

MCWP 4-11.7

MAGTF
Ground Supply Operations



U.S. Marine Corps

Coordinating Draft

1 DEPARTMENT OF THE NAVY
2 Headquarters United States Marine Corps
3 Washington, D.C. 20380-1775

4 XX XXXX 2005

5 FOREWORD

6
7 Marine Corps Warfighting Publication (MCWP) 4-11.7, *MAGTF Ground Supply Operations*, provides
8 guidance governing the principles and concepts of supply and the organization, planning, and execution of
9 supply support for a Marine air-ground task force (MAGTF) in an expeditionary environment
10 (afloat/ashore). This publication also provides essential information concerning supply sources and options
11 available internally and externally to sustain the MAGTF during predeployment and deployment. This
12 publication is intended to provide a baseline for supply operation across the Marine Corps as well as
13 providing a common philosophy and language for supply operations.

14 This publication is intended primarily for MAGTF commanders, their staffs, and supply personnel to expand
15 their knowledge and understanding of the supply process during a peacetime environment and the supply
16 mission area in an expeditionary environment. It concentrates on the current ground supply functions and
17 operations necessary to sustain MAGTF operations. The final chapter in this manual focuses on logistics
18 modernization initiatives that will have an impact on future supply operations and procedures.

19 MCWP 4-6, 29 February 1996.

20 Reviewed and approved this date.

21 BY DIRECTION OF THE COMMANDANT OF THE MARINE CORPS

22
23
24
25 J. N. MATTIS
26 Lieutenant General, U.S. Marine Corps
27 Deputy Commandant for Combat Development
28 Marine Corps Combat Development Command

29
30 DISTRIBUTION: 143 000001 00

MAGTF GROUND SUPPLY OPERATIONS

TABLE OF CONTENTS

4	Chapter 1. Fundamentals	
5	MAGTF Overview	1-1
6	Types of MAGTF Combat Service Support Elements.....	1-2
7	Subfunctions of Supply	1-8
8	Marine Corps Supply System	1-10
9	Chapter 2. Planning for Supply Operations	
10	Combat Service Support Planning References	2-1
11	Supported Unit Responsibilities.....	2-2
12	Supporting Unit Responsibilities	2-3
13	Logistics Preparation of the Battlefield.....	2-3
14	Chapter 3. Requirements by Class of Supply	
15	Relationships for Material Requirements.....	3-2
16	Classes of Supply	3-3
17	Build the Class IX Block	3-10
18	Manage the Class IX Block	3-17
19	Chapter 4. Supply Support	
20	Supply Operations.....	4-1
21	Train Concept.....	4-2
22	Combat Service Support Operations Center	4-4
23	Chapter 5. Sustainment Pipeline	
24	Marine Expeditionary Force Sustainment Pipelines	5-1
25	Supply Support Cycle	5-4
26	Chapter 6. Logistics Modernization	
27	Logistics Chain Operations	6-1
28	Business Model	6-3
29	Integrated Logistics Chain Characteristics.....	6-4
30	Logistics Chain Management Roles.....	6-5
31	Operational Architecture Roles.....	6-5
32	Operational Architecture Flows	6-7
33	Global Combat Support System—Marine Corps.....	6-7

34 **Appendices**

35 A. Command/Support Relationships.....A-1
36 B. Planning Data for Class I, III, and VIII.....B-1
37 C. Sample GENPACK Reports.....C-1
38 D. Sample Rapid RequestD-1
39 E. Priority Designators.....E-1
40 F. GlossaryF-1
41 G. References.....G-1

CHAPTER 1

FUNDAMENTALS

One of the primary logistic concerns of a Marine air-ground task force (MAGTF) commander is to have the requisite supplies, equipment, and repair parts on hand to sustain the mission. If this is not possible, the concern of the MAGTF commander then becomes the timely acquisition of the required items. This manual is structured to provide the MAGTF commander with supply support options that sustain a MAGTF operation.

MAGTF OVERVIEW

The MAGTF is a task-organized unit consisting of elements from the Marine division, Marine aircraft wing (MAW), and the Marine force service support group (FSSG) formed into an air-ground-logistics team under one commander. In a MAGTF operation, each MAGTF is task-organized according to the mission as a self-contained unit that has the necessary logistic support to sustain itself for varying periods of time. The mission of an operation determines the size of the MAGTF and the amount of time that the MAGTF will be deployed. Before deployment, a MAGTF has a basic load of supplies. Based on the recommendations from the combat service support element (CSSE) commander and the MAGTF staff, the MAGTF commander makes decisions on supplies required beyond its basic load. Throughout the operation, the MAGTF commander will find it necessary to adjust his supplies. Figure 1-1 is a basic wire diagram for a generic MAGTF.

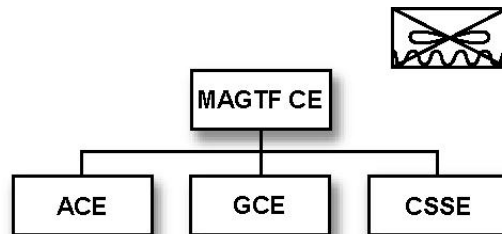
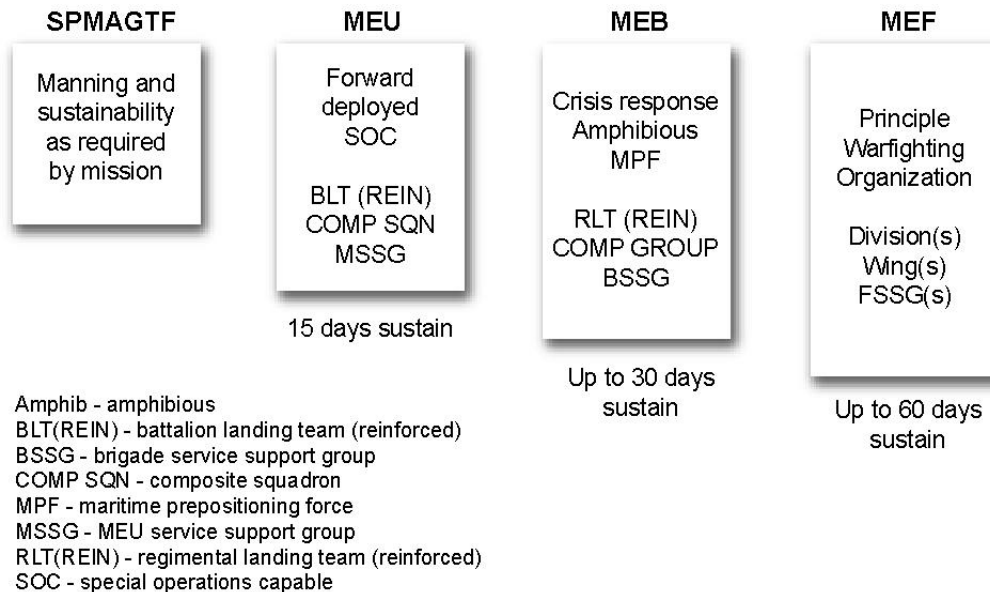


Figure 1-1. Generic MAGTF.

The degree of supply support will vary with the size of the MAGTF. The different types of MAGTFs that require supply support are a special purpose MAGTF (SPMAGTF) that are task-organized for specific missions, a Marine expeditionary unit (MEU), a Marine expeditionary brigade (MEB), and a Marine expeditionary force (MEF). A MEU normally deploys as part of an expeditionary strike group (ESG) with the logistic capability to sustain itself with most classes of supply for up to 15 days, a MEB for up to 30 days, and a MEF for up to 60 days. Figure 1-2 depicts the various sized MAGTFs.



27

28

Figure 1-2. Sized MAGTFs.

29 The CSSE commander in each MAGTF provides combat service support (CSS) to the MAGTF commander.
30 During deployments, the MAGTF requires the establishment of a responsive logistics pipeline for
31 sustainment. This requirement is critical during sustained operations ashore. During joint operations, the
32 joint force commander will normally be responsible for coordinating this logistic support in cognizance with
33 Service component commanders and their supporting logistical establishments. The MAGTF CSSEs must
34 be prepared to function with or integrate into the joint force logistic support pipeline.

35 **TYPES OF MAGTF COMBAT SERVICE SUPPORT ELEMENTS**

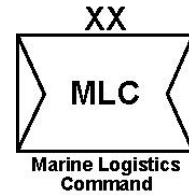
36 The CSSE is the MAGTF element which is task organized to provide initial CSS and sustainment to its
37 supported MAGTF. The supply responsibilities for a CSSE include organic supply support for itself and
38 direct/general or mutual support supply support missions for the entire MAGTF. CSSEs vary in size from
39 combat service support companies (CSSCs) or combat service support detachments (CSSDs), up to the
40 FSSG. Normally, one CSSE is comprised within a MAGTF.

41 The designation, size, and composition of the MAGTF CSSE is a function of the mission, size, and
42 composition of the MAGTF it supports. CSSEs may be organized as: Marine Logistics Command (MLC),
43 force service support group (FSSG)/force service support command (FSSC), combat service support group
44 (CSSG), brigade service support group (BSSG), combat service support battalion (CSSB), Marine
45 expeditionary unit service support group (MSSG) / MEU service support battalion (MSSB), combat service
46 support detachments (CSSDs), a combat service support company (CSSC), and a landing force support party
47 (LFSP).

48

49 **Marine Logistics Command**

51 The MLC is the operational level coordinator and the conduit for sustainment to the
53 FSSG. The MLC is the primary option to provide operational level support, to include
55 deployment, sustainment, resource prioritization and allocation, and requirements
57 identification activities required to sustain the force in a campaign or major operation.



59 The MLC may establish liaisons directly with the United States (US) Army's theater
60 support command (TSC), other theater resources, and/or continental US (CONUS) based wholesale and
61 intermediate supply sites. The MLC may provide similar support as the general support commands (GSCs)
62 did to the direct support commands and CSSDs during Desert Shield/Storm.

63 The MLC will provide general supply support to all Marine forces in theater. Additionally, it provides
64 direct supply support to organic MLC CSS units, MEU(s), MEB(s), and Marine rear area operations group
65 operating in the area of operations, which are not attached to the MEF. This support includes:

- 66 • MLC organic supply functions under consolidated supply facility (CSF).
- 67 • Class II (individual issue), class III (packaged petroleum, oils, and lubricants [POL]), and class IV
68 (construction materiel).
- 69 • Class VII (operational readiness float).
- 70 • Serve as the lead agency for sustainment of class IX consumables. Source class IX consumable
71 requirements from supported activities within theater. Serve as the main conduit for the flow of class IX
72 (repair parts) consumable sustainment from TSC to MEF, MEB, and MEU.
- 73 • Operate intermediate supply support activity (ISSA).
- 74 • Field contingency contracting; act as Marine theater coordinator for all contracting activities.
- 75 • Warehousing operations in support of the Marine Corps forces in theater.

76 **Force Service Support Group**

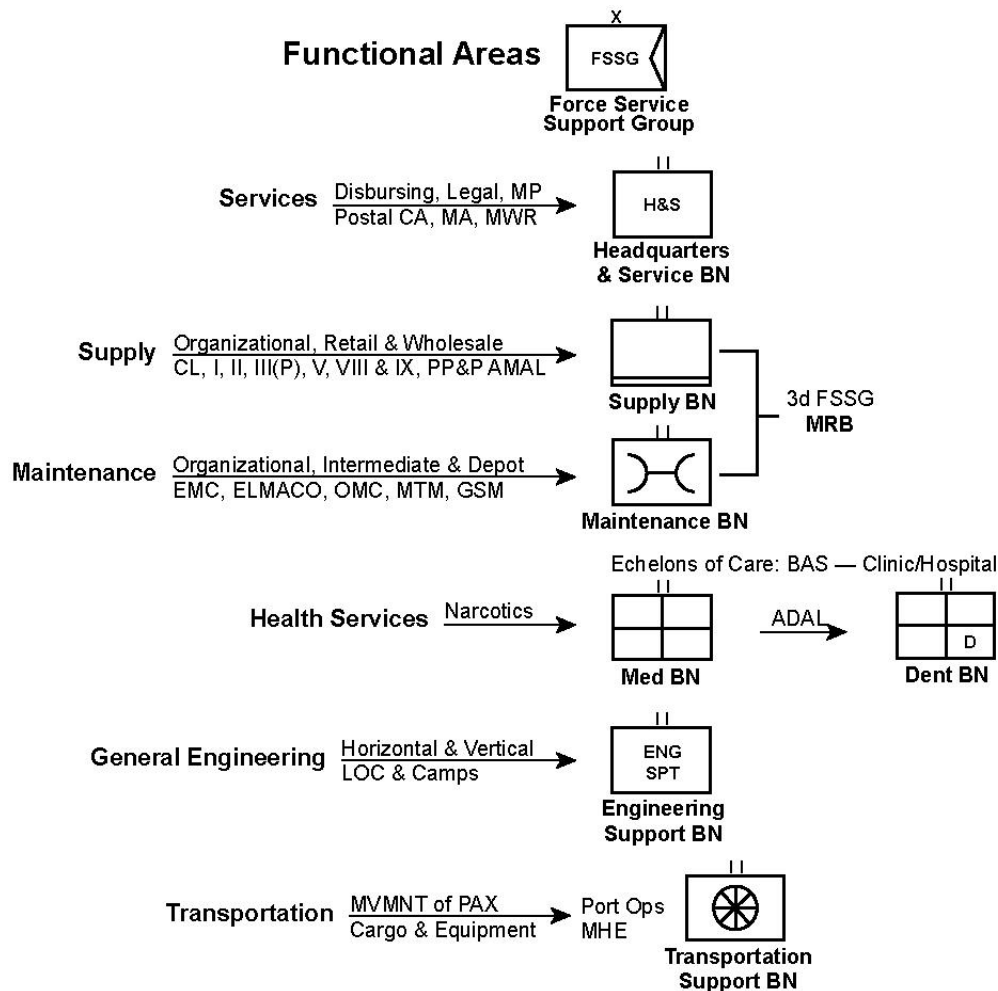
77 The FSSG is a permanently structured command whose mission is to provide CSS to the MEF. Although it
78 has up to eight permanent battalions, task organizations from those battalions normally support MEF-sized
79 MAGTF operations over a large geographic area. All elements of the FSSG are structured to provide
80 permanently organized sub elements to support independently deployed battalions, regiments, MEUs (i.e.,
81 task-organized groups to provide support, as required and preplanned), or geographically separated units in
82 garrison, in all levels of conflict. Future FSSGs may be redesignated as FSSCs.



83

84 As the CSSE of the MEF-sized MAGTF, it supports the MEF headquarters group, comprised of the
85 command element (CE) and its specialized battalion organizations; a ground combat element (GCE)
86 comprised of one Marine division; and an aviation combat element (ACE) comprised of one MAW.

87 Responsive supply system. Although all CSS functions are important, supply support has the greatest
88 potential impact on the MAGTF commander's ability to integrate essential elements of firepower, mobility,
89 and sustainability. See figure 1-3.



90
91 **Figure 1-3. CSS Functional Areas.**

92 The FSSG provides centralized ground supply support, beyond supported units' organic capabilities, for the
93 sustainment of the MEF, including procurement, storage, care in storage, distribution, salvage, disposal, and
94 bulk fuel and water supply support. It provides selected consumer-level and full intermediate-level ground
95 supply support to the MEF and other operational units, as required.

96 Supply battalion is the principle supporting command within the FSSG that provides supply support to each
97 major subordinate command (MSC) within the MEF. The supply battalion provides general support supply
98 support, except for bulk fuel and Navy-funded stock/programs, for sustaining MAGTF operations.

99 Supply battalion provides supply support management, for the FSSG and other MEF elements beyond
100 organic capabilities of supported units, including the following stock control functions:

- 101 ♦ Management of the MEF's special allowance training pool items and initial issue provisioning
- 102 assets.
- 103 ♦ Management of the MEF's secondary reparables through the maintenance float.
- 104 ♦ Technical management, data research, customer service, and general assistance to the MEF for
- 105 supply matters.
- 106 ♦ Supplying status management reports for the MEF, as required.
- 107 ♦ Interface for the MEF with financial and maintenance management systems.
- 108 ♦ Provide contracting support and cross-servicing services for supported units, as required.

- 109 ♦ Provide a warehousing capability in support of the MEF.
- 110 ♦ Provide accounting for class I (subsistence), II, IV, VII (major end items), VIII (medical supplies),
- 111 and IX supplies, initial issue provisioning assets, and authorized levels of war reserve.
- 112 ♦ Provide subsistence support to the MEF, including operation of class I subsistence dumps and
- 113 storage, issue, and accounting for subsistence items.
- 114 ♦ Provide receipt, storage, and forwarding of class III (packaged) supplies.
- 115 ♦ Provide receipt, storage, issue, and accounting actions for class V (ammunition) items. Provide
- 116 technical assistance in receipt, storage, assembly, and provision of nuclear ordnance.
- 117 ♦ Provide for the receipt, storage, issue, and organizational (2d echelon) and intermediate (3d and 4th
- 118 echelon) maintenance support for class VIII supplies and equipment.
- 119 ♦ Provide intermediate level shop stores issue points for the MEF. Provide procurement services for
- 120 the MEF for items decentralized by the integrated materiel manager.
- 121 ♦ Provide packing, preservation, and packaging services.

122 The engineer support battalion within the FSSG provides general engineering support to the MEF
 123 concerning bulk class I (water) and bulk class III and III(A) items. Engineer support battalion provides
 124 water purification and bulk class I (water) storage and dispensing for the FSSG and other elements of the
 125 MEF when requirements exceed supported units' capabilities, and provides bulk class III and III(A) fuel
 126 support, including receipt, storage, and dispensing of bulk fuel products.

127 Transportation support battalion augments the above capabilities with medium- and heavy-lift transport and
 128 distribution of bulk dry/liquid cargo, class III and III(A), and class V and V(A) supplies. This additional
 129 capability is provided via line haul and unit/supply point distribution of bulk liquids.

130 **Combat Service Support Group**

131 The CSSG is a CSSE that is task-organized from the permanent organization of the FSSG. Personnel and
 132 equipment are assigned to it from permanent battalions of the FSSG. This support group is organized to
 133 provide general and direct CSS to designated brigade-sized units. If required, the brigade-sized service
 134 support group may be augmented by assets from the division and/or wing.

135 A CSSG is capable of task-organizing subordinate CSSEs. Currently, 1st FSSG has CSSG-1 established to
 136 support 7th Marines (Rein) at Twentynine Palms, California and 3d FSSG has CSSG-3 established to
 137 support 3d Marines (Rein) and the aviation support element at Kaneohe Bay, Hawaii.



138

139 **Brigade Service Support Group**

140 The BSSG is the task-organized CSSE, providing a full spectrum of expeditionary CSS to the MEB. The
 141 FSSG provides BSSGs with the necessary personnel and equipment to accomplish their missions. In one or
 142 more MEFs, the BSSG has been referred to as FSSG (FWD), an older designation associated to the past
 143 MEF (FWD) concept. It draws its personnel and equipment from the permanent battalions of the FSSG.
 144 These detachments from the FSSG are usually at the company level (e.g. supply company, maintenance
 145 company, etc...). The BSSG deploys with up to 30 days of supply (DOS) for various classes of supply, to
 146 include classes I, II, III[B], IV, V[W] and IX. Dependent on the mission, the BSSG can become the forward
 147 echelon of the FSSG, or act as the logistics service component for the Marine Corps. The BSSG has the
 148 same numeric designation as that of the MEB it supports (e.g. I MEF's 1st MEB will have BSSG-1, II MEF
 149 will have BSSG-2 and BSSG-4 (antiterrorism [AT])).



150

151 **Combat Service Support Battalion**

152 The CSSD is envisioned to transform to CSSBs in the future. A "detachment" is ambiguous as to the
 153 CSSE's size and capability. A CSSB/CSSD is task organized from a combination of sources. Its primary
 154 tasks are to rearm, refuel, and provide limited maintenance repair/supply for the supported force.
 155 CSSBs/CSSDs are task-organized by the CSSE to meet the specific CSS mission at hand. For example, a
 156 CSSB/CSSD usually supports a regiment, but one may provide direct support to a battalion conducting
 157 independent operations or to an aircraft squadron operating at a remote airfield.

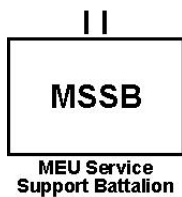
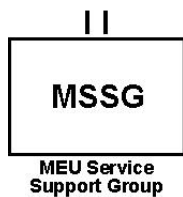


158

159 **Marine Expeditionary Unit Service Support Group**

160 The MSSG is the task-organized CSSE of the MEU. It draws its personnel and equipment from the
 161 permanent battalions of the FSSG. The MSSG has the same numeric designation as that of the MEU it
 162 supports. The MSSG could be tasked as the lead CSS component for a BSSG. The MSSG may be
 163 redesignated as an MSSB.

164 The MSSG/MSSB can be expected to maintain the class I, II, III, IV, V, VII, and IX supply blocks that
 165 support up to 15 DOS / days of ammunition (DOA):



166

167

167 **Combat Service Support Companies**

168 When established, CSSBs can also task-organize CSSCs along functional lines, or as a cross section of
169 supplies and services as internal detachments. These detachments would have the capabilities that mirror
170 those of the CSSB but on a more reduced scale.



171

172 **Mobile Combat Service Support**
173 **Detachment/Company**

174 An MCSSD or MCSSC can be established from the CSSE/CSSB to provide roving general support to the
175 MAGTF or direct support to a particular element of the MAGTF. These CSS elements are mobilized in
176 order to be flexible enough to support the maneuvering element.



177

178 A MCSSC/MCSSD can be expected to carry minimal essential supplies. The following supplies can be
179 expected:

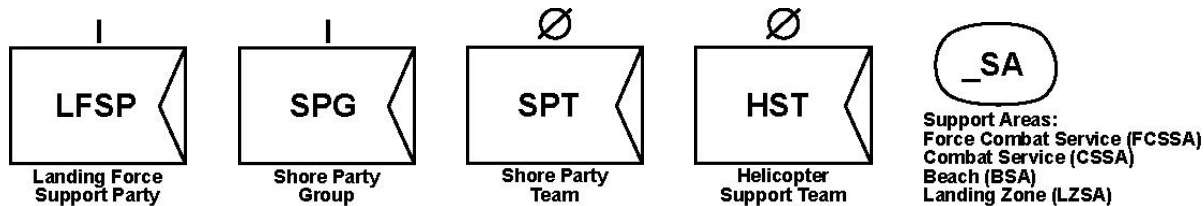
- 180 • One to two DOS, plus water.
181 • Various items, chemical lights.
182 • [JP-8], high usage [PKG] POL.
183 • Minimal backup fortification and barrier material.
184 • One to two DOA Class V(W).
185 • One to two DOS batteries, high usage repair parts and secondary reparable that support maintenance
186 contact team/ maintenance support team echelons of repair and concept of maintenance support.



