried in CARGO Load. Fit Freight only		
Foreign Humanitarian Assistance (FHA)	10	II, VIII	MSC			
Fuel	2	III	DLA-E			

Figure D-3: Cargo Categories and Platform Availability

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

- CTF-23 CLO: CTF-23CLO@navy.mil
- CTF-33 CLO: CTF-33CLO@navy.mil
- CTF-53 CLO: CTF-53CLO@me.navy.mil
- CTF-63 CLO: CTF-63CLO@eu.navy.mil
- CTF-73 CLO: CTF-73CLO@fe.navy.mil
- CTF-83 CLO: CTF-83CLO@navy.mil
- Military Sealift Command: <http://www.msc.navy.mil/>
- Combat Logistics Force: <http://www.msc.navy.mil/pm1/>
- CARGO: <https://dataxfer.csd.disa.mil/dataxfer/files/cargo/>

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Appendix E – MAGTF Logistics Chain Performance Dashboard

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

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

CLASS IX BLOCK COMPOSITION

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

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

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

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

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

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

CLASS IX BLOCK CUMULATIVE PERFORMANCE

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

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

ISSUE: Number of 'issues' from the block.

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

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

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

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

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

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

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

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

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

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

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

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

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

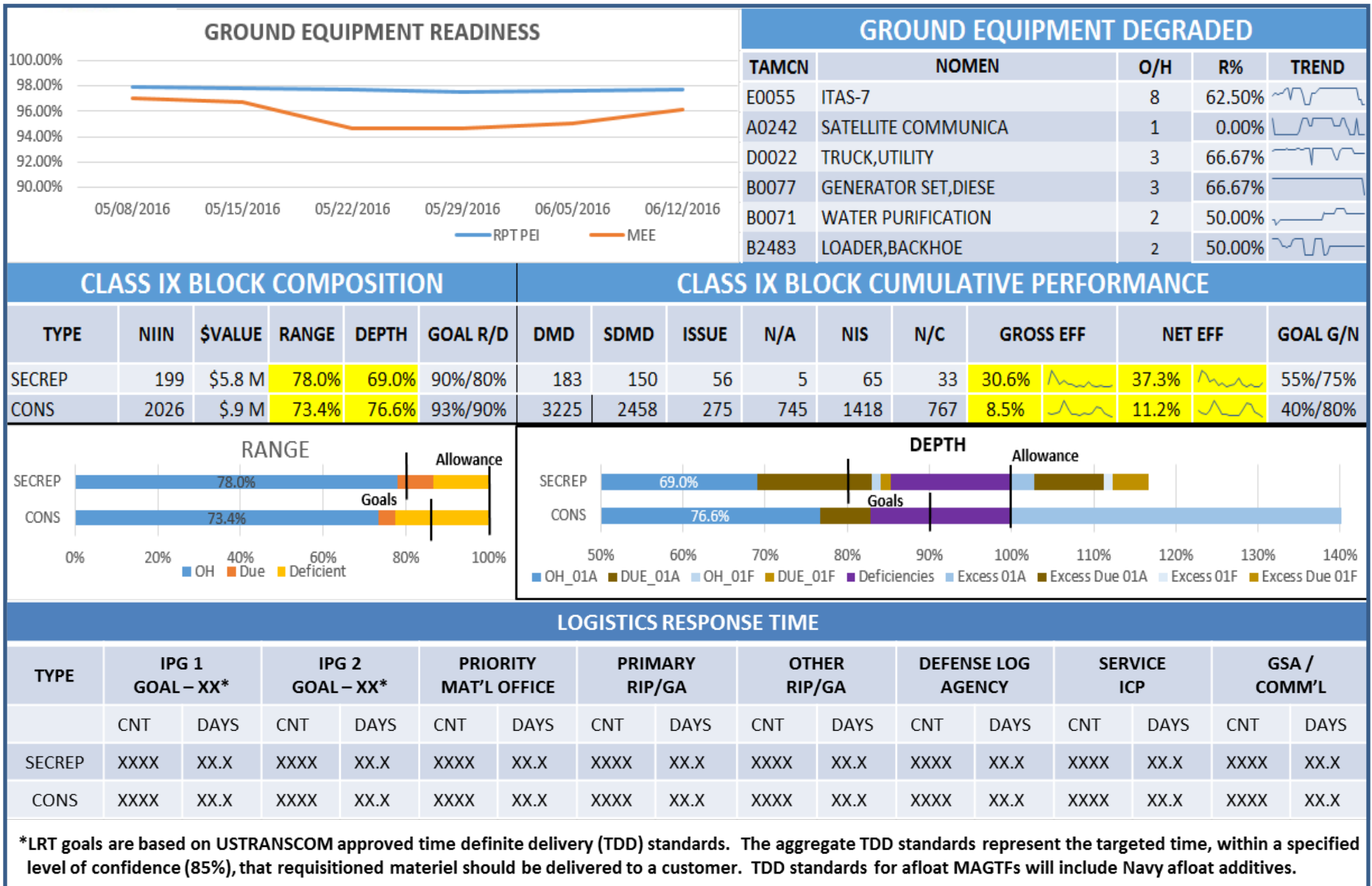
PRIMARY RIP/GA: Demands sourced from the unit's primary (parent MEF) Repairable Issue Point (RIP) and General Account (GA).

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

DEFENSE LOGISTICS AGENCY: Demands sourced from DLA activities.

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

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



Appendix F – Notional Pre-Deployment Planning Timeline

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

<p>E-day — The day landing force personnel, supplies, and equipment begin to embark aboard amphibious warfare or commercial ships. *</p> <p>R-day — Redeployment day.*</p> <p>*JP 1-02, DoD Dictionary of Military and Associated Terms</p>		
TIMELINE	EVENT / ACTION	Page
E-180	<p>LOGISTICS TRAINING AND EDUCATION</p> <p>Deploying unit determines and coordinates available training opportunities to include NLI Pre-deployment Training.</p>	II-2
E-180	<p>CONTRACTING</p> <p>Deploying unit requests contracting support per local procedures as appropriate - APPENDICES I, J, and K provide points of contact for contracting support.</p>	IV-5 APP I – K
E-180	<p>MARCORLOGCOM SUPPORT</p> <p>Deploying MAGTFs should coordinate with MARCORLOGCOM SMEs for SMRR Pre-deployment Site Visit to include OPDEP Planning and Priority Material Office (PMO) Account training.</p>	I-10 V-4
E-120	<p>INVENTORY POSITIONING</p> <p>Deploying unit reviews the Consolidated Afloat Requisitioning Guide Overseas (CARGO) and initiates intra-unit coordination to compile lists of requirements for submission to the Ship's Supply Officer(s) requesting afloat inventory positioning; and coordinates to determine the method(s) of funding for afloat inventory support.</p>	I-7 IV-1 APP D
E-120	<p>NAVSUP CAPABILITIES</p> <p>Deploying unit reviews potential support requirements from NAVSUP, establishes accounts for One-Touch Support (OTS)</p>	I-5 V-4 APP C