187

188 **Landing Force Support Party**

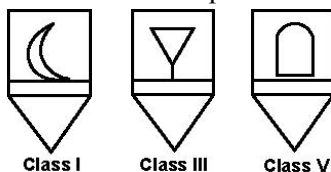
189 This is a temporary organization that is normally dissolved when the CSSE phases ashore. The mission of
190 the LFSP is to support the landing and movement of troops, equipment, and supplies across the beaches and
191 into helicopter landing zones. The primary source for this task organization is the transportation support
192 battalion, FSSG. The organization and mission of the landing force dictate the structure of the LFSP.
193 Marine Corps elements of the LFSP may include augmentation/detachments from the GCE, the ACE, and
194 the CSSE. Naval elements may include detachments from the cargo handling and port group and beach
195 master unit.



197 The LFSP establishes the beach support area during an amphibious operation. The beach support area is
 198 normally one of the first CSS installations established ashore, where the LFSP facilitates the initial
 199 throughput requirements.

200 The LFSP commonly facilitates the establishment and build up of—

- 201 • Rations dump
- 202 • Fuel site/farm, and
- 203 • Field ammunition supply point.



SUBFUNCTIONS OF SUPPLY

205 Supply requires considerable forward planning and a detailed planning data system to sustain the MAGTF's
 206 throughput requirements. Supply also has more tasks, concepts, terms, and documents than other CSS
 207 functional areas. Every unit and individual has some involvement in a functional area of supply.

208 The six subfunctions of supply are: determination of requirements, procurement, storage, distribution,
 209 salvage, and disposal.

Determination of Requirements

211 In logistics/CSS terms, supply requirements are the needs for those commodities essential to begin and
 212 sustain combat operations. The use of the unit's Marine Corps Training, Exercise and Employment Plan,
 213 supply support requirements with war plans, and various type-planning conferences are means to determine
 214 supply support requirements. The three types of supply requirements are routine, preplanned, and long-
 215 range.

Routine Requirements

217 Routine requirements support normal daily operations. The CSSE supports routine requirements with
 218 available sources or through redistribution of assets within the MAGTF.

Preplanned Requirements

220 Preplanned requirements pertain to support for special missions or operations. Since there is not enough
 221 time to obtain new resources during these types of operations, the CSSE supports these requirements with
 222 available resources or through redistribution of assets within the MAGTF.

Long-Range Requirements

224 Long-range requirements involve unusual or high-cost items. If this type of support is not correctly
 225 determined and programmed in a timely manner, resources may not be available.

Procurement

227 In the consumer phase, procurement relates to those supplies and items of equipment that the commander
 228 determines necessary to begin and sustain operations. The Marine Corps, like the other Services, will be
 229 given special funds for the purchase of class VII (major end items) or be given the items themselves as an
 230 initial issue. From this point on, the acquisition of repair parts and maintenance supplies required for these

231 items will be the responsibility of the Marine Corps. Most secondary items are purchased through stock
232 funds (operating budget funds). Supply will procure these items through the General Services
233 Administration, Defense Logistics Agency (DLA), or from civilian manufacturers and contractors for the
234 Marine Corps. These items are then stored in warehouses for eventual purchase by using units.

235 **Storage**

236 Storage is the safekeeping of supplies and equipment in a ready-for-issue condition. The storage function
237 includes the process of receipting for supplies and equipment from a source and the responsibility for
238 maintaining accurate inventory controls. Storage of class I, II, IV, VII, IX, and X (material for nonmilitary
239 programs) items can usually be provided by the using unit. Packaged food supplies, clothing, construction
240 materials, major end items and repair parts basically require simple shelter and security. However,
241 perishable food supplies do require refrigeration. Most medical supplies stored at the FSSG's medical
242 logistics (MEDLOG) have special considerations such as shelf life and/or refrigeration requirements. Class
243 III (POL) and class V (ammunition) supplies generally have some special or unique storage requirements
244 because of their hazardous nature.

245 **Distribution**

246 For the MAGTF, distribution is the issue of supplies and equipment to using units or to intermediate supply
247 points for future issue. The distribution process has two steps. The first step is to requisition. A requisition
248 identifies the user's needs and the priority of the requirement. The second step is to issue items. The supply
249 activity issues supplies and equipment based on the commander's priorities and availability of the item.

250 **Salvage**

251 The salvage process encompasses the recovery, evacuation, receipt processing, storage, reclamation, and
252 reissue of material, to include captured material. Salvage is property that has some value beyond that of its
253 basic material content, is not economically repairable, and can no longer be used for its intended purpose.
254 Salvage collection points (SCPs) are established points that receive salvage items, usually from the disposal
255 collection points, for reissue. SCPs are managed by detachments of the CSSE.

256 **Disposal**

257 Disposal is the process of eliminating excess, obsolete, or unserviceable property. Disposal may include
258 transfer, donation, sale, or abandonment. It does not include redistribution or reissue. The local using unit
259 disposes of consumable supplies. When a unit is deployed, controlled, serialized, and major end items must
260 be sent to SCPs for disposal. In an exercise or contingency environment, vehicles used to bring in supplies
261 can be used to send disposal items to the rear. Many times items such as clothing and canvas can be
262 reclaimed by laundering and renovation. More durable items have scrap metal value, and certain items may
263 contain radioactive and/or other controlled substances that must be forwarded through salvage channels to a
264 property disposal unit.

265

265 **MARINE CORPS SUPPLY SYSTEM**

266 The Marine Corps supply system (MCSS) provides the MAGTF commander with the necessary materiel for
267 conducting combined arms operations. As a result, supply management and readiness must be emphasized
268 at all levels of command to ensure an effective, responsive, and flexible supply program. The MCSS is
269 often considered the "cornerstone" for all support activity. An example of the broad base of supply support
270 is the sophistication of combat-essential equipment. This sophistication has increased the emphasis on
271 equipment readiness to support mission functions. As a result, the supply system has become a vital link in
272 a commander's maintenance program.

273 The mission of the MCSS is to provide and manage those items necessary for the equipment, maintenance,
274 and operation of the Marine Corps forces and supporting establishments. When MAGTFs are deployed, the
275 MCSS makes every attempt to forecast requirements so that necessary on-hand stocks are maintained. The
276 availability of these stocks is often reduced due to shipping constraints, extended distances from resupply
277 points, and a lengthened administrative time to process supply requisitions. Depending on situations and
278 conditions, the requisition process may be prolonged if the actual source of supply changes. Whether the
279 supply system is working to provide repair parts or initial fielding of new equipment, reconciliation of the
280 supply system is necessary. Special emphasis should be placed on supply requisitions that have adverse
281 impacts on the mission. The customer should never assume his requisitions' status is being monitored.

282 **Levels of Supply Management**

283 Within the Marine Corps, there are three inventory levels of supply:

- 284 • **Wholesale.** Inventories, regardless of funding source, over which an inventory manager at the national
285 level has asset knowledge and exercises unrestricted asset control to meet worldwide inventory
286 management responsibilities.
- 287 • **Intermediate.** An inventory, regardless of funding source, that is required between the consumer and
288 wholesale levels of inventory for support of a defined geographic area or for tailored support of specific
289 organizations or activities.
- 290 • **Consumer.** An inventory, regardless of funding source, generally of a limited range and depth, held
291 only by the final element in an established supply distribution system for the sole purpose of internal
292 consumption.

293 **Marine Corps Supply System within the Operating Forces and Bases**

294 In addition to Headquarters, Marine Corps (HQMC) direction and Marine Corps Logistics Command
295 (MARCORLOGCOM) overview, the MCSS is comprised of warehouses, supported activities supply
296 support systems (SASSY) management units (SMUs), and direct support stock control (DSSC) self-service
297 stores residing within the FSSG/FSSCs/major bases. These warehouses are the using unit's first step in
298 obtaining their required supplies. The warehouses' usual stocks include class I, II, III (PKG), IV, VIII, and
299 IX items. Major end items (class VII) are ordered by the units directly from the Marine Corps logistic bases
300 (MCLBs). The majority of bulk class III is maintained by the base fuel farm. Class V(W) ammunition,
301 because of its combustible/hazardous nature, is stored at the ammunition supply points maintained by the
302 Ammunition Company, Supply Battalion. Class VI personal demand items are those which are sold through
303 base exchanges, ship stores, and tactical field exchanges (TFEs). Most personal demand items are not
304 stocked by the MCSS, but are ordered, stocked, and sold by the Marine Corps Community Services
305 (MCCS). During deployment, the MCCS/Exchange system will support the MAGTF with class VI supplies
306 either as a gratuitous issue of basic health and comfort or purchasable goods in the exchanges/tactical field
307 exchanges.

308 **Operating Forces Organic Sustainment**

309 Operating forces organic sustainment consists primarily of the assets that have been issued to the user, i.e.,
310 units of the MAGTF (divisions, aircraft wings, CSS units) and supporting organizations (posts, camps,
311 stations, and recruiting and reserve districts).

312 **Materiel Control**

313 Materiel in the out-of-stores element is not centrally managed except for those stocks within the Operating
314 Forces (e.g. FSSGs/FSSCs) that are managed by the SASSY and Asset Tracking Logistics and Supply
315 System (ATLASS) or and ATLASS II+ and Small Unit Logistics (SUL)-Rapid Request Tracking System
316 (RRTS). Stockage objectives are based on actual usage or on mandatory table of equipment (T/E)
317 allowances published for each unit by HQMC. All phases of supply accounting (ammunition excepted) at
318 the intermediate or using unit level are performed under the business rules per supply directives and resident
319 within the SASSY/ATLASS/ATLASS II+ systems. These systems serve to eliminate most of the manual
320 accounting by the use of a mainframe computer and stand alone server/client-based networks.

321 **Intermediate Supply Support**

322 As previously stated, the SMUs and DSSCs support their respective MEFs/bases. The SMUs stock the
323 materiel necessary to support the major units for prescribed level of operations, normally 60 DOS/DOA.
324 The using units requisition materiel from the SMU's general accounts (i.e., the account which controls the
325 inventory for the geographical region that the SMU supports), and their demand is either filled, passed to the
326 integrated materiel manager, back-ordered, or procured locally. SMUs are the connecting link between unit
327 level supply accounts, the MCLBs, and the other integrated materiel management (IMM) activities.

328 **Material Requests**

329 Essentially, the using unit/customer places demands (requisitions) on the system in two ways - the manual
330 (nonsystem requisition) demand and the system demand (system requisition) conforming to the military
331 standard requisition and issue procedure (MILSTRIP) electronic data interchange format and interfaces.

332 **Manual Demands**

333 These system demands are processed outside the scope of standard automated supply systems (i.e.
334 SASSY/ATLASS/ATLASS II+). Using units commonly submit these type of requirements within their
335 supporting DSSC stores, MCCS outlets, government credit purchase cards (GCPCs) for local small purchase
336 threshold requirements, or at purchasing and contracting offices for larger requirements. Manual demands
337 are also placed on the maintenance float/secondary repairable system employed by the Marine Corps,
338 whereby unserviceable but repairable components are exchanged for serviceable assets.

339 **System Demands**

340 These demands generally start as materiel requests by using units forwarded to the supporting SMU. The
341 SMU fills and/or backorders (B/Os) the requirement, or submits these system requisitions directly to the
342 appropriate integrated materiel manager via the automatic digital network, or via naval message by
343 exception. The applicable integrated materiel manager will transmit a materiel release order (MRO)
344 directing its storage activity to release the on-hand (O/H) materiel or the National Stock Number (NSN).
345 For the stocks that are not in stock (NIS), the requirement is placed on back-order with the manufacturer or
346 procured from another suitable commercial source for direct delivery to the requisitioner. Procurement
347 priority is in accordance with the urgency of the priority assigned to the requisition.

1 **CHAPTER 2**

2 **PLANNING FOR SUPPLY OPERATIONS**

3

4 Supply requires extensive forward planning because it has the broadest scope of support within CSS. As a

5 result, supply support becomes one of the first planning considerations in the support plan for the CSS

6 estimate of supportability within the tactical plan. In order for supply planning to be effective initially,

7 intense coordination between planners at all levels should take place during the pre-deployment phase. This

8 phase offers the most opportune time to get "tailor made" supply support as commanders can avail

9 themselves of the major base/installation FSSG facilities. Regardless of the phase of the operation, a unit

10 commander can receive timely and appropriate supply support if both the supported and supporting units

11 know each other's responsibilities. Without timely and appropriate supply support to sustain the MAGTF,

12 the effectiveness of efforts in the other functional areas and the overall throughput system is largely negated.

13 **COMBAT SERVICE SUPPORT PLANNING REFERENCES**

14 The references in Table 2-1 assist in the determining of CSS requirements.

Table of Authorized Material	Navy/Marine Corps Publication 1017, <i>USMC Table of Authorized Material</i> , provides general and specific information on classes I, II, III, IV, VII, and IX. It also provides replacement factors needed to project anticipated losses.
Table of Equipment	Primarily concerned with class VII items and determining class III, V and IX supplies, the T/E identifies the potential population of end items that consume bulk fuel, amount of weapons possessed by the unit, and the equipment that will require repair parts and secondary reparable, respectively.
Table of Organization (T/O)	Describes the logistic capabilities of the unit, and provides the personnel structure for the unit. It also assists in the determining the weapon densities.
Marine Corps Orders	Marine Corps Order (MCO) 4400.16, <i>Uniform Materiel Movement and Issue Priority System (UMMIPS)</i> ; MCO 8010.1, <i>Class V(W) Planning Factors for Fleet Marine Force Combat Operations</i> provides class V supply rates in combat operations; user manuals (UM) and technical manuals (TM).
Marine Corps Bulletins (MCBuls)	MCBul 3000, <i>Table of Marine Corps Ground Equipment Resource Reporting (MCGERR)</i> items by unit (T/O line numbers) and by TAM control number (TAMCN). MCBul 8011 provides class V training supply rates.
Marine Corps Doctrinal Publications (MCDPs)	Marine Corps doctrinal publications provide a wide range of information pertaining to CSS operations. They provide guidance covering principles and concepts of supply and the organization, planning, and execution of supply support for a MAGTF in an expeditionary environment. Example publications are listed below: <ul style="list-style-type: none"> • MCDP 4, <i>Logistics</i> • MCWP 4-1, <i>Logistics Operations</i> • MCWP 4-11, <i>Tactical Level Logistics</i> • MCWP 4-11.6, <i>Petroleum and Water Logistics Operations</i> • MCWP 4-11.8, <i>Services in an Expeditionary Environment</i> • MCRP 4-11.8A, <i>Marine Corps Field Feeding Program</i> • MCWP 4-12, <i>Operational Level Logistics</i> • MCRP 5-12A, <i>Operational Terms and Graphics</i>

Annex D	This is the portion of the operation order (OPORD)/plan that pertains to logistics. It provides all supported units with the procedures to follow for CSS operations.
MAGTF Standing Operating Procedures (SOPs)	Each MAGTF will publish SOPs to help in the phases of deployment. All planning calendars will be different, depending on the mission and forces being deployed.
Supply SOP	<p>The supply section will develop an internal supply SOP. Each supported unit must be familiar with the procedures before deployment. The SOP will cover, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Communication/connectivity procedures while in garrison and deployed that support supply sustainment. • Financial guidance for the entire MAGTF/major support elements (MSEs). This guidance includes the entire budget formulation—execution—closeout cycle for planning estimate (PE), requisition authority (RA) and other funds. Additionally, this guidance will specify "legal" request routes for supplies and services. • Resupply procedures, to include open purchase items, self-service items, resupply from ships, high priority items, and routine requisitions. • Equipment repair order shopping list, supply requisition processing, and reconciliation procedures. • Technical research procedures and requirements. • SASSY/ATLASS/ATLASS II+ file maintenance procedures. • Transportation of resupply, to include sample "receipt of shipment" messages, tracer action procedures and sample tracer action messages with points of contact. • Recurring report formats, inventory adjustment, validation, and requisition follow-up procedures. • Reconciliation Procedures. These procedures include internal MSE procedures, MAGTF procedures, and required reconciliations with higher headquarters between maintenance and supply sections. • Generator package management responsibilities, stockage levels / criteria, and receipt procedures. • Reparable issue point (RIP), clothing block, class I block, and self-service block management procedures.

15

Table 2-1. CSS Planning References.

16

SUPPORTED UNIT RESPONSIBILITIES

17

The supported unit commander, through the coordinated efforts of his G-3 and G-4 (S-3/S-4), initiates the detailed planning for CSS. CSS planning begins with determining support requirements, assigning priorities, and allocating resources.

18

19

Determining Support Requirements

20

The supported unit commander determines and identifies those supply support requirements beyond his organic capabilities that are needed for a mission. To arrive at an accurate decision on the type and amount of external service support needed, the required quantities of different supply categories need to be calculated. The following factors should be considered when calculating these needs.

21

22

23

24

- Mission of the MAGTF.
- Characteristics of the objective area, including available resources, climate, weather and terrain.
- Enemy capabilities.

25

- 28 • Characteristics of operations to be supported.
- 29 • Time span of the operation.
- 30 • Capability and dependability of the transportation system both outside and inside the objective area.
- 31 • Tasks requiring special supplies and equipment.

32 **Assigning Priorities**

33 The supported unit commander establishes and assigns priorities associated with the execution of his
34 concept of operations and scheme of maneuver. This assignment of priorities, in turn, will affect the plans
35 of the supporting CSSE's concept of CSS. Ultimately, the MAGTF commander oversees assignment of
36 priorities. Refer to appendix E for further details on priority designators.

37 **Allocating Resources**

38 The supported unit commander allocates available CSS resources to the subordinate elements of his
39 organization. This allocation includes those assets that he desires to retain as a reserve. The allocation of
40 resources must support and complement the supported unit commander's concept of operations. They also
41 need to reflect his previous decisions on requirements and priorities. Like his assignment of priorities, the
42 supported unit commander's allocations of CSS resources affect the supporting CSSE's concept of CSS.

43 **SUPPORTING UNIT RESPONSIBILITIES**

44 Once the CSS planner knows the supported unit's desires, he can begin to advise and assist the unit in
45 refining requirements, to procure the resources to meet those requirements, and to plan for the distribution of
46 assets to support the mission and concept of operations.

47 **Determination of Requirements**

48 This step is very similar to the estimate of the situation and must address each CSS functional support area.
49 These requirements are based on the supported commander's concept of operations and the situational
50 factors. The CSSE must know requirements early in the planning phase and be informed of changes as they
51 occur.

52 **Procurement of Assets**

53 The supporting CSSE procures assets based on the determination of requirements required to sustain the
54 supported unit. Realizing that nearly all consumers tend to overestimate their requirements, the supporting
55 CSSE attempts to prevent oversupply by processing procurement actions with realistic quantities.

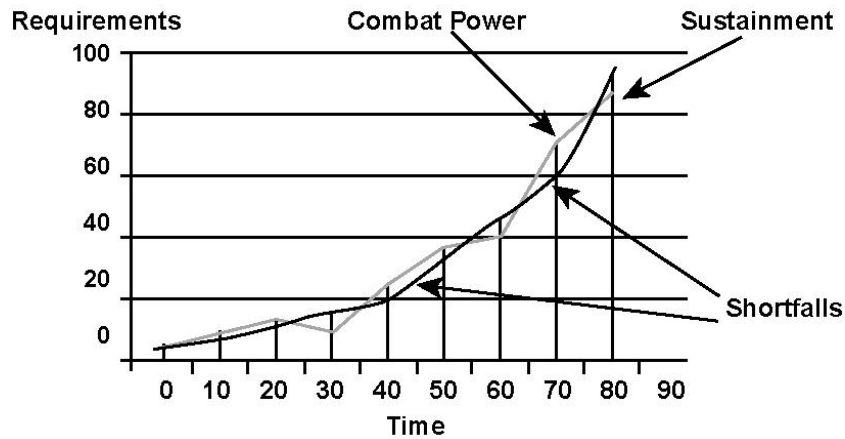
56 **Distribution of Assets**

57 This involves the actual providing of the supported services. This stage has the most critical impact on
58 responsiveness, flexibility, and economy of combat service support.

59 **LOGISTICS PREPARATION OF THE BATTLEFIELD**

60 For any given exercise or operation, combat power will begin at nearly zero, and then escalate over time.
61 As this combat power increases, the supply support must stay in step with current operations in order to
62 provide responsive, sustained support. Any delta between combat power and sustainment is either support

63 excess that may be required at another time or place, or the delta could be shortfalls in the required support
 64 for our combat forces. See Figure 2-1.



65
66

Figure 2-1. Determine Requirements.

67 Synonymous with the intelligence community's intelligence preparation of the battlespace, the logistics
 68 preparation of the battlefield (LPB) provides a "picture" of the battlefield, to include the support agencies
 69 within the supporting sustainment pipeline. This picture will take into account the Concept of Operations,
 70 and each CSS functional area. Each functional area has some involvement in supply support. The LPB will
 71 identify logistical resources, operational / sustainment requirements, and CSS capabilities and capacities.

72 Commanders use intelligence products to devise workable, flexible plans, make sound and timely decisions,
 73 monitor events to ensure proper execution, and modify decisions quickly in response to changing situations
 74 or to exploit fleeting opportunities. (MCWP 2-1, *Intelligence Operations*) Table 2-2 provides a sample of
 75 the intelligence requirements of concern to the operational logistic planner. Some of the items a logistic
 76 infrastructure study helps to identify are:

- 77 • Sources of potable and nonpotable water
- 78 • Local communications systems
- 79 • Local transportation means and systems
- 80 • Bridge and tunnel restrictions
- 81 • Inland and coastal waterway capabilities
- 82 • Number and type of road networks
- 83 • Local sources for classes of supply
- 84 • Location and type of power production facilities
- 85 • Medical assistance programs
- 86 • Food distribution networks
- 87 • Transportation, shelter, and care of displaced persons

Environmental	Threat	Collection Support
Infrastructure	Counterintelligence --Hostile Activities --Hostile Actions	Enemy Prisoner of War
Weather and Terrain	Medical	Captured Enemy Equipment
Medical	Munitions	

88

Table 2-2. Sample Intelligence Requirements.