	and effects initial liaison with NAVSUP FLC POCs located within the deployed units planned area(s) of operations.	
E-120	<p>CONTRACTING</p> <p>Deploying unit identifies requirements for contracted supplies/services to appropriate contracting offices as early as possible. Afloat units coordinate their ashore contracting requirements with Ship's Supply Officers to ensure supporting agencies can leverage economies of scale and avoid unnecessary duplication of effort and market competition.</p>	IV-5 APP I – K
E-90	<p>INVENTORY POSITIONING</p> <p>Deploying unit Supply Officer submits final lists of items requested for afloat positioning to the Ships' Supply Officers. Ships' Supply Officers initiate procurement and stock positioning actions.</p>	I-7 IV-1 APP D
E-90	<p>COORDINATE PMO SUPPORT</p> <p>Deploying unit Supply Officer establishes communication with LOGCOM Supply Marine Liaison stationed at Priority Material Office (PMO) to coordinate account set up, training material, and provide LOA via NAVCOMPT 2275 for funding of purchase card buys and transportation account code (TAC) to be charged for shipping material to the unit. During initial liaison, the deploying unit's start date for PMO support will be established.</p>	IV-3
E-XX	<p>SOURCING/EXPEDITING OF PRIORITY MATERIAL</p> <p>On the date determined during initial liaison, the deploying unit begins submitting Issue Priority Group (IPG)-1 requisitions to PMO, via one of the four available submission procedures. A list of all outstanding IPG-1 requisitions, in MILSTRIP format, will also be submitted to PMO for track and trace research. PMO Expediter will load these documents to PRIME and provide the supported unit with the latest system status or tracking data. PMO will use aggressive techniques to improve status for expedited material delivery.</p>	IV-3
E-60	<p>SHIPMENT OF REPAIRABLES</p> <p>Both the ship and deploying unit supply officers coordinate with NAVSUP WSS ATAC/eRMS Program Manager to</p>	IV-4

	identify the assigned TARP Representative and establish timelines for support.	
E-60	INVENTORY POSITIONING The deploying unit supply officer and ships' supply officers reconcile to determine outstanding requirements to be purchased and stocked.	I-7 IV-1 APP D
E-60	DLA SUPPORT Establish account w/DLA to access the Distribution Standard System, obtain access to the DLA Customer Assistance Handbook, and determine POCs for duration of deployment.	I-1 IV-1 APP B
E-45	DECISION SUPPORT TOOLS Establish Integrated Data Environment (IDE) & Global Transportation Network (GTN) Convergence (IGC) Account.	III-1
E-45	INVENTORY POSITIONING Deploying unit supply officer and ships' supply officers conduct a reconciliation to determine any outstanding requirements. If there are requirements that still have not been met, the deploying unit supply officer must either initiate action to source the requirements elsewhere for unit embarkation or make alternative arrangements for support as appropriate.	I-7 IV-1 APP D
E-45 to E-30	SHIPMENT OF REPAIRABLES Ship and deploying unit supply officers submit requests for ATAC/eRMS User Names and Passwords to NAVSUP WSS and request ATAC/eRMS training through their assigned TARP Representative.	IV-4
E-45 to E-30	CARGO ROUTING Deploying unit submits DoDAAC change requests to their Service's DoDAAD CSP and notifies NAVSUP of their intent for activating addresses in the CRIF.	V-2 V-4
E-45	LOGISTICS TRAINING AND EDUCATION CNSF typically hosts a pre-deployment briefing.	II-1
E-15	CARGO ROUTING	V-2

	Deploying unit provides primary/secondary email addresses to appropriate Service Air Clearance Authority.	V-4
E-14	CARGO ROUTING LHA/LHD Supply Officer releases the Fleet Freight Routing message identifying the last day in homeport and the first scheduled overseas ports for transportation priorities 1, 2 and 3.	V-2 V-4
CRIF effective date to R-30	CARGO ROUTING For any CRIF changes, the deploying unit supply officer submits the appropriate information to the LHA/LHD Supply Officer and the NAVSUP Fleet Locator.	V-2 V-4
Upon arrival in CTF-3 AOR	INVENTORY POSITIONING Supported unit Supply Officer coordinates arrival into the CTF-3 AO through the Ships' Supply Officers. Review CARGO for items stocked aboard CLF ships.	I-7 IV-1 APP D
R-30	SOURCING/EXPEDITING OF PRIORITY MATERIAL Supported unit Supply Officer makes liaison with PMO to establish the termination date of PMO support and request return of funds. On the date determined, PMO will pass all outstanding requisitions to the units supporting supply activity and purge all requisition data from Prime.	IV-3
R-30 To R-10	CARGO ROUTING Submit the DoDAAC TAC-2 Address Change Request to the appropriate Service DoDAAD CSP to resume routing cargo to the unit's home station; and notify NAVSUP of intent to deactivate DoDAACs in the CRIF.	V-2 V-4

Appendix G – GCSS-MC Pre-Deployment Planning Timeline

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

<p>E-day — The day landing force personnel, supplies, and equipment begin to embark aboard amphibious warfare or commercial ships. *</p> <p>R-day — Redeployment day.*</p> <p>*JP 1-02, DoD Dictionary of Military and Associated Terms</p>		
TIMELINE	EVENT / ACTION	REFERENCE
UUAM SETUP/TRAINING		
E-270	Identify key logistics personnel and UUAMs to be deployed from each element of the MEU, (CE, BLT, ACE, and CLB).	MEF directed
E-270	Coordinate training requirements with appropriate MEF, begin to develop training plan, execute training plan based upon MEU requirements.	See GCSS-MC Training Classes and coordinate w/MEF MRTC.
E-240	Deliver additional required GCSS-MC training to MEU personnel (CE, BLT, ACE, and CLB).	UPK - See GCSS-MC Training Classes and/or coordinate w/MEF MRTC.
E-240	Deploying units Logistics/Supply Officers make liaison with MEU UUAMs to establish communication and coordinate required actions. During initial liaison, the deploying unit's start date for MEU SupO support will be established.	MEF directed
E-210	Submit TFSMS message to TFSD via MEF to reflect the equipment allowance and personnel alignments for the deploying MEU.	MEU LOI FOR DEPLOYMENT MCO 4400.201 v2
E-210	All elements of the MEU submit updated Abbreviated BR-100 to make changes to the unit/customer file in GCSS-MC via the supporting LSCO. Make changes to the NAVMC 11718 to change unit's TAC address to ensure accuracy prior to change over.	UPK (UM101) Coordinate w/LSCO

E-210	JLTI and Equipment Transfers supporting the MEU elements begins.	Coordinated within MEF LOI
E-210	Recommend Advanced GCSS-MC Training and EATO Training in preparation for JLTI and Equipment Transfers for key stakeholders: UUAM, Supply Officer/Chief, and Maintenance Officers/Chiefs.	Coordinate w/MEFs to attend MRTC Advanced Material Readiness Course.
E-190	Ensure that UUAMs configure resource groups in order to support the CE, BLT, ACE, and CLB.	Coordinate w/MEF
E-190	Determine the remaining GCSS-MC training necessary to bring MEU logistics team (CE, BLT, ACE, and CLB) to full operational capability.	UPK - See GCSS-MC Training Classes and coordinate w/MEF MRTC.
E-190	Deploying unit identifies any remaining shortfalls (late personnel additions, missed training, etc) and coordinates necessary training requirements with appropriate MEF POCs, to include Pre-deployment Training.	Coordinate with MEF MRTC.
E-180	Deploying units (MSEs) will be provided a Standard Line of Accounting to support MEU SupO for orders/requisitions.	Coordinate with MEU S-4/SUPO and Comptroller
E-180	Label updated computers as GCSS-MC computer asset, to ensure that the S-6 afloat does not update the Java during a push.	SOP / TM 2800-QRB/B https://mceits.usmc.mil/sites/MCTSSA/SitePages/System%20Information.aspx?System=GCSS-MC
E-180	MEU S-6 MUST ensure that they coordinate with each ship's Network Operations Center (NOC) aboard ship prior to embarkation. This supports the Quality of Service for Incoming and Outgoing traffic. Ensure that GCSS-MC is approved to operate on the AF22 priority ashore.	SOP / TM 2800-QRB/B https://mceits.usmc.mil/sites/MCTSSA/SitePages/System%20Information.aspx?System=GCSS-MC
E-180	GCSS-MC MUST operate at AF22 on ship and ashore at the NOCs (Priority) in order to function correctly. Confirm QoS (ADNS priority – AF22) is set for GCSS-MC traffic on each ship within ARG (Incoming and outgoing).	SOP / TM 2800-QRB/B https://mceits.usmc.mil/sites/MCTSSA/SitePages/System%20Information.aspx?System=GCSS-MC
E-180	If MEU S-6 runs into issues, MFC and SPAWAR will have to engage with NOC to facilitate changes required. SPAWAR has published directives to all the NOCs so this shouldn't be an issue. MEU S-6 must validate when they enter theater.	SOP / TM 2800-QRB/B https://mceits.usmc.mil/sites/MCTSSA/SitePages/System%20Information.aspx?System=GCSS-MC

E-180	Confirm installation and operation of RSA on each ARG ship.	SOP / TM 2800-QRB/B https://mceits.usmc.mil/sites/MCTSSA/SitePages/System%20Information.aspx?System=GCSS-MC
E-180	Ensure that updated Financial Data (WCI) from Abbreviated BR-100 and NAVMC 11718 is accurate within GCSS-MC and SABRS.	UPK (FM-101)
E-180	Financial Data Manager (FDM) creates JONs, Approval groups, and Journals to support attached units.	UPK (FM-101)
E-180	Ensure that the FAD is upgraded in the Abbreviated BR-100	UPK (UM101) MCO 4400.16H
E-180	All UUAMs attached to the MEU elements will perform and document a 100% User Account Validation of their GCSS-MC Organization.	CMC 191555Z Jun 15
E-180	JLTI and Equipment Transfers supporting the MEU elements Completed.	Coordinated within MEF LOI
E-180	Each element of the MEU must update their allowances (EDL/MEU UER) with Command Adjustments as directed.	MEU LOI FOR DEPLOYMENT
E-180	Ensure that GCSS-MC CE, BLT and ACE are setup to receive status from supporting CLB.	MCO 4400.151 Intermediate Supply Policy
E-30	Ensure Navy Ship DoDAACs reside within GCSS-MC AAC Value Set for Signal Code J requisitions	Coordinate w/LSCO
E-30	(Change the TAC-1 and TAC 2 data) Submit the DoDAAC TAC-2 Address Change Request to the appropriate Service DoDAAD CSP to resume routing cargo to the unit's deployed address; and notify NAVSUP of intent to activate DoDAACs in the CRIF. (NAVMC 11718). Change effective E-10	Cargo Routing Coordinate with LSCO for NAVMC 11718
E-30	Submit Abbreviated BR-100 to ensure that CLB sourcing rules in GCSS-MC are set up to pass requisitions directly to DLA-TS and not the home station SMU for consumable Class IX.	MCO 4400.151 Intermediate Supply Policy
E-30	Submit Abbreviated BR-100 to change CONUS location to OCONUS for I and II MEF MEUs.	MCO 4400.151 Intermediate Supply Policy
E-0	Deployment Cycle Begins.	
R+8 to R+30	MEF directed JLTI of all transferred equipment.	MEU LOI FOR DEPLOYMENT

R+30	Update Abbreviated BR-100 to make changes to the unit/customer file in GCSS-MC.	UPK (UM101)
R+30	Ensure that the FAD is downgraded in your Abbreviated BR-100.	UPK (UM101) Coordinate with LSCO MCO 4400.16H
R+30	Submit Abbreviated BR-100 to change OCONUS location to CONUS for I and II MEF MEUs.	
R+30	Transfer equipment back from CE-ACE and MIG, BLT to Task ORG Division Units, CLB to Task Org LCE units after JLTI is completed.	MEU LOI FOR DEPLOYMENT
R+30	All units update Command Adjust Allowances.	MEU LOI FOR DEPLOYMENT
R+30	Submit the DoDAAC TAC-1 & TAC-2 Address Change Request to resume routing cargo to the unit's home station location; notify NAVSUP of intent to deactivate DoDAACs in the CRIF. (NAVMC 11718).	Cargo Routing
R+30	All UUAMs attached to the MEU elements will perform and document a 100% User Account Validation of their GCSS-MC Organization	CMC 191555Z Jun 15
R+30	Update Financial Data (WCI) from MEU to Home Station WCI. Will require Comptroller's (MEF, DIV, MAW, MLG) signature on NAVMC 11718 .	UPK (FM-101)
R+30	Submit TFSMS message to TFSD via MEF to reflect the equipment allowance and personnel alignments returning from the deploying MEU elements back to Operational Control at Home Station.	MEU LOI FOR DEPLOYMENT
R+30	Submit Abbreviated BR-100 to ensure that the CE, BLT, and CLB DoDAACs have GCSS-MC and SECREP sourcing rules pointing to Home Station SMU and RIP.	MCO 4400.151 Intermediate Supply Policy

Appendix H – Common Naval Packaging Data

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

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

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

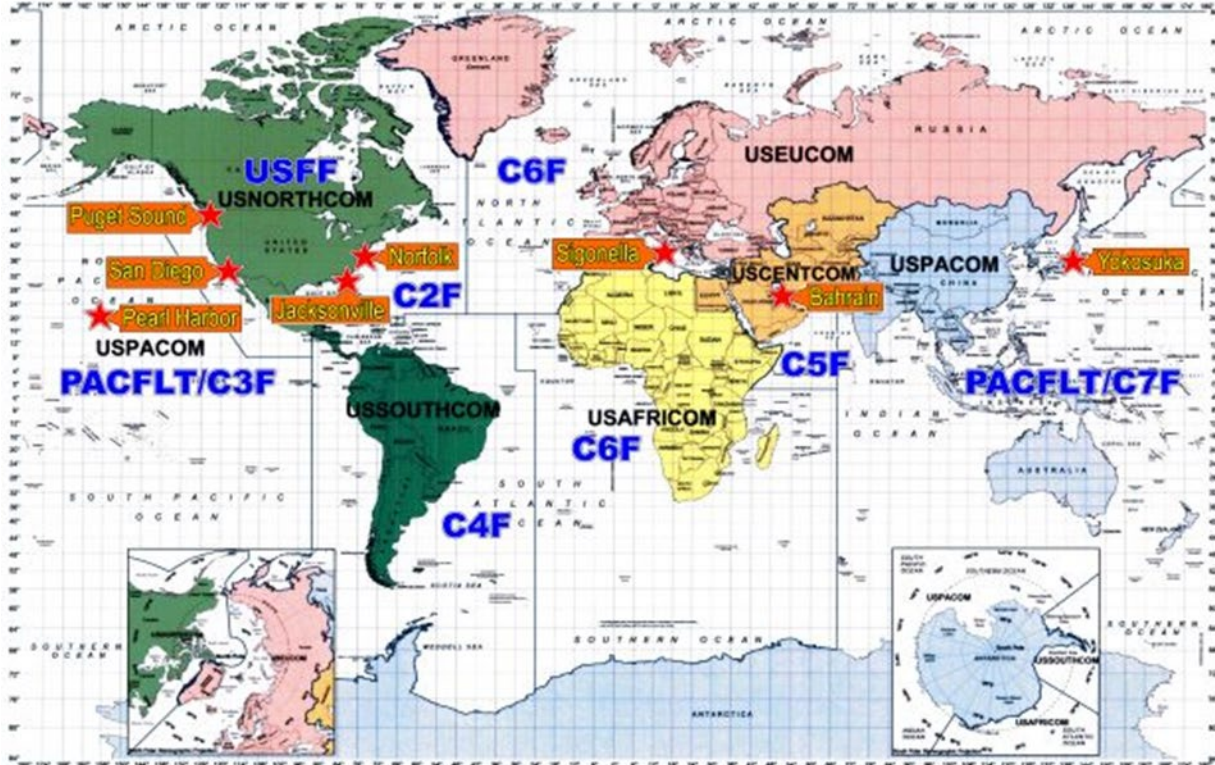
- Level 1: Afloat activities & deployed MALS
- Level 2: Ashore activities & non-deployed MALS (in garrison)
- Level 3: New procurements, repair depots
- Ground Marines
- Coast Guard

Contact Information:

Visit the TARP Webport at <https://tarp.navsisa.navy.mil> or call the toll-free TARP Helpline at 1-866-427-8277. For training and support, contact your regional TARP representative.