89 **METT-TSL**

90 Mission analysis is the first step in planning. Operational planners utilize METT-T to estimate the situation
91 for the commander (See MCWP 5-1, *Marine Corps Planning Process*). Utilizing METT-T as a common
92 baseline, logistic and supply planners may find METT-TSL a useful approach to estimating the logistic
93 situation in support of LPB.

94 M: Mission—See letter of instruction, OPORD, and Annex D.

95 E: Enemy—The enemy's capability to interrupt our CSS and the enemy's logistics capabilities.

96 T: Terrain and weather—the location of suitable main supply routes, and possible CSS facilities in
97 relation to the combat forces and the supporting agencies within the supply chain. Weather is also a major
98 factor.

99 T: Troops and support available—status (readiness) of the supported units, status (readiness) of the
100 supporting CSS unit, and the preparedness of unit CSS/logistics personnel.

101 T: Time available—the related time between the combat forces and the supporting agencies within the
102 supply chain.

103 S: Space—the distance between the combat forces and the supporting agencies within the supply chain.

104 L: Logistics—refer to LPB.

105 **Other Planning Factors**

- 106 • Historical Data.
- 107 • Modeling and simulation.
- 108 • Civil Considerations.

109 **Security**

110 The commander of a force cannot normally afford to dedicate combat forces for the protection of CSS units.
111 Therefore, CSS units must be prepared to defend themselves against enemy attack. When planning security,
112 the following actions must be considered:

- 113 • Observation posts should be established to give early warning.
- 114 • A perimeter defense should be established when expecting to be stationary for an extended period of
115 time.
- 116 • Provisional rifle squads from logistics/CSS personnel should be assigned positions/sectors of fire.
- 117 • Vehicles with heavy machine guns should be positioned to cover likely avenues of approach.
- 118 • Internal communications should be established.
- 119 • On-call targets should be plotted for point defense.
- 120 • Position CSS elements near the reserve if possible.





















CHAPTER 3

REQUIREMENTS BY CLASS OF SUPPLY

1
2
3
4
5
6
7

The sustainment of a MAGTF requires the most detailed and longest forward planning possible. Supply has more tasks, concepts, terms, and documents than any other CSS functional area. Supplies are defined as all material and items used in the equipment support and maintenance of military forces. For planning, management, and administrative purposes, supplies are divided into ten categories, which are known as classes of supply. See figure 3-1.

CLASSES AND SUBCLASSES OF SUPPLY

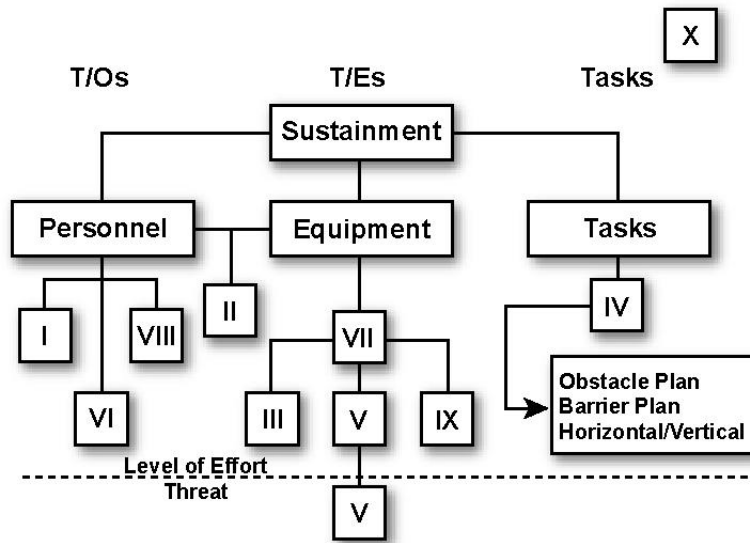
	Symbols		Subclasses
<p>CLASS I</p> <p>Subsistence</p>			<p>A - NONPERISHABLE C - COMBAT RATIONS R - REFRIGERATED S - NONREFRIGERATED W - WATER</p>
<p>CLASS II</p> <p>Clothing, individual eqpt., tools, admin. supplies</p>			<p>A - AIR B - GROUND SUPPORT MATERIEL E - GENERAL SUPPLIES F - CLOTHING G - ELECTRONICS M - WEAPONS T - INDUSTRIAL SUPPLIES</p>
<p>CLASS III</p> <p>Petroleum, oils, lubricants</p>			<p>A - POL FOR AIRCRAFT W - POL FOR SURFACE VEHICLES P - PACKAGED POL</p>
<p>CLASS IV</p> <p>Construction material</p>			<p>A - CONSTRUCTION B - BARRIER</p>
<p>CLASS V</p> <p>Ammunition</p>			<p>A - AIR DELIVERY W - GROUND</p>
<p>CLASS VI</p> <p>Personal demand items</p>			<p>A - AIR B - GROUND SUPPORT MATERIEL D - ADMIN VEHICLES G - ELECTRONICS K - TACTICAL VEHICLES L - MISSILES M - WEAPONS N - SPECIAL WEAPONS T - INDUSTRIAL MATERIEL X - AIRCRAFT ENGINES</p>
<p>CLASS VII</p> <p>Major end items: racks, pylons, tracked vehicles, etc.</p>			<p>A - MEDICAL MATERIEL B - BLOOD/FLUIDS</p>
<p>CLASS VIII</p> <p>Medical materials</p>			<p>A - AIR B - GROUND SUPPORT MATERIEL D - ADMIN. VEHICLES B - ELECTRONICS K - TACTICAL VEHICLES L - MISSILES M - WEAPONS N - SPECIAL WEAPONS T - INDUSTRIAL MATERIEL X - AIRCRAFT ENGINES</p>
<p>CLASS IX</p> <p>Repair parts</p>			<p>A - AIR B - GROUND SUPPORT MATERIEL D - ADMIN. VEHICLES B - ELECTRONICS K - TACTICAL VEHICLES L - MISSILES M - WEAPONS N - SPECIAL WEAPONS T - INDUSTRIAL MATERIEL X - AIRCRAFT ENGINES</p>
<p>CLASS X</p> <p>Material for nonmilitary programs</p>			<p>A - AIR B - GROUND SUPPORT MATERIEL D - ADMIN. VEHICLES B - ELECTRONICS K - TACTICAL VEHICLES L - MISSILES M - WEAPONS N - SPECIAL WEAPONS T - INDUSTRIAL MATERIEL X - AIRCRAFT ENGINES</p>

8
9

Figure 3-1. Ten Classes of Supply.

10 **RELATIONSHIPS FOR MATERIAL REQUIREMENTS**

11 Another way to categorize our classes of supplies is by their relationships with the following areas. See
12 figure 3-2.



13
14

Figure 3-2. Material Relationships.

15 **Personnel**

16 Class I (subsistence), class VI (personal demand items), class VIII (medical/dental supplies), and to a
17 certain degree class II (individual issue) are associated to unit personnel (T/Os). Subsistence, clothing and
18 medical supply requirements are initially based on personnel strengths. Personal demand items are normally
19 an individual requirement, and unit strength numbers are used by Exchange personnel to calculate stores
20 type items.

21 **Equipment**

22 Class III (POL), class V (ammunition), class VII (major end items) and class IX (repair parts), and to a
23 certain degree class II (Individual Issue) are associated to unit equipment lists (T/Es). The number of major
24 end items that consume POL are used to calculate both bulk and packaged oils and lubricants, ammunition
25 types (Department of Defense identification codes [DODICs]) and quantities (rates) based on ordnance end
26 items, major end items define class VII, repair part blocks support this equipment mix. Additionally, some
27 equipment is designated as individual issue, per the TAM and T/O (e.g. M9 Pistol (E1250) and M16A2
28 Rifle (E1441)).

29 **Tasks**

30 Class IV (Fortification and barrier material) makes up this category. Based on the tasks to be performed for
31 example by engineers (breaching and demolition operations, road or facility construction, and barrier and
32 bunker construction) will determine unit class IV requirements.

33 **CLASSES OF SUPPLY**

34 **Class I (Subsistence)**

35 The T/O or troop list is the initial planning tool to determine these requirements. The concept of operations,
36 and the associated feed plan will help shape this requirement. The following items will normally be
37 calculated within this class of supply.



38 **Class 1**

39 **Packaged Operational Rations (POR)**

40 Meals, ready to eat (MREs) are the most common form of POR and used extensively during field
41 evolutions. Packaged in flexible pouches, with 12 individual meals (4 rations) per box and accompanied by
42 an accessory package. (ME = meal, BX = Box, PAL = Pallet)

43 [12 ME/BX, 48 BX/PAL or 1 PAL = 576 ME]

44 **Ration, Cold Weather**

45 [36 BX/PAL of 6 Rations/BX or 1 PAL = 576 ME]

46 **Multi-Faith Meals**

47 [12 ME/BX, 48 BX/PAL or 1 PAL = 576 ME]

48 **Vegetarian Meals**

49 There are three VM available per box of MREs.

50 **Unitized Group Ration - Heat and Serve (UGR-H&S)**

51 Also known as tray rations or T-Rats, UGR-H&S are basically meals by entrée, that are packed in a large flat
52 can that resembles a large sardine can. Each of these cans is then heated by tray ration heaters allowing for
53 a heated meal that resembles a meal cooked and served in the unit's field mess using a 10-day menu plan.

54 **A-Rations Enhancements**

55 A-rations enhancements are commonly used to augment PORs to provide variety and additional nutrition
56 within the feed plan. This category of rations is similar to the items that can be procured at any grocery
57 store. They include refrigerated and freezer goods (example: fresh fruits and vegetables, milk, and bread).
58 The menus and list of components are contained in the current editions of MCO P10110.17C, *Marine Corps*
59 *Nutrition and Menu Planning Manual*, and MCO P10110.42A, *Armed Forces Recipe Service Cards*.

60 **Unitized Group Rations-B (UGR-B)**

61 UGR-B is composed mainly of canned or dehydrated nonperishable foods. They are commonly augmented
62 by A-rations enhancements, and are used together to replace PORs within the feed plan. The food service
63 community conducts preparations of this type of rations. Substantial planning is required for the re-
64 hydration (water requirements) of the UGR-B, food service equipment and personnel, and kitchen facilities.
65 The menus and list of components are contained in the current editions of MCO P10110.17C.

66 **Calculating DOS**

67 Calculating DOS is a simple process. If we need to determine the quantity of MREs that we need to have
68 available for a particular operation, the CSSE will need to know:

- 69
- Length of the operation.
 - 70 • Number of Marines that require support
 - 71 • Feed plan.

72 The following example is provided:

- 73 • Support Required: 100 Marines in the field for 9 days of training.
- 74 ♦ Feed Plan: 3 MREs/day
- 75 ♦ Daily Requirement = (100 Marines) X (3 MRE's)
- 76 = 300 MREs/day
- 77 = 1 DOS
- 78 ♦ Training Requirement = (300 MREs/day) X (9 Days)
- 79 = 2,700 MREs
- 80 ▪ If O/H = 2,700 MREs = 9 DOS
- 81 ▪ If O/H = 3,300 MREs = 11 DOS
- 82 ▪ If O/H = 2,100 MREs = 7 DOS

83 **Health and Comfort Pack**

84 The HCP is classified as a gratuitous item under Class I vice Class VI (personal demand/non military sales).
85 An HCP is a Service contingency item designed to provide health and comfort items for male and female
86 personnel. HCPs are delivered into theater as outlined in DLA Regulation 4145.36, *Operational Rations*
87 *and Health and Comfort Items*, or until forward area exchange facilities are established. HCPs are not held
88 in peacetime as part of WRM. To meet MAGTF deployment timelines, Commander, Marine Corps
89 Logistics Command provides an initial 30-day requirement for HCPs to the Defense Supply Center
90 Philadelphia. HCP requirements are calculated/registered during deliberate planning and are based on the
91 initial 30 DOS to support the MAGTF.

92 **Water**

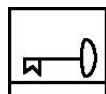
93 The T/O is initially used when calculating the amount of water necessary. The T/E is used to determine
94 what equipment is available for the storage and distribution of water. Depending on location of the
95 operation, the making of fresh water or the procurement of bottled water may be considered. Appendix B
96 contains planning factors for water consumption. Some additional factors should be considered:

- 97 • Cooking and cleaning requirements.
- 98 • Personal hygiene and laundry.
- 99 • Medical requirements.
- 100 • Enemy prisoners of war.
- 101 • Nuclear, biological, and chemical (NBC).



102 **Class II (Individual Issue)**

103 The T/O and troop lists, T/E, and TAM are initially used to determine what organizational clothing and
104 equipment may be required. The concept of operations and the commander's guidance will further focus this
105 requirement.



106 **Class II**

107 **Clothing Blocks**

108 This block will be constructed, embarked, and maintained normally based on previous deployment usage
109 data.

110 **Cash Sales Clothing Block**

111 This block usually includes high usage uniform items (camouflage utilities, and physical training gear). The
112 supply section will collect funds, order resupply, and perform record keeping functions as specified by the
113 exchange officer.

114 **782 Gear**

115 This block normally consists of high usage individual combat equipment also known as "782 gear." Under
116 the central issue facility, the CSSE is responsible for temporary loan of this equipment. The MAGTF CE
117 will then determine the appropriate distribution of this gear, if required. MAGTFs that do not operate under
118 the central issue facility concept will normally recommend that the individual MSEs to embark small 782
119 gear blocks for immediate availability. The CSSE will then store and embark the remainder of the
120 MAGTF's 782 gear block.

121 **Contingency and Training Equipment Pool**

122 The MSE supply sections may be required to construct, embark, and maintain necessary contingency and
123 training equipment pool cold and hot weather items. These items are normally drawn to support training in
124 very hot/desert and cold weather environments, and to support anticipated contingency missions. Cold
125 weather packages are normally broken down into individual requirements (those items the individual
126 Marines and Sailors will pack and store for themselves during the deployment) and organizational packages
127 (those items that the MSE/MAGTF will store and embark in support of particular operations).

128 **DSSC Items**

129 Administrative and cleaning supply requirements are projected using pre-deployment office and barracks
130 usage data.

131 **Bill of Material**

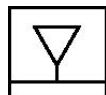
132 The DSSC items listed above, and specific class IV items are commonly listed as bills of material.

133 **Class III (PKG and Bulk POL)**

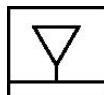
134 POLs are expressed in terms of packaged and bulk products. The T/E, equipment density listing (EDL) and
135 TAM provide initial planning considerations for fuel requirements based on equipment, type of fuel used,
136 gallons per hour, and gallons per day. You must also consider the theater of operations and the
137 tempo/concept of operations.

138 The major end items are included in multiple TAMCNs, and consume various types of bulk and packaged
139 POL.

140 Storage and distribution capabilities must be considered as opposed to the determined requirements.



Class III
PKG



Class III
Ground

141

142 **Class IV (Barrier and Fortification)**

143 The TAM provides initial data on individual construction equipment (e.g., barbed wire, sandbags, and
144 lumber). This is further modified by the theater of operation (e.g., urban, jungle, or desert). This
145 requirement is then finalized after the tasks are considered that will use this class of supply. Tasks include:

- 146 • Obstacle/barrier plans.
- 147 • Bunker plans.
- 148 • Security and rear area security requirements.
- 149 • Horizontal and vertical construction projects.



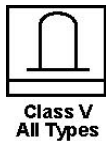
150

Class IV

151 **Class V (Ammunition)**

152 Information and requirements can be found in MCO 8010.1 for combat expenditure rates. The McBul 8011
153 provides training allowances. The theater of operations, the concept of operations, the EDL, the T/O and the
154 troop list must be considered. See figure 3-3. Ammunition requirements are commonly broken down into
155 the following categories:

- 156 • Ground Ammunitions—class V (W).
- 157 • Aviation Munitions—class V (A); normally determined by the aviation and naval communities.
- 158 • Security/Armory Requirements—usually a small requirement that must be considered.
- 159 • NonLethal and Antiterrorism Munitions—these type of munitions have recently been introduced to the
160 Marine Corps inventory as force protection measures.



Class V
All Types

CALCULATION OF AMMUNITION

$$\text{Total BA} = \text{Basis} \times \text{BA}$$

$$\text{Total DOA} = \text{Basis} \times \text{DOA} \times \# \text{ of Days}$$

$$\text{Total Requirement} = \text{Total BA} + \text{Total DOA}$$

$$\text{Total ft}^3 = \text{Total Requirement} \times \text{ft}^3$$

$$\text{Total Weight} = \text{Total Requirement} \times \text{Weight}$$

LEGEND

Basis = number of weapons, kits, sets, billets, units and DODICs

BA = basic allowance

DOA = day of ammunition

ft³ = cubic feet

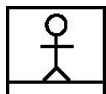
161

162

Figure 3-3. Class V Calculations.

163 **Class VI (Personal Demand Items)**

164 This class of supply is normally an individual requirement. The MEF/Marine Forces Component G-4's
165 should coordinate exchange type services with MCLB. Ships stores and host nation support are other
166 additional sources of supply for class VI items.



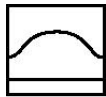
Class VI

167

168 **Class VII (Major End Items)**

169 The T/E, and unit mechanized allowance list and consolidated memorandum receipts, with the addition of
170 temporary loans of equipment and the unit equipment report (UER) provide initial allowances for major end

171 items. The EDL ultimately consolidates all the major end items for the MAGTF. The TAM will also
172 provide combat active replacement figures for a monthly basis.

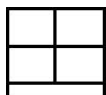


Class VII

173

174 **Class VIII (Medical and Dental)**

175 The T/O and the resultant troop list are the initial planning tools for medical supplies. The concept of
176 operations and the geographic location and season will further define this requirement. Authorized medical
177 allowance list (AMAL) and authorized dental allowance list (ADAL) are arranged in a modular concept.
178 The equipment module contains equipment and reusable materiel required to establish the basic function of
179 the module (e.g., operating room). The supply module contains consumable material designed to support
180 the function in the treatment of a designated number of casualties or to perform a specific task. For
181 readiness purposes, an equipment module may be stored in combination with its corresponding supply
182 module. AMAL/ADALS are maintained and resupplied by the medical logistics company within the FSSG.



Class VIII

183

184 **AMAL**

185 Multiple types of AMALs are available to support unit deployments. They come in consumable and as
186 equipment blocks. The type and size of AMALs required for a deployment directly reflect the above stated
187 planning considerations, to include the level of care (facilities and physician support).

188 **ADAL**

189 Similar to AMALs in design, they support the dental officer's requirements while deployed. Small unit
190 deployments normally keep the bulk of their ADAL requirements as CONUS standbys. See appendix B for
191 further detail on AMAL/ADAL.

192 *Basic Allowance for Subsistence "Sick Call" Block*

193 The basic allowance for subsistence "Sick Call" block was once a stand alone AMAL (AMAL 699). It
194 remains an independently deployable package of medical supplies for use in daily sick call operations. This
195 isn't to be confused with the AMAL 635/635 series that contain the shock/trauma equipment and
196 consumable supplies. In concert, these AMALs would form a deployable medical capability to support
197 typical MAGTF operations.

198 *Narcotics*

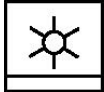
199 Narcotics are not always considered as a separate medical block. These highly controlled medicinal
200 substances are normally required in bulk, based on the geography/seasons, and the enemy's capabilities (e.g.
201 NBC).

202 **Class IX (Repair Parts and Secondary Repairables)**

203 MAGTF commanders are ultimately responsible for the determination of their class IX requirements. The
204 unit's T/E and EDL establishes the starting point to identify the equipment that will require class IX support.
205 This EDL matched with historical usage data within SASSY, produces the generator package (GENPACK).
206 The GENPACK is the computer's answer for class IX requirements for each TAMCN sited within the EDL.
207 After the MAGTF reviews the GENPACK and has sited any additional sources of class IX usage data, this

208 consolidated class IX requirement is submitted to the local SMU for the building of the class IX Block. This
 209 class IX block is normally broken down into the following two categories:

- 210 • Repair Parts—consumable parts, batteries, communication wire, and tires, etc.
- 211 • Secondary Repairables (SECREPs)—major components to end items that are repairable by appropriate
 212 maintenance technicians.



Class IX

213

214 **Class X (Non-Military Programs)**

215 These supplies are not usually requirements for Marine Corps forces. If required, higher headquarters will
 216 assign the required levels. Though, not necessarily class X supplies, the following supply support blocks are
 217 included/identified:

- 218 • Foreign Humanitarian Assistance Block—items necessary to provide local relief to foreign country
 219 personnel.
- 220 • Wash Down Block—hoses and cleaning supplies that are required to clean the MAGTF's equipment and
 221 supplies in order to pass the agricultural inspection that allows the MAGTF to debark at its homeport.



Class X

222

223 Table 3-1 provides estimates for daily, 30 and 60 DOS for a MEF.

	Daily	30 DOS	60 DOS
Class I (stons)	196	5,894	11,788
Class II (stons)	83	2,500	5,000
Class III (P) (stons)	40	1,200	2,400
Class III (B) (gal)	950,010	28,500,300	57,000,600
Class IV (stons)	139	4,183	8,366
Class V (stons)	1,600	48,000	96,000
Class VI (stons)	26	780	1,560
Class VIII (stons)	3	100	200
Class IX (stons)	41	1,240	2,480
Water (gal)	260,300	7,809,000	15,618,000
Stons = short tons			

224

Table 3-1. MEF Daily Supply Requirements.

225 **Landing Force Operational Reserve Material**

226 An additional ready reserve for MAGTFs, particularly MEUs, is the landing force operational reserve
227 Material (LFORM). The MEU deploys with up to 15 DOS/DOA for class I, III, IV, and V (A & W). The
228 following parameters constitute an LFORM stock:

- 229 • Marine Corps supplies embarked by Navy onto amphibious ships.
- 230 • Stored in prepackaged containers.
- 231 • Spread loaded to LFORM-capable ships.
- 232 • Used only during contingency or extreme emergencies.
- 233 • The use of LFORM requires Marine Corps forces level approval.
- 234 • LFORM stocks have separate reporting procedures.
- 235 • Any use of LFORM will require coordination with the Navy.
- 236 • The MAGTF should plan to replenish LFORM at 10 DOS/DOA, and/or the established safety level
237 (S/L).