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Appendix I – NAVSUP FLC Contracting Network



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

URL: <https://www.navsup.navy.mil/public/navsup/flcj/>

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

URL: <https://www.navsup.navy.mil/public/navsup/flcn/>

NAVSUP FLC PEARL HARBOR: aligned to the Pacific Fleet; supports Naval forces in the INDOPACOM AOR, (Middle-Pacific - the date line east to the Continental US).

URL: <https://www.navsup.navy.mil/public/navsup/flcph/>

NAVSUP FLC PUGET SOUND: aligned to the 3rd Fleet; supports Naval forces in the NORTHCOM and INDOPACOM AORs (OR, WA, AK, and the west coast of Canada).

URL: <https://www.navsup.navy.mil/public/navsup/flcps/>

NAVSUP FLC SAN DIEGO: aligned to the 3rd Fleet; supports Naval forces in the NORTHCOM and INDOPACOM AORs (CA and Mexico).

URL: <https://www.navsup.navy.mil/public/navsup/flcsd/>

NAVSUP FLC SIGONELLA: aligned to the 6th Fleet; supports Naval forces throughout the EUCOM, and AFRICOM AORs.

URL: <https://www.navsup.navy.mil/public/navsup/flcsi/>

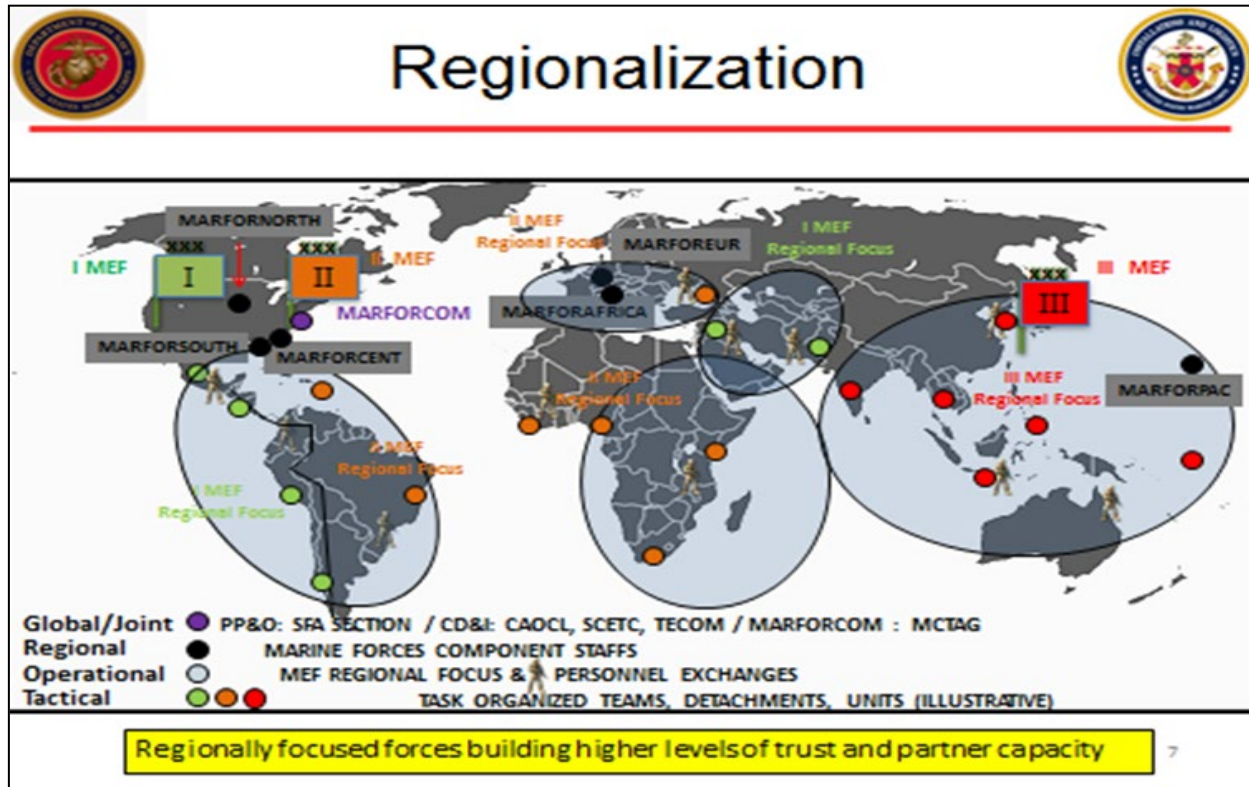
NAVSUP FLC BAHRAIN: aligned to the 5th Fleet; supports Naval forces throughout the CENTCOM AOR.

URL: <https://www.navsup.navy.mil/public/navsup/flcb/>

NAVSUP FLC YOKOSUKA: aligned to the 7th Fleet; supports Naval forces in the INDOPACOM AOR (Far East, Australia, to the Indian Ocean)

URL: <https://www.navsup.navy.mil/public/navsup/flcy/>

Appendix J – Marine Corps Contracting Capabilities



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

USMC Points of Contact:

HQMC (Code LB) OCS Branch, Arlington VA: Comm: 703-604-0039/0081/0038/0148, DSN: 664-0039/0038/0148XXXX, FAX: 703-604-6675 / 703-604-6669/0086.

MARFOREUR/AF OCS Advisor, Stuttgart Germany: DSN 314-431-2225, Comm: 49 703-115-2225, Cell: 49 172-443-3379 (from US): 011-49-703-115-2161 (from Germany): 0703-115-2161. DSN 314-431-2161.
 Cell: 49 172-443-3379

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

MARFORSOUTH OCS Advisor, Doral, Fl: Comm: 305-437-2985/1481, DSN: 312-567-21985/1481.

MARFORPAC OCS Advisor, Camp H. M. Smith, HI: Comm: 808-477-8586 / 808-477-8852.

I MEF OCS Advisor, Camp Pendleton, CA: Comm: 760-763-4737/760-725-44726816, DSN: 361-XXXX6828.

II MEF OCS Advisor, Camp Lejeune, NC: Comm: 910 451-9642/910 451-/5808.

III MEF OCS Advisor, Okinawa, JA: DSN: 315-637-4694/1913622-1264, Comm: 011-81-737-4694/1913.

I MEF ECP, 1st MLG, Camp Pendleton, CA, Comm: (760) 725-8456/760-763-77929842/6810.

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

III MEF ECP, 3rd MLG, DSN: 315- 637-4694/1913, Comm: 011-81-737-4694/1913. Cell: 080-4953-0925

Appendix K – NAVFAC GCCC & GCSC

GLOBAL CONTINGENCY CONSTRUCTION MULTIPLE AWARD CONTRACT:

A NAVFAC Atlantic administered contract that provides worldwide rapid civilian construction, planning, engineering, design, and construction material logistics with incidental facilities support services for:

- Disaster recovery
- Military conflict
- Operations Other Than War
- Humanitarian Assistance
- Projects with similar characteristics

GLOBAL CONTINGENCY SERVICES MULTI AWARD CONTRACT: A

NAVFAC Pacific administered contract to provide short term facilities support services with incidental construction in response to:

- Natural Disasters
- Humanitarian efforts
- Contingencies
- Non-performance of incumbent contractor

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

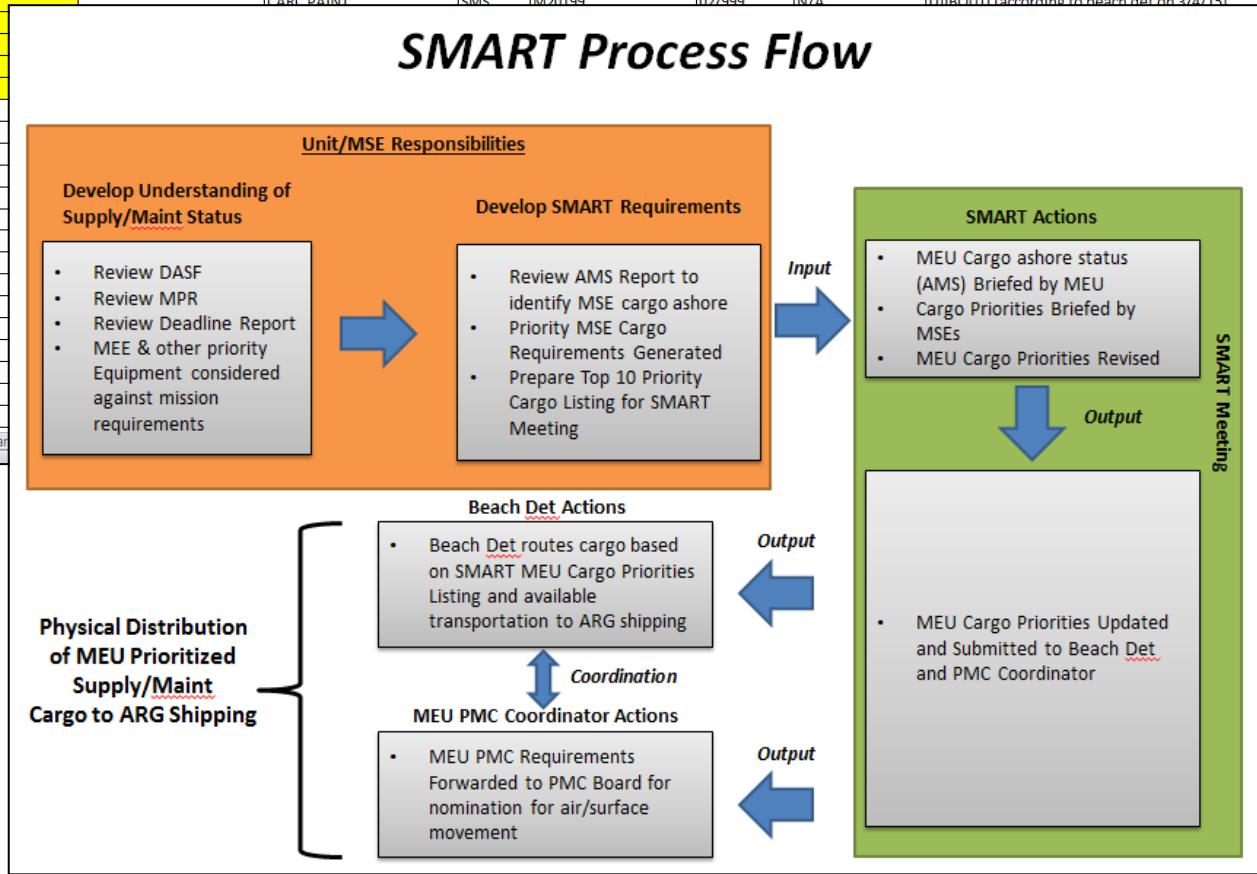
NAVFAC Points of Contact:

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

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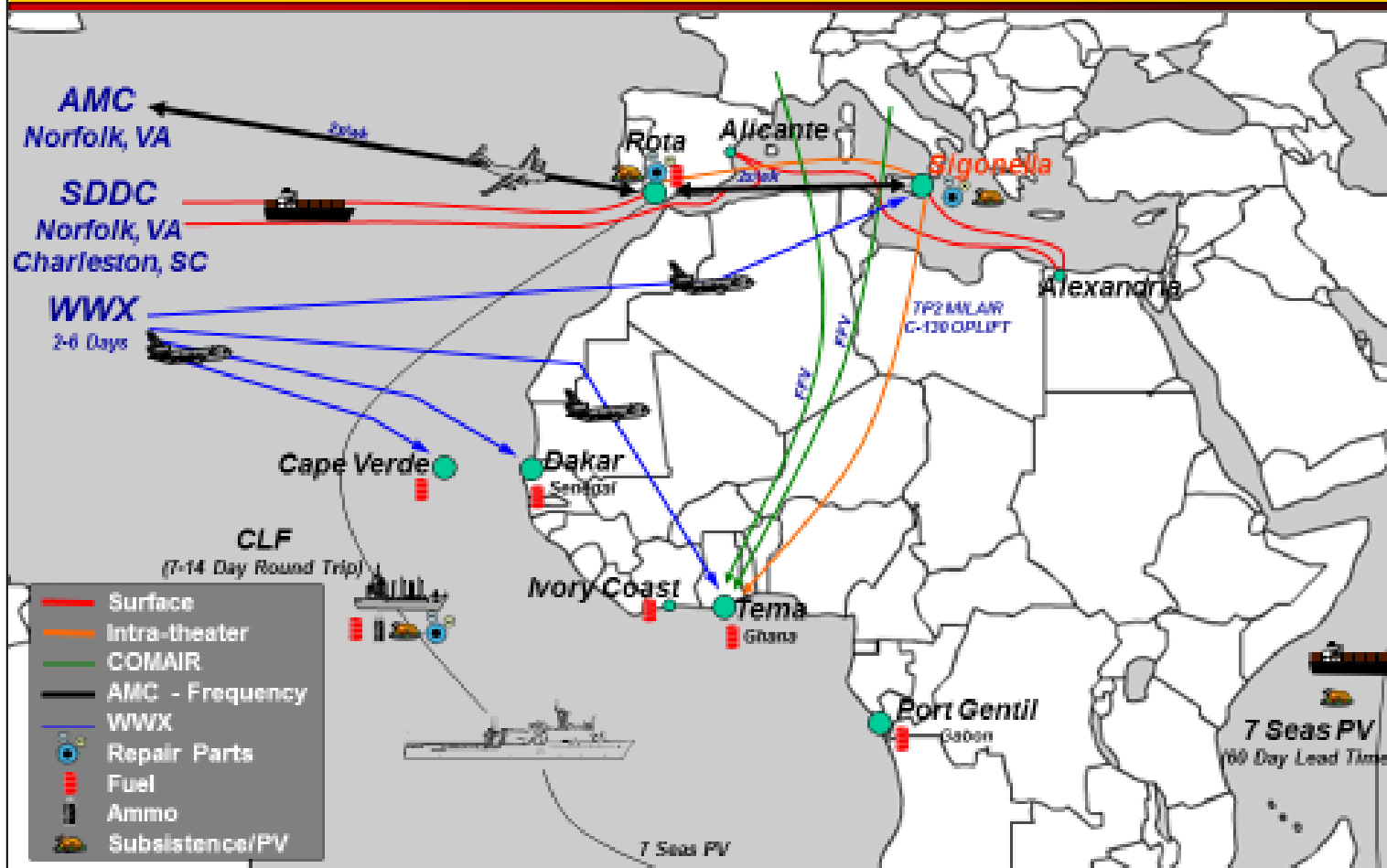
Appendix L – SMART Report and Process Flow

FINAL DESTINATION - USS IWO JIMA								
SMART #	TCN/Document Number	Carrier Tracking Data	Nomenclature	SOS	DODAAC	Priority	MEE/CASREP	Location
1	MSAF5450550005XXX		Retainer, Gun	2F5	M20199	02/999	E1095	
2	M1266050550002		Socket, BasePlate	SMS	M12660	02/999	E1095	Bahrain (according to beach det on 3/5/15)
3	M1266050610002LXX		EXTENSION, ASSEMBLY	B14	M12660	02/999	E09807M	
1	M2018050540004	FEDEX/772978575079	Tube, Bent, Metallic	MC1	M20180	02/999	D1161	DJIBOUTI (according to beach det on 3/4/15)
2	M2018050540174	FEDEX/772978575079	Generator, Engine AC	MC1	M20180	02/999	D1161	DJIBOUTI (according to beach det on 3/4/15)
3	M1266050540005		CLAMP, LOCKING	SMS	M12660	02/999	E0671	Bahrain (according to DJI det on 3/6/15)
4	M2019950260021XXX		TURBIDITY STANDARD	SMS	M20199	02/999	B26057B	Bahrain (according to DJI det on 3/6/15)
5	M2019950260022XXX		TURBIDITY STANDARD	SMS	M20199	02/999	B26057B	Bahrain (according to DJI det on 3/6/15)
6	M2019950150004BXX		CABC PAINT	SMS	M20199	02/999	N/A	DJIBOUTI (according to beach det on 3/4/15)
7	M2019950080018XXX							
8	M2018050410034XXX							
9	M2019943390030AXX							
10	M2019950537777XXX							
	M2018050470001							
	M2018050580001							
	M2018050580003							
	M2019943390024XXX							
	M2019943390027XXX							
	M1266050540012							
	M1266050540004							
	M1266050550001AXX							
	M2019950150004AXX							
	M1266050560020							
	M2019950090002AXX							
	M2019950260003XXX							
	M2019942760012XXX							
	M2019942320037XXX							
	M1266050560003							