238 **BUILD THE CLASS IX BLOCK**

239 The primary focus of the class IX block is to provide combat essential repair parts to Marine Corps Ground
240 Equipment Readiness Reporting (MCGERR) equipment that is being used for deployment. The block is
241 created to provide the immediate availability of parts to deployed units, normally provided in garrison by the
242 Supply Management Unit (SMU).

243 **Class IX Block Generation**

244 Accurate identification of deploying equipment is essential when building the Class IX block. The
245 supported units submit this equipment list to the supporting supply section as direct input for the block.

246 Once the equipment lists are received, the supporting supply section will consolidate them into one
247 document and submit it to the SMU. The SMU will use this information to create an initial list of repair
248 parts called the GENPACK.

249 Once the GENPACK is finished and returned to the supporting supply section, it will be distributed to the
250 supported units. The supported units will review the GENPACK to ensure that the necessary parts are
251 included. The supported units will also add/delete parts and quantities as required.

252 When the necessary requests for adjustment have been made by the supported units, the supporting supply
253 section will consolidate the changes and submit them to the SMU. The SMU will then return the adjusted
254 GENPACK for final review, before generating the Class IX block.

255 **Battery Block**

256 The GENPACK is the current, accepted medium to start this block review process.

257 Unit S-6/communications officers and armory officers in charge should provide detailed input for their
258 battery block, include by type, prime and substitute NSNs, and the recommended quantities for each. In this
259 case, their input will normally supercede the GENPACK as the authority for the range and depth of
260 batteries. See figure 3-7.

15 DOS			LF6F	LF6F							
BATT	NSN	U/I	3-95 RO	3-95 ROP	ACE	CE TOT	BLT	MSSG	TOT	RMKS	
BA-200	6135-00-643-1310	PG	2	1	9	22	44	6	72	6 VOLT, LANTERN, 12EA/PG	
BA-1363	6135-00-577-8309	EA	9	5		0			0	SG-886	
BA-1372	6135-00-801-3493	PR				134	375	99	608	SEE BA-5372, KY-XX	
BA-1567	6135-00-485-7402	EA	21	12		30			240	SEE BA-5567, NVG'S	
BA-1574	6135-00-073-8939	EA	10	5		60			36	STROBELIGHT	
BA-3030	6135-00-835-7210	PG	950	600	15	233	452	314	999	12 EA/PG, "D" CELL, TA-312	
BA-3042	6135-00-985-7846	PG	100	60		30	36	12	78	12EA/PG, "C", TA-838	
BA-3058	6135-00-985-7845	PG	100	60		112	122	20	254	"AA", 24EA/PG, KL-43	
BA-3090	6135-00-900-2139	PG	25	15		34	35	3	72	12EA/PG, 9 VOLT	
BA-4386	6135-00-926-8322	EA	885	500	9	37	40	6	83	SEE BA-5590, PRC-77	
BA-5372	6135-01-214-6441	PG	20	10		64			64		
BA-5567	6135-01-090-5365	EA	500	250		160	1,464		1,624	NVG	
BA-5588	6135-01-088-2708	EA	200	150		0	1,530		1,530	SEE BA-1588, PRC-68	
BA-5590	6135-01-036-3495	EA	2,500	1,500	189	2,384	3,723	1,026	7,133	SEE BA-4386, SABER RADIO	
BA-5598	6135-01-034-2239	EA	475	300		121	20		141	PRC-77	
BA-5600	6135-01-168-2944	EA	50	30		110	267	30	407	PSC-2/3 DCT	
BA-5800	6665-99-760-9742	EA	75	50		515	468		983	PLUGGER, GPS	
BA-5847	6135-01-090-5364	PG				45			45	12 EA/PG	
LS-6	6135-01-301-8776	EA	30	20		8			8	PLUGGER REFILL	
3-VOLT	6135-01-351-1131	EA				390			390	BA-3090 ?, MP5, NIKON	
LITH, DA	123A DURACELL										
	6135-01-382-9205	EA				0		30	30	9V ALKALINE	
	6135-00-826-4798	PG				0			0	"AAA"	

Figure 3-7. Example 15 DOS MEU Battery Clock.

Prior deployment consumption is an excellent means to "check and balance" the next deployment's recommended figures.

Unit supply officers should take special note of the U/I. Misinterpretations of quantity requirements commonly come from U/I mismatches.

Echelonment

Units aboard ship practice some level of layering stocks, or echelonment. Echelonment is the preplanned provision or positioning of resources to ensure uninterrupted logistics support. The Sigonella Initiative is an example of echelonment. A combined effort by II MEF, Naval Air Station (NAS) Sigonella, and DLA, approximately 5000 repair part and SECREP line items, class I subsistence and select contingency and training equipment pool equipment has been prestaged at NAS Sigonella. This initiative provides an additional layer of stocks outside the supporting MSSG, to provide responsive support in theater.

Receiving/Preparing the Class IX Block for Embarkation

Once the Class IX block is created, the supporting supply section will receive it, conducting a thorough inventory. The parts will be put on location in the appropriate containers for embarkation. The containers should provide for the easy access and retrieval of repair parts while on deployment.

With the Class IX block in containers, embark space requirements must be submitted. Keep in mind that the block is not complete at this time. Additional containers and embark space must be considered for parts that were placed on back-order when the block was created due to insufficient stocks at the SMU.

The Class IX block should be embarked so that the repair parts are co-located with the corresponding equipment (i.e. tank parts are embarked on the same ship as the tanks). This should be the goal as long as

283 accountability and management are maintained. This practice reduces the risk in the event supplies located
 284 on another ship become unavailable. The tailoring and echelonment of equipment and supplies will
 285 normally require the correct personnel mix to match the maintenance and supply efforts.

286 The idea is to have the right stuff, in the right place, at the right time up front in the embarkation plan, to
 287 ensure responsive supply support.

288 **MANAGING THE CLASS IX BLOCK**

289 For an MSSG, the stockage objective should be to support 15 days of operations or 15 DOS. The MSSG
 290 should have O/H or O/O 15 DOS for any particular widget (NSN). [Remember: an MSSG will deploy for 6
 291 months. However, the MSSG is expected to deploy with 15 DOS of class IX supplies. The sustainment
 292 pipeline will facilitate the O/O portion of the RO definition (O/H or O/O).]

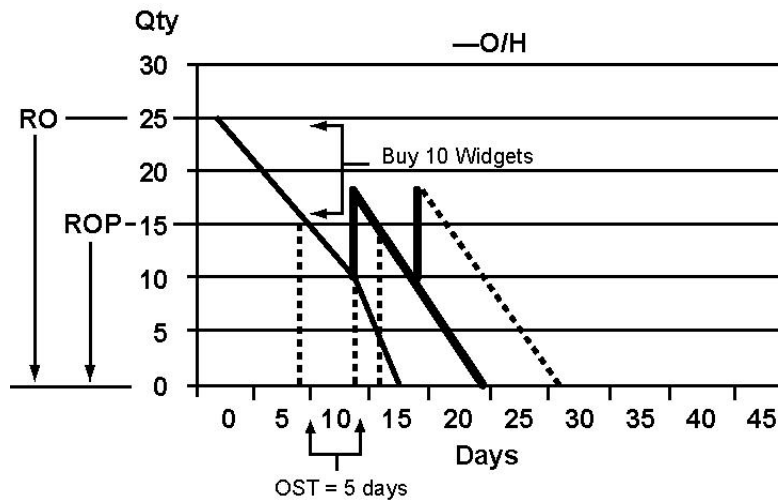
293 $RO = O/H + O/O$ [Max desired quantity of an NSN]

294 $RO = \text{Operating Level (OL)} + \text{Safety Level}$
 295 $(S/L) + \text{Lead Time Qty (OST)}$

296 or

297 $= OL + S/L + OST$

298 An ROP is the point at which replenishment of stocks must be initiated in order to ensure that replenishment
 299 shipments of stocks arrives before the remaining stock is depleted. In other words, the ROP for a particular
 300 NSN is the "magic number" that turns on a buy up to the RO that ensures this net buy quantity is received
 301 before the remainder of the stocks are depleted. For fast moving NSNs (those NSNs that have high usage),
 302 this cycle will repeat itself often. See figure 3-8.



303

304

Figure 3-8. Basic RO and ROP Graph.

305 $ROP = S/L + \text{Lead-Time Qty (OST)}$

306 or

307 $= S/L + OST$

308 RO and ROP Combined. $RO = OL + (S/L + OST)$

309 or

310 = OL + ROP

311 ** The order ship time/shipping time is the time (in days) elapsed between the initiation of a stock
312 replenishment action for an item of supply and the receipt of that item by the activity. Simply, it is the time
313 it takes a supply section to order a part and then receipt for that same part. OST is a key component to
314 customer wait time or logistics response time, which includes repair cycle time.

315 OST directly effects O/H and O/O stocks. The longer the time between when a NSN is placed O/O and that
316 NSN is received (OST) the greater the O/H or RO stocks may be. If the OST increases, and the RO and
317 ROP are not adjusted accordingly, stock outs for that NSN will occur.

318 If the RO and ROP are properly established and managed as opposed to the OST, stock outs should not
319 occur. In other words, the CSSE should remain responsive to the MAGTF's requirements. In the following
320 example, as the O/H stocks decrease over time due to customer requirements, the O/H stocks eventually
321 reach the ROP. At this time, a requisition would be produced (manually or automatically: requirement code
322 dependent) for 10 widgets (the quantity gap between the RO and ROP). If the OST is 5 days, then the B/O
323 quantity of 10 widgets arrives in time prior to a stock out. The process then repeats itself.

324 **Order Ship Time**

325 If the RO and ROP were not properly established and/or managed, stock outs will most likely occur. If the
326 OST were to increase beyond the expected range, and the RO and ROP were not adjusted to match this
327 lengthy OST, then over time as customer requests are received, the 10 widgets that were placed on B/O will
328 not arrive in time. These stock outs will cause the CSSE to go into an NIS status for this widget, thus
329 lowering (to zero) the CSSE's responsiveness to the MAGTF.

330 **Demand Rate**

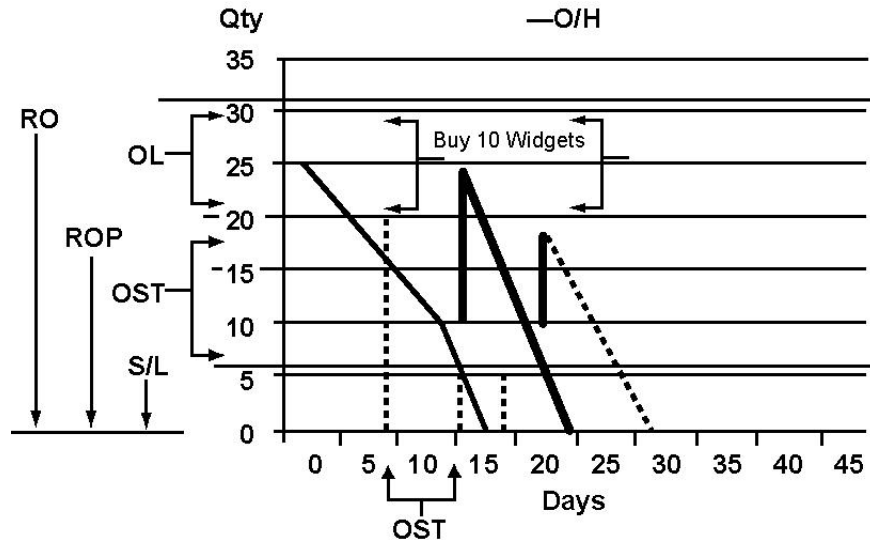
331 Stock outs can also occur if the demand rate (increased customer consumption) is greater than the
332 established RO and ROPs. If this increase demand rate is not captured by the CSSE, the CSSE will quickly
333 become NIS for this item. Even if the OST is reasonable, the increase demand rate works against the O/H
334 quantities and the associated RO and ROP in the same way if the OST were to suddenly increase.

335 **Safety Level**

336 One means of circumventing stock out/NIS situations is to establish a S/L for particular NSNs. In the event
337 the OST or demand rate increases, this S/L should initially accommodate these increases. However, the
338 CSSE should quickly ascertain these increases, and make the appropriate modification to the stockage levels
339 (RO and ROP, S/L). In the example below, the S/L "bought time" to allow the 10 widgets to arrive in time
340 before a stock out. However, from this example, as this cycle increases, the likely hood of a stock out
341 increases without any additional management by the CSSE.

342 **RO and ROP Complete Picture**

343 Simply increasing the safety level appears to be a good answer for most of these situations. For the most
344 part, this may be true. However, increasing the S/L has additional implications. By increasing the safety
345 level, by definition, the RO and ROP will increase [$ROP = S/L + OST$; $RO = OL + (S/L + OST) = OL +$
346 ROP]. See figure 3-9.



PRIME	PSN	AAC	FRC	RECORD	FSN	UI	OH	OPSTK	DUE	OPSTK	MSRO	MS	ROP	RO	ROP	BO	
QTY	OH	PROV	DUE	PROV	OH	UNSERV	UNIT	PRICE	SAC	LTD	R-CD	FRZC	FRZD	NREC	DREC	SSC	OP
MGMT	NSI	CIC	PHRA	MIC	ANAL	30	DAY	EX	DATE	REC	CD	PSC	ROIND				
100500001	79540	M20199	10050001	79540	EA	0000015	0000000	000000	000000	000000	000000	000000	0000030				
0000020	000000	000000															

347

348

Figure 3-9. Complete RO and ROP Graph.

349 As the quantity increases for a particular NSN, the physical space requirements increases (embarkation), the
 350 management (personnel/files) for this NSN increases, and the cost of this line items effects the total cost of
 351 the block. Incorporating all these facets, begins to speak to total ownership costs. If S/L were simply
 352 increased across the board, then the total ownership cost of the block would increase in kind.

353 In the below example, the S/L of five widgets increase the RO and ROP in kind. The net OST has been
 354 translated into a physical quantity requirement. A fixed RO and ROP (1MSG) would not account for
 355 changes or mistakes in calculations of OST and demand rate, and stock outs could occur. On the other hand,
 356 if a variable requirement code (3AAA) were to be established, then OST would be incorporated by default
 357 into the widgets RO and ROP.

358 In either case, the CSSE will have to balance the management responsibilities within either scenario, as
 359 opposed to the workload (effort) during the formulation of the block.

360

CHAPTER 4

SUPPLY SUPPORT

Once supply support is transferred ashore, there must be an established process for the flow of supplies from the appropriate source to the consumer. The beginning of the supply flow is when consumers submit requisitions. The consumers must know at what point to order supplies so that they do not have shortages. The consumer must also order the correct quantity of supplies to prevent excess of on hand supplies, which hinders mobility. Likewise, the supply sources (CSSE/CSSD) ashore will have to establish the means of transporting the supplies for distribution and replenishment. This chapter will discuss ground supply operations ashore and the supply knowledge required to sustain operations ashore.

SUPPLY OPERATIONS

In general, the organic supply source for ground units is at the battalion level and for aviation units at the aircraft group level. Current Marine Corps/Navy directives and SOPs will dictate the specific procedures that units use to request resupply.

CSSD Support

Simple, locally established manual procedures are the norm for initial requests from users. On receipt of user requests, the supporting CSSD determines if the item is on hand. If the item is available, the CSSD transports it to users with unit distribution, when possible. Consumers on supply point distribution are notified where and when they can pick up the item. If the item is not on hand, the CSSD passes the requisition to the next higher level for requisition. There is likely to be a transition period when both the CSSE and CSSDs use manual supply processing procedures.

CSSD/CSSE Interaction

The CSSE receives requisitions from the CSSD or, in some instances, directly from the user. The CSSD agency uses formal procedures both for stock replenishment and for passing unfilled user requests to the CSSE. Where possible, CSSDs in direct support of consumers use automated systems to pass both requisitions and reports to the CSSE. During the early stages of an operation, the likelihood of the CSSE having data processing capability ashore to process automated requisitions is low.

CSSE Requisitions

When the CSSE cannot fill the requisition, it either back orders or passes it on to in theater sources. The CSSE passes requisitions to these sources rather than to CONUS depots. Marine Corps user manuals and MAGTF OPORDs will establish specific supply procedures for an operation.

CSSE Supply Transportation

The CSSE normally provides the transportation to deliver supplies and equipment to its subordinate CSSDs. Selection of the mode of transportation is the CSSE's responsibility. Surface transportation is the norm; however, water or air transportation may be used, when available. Although the consumer does not select the mode of transportation, his request should contain the urgency of need and any information that might

36 influence the mode. For example, if the tactical situation requires rapid ammunition resupply, the use of air
37 delivery may be essential.

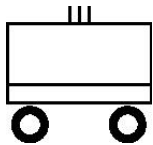
38 **TRAIN CONCEPT**

39 The train concept is a means of internally task-organizing and employing the organic CSS assets of tactical
40 units. Trains serve as the link between forward tactical elements and the supporting CSSE. The use of trains
41 enables CSS to be performed as far forward as the tactical situations permit. Depending on the situation,
42 trains may provide combat service support to units organic or attached to the battalion, and/or be fully
43 mobile. However, trains are usually movable rather than mobile. In the Marine Corps, this concept equates
44 to regimental, battalion, and unit trains.

45 **Regimental Trains**

46 Regimental trains consist of CSS assets required to sustain the regimental headquarters and any other units,
47 organic or attached, to the regiment. Regimental S-4 manages—

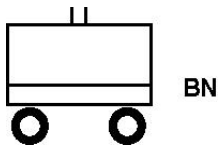
- 48 • Supports regimental headquarters company commander
- 49 • Could be consolidated with battalion field Train or MCSSD
- 50 • CSS resource here are not time crucial



51

52 **Battalion Trains**

53 Battalion trains support battalion-sized units. This concept improves responsiveness, flexibility, and
54 survivability against attacks. The battalion trains are broken down into combat and field trains.



55

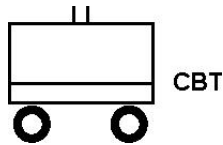
56 **Combat Trains**

57 Combat Trains are organic elements, which provide critical CSS in forward areas. These trains usually
58 include handling of rations, fuel, ammunition, critical repair parts, maintenance contact teams, and battalion
59 aid station. These trains are usually made up of the organic vehicles in the battalion.

- 60 • S-4 Controls
- 61 • 24 hrs of supplies: I, III, V, selected medical/maintenance
- 62 • Forward BAS with ambulance teams

63

- 63 • Maintenance contact teams
- 64 • Follow in trace
- 65 • Organic/attached security
- 66 • Mobile: responsive and survivable

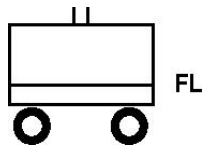


67

68 **Field Trains**

69 Field trains consist of the remaining CSS elements, and are located further to the rear. These trains include
 70 the mess, supply, motor transport sections, and remaining CSS that are not in the combat train. Organic
 71 vehicles of the same combat units are more vulnerable and require more security. Field trains are normally
 72 substantially heavier, and slower moving on the battlefield.

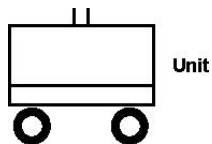
- 73 • S-4 located (could be headquarters and service company commander, S-4A, supply officer)
- 74 • Remaining CSS of unit: BAS, mess section, Supply section w/supplies, Motor transport, NBC,
 75 ammunition section



76

77 **Unit Trains**

78 Unit trains centralize the supported units CSS assets under the control of the commander. Unit trains are
 79 most appropriate in defensive, slow moving, or static situations. This provides simplicity, economy, and
 80 survivability against ground attacks.

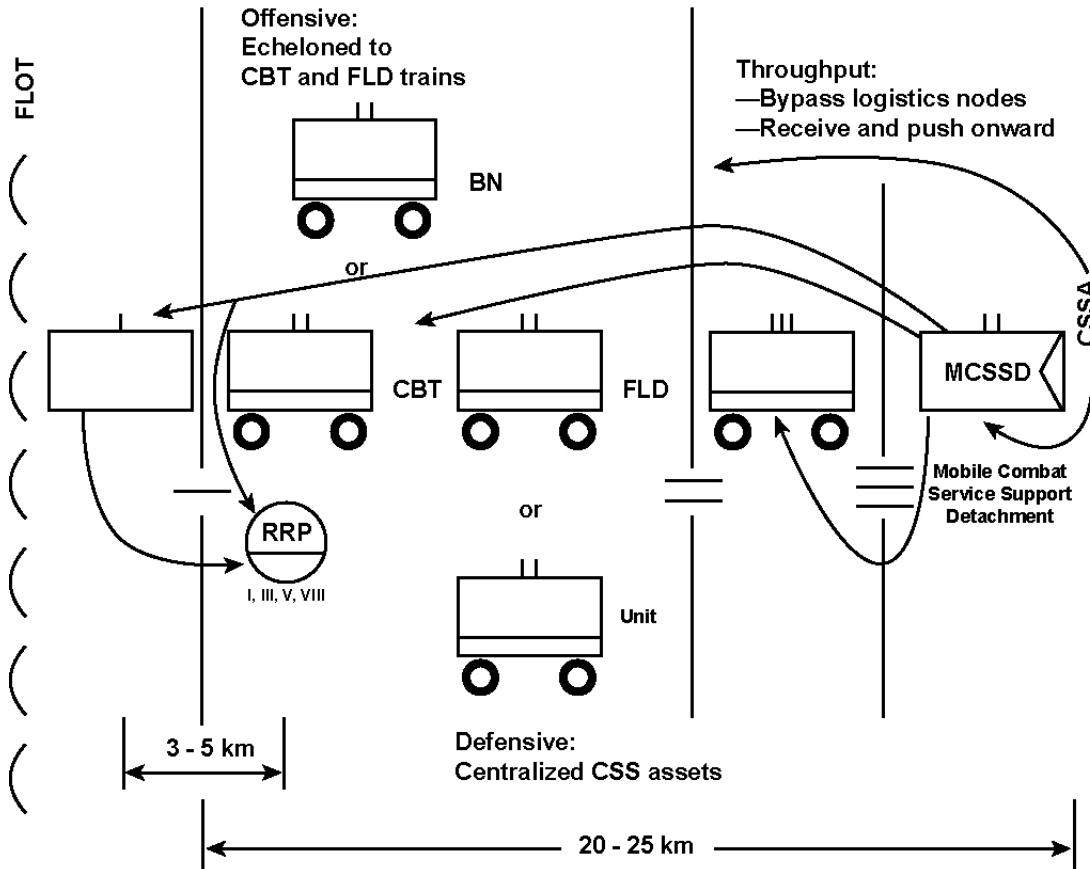


81

82 **Positioning Considerations for Trains**

83 Responsiveness and survivability should be the main consideration when selecting a train site. See figure
 84 4-1. In general, trains should be located:

- 85 • On defensible terrain.
- 86 • In an area that allows dispersion of vehicles and activities.
- 87 • In area that provides concealment from enemy observations.
- 88 • On firm ground that supports heavy vehicle traffic.
- 89 • Near suitable landing zone.
- 90 • Close to main supply routes.
- 91 • In an area that allows good communication with all other elements.