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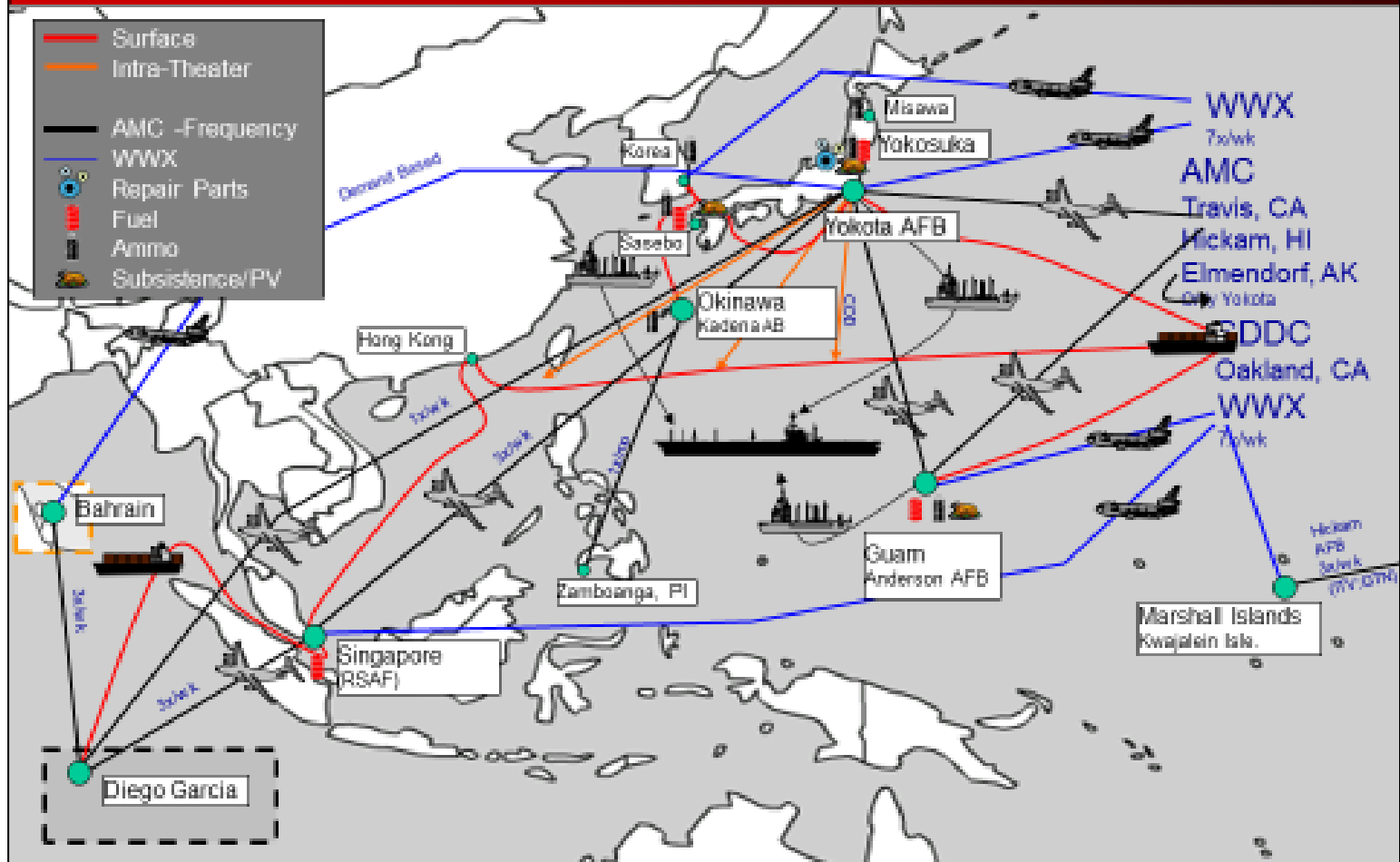
6th Fleet Logistics Supply Chain MSR's



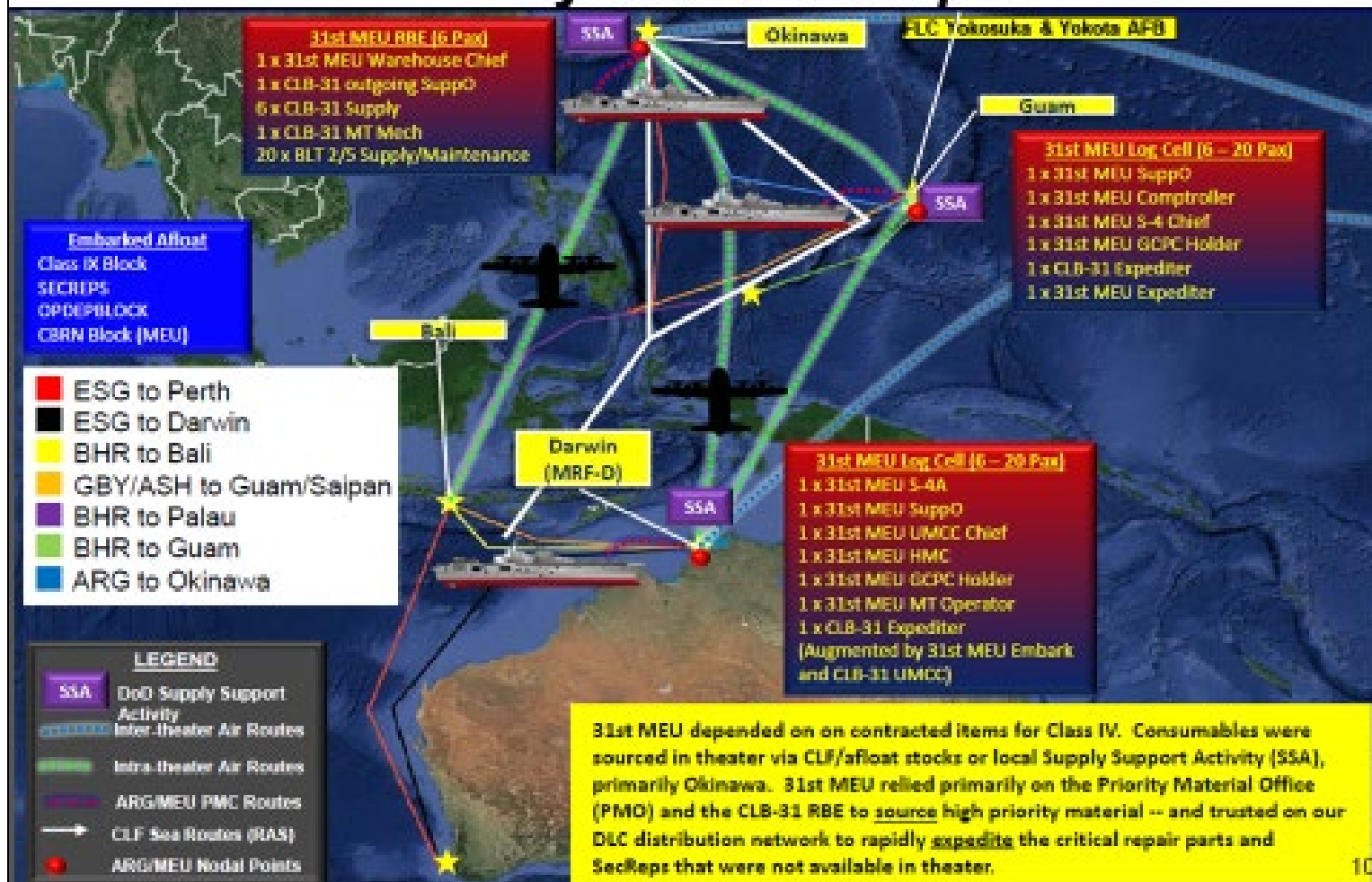
5th & 6th Fleet USMC Theater Logistics Laydown- example