92
93 **Figure 4-1. Positioning of Logistics Trains.**

94 **COMBAT SERVICE SUPPORT OPERATIONS CENTER**

95 The CSS operations center (CSSOC) is the agency within the structure of the CSSE and subordinate CSS
96 units that controls and coordinates the day-to-day operations of the CSS organization. The CSSOC is
97 established in the command post of the CSSE and is operated by the G-3/S-3.

98 **Purpose**

99 The CSSOC supervises the execution of the CSSE commander's decisions by continuously monitoring and
100 recording the status of CSS operations. This continuous monitoring and recording is accomplished by G-
101 3/4, and S-3/4 watch officers/chiefs and detachment liaison officers. MAGTF operations are monitored
102 within the CSSOC via communication / information nets, requests for CSS support, the continuous updates
103 to personnel / equipment status boards, and the update of map boards. Normal functions of the CSSOC are
104 detailed in MCWP 4-11, *Tactical-Level Logistics*.

105 **Responsibilities**

106 The following are the normal CSSOC responsibilities:

- 107 • Focus on meeting the needs of the supported units.
108 • Continually monitor and record the status of CSS operations.
109 • Supervise the execution of the CSSE commander's decisions.

- 110 • Operate 24 hours per day during combat operations.
111 • Control the CSS request net(s), CSSA local net(s), hot lines, and teletype/data links.

112 **Arrangements**

113 The commander may choose either a centralized or decentralized CSSOC. Centralized control and
114 decentralized execution are ideals sought in logistics support operations where a balance between
115 centralization and decentralization is difficult to achieve. An optimal mix of centralized control and
116 decentralized execution will be based on the circumstances. For further detail on centralized or
117 decentralized CSSOCs, see MCWP 4-11.

118 **Rapid Request**

119 All CSS is normally requested via the CSSOC using a rapid request. The format for the rapid request is
120 normally specified in the CSSEs local SOP and should be made available to all supported units. To save
121 time, the CSSOC can direct that an abbreviated line format be completed for the specific CSS being
122 requested (only applicable lines or paragraphs be completed). Brevity codes may also be used to save time
123 in processing requests. The abbreviated line format and brevity codes make transmission of the rapid
124 request via the radio much easier and faster. It is imperative that all required information (as specified by
125 the CSSE SOP) be provided on the rapid request in order to move effectively provide the requested CSS.
126 Refer to Appendix D for an example copy of a rapid request.

127 **Routing**

128 All rapid requests, both internal and external to the CSSE, will be submitted to the CSSE operations officer.
129 Upon receipt, the rapid request will be assigned a sequence number and logged into an established tracking
130 system. The rapid request will then be forwarded to the CSSE detachment that provides that CSS function.

131 **Files**

132 The CSSOC will maintain the following rapid request files:

- 133 • **Pending Rapid Request File.** Contains all requests that have not been completed.
134 • **Completed Rapid Request File.** Contains all completed requests. A rapid request is completed when
135 the requested CSS has been provided and the action CSS detachment has notified the CSSOC.
136 • **Canceled Rapid Request File.** Contains all requests that have been canceled either by the requester or
137 the CSSE Operations Officer.

1
2

CHAPTER 5 SUSTAINMENT PIPELINE

3 The sustainment pipeline is the 'life's blood' for our deploying MAGTFs. Though each MAGTF
4 deploys with its required DOS/DOA, based on size, embarkation space and unknown variables
5 necessitate a responsive and flexible sustainment pipeline. This sustainment pipeline supports
6 two-way traffic between the CONUS and outside CONUS (OCONCUS) for supplies, cargo,
7 equipment and personnel.

8 **MEF SUSTAINMENT PIPELINES**

9 **CONUS/OCONUS Sustainment Pipelines**

10 For II MEF MAGTFs (MEUs), sustainment (supplies, equipment, and personnel) are routed
11 through both the aerial and seaports of embarkation (aerial port of embarkation (APOE) and sea
12 port of embarkation SPOE)) at Norfolk, VA. The Navy also uses these sustainment channels. In
13 fact, it is the Navy who generally establishes and works these channels. East coast MEU's
14 pipeline is extended to the Mediterranean area of operations, where they commonly operate
15 during deployments. See appendix A for existing sustainment pipelines.

16 High priority requirements are funneled through the APOE, and placed on scheduled Air Mobility
17 Command (AMC) flights destined for Europe debarkation logistic nodes. For aerial deliveries,
18 weight, cube and hazardous materials are significant considerations before any movement.
19 Deliveries via air transportation usually range from 8 to 14 days (OST).

20 Low priority requirements (less personnel) are funneled through the SPOE, and placed aboard
21 naval and commercial vessels destined for Europe. Deliveries via surface transportation usually
22 range from 30 to 90 days. Supply chain managers must be aware of these time frames if supplies
23 are place on backorder with less than 02 priority.

24 Both aerial and surface shipments arrive at their respective aerial and seaports of debarkation
25 (APOD and SPOD) in NAS, Rota, Spain, or NAS, Sigonella, Sicily. While the MEU is deployed
26 in the western portion of the Mediterranean Sea, Rota will be the APOD/SPOD. And while the
27 MEU operates in the eastern portion of the Mediterranean Sea, Sigonella will be the
28 APOD/SPOD for the MEU. Therefore, some of the scheduled flights will reach Sigonella via
29 Rota, while others will be direct flights.

30 Additionally, a TMO Marine has been assigned to Sigonella for a 3-year tour to act as an
31 expeditor. This Marine plays a key role in ensuring personnel (PAX); cargo and material (PCM)
32 are routed expeditiously to the MEU. The ACE will dispatch a Marine to act as their expeditor
33 for aviation specific supplies, while the ESG's general purpose and multipurpose amphibious
34 assault ships will also have an expeditor for Navy specific supplies. This team of three will work
35 together to expedite PCMs to the ESG/MEU.

36 If the MEU is within helicopter ranges (legs), the HC-4 detachment located at Sigonella will
37 perform resupply operations at sea. The MEU will also dispatch helicopters to make PCM flights
38 as well.

39 Those items that went by surface, were lower priority, or could not fit or weigh out a helicopter
40 will be forwarded to the MEU via Naval combat logistics force ships. United States naval ships

41 follow in trace of the ESG and the carrier battle group and provide the bulk of the group's heavy
 42 resupply at sea.

43 For those times when the MEU/ESG is too distant for helicopter "drive-by resupplies," the
 44 MEU's expeditor will forward supplies on the next available air frames to the MEU next exercise
 45 and/or liberty port. This flight support program is known as "FISDU," or flights in support of
 46 deployed units.

47 The Uniform Movement and Material Issue Priority System (UMMIPS) provides the common
 48 prioritization methods, response time frames, and establishes time measuring and evaluation
 49 standards for all standard requisition. The priority designator is based upon a combination of
 50 factors that show the mission of the requisitioner (F/AD) and the urgency of need of the end use
 51 (urgency of need designator (UND)). See figure 5-1. These two numeric digits influence the
 52 urgency of need as established by the customer, maintenance and supply organizations. See
 53 appendix A for additional F/AD/UND descriptions.

54

UMMIPS Priority Designator Matrix			
Force/Activity Designator	Urgency of Need Designator (UND)		
	A	B	C
I	01	04	11
II	02	05	12
III	03	06	13
IV	07	09	14
V	08	10	15

55

Category Code (CC)	UND
M	A, B
N	C
P	A, B
X	B
C	A, B, C
<i>Note: if A and B are selected for CC – "C", then a M, X, or P must also be open</i>	
F, H	A, B
K	A, B, C

56

Figure 5-1. UMMIPS Priority Designator Matrix.

57 I MEF Pipeline

58 On the other hand, I MEF initially provides support to their MAGTFs (MEUs) from the west
 59 coast to sequential ports of opportunity in the Pacific. However, once the MEU extends its
 60 pipeline, and arrives on station in the Persian Gulf, its sustainment pipeline turns back onto itself,
 61 and is extended across the United States to Norfolk. At that point, the west coast MEU's supplies
 62 are funneled through the same pipeline that the east coast MEUs use.

63 The one notable difference is that their sustainment pipeline must be extended to their theater of
64 operations, the Persian Gulf. Some direct flights arrive in this region from CONUS, but the
65 remainder makes stops at both Rota and Sigonella, or some other POE in Europe.

66 The west coast MEUs/ESGs set their expeditors into the Administration Support Unit (ASU),
67 Manamah, Bahrain. In this case, these expeditors perform the same functions as their
68 counterparts in the east coast MEUs/ESGs.

69 **III MEF Pipeline**

70 The sustainment pipeline supports III MEF and its forward deployed units in a similar fashion.
71 Generally, most deliveries are made directly from the west coast of the United States to Okinawa
72 (Naha port and airfield facilities). For units operating in Korea for any length of time, the CSSE
73 will normally establish an expeditor to facilitate the movement of parts and supplies to the
74 supported units. Other units operating within the Pacific Rim could establish Expeditor sites in
75 Australia or Singapore, for example. The length of the operation normally dictates if back orders
76 would be handled on a "fill or kill" basis.

77 The Norfolk SMU sustainment A/ SPOE is Dover, DE: DLA/source of supply (SOS) APOE and
78 Charleston, SC: DLA/SOS SPOE.

79 ***Sustainment Pipelines in Reverse***

80 Marines within the MEU are constantly returning to CONUS for emergency leave, they are
81 traveling TAD to and from CONUS and within theater, and on rare occasions they are sent home
82 due to severe sickness or injury. SECREP carcasses are also sent back through this channel, as
83 required.

84 ***Transportation Account Codes (TAC) Addresses***

85 Equipment and supplies reach their respective designations via the TTAC addresses assigned to
86 each unit (e.g., AAC/RUC).

87 The TAC 1 address is the postal address for the command and their particular ship. Parts and
88 supplies small enough and light enough will normally come through the mail system, right along
89 with official and personal mail. The MSE supply sections can expect to receipt vast quantities of
90 supplies in this manner, and should make each and every "mail call" on ship. This address is
91 normally modified to the deployed address approximately 30 days before deployment, and then
92 changed back to the MSE's garrison address approximately 20 to 30 days before the MEU's return
93 to CONUS.

94 The TAC 2 address is the freight address for the bulkier items. Again, this address is related to
95 the particular ship that the supply section desires to receipt for those supplies. At times, the
96 CSSE supply section will receive these supplies during a re-supply at sea, and in many occasions
97 they will be received pier side during an exercise or liberty port visit. Again, the MSE supply
98 sections should ensure they are on sight for each of these deliveries. This address is normally
99 modified to the deployed address approximately 30 days before deployment, and then changed
100 back to the MSE's garrison address approximately 20 to 30 days before the MEU's return to
101 CONUS.

102 The TAC 3 address is the financial address for any deliveries of financial information/bills to
103 DFAS. This address should not be changed while in garrison or deployed. For example:

104 TAC 1: COMMANDING OFFICER
105 BLT 2/6 (ATTN: SUPO M12120)

106 UNIT 72191
107 FPO AE 09502-8851
108 TAC 2: CO BLT 2/6 (ATTN: SUPO M12120)
109 NAS SIGONELLA (BLDG 452)
110 MF: USMC BEACH DET
111 GELA SIGONELLA SICILY
112 TAC 3: DFAS
113 KCC CODE ALO
114 STREET ADDRESS

115 This information is also transmitted to NAVTRANS to update the cargo routing information file
116 database. This is a master database that lists each of the Navy's ships and unit locations. The
117 cargo routing information file needs to be updated along with the Defense Automatic Addressing
118 Support Center (DAASC) for the routing of supplies to your destination. The DAASC is an
119 automated system for tracking requisitions throughout the cycle to provide immediate visibility
120 into the location and current status of a requisition.

121 ***Worldwide Express (WWX/WWXII)***

122 WWX/WWX II has become a reality for Marine units deployed. WWX/WWX II was established
123 to augment the AMC airframes that were being retired. Federal Express (FedEx(r)) and Dalsey,
124 Hillblom and Lynn (DHL) Worldwide Express have been given responsibility for the European
125 theater of operations, while FedEx(r) and United Parcel Service have been given responsibility
126 for Africa/South West Asia theaters of operation. In either theater, IMMs and the SMU can
127 forward supplies (less than 150 pounds, each) door-to-door, passing through customs, and
128 provide real time in-transit visibility (ITV) in less time than our fastest shipments can be
129 delivered via AMC. This ITV is available via the respective carrier web site and the shipment
130 number, and the associated transportation control number is fed into the military's Global
131 Transportation Network for similar ITV. If OST continues to drop, the on hand stocks "Iron
132 Mountains" that our MAGTF's currently deploy with could be reduced in kind.

133 **SUPPLY SUPPORT CYCLE**

134 The above process continues to work for the entire MAGTF (MEU). Locations of supported
135 units, level of hostilities, locations of the logistics trains and other CSS elements, and the
136 communication pipes will directly effect procedures for any given deployment. The above
137 procedures, in conjunction with the CSSOC and tactical-logistical group functionalities, will
138 produce responsive across the CSS spectrum.

139 Having established a sound and responsive sustainment pipeline, the next challenge is to map the
140 supply support processes. See figure 5-2.

163 **Shipment Process**

164 That next day, the IMM processes the document for immediate shipment. Per the TAC 1 address
165 (an alternate version for a TAC 1 address), the part will be shipped to:

166 USS Navy Ship (VXXXXX)
167 CO BLT 2/7, 31st MEU
168 MF: SupO, BLT 2/7
169 FPO AP 09534-1662

170 The Navy and the ACE (aviation specified equipment and supplies) use "V" AAC/RUC's to order
171 as compared to USMC units "M" series AAC/RUC's.

172 This part is sent via AMC (WWX was not available to ship to Korea). This part will then arrive
173 at Pohang, South Korea, where the ESG and MEU have placed their expeditors. The expeditors
174 will forward this part to BLT 2/7 as soon as possible.

175 The supply officer for BLT 2/7 will then receipt for the part, and forward the widget to the MT
176 mechanic to "hang onto" the HMMWV.

177 The resultant DG6 from the 8-card/D6T/1 will expend/liquidate the associate RA funds.

178 **Resupply at Sea**

179 While underway, the ESG will conduct numerous resupply at sea operations. Some of the "hits"
180 come directly from the helicopter support coordinated by your expeditor out to the ships, the ACE
181 helicopters making runs to the expeditor's location, or by the supply ships and their fleet of
182 helicopters or via a direct hook up.

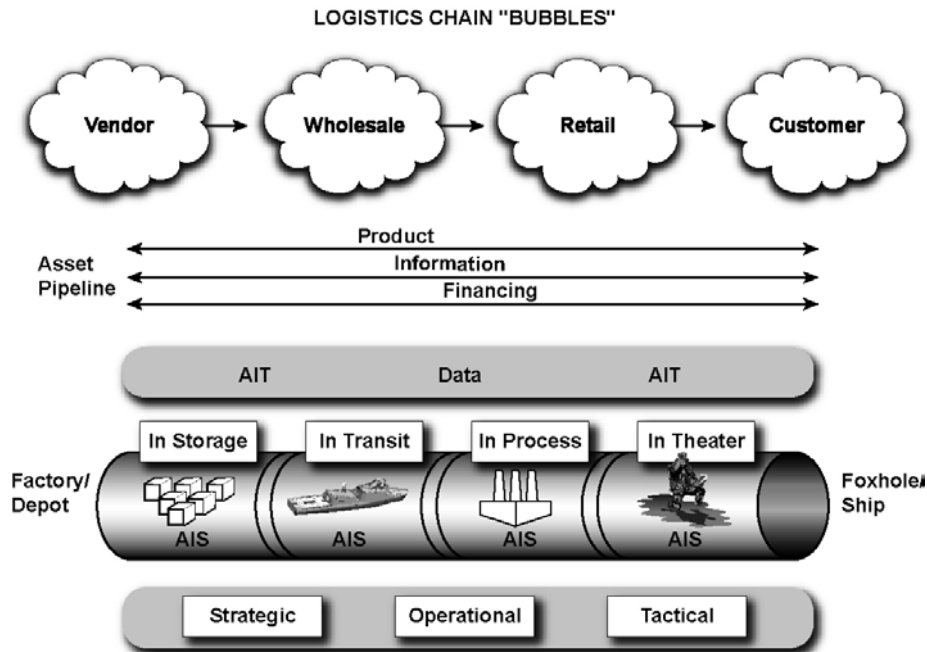
1
2

CHAPTER 6

LOGISTICS MODERNIZATION

3 In the fall of 1998, the Marine Corps began an aggressive effort to transform its discrete
4 functional techniques, procedures, and aged information infrastructure into an integrated,
5 responsive, logistics chain supported by state of the art technology. The goal was to create a
6 robust, responsive, agile logistics chain and support infrastructure that would exponentially
7 increase the mobility and sustainability of Marine Forces.

8 The first challenge was developing future "to be" logistics chain processes to meet the approved
9 goal. The "to be" logistics operational architecture (OA) provides a Marine Corps-wide,
10 integrated view of the logistics chain focused on fulfillment of the demands for products and
11 services generated by the warfighter (supported unit). It is based upon selected industry standard
12 best practices and performance measures, and tailored to the expeditionary nature of operations
13 across the Marine Corps. The fundamental benefit is the opportunity to provide focused CSS to
14 the MAGTF. See figure 6-1.



15
16

Figure 6-1. Logistics Chain.

LOGISTICS CHAIN OPERATIONS

18 The Marine Corps logistics chain combines characteristics of a retail network and wholesale
19 distributors with the management of a post manufacturing capital asset intensive inventory
20 including responsibility for the maintenance, repair and overhaul of those assets. The retail
21 network currently manages roughly 44,000 NSNs worth \$1.5 billion in inventory yearly of which
22 approximately 4,000 NSNs worth almost \$500 million are reparable. The Marine Corps owns,
23 operates and maintains in excess of 6,500 different types of capital equipment worth in excess of
24 \$40 billion of materiel with maintenance cost exceeding \$175 million a year. There are

25 approximately 4 million transactions processed annually of which 70 percent relate to financial
26 and asset management. The extended logistics chain includes thousands of suppliers.

27 The Marine Corps organizes around five elements: the ground combat element, aviation combat
28 element, combat service support element, command and control element, and supporting
29 establishment (fixed infrastructure/bases and stations). Today, the logistics chain provides
30 materiel support, other than aviation unique assets, to all of those elements. The five elements are
31 arrayed at over 12 fixed locations (bases or stations) in the United States and several in the Far
32 East. The supported unit or customer base exceeds 200,000 Marines (customers) of the logistics
33 chain processes. Approximately 50,000 plus Marines and Civilians participate in the logistics
34 chain as a provider.

35 The Marine Corps task organizes various units from the five elements in order to assemble a
36 capability to meet the combatant commanders requirements. The end product of the task
37 organization is a MAGTF. A MAGTF includes logistics elements that plan and execute the final
38 nodes (last tactical mile) of the logistics chain. Further task organization requires the temporary
39 reassignment of people and assets to create the new force. The situation may dictate the
40 movement of assets between units.

41 Instrumental to the last tactical mile of the logistics chain is the capability to provide materiel and
42 service support to the MAGTF outside the fixed infrastructure (bases or stations). In other words,
43 Marines must be prepared to react to "worst case" logistics chain management first. Solving the
44 "worst case" or deployed scenario, makes the transition to a base or station scenario with robust
45 infrastructure easier. These are not two separate logistics chains; there are changes in
46 communications links, capacity, and infrastructure that challenge the process. This means
47 potentially extending the existing supply chain into undeveloped environments without robust
48 infrastructure.

49 The nature of our existing processes and information technology do not support transformation,
50 common processes or enterprise integration. Moving the Marine Corps away from the antiquated
51 processes and technology and transforming to a logistics chain with common, flexible, and
52 integrated processes across the spectrum of operating environments is tantamount to the future.
53 Business process re-engineering (BPR) and information technology are key elements to this
54 transformation.

55 The following are Department of Defense (DoD) transformation initiatives that factor into the
56 logistics modernization effort:

- 57 • Paperless acquisition and electronic signature management.
- 58 • Streamlined acquisition using best practices as proposed by the EI toolkit.
- 59 • Consolidation and centralized management of secondary reparable.
- 60 • Realignment of echelons of maintenance for MAGTF deployed operations.
- 61 • Eliminate and automate selected supply functions.
- 62 • Streamline distribution process.
- 63 • Realign processes to support an end-to-end logistics chain.
- 64 • Align financial management and inventory management process to support national
65 inventory.
- 66 • Management strategy.
- 67 • Redesign training initiatives to support commercial off the shelf (COTS) applications.
- 68 • Institute portfolio management procedures to adjudicate investment decisions.

69

69 **BUSINESS MODEL**

70 DoD logistics chain management (analogous to the commercial term "supply chain") is an
71 integrated process. This process begins with planning the acquisition of the supported (customer)
72 unit-driven requirements for materiel and services and ends with the delivery of materiel or
73 services, including the materiel returns segment of the process flow, and required information in
74 both directions among suppliers, logistics leaders, and supported units. The Marine Corps has
75 traditionally categorized its logistics chain into the six functional areas of CSS:

- 76 • Supply
- 77 • Maintenance
- 78 • Transportation
- 79 • General engineering
- 80 • Health services
- 81 • Other services

82 The garrison logistics chain operations are generally conducted in a benign and relatively
83 undemanding environment. The nodes of a garrison logistics chain are largely static in nature and
84 enjoy a robust infrastructure that supports the free flow of information. Alternatively, forward
85 deployed (expeditionary) operations, particularly combat operations, are typified by a highly
86 dynamic, often chaotic nature and occur in a "closed" environment that interrupts the upstream
87 and downstream flows within the logistics chain for product/services, particularly with regard to
88 information or visibility.