7th Fleet Logistics Supply Chain MSR's



7th Fleet USMC Theater Logistics Laydown- example



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Appendix N – Sample OPLIFT/LOOP Request

FM (REQUESTING COMMAND)//
TO NAVSUP WEAPON SYSTEMS SUPPORT TRANS NORFOLK VA
INFO COMUSFLTFORCOM NORFOLK VA//N3/N33/N333A/N41/N412/N413//
(TBD)MSCLANT NORFOLK VA//N3/N41//
(TBD)MSCEUR NAPLES IT//
COMSIXTHFLT NAPLES IT//
COMSECONDFLT NORFOLK VA//N3/N4//
(PROPOSED PORT OF EMBARKATION)
(PROPOSED PORT OF DEBARKATION)
(TBD) NAVSUP FLT LOG CTR NORFOLK VA//
(TBD) NAVSUP FLT LOG CTR SIGONELLA IT//
DDNV NORFOLK VA//
(CONSIGNEE, IF APPLICABLE)
UNCLAS//N04600//
MSGID/GENADMIN//
SUBJ/OPPORTUNE LIFT (OPLIFT) /LIFTS OF OPPORTUNITY PROGRAM
(LOOP) REQUEST//
REF/A/DOC/COMUSFLTFORCOMINST 4600.2/-/YMD:20140818//
AMPN/REF A IS COMUSFLTFORCOM POLICY FOR OPLIFT.//
POC//RANK OR POSITION/UNIT/LOCATION/TELEPHONE/EMAIL//
REMARKS/1. IAW REF A, REQUEST OPLIFT/LOOP OF MATERIAL AS
FOLLOWS:
A. AERIAL PORT OF EMBARKATION (APOE):
B. DESIRED AERIAL PORT OF DEBARKATION (APOD):
C. ALTERNATE APOD:
D. SEA PORT OF EMBARKATION (SPOE):
E. DESIRED SEA PORT OF DEBARKATION (SPOD):
F. ALTERNATE SPOD:
G. AVAILABLE TO LOAD DATE (ALD):
H. READY TO LOAD DATE (RLD):
I. REQUIRED DELIVERY DATE (RDD):
J. ITEM DETAILS:
J.1. ITEM NAME:
J.2. QUANTITY:
J.3. SHIPPING DIMENSIONS (LXWXH) IN INCHES:
J.4. WEIGHT (LBS/SHORT TONS):
J.5. MEASUREMENT TONS:
J.6. CUBIC FEET:
J.7. SQUARE FEET:
J.8. CLASSIFIED OR SENSITIVE MATERIAL (YES OR NO):

J.8.A CAGE CODE:
J.9. HAZARD MATERIAL (YES OR NO)
J.9.A. PROPER SHIPPING NAME:
J.9.B. UN NUMBER:
J.9.C. HAZARD CLASS:
J.9.D. PACKAGING PARAGRAPH:
J.9.E. NET EXPLOSIVE WEIGHT (N.E.W.) (LBS OR KGS):
J.10. TAC/LINE OF ACCOUNTING:
K. POINT OF CONTACT AT APOE/SPOE:
K.1. RANK/TITLE:
K.2. LNAME, FNAME:
K.3. ORGANIZATION:
K.4. TELEPHONE:
K.5. EMAIL:
L. POINT OF CONTACT AT APOD/SPOD:
L.1. RANK/TITLE:
L.2. LNAME, FNAME:
L.3. ORGANIZATION:
L.4. TELEPHONE:
L.5. EMAIL:
M. REQUESTOR POINT OF CONTACT:
M.1. RANK/TITLE:
M.2. LNAME, FNAME:
M.3. ORGANIZATION:
M.4. TELEPHONE:
M.5. EMAIL:
N. REMARKS. PROVIDE ANY ADDITIONAL INFORMATION THAT IS DEEMED
NECESSARY TO SUPPORT YOUR OPLIFT REQUEST.//
BT
Note 1: 1 short ton = 2000 lbs.
Note 2: 1 measurement ton = 40 cubic feet
Note 3: If more than one item is being shipped, provide additional item
information per paragraph J

Appendix O – References

SECNAVINST 4000.37A, Naval Logistics Integration

MCO 3120.13: Policy for Marine Expeditionary Units

MCO 3502.3C: Marine Expeditionary Unit Pre-Deployment Training Program

MCO 3502.8: Marine Corps Logistics, Tactics, Training and Education Program

I MEFO 4400.11C: I MEF SOP for Marine Expeditionary Unit Logistics

II MEFO 3100.3E: II MEF SOP for Marine Expeditionary Units

NAVSUP Support to Expeditionary Forces Guide

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Appendix Y – Resources

1. Department of Defense

- U.S. Department of Defense Homepage
 - <http://www.defense.gov/>
- Office of the Secretary of Defense
 - <http://www.defense.gov/osd/>
- DoD Issuances
 - <http://www.dtic.mil/whs/directives/corres/ins1.html>
- DoD Dictionary of Military and Associated Terms (JP 1-02)
 - http://www.dtic.mil/doctrine/dod_dictionary/
- Defense Technical Information Center (DTIC) Online
 - <http://www.dtic.mil/dtic/>

2. Joint Staff

- Joint Chiefs of Staff Official Website
 - <http://www.jcs.mil/>
- CJCS Directives Electronic Library
 - http://www.dtic.mil/cjcs_directives/
- Joint Doctrine Library
 - <http://www.dtic.mil/doctrine/doctrine/doctrine.htm>
- Joint Staff J4 (Logistics)
 - <http://www.jcs.mil/page.aspx?id=19>
- Joint Concept for Logistics (JCL)
 - http://www.jcs.mil/portals/36/Documents/102710173839_Joint_Concept_for_Logistics_v1_FINAL_with_CJCS_Sig.pdf
- Joint Logistics Lexicon
 - http://www.jcs.mil/portals/36/Documents/052311152615_Joint_Staff_J4_Joint_Logistics_Lexicon.pdf
- Joint Publication Series 4-0 (Logistics)
 - http://www.dtic.mil/doctrine/new_pubs/jointpub_logistics.htm
- JP 5-0, Joint Operation Planning
 - http://www.dtic.mil/doctrine/new_pubs/jointpub_planning.htm

3. Department of the Navy

- Secretary of the Navy Homepage
 - <http://www.navy.mil/secnav/>

- DON Issuances
 - <http://doni.daps.dla.mil>

4. U.S. Navy

- DON Issuances
 - <http://doni.daps.dla.mil>
- Navy Doctrine Library System
 - <https://ndls.nwdc.navy.mil/Default.aspx>
- NWP 4-0M, Naval Logistics
 - [https://ndls.nwdc.navy.mil/pdf_id/263896/4-0M_\(Jul_2011\)_ \(NWP\).pdf](https://ndls.nwdc.navy.mil/pdf_id/263896/4-0M_(Jul_2011)_ (NWP).pdf)
- NWP 5-01, Navy Planning
 - [https://ndls.nwdc.navy.mil/pdf_id/2095/5-01_\(Jan_2007\)_ \(NWP\).pdf](https://ndls.nwdc.navy.mil/pdf_id/2095/5-01_(Jan_2007)_ (NWP).pdf)

5. U.S. Marine Corps

- Marine Corps Publications Electronic Library
 - <http://www.marines.mil/news/Pages/OrdersAndDirectivesSearch.aspx>
- Marine Corps Doctrine
 - <https://www.doctrine.usmc.mil/>
- MCWP 4-2, Naval Logistics
 - <https://www.doctrine.usmc.mil/restrictedpubs/w42.pdf>
- MCWP 5-1, Marine Corps Planning Process
 - <https://www.doctrine.usmc.mil/signpubs/w51.pdf>

6. U.S. Coast Guard

- Coast Guard Library
 - <http://www.uscg.mil/top/library/>

7. Other

- USAID Field Operations Guide for Disaster Assessment & Response
 - http://transition.usaid.gov/our_work/humanitarian_assistance/disaster_assistance/resources/pdf/fog_v4.pdf

Appendix Z – Acronyms and Terms

A

ACA: Airlift Clearance Authority

ACE: Aviation Combat Element (USMC)

ACWT: Average Customer Wait Time

AFRICOM: U.S. Africa Command

ALU: Army Logistics University

AO: Area of Operations

AOR: Area of Responsibility

ARG: Amphibious Ready Group

ASCO: Airlift Support Coordination Office (USMC)

ATAC: Advanced Traceability and Control (USN)

B

C

CAC: Common Access Card

CARGO: Consolidated Afloat Requisitioning Guide Overseas (USN)

CBT: Computer Based Training

CCO: Contingency Contracting Officer (USN)

CE: Command Element (USMC)

CENTCOM: U.S. Central Command

CIC: Customer Interaction Center (DLA)

CKO: Contingency Contracting Officer (USMC)

CLB: Combat Logistics Battalion (USMC)

CLC2S: Common Logistics Command and Control System (USMC)

CLF: Combat Logistics Force (USN)

CLO: Combat Logistics Officer (USN)
CNP: Common Naval Packaging
CNSF: Commander Naval Surface Forces
COCOM: Combatant Commander
CONUS: Continental U.S.
CRIF: Cargo Routing Information File
CSP: Central Service Point
CSS: Combat Service Support
CSS: Center for Service Support (USN)
CTF: Commander [Logistics] Task Force (USN)

D

DA: Distribution Advocate (USMC)
DFAS: Defense Finance and Accounting Service
DLA: Defense Logistics Agency
DLC: Distribution Liaison Cell
DLR: Depot Level Repairable
DMLSS: Defense Medical Logistics Standard Support
DoD: Department of Defense
DoDAAC: Department of Defense Activity Address Code
DoDAAD: Department of Defense Activity Address Directory
DOTMLPF: Doctrine, Organization, Training, Materiel, Leadership, Personnel and Facilities
DPA: Distribution Process Advocate (USMC)
DSP: Depot Storage Point
DSS: Distribution Standard System
DST: DLA Support Team (DLA)
DST: Decision Support Tool

DTR: Defense Transportation Regulation

DTS: Defense Transportation System

E

ECP: Expeditionary Contractor platoon (USMC)

eRMS: Electronic Retrograde Management System (USN)

ESG: Expeditionary Strike Group (USN)

EUCOM: U.S. European Command

EWTG: Expeditionary Warfare Training Group

EXLOG: Expeditionary Logistics

F

FFR: Fleet Freight Routing (USN)

FILL: Fleet Issue Load List (USN)

FLC: Fleet Logistics Center (NAVSUP)

FLS: Forward Logistics Site

FLSW: Fleet Logistics Support Wing (USN)

FOO: Field Ordering Officer

G

GCCC: Global Contingency Construction Contract (NAVFAC)

GCE: Ground Combat Element (USMC)

GCPC: Government Commercial Purchase Card

GCSC: Global Contingency Services Contract (NAVFAC)

GCSS-MC: Global Combat Support System – Marine Corps

GDSC: Global Distance Support Center (NAVSUP)

GO/FO: General Officer / Flag Officer

GSA: General Services Administration

H

HCA: Head of the Contracting Activity

HULL: High Usage Load List (USN)

I

IGC: IDE/GTN Convergence

INDOPACOM: U.S. Indo-Pacific Command

IPG: Issue Priority Group

ITV: In-Transit Visibility

J

JOSAC: Joint Operational Support Airlift Center

JTSCC: Joint Theater Support Contracting Command

K

KO: Contracting Officer (USMC)

L

LCE: Logistics Combat Element (USMC)

LOA: Line of Accounting

LOOP: Lifts Of Opportunity Program (NAVSUP)

LRT: Logistics Response Time

LS-CRM: Logistics Support – Customer Relationship Management

LSC: Logistics Support Center (NAVSUP)

LSMC: Logistics Services Management Center (MCLC)

LSR: Logistics Support Representative (NAVSUP)

M

MAGTF: Marine Air Ground Task Force

MALS: Marine Aviation Logistics Squadron

MARFOR: Marine Forces

MCCLL: Marine Corps Center for Lessons Learned

MCCSSS: Marine Corps Combat Service Support Schools

MCFCFS: Marine Corps Field Contracting System
MCLC: Marine Corps Logistics Command
MCLL: Marine Corps Load List (MSC)
MCLOG: Marine Corps Logistics Operations Group
MCOCS: Marine Corps Operational Contracting Support
MEF: Marine Expeditionary Force
MEU: Marine Expeditionary Unit
MILSTRIP: Military Standard Requisitioning & Issue Procedures
MLG: Marine Logistics Group
MLS2: MAGTF Logistics Support Systems
MSC: Military Sealift Command

N

NALO: Navy Air Logistics Office
NAVFAC: Naval Facilities Engineering Command
NAVSUP: Naval Supply Systems Command
NETC: Naval Education and Training Command
NLI: Naval Logistics Integration
NSCS: Navy Supply Corps School
NUFEA: Navy Unique Fleet Essential Aircraft
NWP: Naval Warfare Publication

O

OCONUS: Outside Continental U.S.
OCS: Operational Contract Support
OPLIFT: Opportune Lift (USN)
OSA: Operational Support Airlift (USMC)
OTS: One Touch Support (NAVSUP)

P

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

PKI: Public Key Infrastructure

PLA: Plain Language Address

PMO: Priority Material Office (USN)

POL: Petroleum, Oils, Lubricants

Q

R

RAS: Replenishment at Sea (USN)

RIP: Repairable Issue Point (USMC)

R-Supply: Relational Supply (USN)

S

SAAR: Systems Access Authorization Request

SABRS: Standard Accounting, Budget and Reporting System

SECREP: Secondary Repairable (USMC)

SFLC: Surface Forces Logistics Center (USCG)

SID: Supply Integration Division (MCLC)

SMART: Supply & Maintenance Analysis Readiness Team (USMC)

SMRR: Supply Management Readiness Review (MCLC)

SMU: Supply Management Unit (USMC)

SOP: Standing Operating Procedures

SRM: Supplier Relationship Management

T

TAC: Transportation Account Code

TAC: Type Address Code

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

T-AO: Fleet Replenishment Oiler (USN ship designator)
T-AOE: Fast Combat Support Ship (USN ship designator)
TARP: Technical Assistance for Repairables Processing (USN)
TCN: Transportation Control Number
TCPT: Transportation Capacity Planning Tool (USMC)
T&D: Transportation and Distribution (NAVSUP)
TECOM: Training and Education Command (USMC)
TLCM-OST: Total Life Cycle Management - Operational Support Tool
TTP: Tactics, Techniques and Procedures

U

UIC: Unit Identification Code
USFF: U.S. Fleet Forces Command
USTRANSCOM: United States Transportation Command

V

W

WSS: Weapon Systems Support (NAVSUP)
WSR: Warfighter Support Representatives

X

Y

Z