89 Existing Marine Corps logistics chain processes and supporting information technology have not
90 changed to meet either industry best practices or current battlefield requirements. Over the last
91 four years, the Marine Corps spent significant time to re-engineer logistics chain business
92 processes. Initially the problem was believed to be information technology deficiencies of the
93 logistics chain. During a focused analysis of the existing information technology, the Marine
94 Corps realized the problem was much broader. An effort to improve information technology
95 became a study of best practices and process re-design. The result of the study was a business
96 case and an imperative for change. Identifying the need to eliminate differences between forward
97 deployed CSS and garrison forms the basis for the concepts and recommendations to change
98 logistics business process OA.

99 Integrated logistics chain management is a cross-functional approach (e.g. across the functions of
100 supply, maintenance, distribution and engineering) to integrate and manage end-to-end logistics
101 chain processes that ensure reliable and consistent fulfillment of customer and other MAGTF
102 operational requirements. The Marine Corps integrated logistics chain is not limited to the span
103 of control of the Marine Corps; it requires collaboration and coordination from the MAGTF
104 customer through DoD organizations and commercial partners. The emphasis in a logistics chain
105 causes a shift from functional stove-piped performance and costs to total logistics chain
106 performance and costs.

107 The OA is modeled using the supply chain operations reference (SCOR) model. This model
108 contains a fully coordinated set of related process cycles- including plan, source, maintain
109 (make), deliver, and return-and are collectively optimized to ensure that materiel and service
110 requirements are effectively and efficiently planned for and executed to the satisfaction of the
111 supported unit. Integrated logistics chain management focuses on satisfying the supported unit
112 requirements first and only then meeting those requirements with the lowest total process cost and
113 efficiency.

114 **USMC INTEGRATED LOGISTICS CHAIN CHARACTERISTICS**

115 **Segment Supported Units Based on Service Needs**

116 Traditionally the logistics chain provides the supported MAGTF's the same level of service
117 regardless of mission. The logistics chain of the future must have the flexibility to distinguish
118 between those deployed, those in the beginning of the work up cycle, and those in a garrison
119 environment. The logistics chain must be able to tailor its CSS (products/services) to each
120 separate MAGTF's mission.

121 **Customize the Logistics Network**

122 When designing the logistics network, the focus of main effort is on the service requirements and
123 operational missions of the MAGTF.

124 **Listen to Demand Signals and Plan Accordingly**

125 Operations and consumption planning must span the entire chain to detect early warning signals
126 of changing demand and ordering patterns, MAGTF missions, and so forth. A demand-intensive
127 approach leads to forecasts that are more consistent with optimal resource allocation. By
128 applying best inventory management practices utilized by the commercial best-in-class
129 companies, the Marine Corps will dramatically improve the SLAs for the supported unit while at
130 the same time providing additional funds, through inventory draw-down and cost avoidance.

131 **Differentiate Product and Service Closer to the Supported Unit**

132 The Marine Corps can no longer afford to stockpile inventory to compensate for forecasting
133 errors and uncertainty. Excess inventory occupies space that could be better utilized to bring
134 combat power to the battlefield. Differentiation of sources of supply and services allow planners
135 to develop strategies that provide consistency in the level of support to each MAGTF. The
136 Marine Corps generally manages materiel within various classes of supply without regard to its
137 end item application or original use requirement. However, the commercial best practice is to
138 focus on the end item priority and manage the individual parts accordingly. Today, requisition to
139 order receipt cycle times in the Marine Corps is measured in days and weeks, while the best in
140 class commercial companies use hours as their measurement of success.

141 **Strategically Manage Sources of Supply and Services**

142 By working closer with key suppliers, the Marine Corps can reduce total ownership costs.

143 **Develop Logistics Chain-Wide Technology Strategy**

144 Information technology must support multiple levels of decision-making; through a clear view of
145 the flow of products, services, and information through the integrated logistics chain.

146 **Adopt Channel-Spanning Performance Measures**

147 Effective logistics chain measurement systems do more than just monitor internal functions.
148 They adopt measures that apply to every link in the logistics chain; from the supplier's supplier to
149 the supporting units supported unit.

150 **LOGISTICS CHAIN MANAGEMENT ROLES**

151 **Demand Management**

152 Demand management may be thought of as focused efforts that estimate and manage a supported
153 unit's demand, with the intention of using this information to shape operating decisions, service
154 level agreements, inventory categories and their location in relation to the customer. The essence
155 of demand management is to further the ability of organizations to collaborate inventory levels
156 and distribution support that is connected to customer demands. Demand information will be
157 used to create collective and realistic service levels of the customer future needs and designate
158 who in the logistics chain can provide that inventory and distribution to satisfy demands.

159 **Customer Service**

160 Customer service or logistics chain liaison has multifunctional interest for logistics leaders.
161 Instrumental to the success of the logistics chain is the ability of the logisticians to provide a
162 customer service or liaison connectivity to the supported unit. These processes ensure supported
163 unit requirements and expectations are met. The four dimensions of customer service or logistics
164 chain liaison are the underlying basis for establishing standards of performance of the integrated
165 logistics chain. The performance measurements in use today are not necessarily in the best
166 interest of the supported unit. Those performance measurements demonstrate how well the
167 logistics chain CSS providers perceive their performance. But the performance measurements
168 important to the supported unit are:

- 169 • Orders received on time;
- 170 • Orders received complete;
- 171 • Orders received damage free; and
- 172 • Orders billed accurately

173 **Performance Management**

174 Perpetuating the lack of coordination and integration in the current logistics chain, both deployed
175 and in garrison, is that logisticians measure their internal processes to improve CSS functional
176 performance. These metrics are not supported unit focused and do not improve the integration
177 between the CSS functions and the overall performance of the logistics chain in support of the
178 warfighter.

179 Meeting the supported unit's SLA and expectations requires new roles in the logistics chain
180 organization to foster integration and focus on the supported unit. Integrated logistics chain
181 management focuses on the performance of the entire chain across each CSS function. To realize
182 the power of managing supported unit requirements cross functionally the logistics provider must
183 fundamentally change roles of the Marines in the logistics chain to deliver logistics chain
184 responsive CSS.

185 **OPERATIONAL ARCHITECTURE ROLES**

186 The OA will introduce roles that are no longer internally or functionally CSS focused, yet create
187 the coordination and integration necessary to manage, from a "supported unit focused
188 perspective", the supported units orders. Instrumental to integration is the ability to manage a
189 logistics chain cross-functionally and manage requirements from a beginning-to-end perspective.
190 The following provides description of the OA roles for the integrated logistics chain.

191 **Request Management**

192 The function of generating, approving, and submitting demands for products and/or services.
193 Request management is usually performed at the supported unit where the demand is generated,
194 validated, prioritized, and consolidated with supported unit requirements. The order is sourced
195 internally if possible; and if not possible submitted to the order manager of the supporting the
196 combat service support element (CSSE - or logistics support unit). RM is a uniquely USMC
197 logistics chain OA process. Commercial industry is not able to interact at this level with the
198 customer by law.

199 Commercial industry does not use a request management process since they have no direct
200 control of their customers. Commercial industry does use some of the principals, such as
201 requiring little if any user training and requiring minimal technical knowledge, and simplified
202 approval. The RM process provides the Marine Corps much more. Using this process step, the
203 integrated logistics chain can begin to combine the entire supported unit's requirement to form an
204 order. Today the mechanic enters tasks to work orders and supply clerks identify requisitions,
205 etc. The RM process identifies to the logistics chain network that there is an immediate demand
206 that requires attention. Today, the health of a principle end item (PEI) is not known until the
207 mechanic formally enters the work order. The use of this process is limitless because of the data
208 capture potential.

209 **Order Management**

210 The function of receiving, routing, coordinating, and tracking supported unit orders through to
211 fulfillment, providing feedback and coordinating SLAs with the supported unit. Order
212 management will be performed at the supporting CSSE headquarters.

213 An Order Manager will serve as the supported units' single point of entry into the integrated
214 logistics chain. The order manager is responsible for receiving and processing supported unit
215 requests, routing orders to appropriate CSS capacity manager(s), coordinating fulfillment with
216 capacity manager(s), and communicating order status back to the supported unit.

217 Order management changes how the integrated logistics chain fulfills a supported units
218 requirement. When a supported unit requires a product or service from the logistics chain today
219 they piecemeal the parts of the orders to the logistics functional CSS stovepipes to fulfill that
220 requirement. Under the OA, the order manager is a single point of contact within the integrated
221 logistics chain that will act on the supported unit's behalf to coordinate fulfillment for all aspects
222 of its order.

223 An example utilizing this concept would be a requirement to support a supported unit's
224 familiarization fire for its table of equipment (T/E) weapons. Using a parent/child relationship,
225 the parent order would be a request to fire T/E weapons at the range and the children orders are
226 all the various related lower tier CSS orders that are required when a supported unit needs to go to
227 the range (i.e. support for transportation to and from the range, food at the range, medical support,
228 weapon limited technical inspections, range coordination, and ammunition transported to the
229 range). Unlike today, the supported unit would coordinate this order through various units.

230 **Capacity Management**

231 The function of planning, managing, optimizing, and prioritizing resources and capacity to fulfill
232 the supported unit demands. Capacity managers from the various CSS functional areas within
233 that CSSE (i.e., supply, maintenance, transportation, etc.) will plan, prioritize, and ensure all
234 resources at their disposal are allocated and employed most effectively to support the MAGTF

235 mission. They optimize capacity within a particular CSS functional area (inventory,
236 maintenance, transportation, etc.) and are responsible for allocating capacity and capability to
237 supported unit orders, maintaining visibility of capacity and capability, and reporting status of
238 capacity and capability to OM. The CSS capacity managers will ensure the order manager has
239 the ability to integrate, coordinate, and communicate all the capacity that exists in the CSS
240 functions across the MAGTF.

241 **Production/Operations Management**

242 Production/operation management is the function of coordinating, planning, tasking, and
243 controlling how supported unit demands are fulfilled. The production/operations manager plans
244 and controls his or her respective CSS execution. The production/operations manager is
245 responsible for applying and assigning capability and resources to fulfill supported unit orders,
246 maintaining visibility of orders, reporting order status to the order manager (through the
247 respective CM's), and reporting the status of resources within their domain to respective CSS
248 CM's. The role of production/operations management is primarily the responsibility of the
249 commander/OIC of the subordinate functional CSS organization that executes fulfillment such as
250 the CO of general support maintenance company, or OIC of the retail supply activity but is
251 probably delegated to subordinate leaders/supervisors (e.g., maintenance chief).

252 **OPERATIONAL ARCHITECTURE FUNCTIONAL FLOWS**

253 The above roles are enabled by the processes defined within the OA functional flows. These
254 flows can be grouped into the following levels, which are listed in priority order.

- 255 • Execution/fulfillment
- 256 • Requisition management
- 257 • Order management
- 258 • Production/operations management
- 259 • Capacity management
- 260 • Logistics enterprise planning
- 261 • Logistics command and control (decision support)

262 **GLOBAL COMBAT SUPPORT SYSTEM—MARINE CORPS**

263 In accordance with the Office of the Secretary of Defense's enterprise integration roadmap,
264 USMC has begun the global combat support system-Marine Corps (GCSS-MC) program. The
265 GCSS-MC is the enterprise-wide portfolio of Marine Corps logistics and CSS information
266 technology capabilities and is designed to implement the logistics operational architecture with
267 the intended consequence of eliminating "stovepiped" information technology systems.

268 The GCSS-MC Program will follow an evolutionary strategy in order to field an operationally
269 suitable and supportable capability in the shortest time possible. The first increment of the
270 process will be for block 1 functionality, or replacement/upgrade of the current logistics chain
271 management (LCM) systems. The intent of Block 1 is to allow the Marine Corps to retire legacy
272 logistics systems and support enterprise integration over the next several years. The business
273 logic in the legacy applications for the most part does not support the OA. (There is not a one for
274 one map of functionality in the legacy applications to the OA business logic.)

275 The COTS solution will provide logistics operators, planners and the warfighters at the joint and
276 Marine Corps levels, a fused, integrated, near real-time accurate logistics picture thereby enabling

277 visibility into and control of the logistics pipeline. Control is exercised through electronic
278 collaboration, visibility, use of joint decision support tools, and autonomous and real-time
279 updates. Commanders and staff at every level will be able to analyze logistics data from which to
280 make confident and informed decisions.

281 **High Level Program Objectives**

282 Through iterative implementation of functional capability, the fully implemented GCSS-MC will
283 provide capabilities to support the following missions and GCSS operational elements:

- 284 • Decision support
- 285 • Distribution (inventory, warehousing, mobility, transportation, movement)
- 286 • Execution/fulfillment (maintenance, engineering, supply, force health protection)
- 287 • Force deployment and execution
- 288 • Logistics chain planning
- 289 • Order management
- 290 • Personnel management
- 291 • Purchasing/procurement (acquisition)
- 292 • Request management
- 293 • Resource Management (Finance)

294 **High Level Block 1 Functional Requirements**

295 The GCSS-MC will utilize COTS product(s) to provide the following GCSS-MC Block 1
296 improvements to the LCM processes:

- 297 • Provide access to information and interoperability of all information within the Marine Corps
298 logistics domain.
- 299 • Ensure that relevant information is made available for sharing with other systems to
300 contribute to the commander's common operational picture.
- 301 • Support GCSS-MC applications by shared data linked by a common operating environment
302 and accessible through a global network.
- 303 • Present a single, fused picture of combat support to the warfighter and provide a closed link
304 between operational C2 and logistics C2 (LogC2).

305
306 GCSS-MC shall manage information in a cross-functional configuration that, at its conclusion,
307 will include the traditional pillars of CSS. These pillars are embedded in the end-to-end
308 (horizontal) requirements that conform to the logistics OA. GCSS-MC shall support integrated
309 processes and information flows of horizontal requirements that support the execution of vertical
310 processes. GCSS-MC shall address and define the need for information flow, both vertical and
311 horizontal, to include cross functional and cross staff section information exchange requirements
312 in the context of the logistics OA.

313 **Execution**

314 ***Request Management***

315 Identify, generate, approve, validate, and submit requests for products and/or services to the
316 supporting unit.

317

317 **Order Management**

318 Route, coordinate, task, and track customer orders (products/services) through to fulfillment.
319 This includes managing parent-child orders, providing feedback to, and (optionally) coordinating
320 SLAs with, the supported unit.

321 **Inventory Fulfillment**

322 Provide, manage, and store the information necessary to execute inventory activities related to
323 fulfillment of customer orders for products.

324 **Maintenance Fulfillment**

325 Provide, manage, and store the information necessary to execute maintenance activities related to
326 fulfillment of customer orders for maintenance service.

327 **Distribution Fulfillment**

328 Provide, manage, and store the information necessary to execute distribution as part of a customer
329 order for products and services.

330 **Operations Management**

331 **Maintenance**

332 Schedule and reserve specific resources to support overall fulfillment requirements for
333 maintenance services.

334 **Inventory**

335 Schedule and reserve specific resources to support overall fulfillment requirements for product
336 demands.

337 **Enterprise Planning**

338 **Maintenance Planning and Scheduling**

339 Determine the maintenance requirements for all assets that need maintenance in the enterprise;
340 schedule maintenance resources against specific assets that need maintenance.

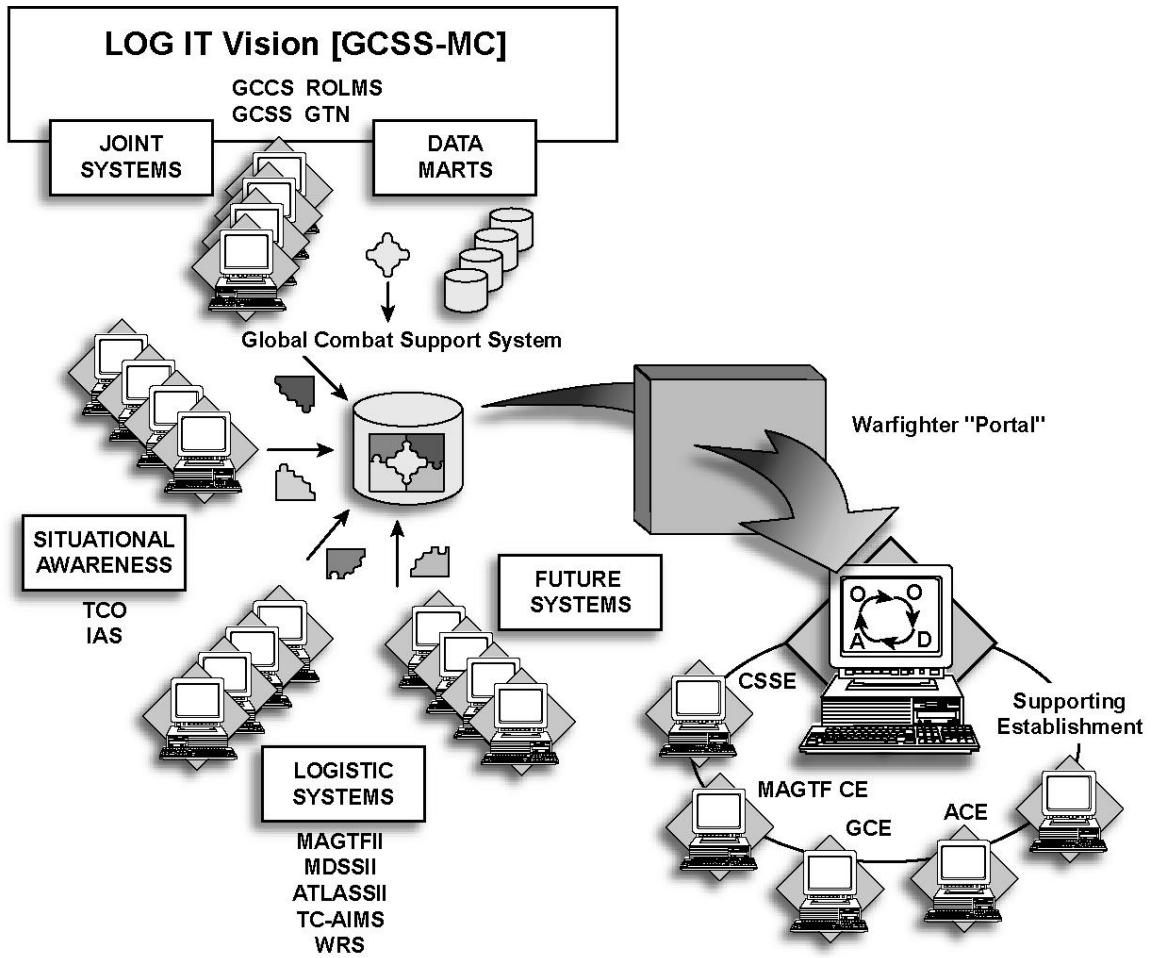
341 **Inventory Planning and Capacity Operations**

342 Plan what inventory (by item / item category) is required, how much should be held, where it
343 should be held (location) and when it should be reordered to support current and future demands
344 at the enterprise level. Additionally, schedule and reserve capabilities and support overall
345 fulfillment requirements for product demand.

346 **Inventory Control/Demand-Supply Management**

347 Analyze and correct variances in demand and supply due to imbalances between actual and
348 planned consumption, and manage the adjustment of resources (inventories and/or capacities)
349 required to correct the imbalance.

350



350
351

Figure 6-2. Logistics IT Vision

1

APPENDIX A

2

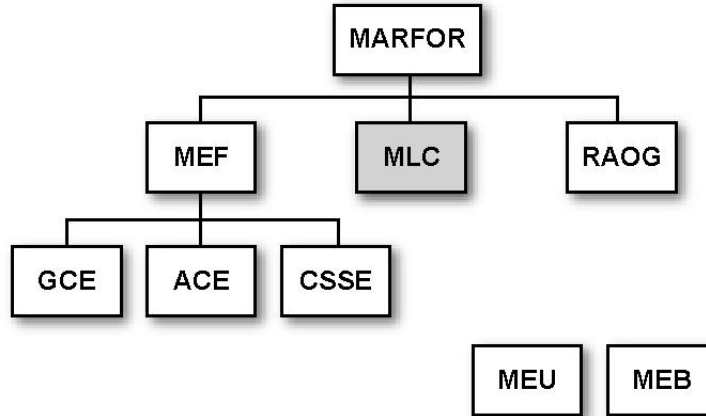
COMMAND/SUPPORT RELATIONSHIPS

3

For planning purposes, these charts depict the standard relationship between major subordinate commands and overarching command element both in garrison and deployed.

4

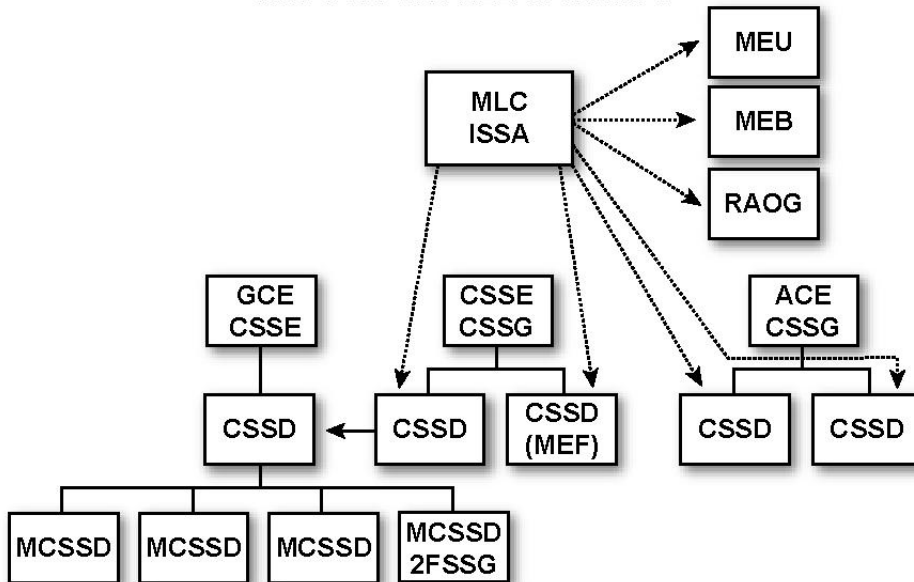
MARFOR COMMAND RELATIONSHIPS



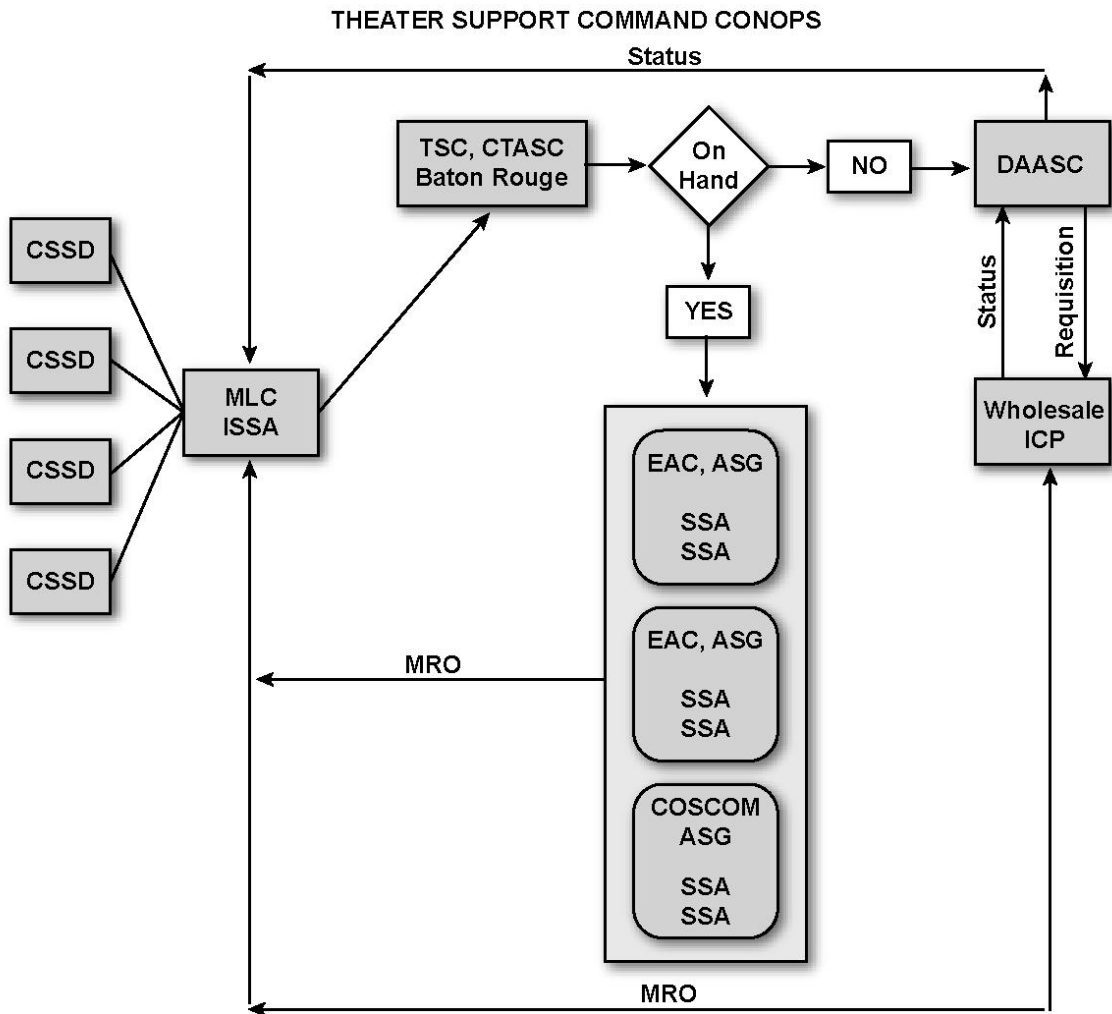
5

RAOG = Rear Area Operations Group
MLC = Marine Logistics Command

MLC SUPPORT RELATIONSHIPS



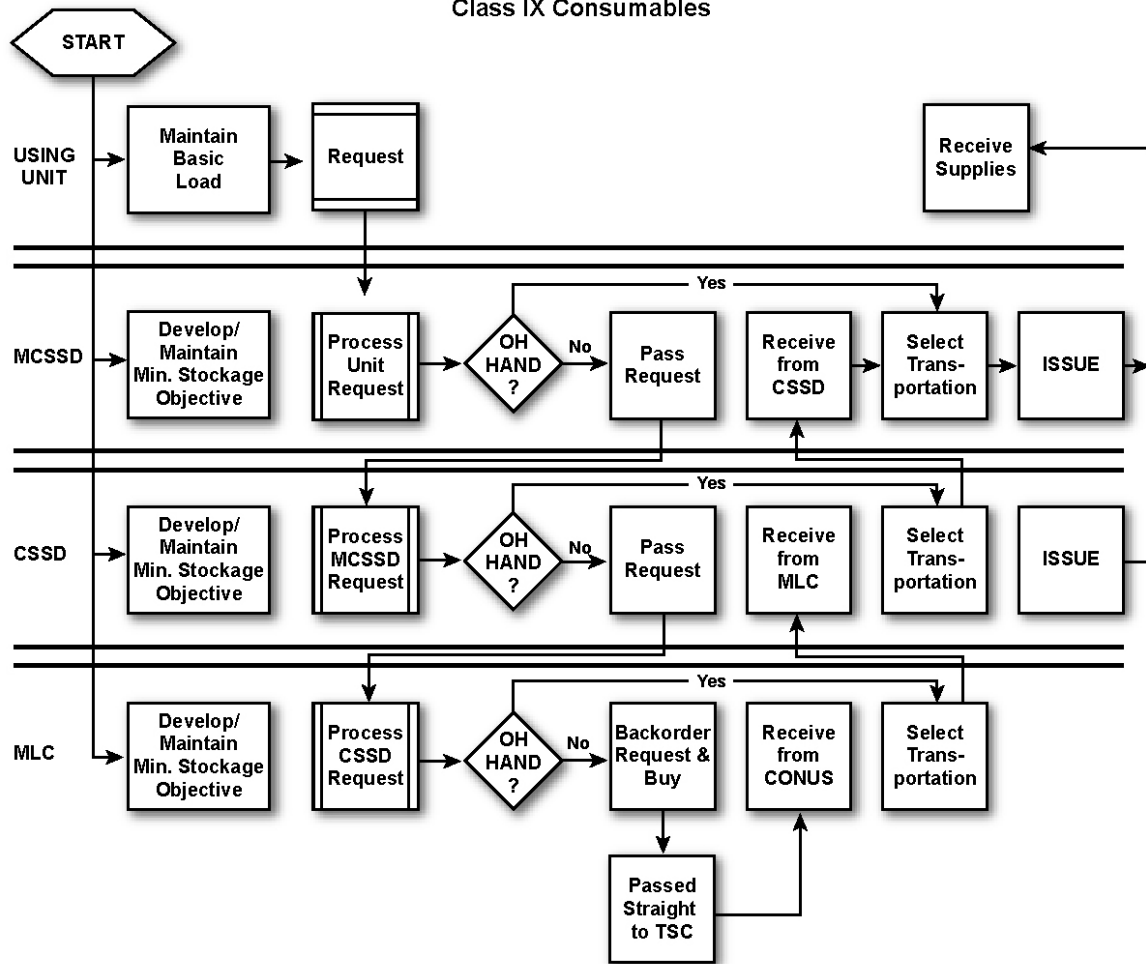
6



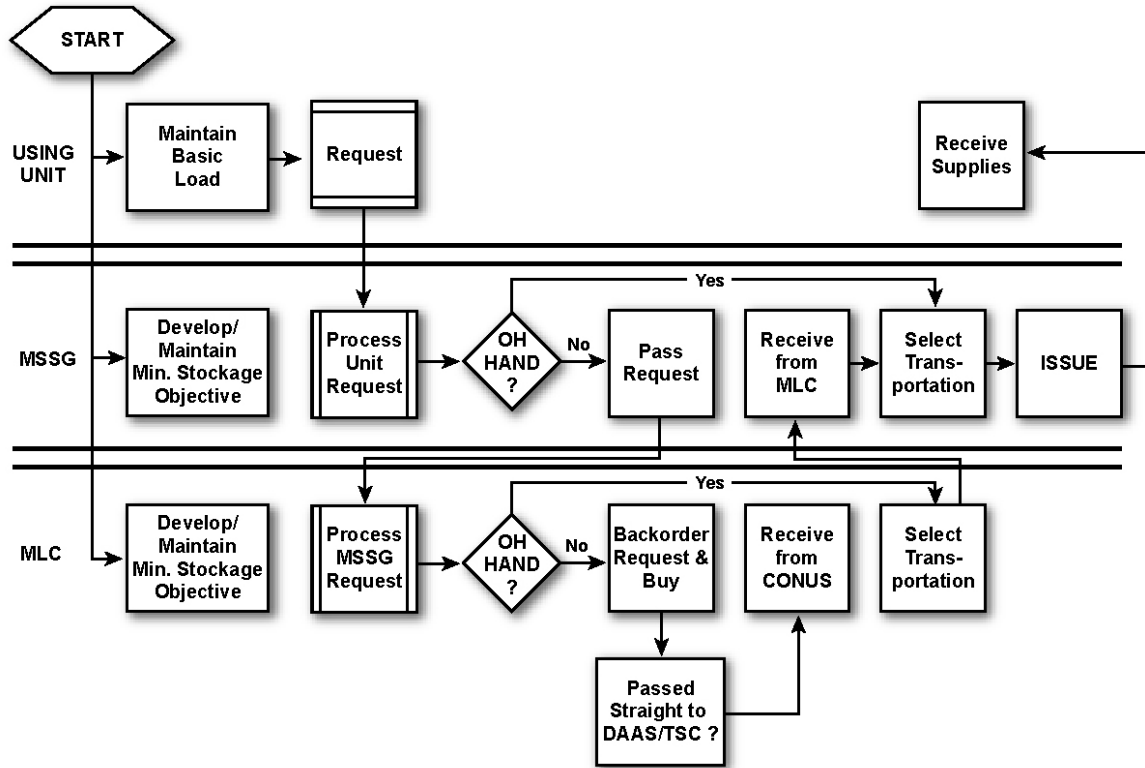
SSA = Supply Support Activity
 EAC = Echelons Above Corps
 TSC = Theatre Support Command
 CTASC = Corps Theatre ADP Service Center

7

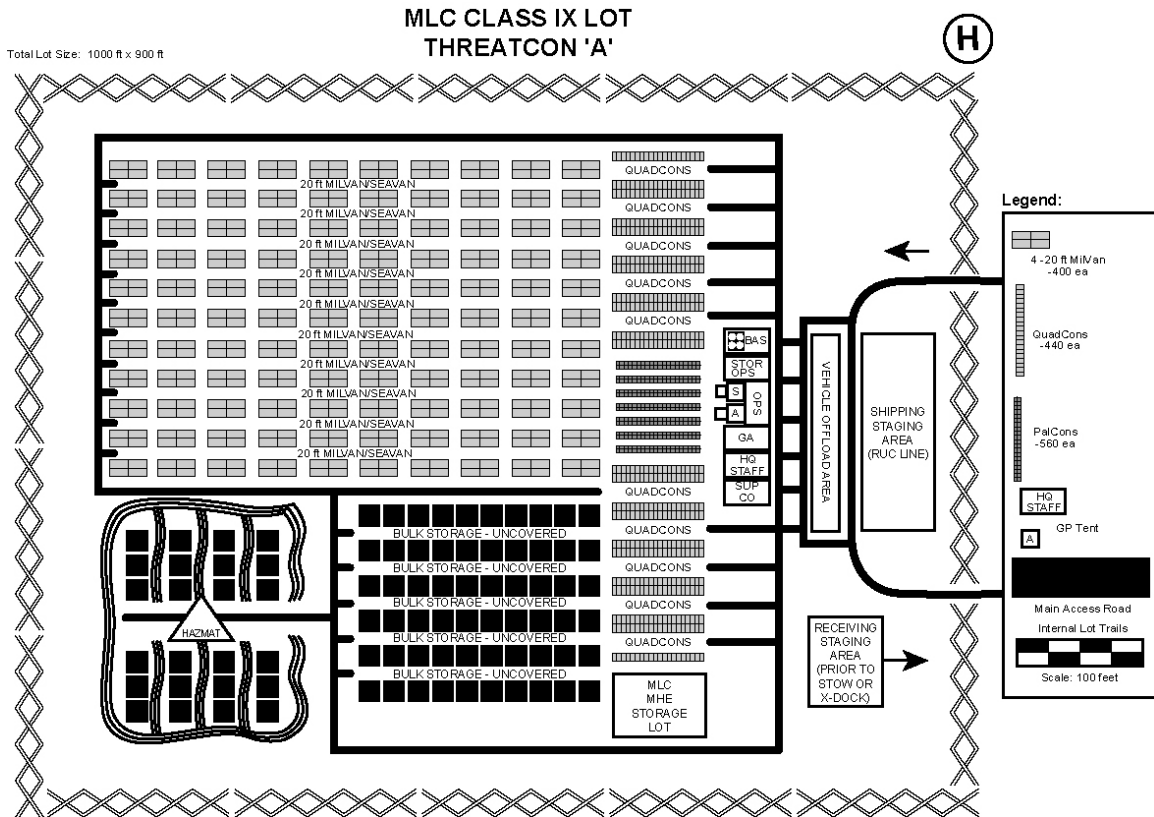
GENERAL SUPPORT CONCEPT OF OPERATIONS
Class IX Consumables



DIRECT SUPPORT CONCEPT OF OPERATIONS
Class IX Consumables



9



10

11

Notional example of an MLC Class IX Lot

1

APPENDIX B

2

PLANNING DATA FOR CLASS I, III, AND VIII

3

Planning factors for high use, mission critical, classes of supply.

4

Class I (water)

Temperate Zone	Daily Gallons Per Man Requirements	
Function	Sustaining	Minimum
Drinking	1.5	1.5
Hygiene	1.7	1.0
Field feeding	2.8	0.8
Medical treatment	0.4	0.4
Subtotal	6.4	3.7
+10%	0.6	0.4
Total	7.0	4.1

5

6

Tropical Zone	Daily Gallons per Man Requirements	
Function	Sustaining	Minimum
Drinking	3.0	3.0
Hygiene	1.7	1.0
Field feeding	2.8	0.8
Heat casualty treatment	0.2	0.2
Medical treatment	0.4	0.4
Subtotal	8.1	5.4
+10%	0.8	0.5
Total	8.9	5.9

7

8

Arctic Zone	Daily Gallons per Man Requirements	
Function	Sustaining	Minimum
Drinking	2.0	2.0
Hygiene	1.7	1.0
Field feeding	2.8	0.8
Medical treatment	0.4	0.4
Subtotal	6.9	4.2
+10%	0.7	0.4
Total	7.6	4.6

Arid Zone	Daily Gallons per Man Requirements	
Function	Sustaining	Minimum
Drinking	3.0	3.0
Personal hygiene	1.7	1.0
Field feeding	2.8	0.8
Heat casualty treatment	0.2	0.2
Medical treatment	0.4	0.4
Centralized hygiene	1.8	0.0
Construction	0.5	0.0
Vehicle maintenance	0.2	0.2
Aircraft maintenance	0.2	0.2
Laundry	2.1	0.0
Subtotal	12.9	5.8
+10%	1.2	0.6
Total	14.1	6.4
Lube Oil Percentages By Society American Engineering (SAE)		
Normal temperatures (above 32F) – 20 % SAE 10, 65 % SAE 30, and 15% SAE 50.		
Cold weather (0 F to 32 F)- 70% SAE 10, 25% SAE 20, and 5% SAE 50.		
Extreme cold weather (0 F down to –65 F) – 90 % Subzero and 10% SAE 10		
Formulas		
Fuel formula (in gallons) for gas/diesel		
$\# \text{ Of days} \times \text{hrs/day} \times \text{GPH} \times \# \text{ of equipment} = \text{fuel requirement}$		
Lube oil (internal and gear) / kerosene/ grease (in gallons/pounds)		
$(\# \text{ Gal gas} \times \text{gas } \%) + (\# \text{ gal diesel} \times \text{diesel})$		
Percentages:		
Lube oil, internal (gallons)		
3% of gas, 3.5% of diesel		
Lube oil, gear (gallons)		
0.5% of both gas and diesel		
Kerosene (gallons)		
0.5 % of both gas and diesel		
Grease (pounds)		
1% of gas, 3% of diesel		
SAE formula (in gallons)		
$\% \text{ SAE } ___ \times \# \text{ gal of lube oil, internal}$		
Rodent control formula (in gallons)		
$0.12 \times \# \text{ personnel} \times \# \text{ days} \quad 30$		

9 **Class III Computation Flow Chart**

Standard Petroleum Products Containers						
Type POL	Type Container	# Gal Full	SqFt	CuFt	Wt (lbs) Empty	Wt (lbs) Full
MoGas	55 Gal drum	54	4	11	54	384
	5 Gal can	5		1	10	41.5
Diesel	55 Gal drum	54	4	11	54	432
	5 Gal can	5		1	10	45.2
Kerosene	55 Gal drum	54	4	11	54	421
	5 Gal can	5		1	10	47.1
Oil Lubricating	55 Gal drum	54	4	11	54	475
	5 Gal can	5		1	10	47.5
	1 Gal (bulk)			.134		7.5
	1 case (24 qts per case)			1.4		57
JP-4	1 Gal (bulk)			.134		6.5
JP-5	1 Gal (bulk)			.134		6.8

10

11 **Class III Planning Tables**

12

CLASS III (Gal)		
Organization	Assault	Sustained
MEF	1,204,856	950,010
MEB	563,868	443,738
MEU	63,842	48,145
Class III		
Unit	Daily Fuel Requirement (Gal) Assault	Daily Fuel Requirement (Gal) Sustained
MEF CE		
H&S Bn	5,591	3,346
Radio Bn	4,406	3,707
Comm Bn	7,128	5,641
Services Co	1,563	1,592
Gen Supt Comm Co	4,459	3,435
MEF CE total	17,125	12,694
Marine Division		

HQ Bn		
H&S Co	3163	1725
Truck Co	10403	5399
Det, Truck Co	2601	1350
Comm Co	2885	1938
Det, Comm Co	721	484
MP Co	337	315
Inf Reg	5402	3340
Inf Bn	966	564
Artillery Reg	22607	13970
Artillery Bn	3341	1954
Tank Bn	30285	15608
Tank Co	5222	2627
LAV Bn	8828	4715
LAV Co	1195	602
AAV Bn	20442	5376
AAV Co	3701	602
CEB	8269	7600
CEC	255	128
CESC	6544	6634
FSSG		
H&S Bn	5739	5151
HQ Co	3644	3134
Service Co	276	276
Comm Co	1175	1174
MP Co	644	567
Engr Supt Bn	24244	31382
H&S Co	808	805
Engr Supt Co	14685	21672
Bulk Fuel Co	5590	5394
Engr Co	1584	2132
Bridge Co	1577	1379
Supply Bn	740	632
Ammo Co	577	523
Supply Co	102	68
Med Log Co	61	41
Maint Bn	13298	12400
H&S Co	4922	5012
Elect Maint Co	3552	3518

Engr Maint Co	907	884
Ord Maint Co	1421	1181
MT Maint Co	1593	1505
Gen Supt Maint Co	903	300
Medical Bn	1290	1828
H&S Co	1137	1066
Surgical Supt Co	51	254
Dental Bn	123	81
H&S Co	0	0
Dental Co	41	27
Landing Supt Bn	8646	9104
H&S Co	443	429
Landing Supt Co	61	41
Landing Supt Equip Co	8020	8634
Motor Transport Bn	48998	57386
H&S Co	3638	3140
G/S MT Co	26466	31152
D/S MT Co	9447	11547

13

14 **AMAL LISTING**

15 **AMAL 618 - Laboratory Equipment**

16 Equipment and reusable materiel required to establish a laboratory capable of hematology,
17 microbiology, urinalysis, collecting, and chemistry testing.

18 **AMAL 619 - Laboratory Supply**

19 Consumable supplies required to perform hematology, microbiology, urinalysis, and chemistry
20 testing for 100 patients.

21 **AMAL 627 - X-Ray**

22 Equipment, consumable supplies and reusable materiel required to establish one X-Ray suite
23 providing support for 100 patients.

24 **AMAL 629 - Pharmacy Equipment**

25 Equipment and reusable materiel required to establish a pharmacy.

26 **AMAL 630 - Pharmacy Supply**

27 Consumable supplies required to provide pharmacy support to 1,000 persons, in six 5-day
28 packages for a total of 30 days.

29 **AMAL 631 - Shock Surgical Team/Triage Equip**

30 Equipment and reusable materiel required to establish a basic shock trauma surgical team or
31 triage to support the receipt, resuscitation, sorting and temporary holding of casualties.

32 **AMAL 632 - Shock Surgical Team/Triage Supply**

33 Consumable supplies required to receive, resuscitate, sort and temporarily hold 50 casualties with
34 major wounds and to provide basic line corpsman resupply.

35 **AMAL 633 - Ward Equipment**

36 Equipment and reusable materiel required to establish a 20-bed unit providing care for patients.

37 **AMAL 634 - Ward Supply**

38 Consumable supplies required to provide ward support for 100 bed days to patients.

39 **AMAL 635 - Aid Station Equipment**

40 Equipment and reusable materiel required to support one division, wing, group, or engineer,
41 battalion aid station.

42 **AMAL 636 - Aid Station Supply**

43 Consumable supplies required to provide aid station support, initial resuscitative and stabilizing
44 care for 50 casualties with major wounds before evacuation and to resupply basic line corpsman.

45 **AMAL 637 - Preventive Medicine Equipment**

46 Equipment and reusable materiel required to establish a preventive medicine section providing
47 technical preventive medicine advice and inspection of food service operations, waste disposal,
48 water potability, and sources, vector control, and coordination of control measures required of
49 communicable diseases and monitoring and assisting in immunization programs.

50 **AMAL 638 - Preventive Medicine Supply**

51 Consumable supplies required to provide support of preventive medicine effort of the MEF, in
52 twelve 5-day packages for a total of 60 days.

53 **AMAL 639 - Operating Room Equipment**

54 Equipment and reusable materiel required to support one operating room for performance of
55 major surgical procedures, administration of general anesthesia, sterilization and maintenance of
56 sterile material.

57 **AMAL 640 - Operating Room Supply**

58 Consumable supplies required to provide operating room support for 25 surgical cases.

- 59 **AMAL 645 - Forward Resuscitative Surgery System (FRSS)**
60 Equipment, consumable supplies and reusable materiel required to care for 18 patients in a 48 Hr
61 period.
- 62 **AMAL 646 - Forward Resuscitative Surgery System (FRSS)**
63 Consumable/Re-supply - Equipment and consumable supplies required to reconstitute the FRSS
64 suite.
- 65 **ADAL 662 - Field Dental Operatory**
66 Equipment and reusable materiel required to establish a field dental clinic. Consumable supplies
67 required to provide emergency, diagnostic, preventive and maintenance dental support for 400
68 patients.
- 69 **AMAL 684 - Geographic Supplement**
70 Consumable supplies and reusable material required to accommodate special mission/geographic
71 related requirements for a MEF, in twelve 5-day packages for a total of 60 days.
- 72 **AMAL 685 - Cold Weather Supplement**
73 Consumable supplies and reusable material required to accommodate special mission/geographic
74 related requirements into areas where cold related injuries are likely to occur.
- 75 **AMAL 686 - Hot Weather Supplement**
76 Consumable supplies and reusable material required to accommodate special mission/geographic
77 related requirements into areas where heat related injuries are likely to occur.
- 78 **AMAL 687 - NBC Individual**
79 Materials required in order for the individual to conduct primary decontamination and treatment
80 in a Nuclear, Biological and Chemical environment.
- 81 **AMAL 688 - NBC, Unit**
82 Materials required in order for the units to conduct primary and secondary decontamination and
83 treatment in a nuclear, biological and chemical environment.
- 84 **AMAL 691 - Med Log Test/Repair Equip**
85 Equipment and reusable materiel required to perform testing, calibration and 3d and 4th echelon
86 maintenance of medical/dental equipment.
- 87 **AMAL 692 - Med Log Test/Repair Supply**
88 Consumable supplies required to accommodate a medical repair section in the testing, calibration,
89 and 3d and 4th echelon maintenance of medical/dental equipment.

	Initial Issue	MEDLOG	MPS	Total Required
AMAL 618 Lab Equip	13	0	4	17
AMAL 619 Lab Supply	13	63	21	97
AMAL 627 X-ray Equip	13	0	21	97
AMAL 629 Pharm Equip	13	0	4	17
AMAL 630 Pharm Supply	13	52	18	83
AMAL 631 STP Triage Equip	11	0	5	16
AMAL 632 STP Triage Supply	11	46	15	72
AMAL 633 Ward Equip	9	0	4	13
AMAL 634 Ward Supply	9	84	24	117
AMAL 635 Aid Station Equip	30	0	15	45
AMAL 636 Aid Station Supply	30	96	30	156
AMAL 637 Prev Med Equip	1	0	1	2
AMAL 638 Prev Med Supply	1	0	1	2
AMAL 639 OR Equip	9	0	4	13
AMAL 640 OR Supply	9	114	30	153
ADAL 662 Field Dental	26	0	8	34
AMAL 684 Geo Block	0	9	0	9

AMAL 685 Cold Weather	0	9	0	9
AMAL 686 Hot Weather	0	9	0	9
AMAL 687 NBC Individ	0	9	0	9
AMAL 688 NBC Unit	0	9	0	9
AMAL 691 Med Log Equip	0	3	0	3
AMAL 692 Med Log Supply	0	3	0	3

90

91 AMAL /ADAL requirements for I and II MEF. AMALS/ADALS to be carried by FSSG are
 92 initial issue plus medical logistics. Class VIII requirements for the Marine Corps Reserve
 93 includes all equipment blocks but no consumable AMALS.
 94

	Initial Issue	MEDLOG	MPS	Total Required
AMAL 618 Lab Equip	9	0	4	13
AMAL 619 Lab Supply	9	46	21	76
AMAL 627 X-ray Equip	9	0	4	13
AMAL 649 X-ray Supply	9	46	21	76
AMAL 629 Pharm Equip	9	0	4	13
AMAL 630 Pharm Supply	9	37	18	64
AMAL 631 STP Triage Equip	10	0	5	15
AMAL 632 STP Triage Supply	10	34	15	59
AMAL 633 Ward Equip	6	0	4	10
AMAL 634 Ward Supply	6	60	24	90
AMAL 635 Aid Station Equip	26	0	15	41

AMAL 636 Aid Station Supply	26	44	30	100
AMAL 637 Prev Med Equip	1	0	1	2
AMAL 638 Prev Med Supply	1	0	1	2
AMAL 639 OR Equip	6	3	4	13
AMAL 640 OR Supply	6	86	30	122
ADAL 662 Field Dental	16	0	8	24
AMAL 684 Geo Block	0	6	0	6
AMAL 685 Cold Weather	0	6	0	6
AMAL 686 Hot Weather	0	6	0	6
AMAL 687 NBC Individ	0	6	0	6
AMAL 688 NBC Unit	0	6	0	6
AMAL 691 Med Log Equip	0	3	0	3
AMAL 692 Med Log Supply	0	3	0	3

95

96

97

AMAL /ADAL requirements for III MEF.

APPENDIX C

GENPACK SAMPLES

This is a sample GENPAC report for a MEU showing quantities of selected TAMCN's by MSE within a MEU. A Supply Officer uses this for computation of support requirements.

TAMCN	ID NO.	NOMENCLATURE	CE TOT	BLT TOT	ACE	MSSG	TOT
A0004	07960A	MK-1823(V)/TT	0	1			1
A0011	10165A	ADV FIELD ARTY	0	4			4
A0014	08717A	CONVERTER, AC POWER	0	1			1
A0017	08718A	CONVERTER, DC POWER	0	1			1
A0059	00266B	OE-254/GRC	23	34			57
A0092	08161A	PP-7286 BATTCHG	0	3			3
A0260	08463A	AN/MSQ-115	0	1			1
A0284	08008C	AN/UGC-74C(V)3	0	2			2
A0412	08987A	AN/ULQ-19 JAMMING SYST, COMM	3	0			3
A0498	08487C	AN/PSC2A DCT	0	16			16
A0498	08487A	AN/PSC2A DCT	25	0			25
A0504	10077A	DTAMS	1	0			1
A0517	09812A	AN/PRD-10/12	2	0			2
A0661	09150A	AN/UYK-83	0	0		1	1
A0662	09526A	AN/UYK-85A	6	2			8
A0675	08103A	SG-886T/UR GEN INTERFERENCE	2	0			2
A0805	07570A	AN/USM-323 SIG	0	2			2
A0815	07711A	HELIPORT LIGHT SET PORTABLE	0	1			1
A0817	N/A	AN/PSN-8, GPS	2	1			3
A0890	09955A	AN/UXC-7A FAX	3	3		2	8
A0891	09480A	AN/UPS-3, TDAR	1	0			1
A0892	10136A	V2 LTWT TACT COMPT	2	0			2
* A0917	09924A	AN/PSC-3 SAT COMM TERM	7	0		1	8
A0966	09999B	AN/MLQ-36 MES	1	0			1
A1253	08077A	PP-7333 POWER	2	5		1	8
A1255	07935A	PP-7332/U POWER	1	0			1
A1260	09880A	AN/PSN-11 LTWT GPS, PLUGGER	15	38		5	58
A1275	08715A	MU-848/PSC-2A DCT	3	10			13
A1305	07675A	AN/UIQ-10(V)	1	2			3
A1530	09001A	AN/PPN-19 RADAR TRANSPONDER, BE	2	2			4
* A1935	07743A	AN/MRC-138B	2	1		2	5
* A1935	07743B	AN/MRC-138A	5	3			8
A1957	09730A	AN/MRC-145	5	9		2	16
A2030	06827B	AN/PRC-68A	0	116			116

34 This is a GENPACK discrepancy report used to identify items that the requesting agencies have
 35 modified the quantity of. This flags to the supply officer those items to be researched for purposes
 36 of determining actual support requirement in parts and money once the MEU deploys.

TAMCN	NOMENCLATURE	MEU QTY	T/O QTY	PREV UER QTY	MAGTF MSE	USING UNIT	SOURCE CMD	CMD CHANGE MADE BY
A0003	CANISTER CHEM-BIO	546	0		CSS	MSSG	FSSG	
A0004	MK-1823	1	0		CMD	DET COMM BN	COMM BN	
A0004	MK-1823	1	0		CMD	DET ENABLER	COMM BN	
A0059	ANTENNA OE-254/GRC	5	0	9	ACE	MACG DET	MAW	2DMAW
A0059	ANTENNA OE-254/GRC	2	0		GCE	AAV PLT	DIV	
A0059	ANTENNA OE-254/GRC	1	0		GCE	CBT ENG PLT	DIV	
A0059	ANTENNA OE-254/GRC	1	0	0	CMD	DET HET	INTEL BN	24 MEU
A0059	ANTENNA OE-254/GRC	10	0	8	CMD	DET COMM BN	COMM BN	II MEF G-6
A0059	ANTENNA OE-254/GRC	1	0		CMD	DET FRECON	DIV	
A0059	ANTENNA OE-254/GRC	2	0		CMD	DET MLE	MLE	
A0059	ANTENNA OE-254/GRC	4	0		CMD	DET RAD BN	RAD BN	
A0059	ANTENNA OE-254/GRC	1	0		GCE	LAR PLT	DIV	
A0059	ANTENNA OE-254/GRC	12	0		CSS	MSSG	FSSG	
A0059	ANTENNA OE-254/GRC	1	0		GCE	NGFSPT TM	DIV	
A0059	ANTENNA OE-254/GRC	1	0		GCE	RECON PLT	DIV	
A0059	ANTENNA OE-254/GRC	1	0	0	GCE	TANK PLT	DIV	2D MARDIV
A0299	PRINTING MACHINE LABEL	2	0	0	CSS	MSSG	FSSG	24 MEU
A0300	PRINTING MACHINE LABEL	1	0	0	CSS	MSSG	FSSG	24 MEU
A0412	AN/U/O-19 JAMMER	2	0		CMD	DET RAD BN	RAD BN	
A0498	DIGTL MESSG SYS AN/PSC 2A	1	0		GCE	CBT ENG PLT	DIV	
A0498	DIGTL MESSG SYS AN/PSC 2A	5	0		CMD	DET FRECON	DIV	
A0498	DIGTL MESSG SYS AN/PSC 2A	4	0		CMD	DET RAD BN	RAD BN	
A0498	DIGTL MESSG SYS AN/PSC 2A	1	0		GCE	LAR PLT	DIV	
A0498	DIGTL MESSG SYS AN/PSC 2A	3	0	7	ACE	MACG DET	MAW	2DMAW
A0498	DIGTL MESSG SYS AN/PSC 2A	2	0	0	CMD	DET COMM BN	COMM BN	II MEF G-6
A0517	AN/PRD-12 DIRECTN FINDR TACT	0	0		CMD	DET RAD BN	RAD BN	
A0617	TEST SET. ELEC SYSTEM	1	0	0	GCE	TANK PLT	DIV	2D MARDIV
A0675	SG-886	0	0		CMD	DET RADBN	RADBN	
A0814	COMM TERM	1	0		CMD	DET ENABLER	COMM BN	
A0815	HELIPORT LIGHT SET PORTABLE	0	0	2	ACE	MWSG DET	MAW	2DMAW
A0890	LW DIGITAL FACSIMILE AN/UXC-7	0	0	2	CMD	DET COMM BN	COMM BN	II MEF G-6
A0891	TDAR	1	0		ACE	MACG DET	MAW	
A0917	MANPCK SAT COM TRM AN/PSC-3	0	0	4	CMD	DET COMM BN	COMM BN	II MEF G-6
A0917	MANPCK SAT COM TRM AN/PSC-3	0	0	2	CMD	DET MLE	MLE	II MEF G-6
A0917	MANPCK SAT COM TRM AN/PSC-3	0	0	2	CMD	DET RAD BN	RAD BN	II MEF G-6
A0917	MANPCK SAT COM TRM AN/PSC-3	0	0	5	GCE	HO BLT	DIV	II MEF G-6

37

38 The General Account Balance File (GABF) is extracted to assist the supply officer in identifying
 39 class ix parts that are readily available or those requiring longer lead times due to being out of
 40 stock. This is invaluable in load planning and costing out the support requirements for the
 41 deployment. The Supply Officer can program buys to maximize dollars and minimize backorders.

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

ID NUM	END	NSN	RQMT	C	UI	NOMEN	GABF	GABF	RTDMD	RTDMD	DUE	GA	GA	GABF	BUY			
UNIT	EXT																	
ITEM		CD	E	CD	RO	ONH	HITS	RD	IN	BO	MSL	AMRD	QTY	PRICE	PRICE			
NOMEN		C																
008087A		4820007264719	3	5	EA	VALVE,VENT		773	196	340	3356	0	0	0	305	31.	0.86	26.66
08087A		4820008491220	3	LIC	6	EA COCK,DRAIN		156	110	382	1295	0	0	0	95	10.	0.69	6.90
08087A		4820012108821	3	5	EA	VALVE,ANGL		130	37	80	626	0	0	0	82	8.	12.28	98.24
08087A		5305000581082	3	5	HD	SCREW,TAPP		13	62	57	72	0	3	0	5	1.	2.34	7.20
08087A		5305000680502	3	5	HD	SCREW,CAP,		33	350	269	444	0	0	0	9	1.	2.59	2.59
08087A		5305001433266	3	5	EA	SCREW,MACH		50	19	37	140	0	0	0	14	1.	0.06	0.06
08087A		5305005432419	3	5	EA	SCREW,CAP		80	56	177	971	0	0	0	24	2.	0.05	0.18
08087A		5305007195219	3	5	HD	SCREW,CAP		52	5	72	236	0	0	0	13	1.	10.03	10.03
08087A		5305007247223	3	5	EA	SCREW,CAP,		18	12	34	881	0	0	1	6	1.	0.21	0.33
08087A		5305009931848	3	5	HD	SCREW,MACH		36	16	57	62	0	0	0	11	1.	2.15	2.15
08087A		5306001891775	3	5	EA	ROD,THREAD		28	117	149	0	25	0	13	1.	1.24	1.24	
08087A		5306002264825	3	5	HD	BOLT,MACHI		106	62	48	99	0	0	2	50	5.	4.48	22.40
08087A		5306004094066	3	5	EA	BOLT,SHOUL		46	43	99	354	0	0	0	11	1.	1.67	1.67
08087A		5306010155675	3	LIC	5	EA BOLT,SELF-		161	66	42	664	0	0	0	77	8.	0.17	1.36
08087A		5306010522402	3	5	EA	BOLT,SELF-		345	100	179	7957	0	0	0	231	23.	0.16	3.68
08087A		5310000145850	3	LIC	6	HD WASHER,FLA		20	7	87	173	0	0	0	8	1.	2.01	2.01
08087A		5310000609435	3	5	EA	WASHER,LOC		15	6	19	86	19	0	0	6	1.	0.11	0.11

68	08087A	5310000617325	3	5 HD NUT,SELF-L	25	26	96	114	0	0	0	7	1.	15.08	15.08
69	08087A	5310000806004	3	5 HD WASHER,FLA	47	85	344	534	0	0	0	17	2.	1.56	3.12
70	08087A	5310000814219	3	5 HD WASHER,FLA	100	108	218	753	0	0	0	39	4.	1.18	4.72
71	08087A	5310000874652	3	5 HD NUT,SELF-L	9	36	47	0	0	0	8	1.	4.32	4.32	
72	08087A	5310001410447	3	5 EA NUT,PLAIN,	25	206	19	167	0	0	0	6	1.	1.21	1.21
73	08087A	5310001670721	3	5 HD WASHER,LOC	12	11	73	161	0	0	0	5	1.	1.24	1.24
74	08087A	3	5 HD WASHER,LOC	12	11	5	5	0	0	0	5	1.	1.24	1.24	
75	08087A	5310002090965	3	5 HD WASHER,LOC	21	41	105	162	0	0	0	7	1.	2.17	2.17
76	08087A	5310002416664	3	LIC 5 PG NUT,SELFLO	27	9	19	67	19	0	0	21	2.	9.56	19.12
77	08087A	5310004079566	3	5 HD WASHER,LOC	51	36	199	823	0	0	0	19	2.	0.96	1.30
78	08087A	5310004492381	3	5 EA NUT,SELF-L	32	96	252	0	20	0	10	1.	3.05	3.05	
79	08087A	5310004883888	3	5 EA NUT,SELF-L	1021	24	167	6617	0	24	0	336	34.	0.11	3.74
80	08087A	5310005157449	3	5 HD WASHER,FLA	24	4	4	0	0	0	9	1.	0.90	0.90	
81	08087A	5310005825965	1	5 HD WASHER,LOC	70	31	274	358	0	0	0	16	2.	1.10	2.20
82	08087A	5310005845272	3	5 HD WASHER,LOC	535	1344	579	2281	0	0	0	167	17.	2.15	36.55
83	08087A	5310006379541	3	5 HD WASHER,LOC	54	970	240	385	0	0	0	17	2.	1.43	2.86
84	08087A	5310007007127	3	5 EA NUT,PLAIN,	30	53	18	212	0	0	0	9	1.	2.91	2.91
85	08087A	5310007320558	3	5 HD NUT,PLAIN	15	69	95	172	0	0	0	5	1.	3.22	3.22
86	08087A	5310007320559	3	5 HD NUT,PLAIN	18	1	91	194	0	0	0	7	1.	3.11	3.11
87	08087A	5310007320560	3	5 PG NUT,PLAIN	12	15	74	0	7	0	5	1.	3.46	3.46	
88	08087A	5310007542005	3	5 EA WASHER,LOC	23	22	7	17	0	0	0	12	1.	0.08	0.08
89	08087A	5310007616882	1	TOL 5 HD NUT,PLAIN	68	192	119	280	0	0	0	28	3.	2.39	2.79
90	08087A	5310007680318	3	5 HD NUT,PLAIN,	33	59	171	8	24	0	15	2.	5.28	10.56	
91	08087A	5310007680319	3	5 HD NUT,PLAIN	85	129	36	71	0	0	0	30	3.	1.74	5.22
92	08087A	5310007767670	3	LIC 5 EA WASHER,FLA	21	160	29	724	0	0	0	8	1.	0.05	0.05
93	08087A	5310008093079	3	5 PG WASHER,FLA	14	1052	73	335	0	0	0	5	1.	11.07	11.07
94	08087A	5310008094058	3	5 HD WASHER,FLA	133	295	365	566	0	0	0	43	4.	1.07	4.28
95	08087A	5310008094085	3	5 HD WASHER,FLA	17	54	151	182	0	0	0	5	1.	2.08	2.08
96	08087A	5310008095998	3	5 HD WASHER,FLA	25	74	722	0	6	0	30	3.	3.68	11.04	
97	08087A	5310008098546	3	5 MX WASHER,FLA	16	46	38	89	0	0	0	12	1.	3.87	3.87

99 The following sample report displaying all of the components required to completely repair the
100 associated major end item. Useful for supply support and as a tool to search for high use or high
101 dollar items, considerations when deploying a MEU with limited space.

102

103 Batch Rqst Nbr: JTS0130244046 31 Aug 2000

104 21:21:01

105 Activity : MML100

106 Packup I. D.: ML100005

107 Page: 1

108

109	ID NO	END ITEM NOMEN	FSC	NIIN	UI	NOMEN	BUY QTY	UP	EXT PRICE
110	00266B	ANTENNA ELEVATOR GRO	4030	010736103	EA	STAKE ASSEMBLY	28	5.71	159.88
111			5355	013157946	EA	KNOB	7	3.75	26.25
112			5355	013157948	EA	KNOB	4	4.77	19.08
113			5355	013543219	EA	KNOB	10	3.39	33.90
114			5820	011792792	EA	CHASSIS,ELECTRICAL-E	0	350.00	0.00
115			5820	012348093	EA	RECEIVER-TRANSMITTER	0	9226.00	0.00
116			5865	013715638	EA	COUNTERMEASURE SET,S	0	1946.00	0.00
117			5895	011792808	EA	SYNTHESIZER,ELECTRIC	0	332.00	0.00
118			5895	013187991	EA	DEMODULATOR	0	673.00	0.00
119			5895	013196696	EA	KEYBOARD,DATA ENTRY	0	98.44	0.00
120			5895	013392977	EA	PANEL,CONTROL,ELECTR	0	829.00	0.00
121			5895	013602623	EA	AMPLIFIER SUBASSEMBL	0	716.50	0.00
122			5895	013856411	EA	PANEL,CONTROL,ELECTR	0	1242.81	0.00
123			5935	013755085	EA	ADAPTER,CONNECTOR	27	25.00	675.00
124			5940	013044987	EA	TERMINAL BOARD	0	2.99	0.00
125			5985	001157149	EA	MAST SECTION	43	8.47	364.21
126			5985	001998831	EA	MAST SECTION	55	9.22	507.10
127									

128		5985	010724342	EA	SLEEVE,ANTENNA SUPPO	8	28.10	224.80
129		5985	011223959	EA	PLATE,ANTENNA MAST	2	4.53	9.06
130		5985	013243462	EA	MAST SECTION	24	11.06	265.44
131		5985	013265533	EA	SLEEVE,ANTENNA SUPPO	5	29.23	146.15
132		5995	010851665	EA	CABLE ASSEMBLY,RADIO	6	67.97	407.82
133		5998	011792820	EA	CIRCUIT CARD ASSEMBL	0	178.00	0.00
134		5998	011883350	EA	CIRCUIT CARD ASSEMBL	0	89.43	0.00
135		5998	012755524	EA	CIRCUIT CARD ASSEMBL	0	630.00	0.00
136		5998	012822855	EA	CIRCUIT CARD ASSEMBL	0	228.00	0.00
137		5998	012822856	EA	CIRCUIT CARD ASSEMBL	0	226.00	0.00
138		5998	013081428	EA	CIRCUIT CARD ASSEMBL	0	1315.00	0.00
139		5998	013168721	EA	CIRCUIT CARD ASSEMBL	0	187.00	0.00
140		5998	013184128	EA	CIRCUIT CARD ASSEMBL	0	260.00	0.00
141		5998	013196713	EA	CIRCUIT CARD ASSEMBL	0	296.00	0.00
142		5998	013419185	EA	ELECTRONIC COMPONENT	0	320.00	0.00
143		5998	013501709	EA	CIRCUIT CARD ASSEMBL	0	457.00	0.00
144		5998	014354233	EA	ELECTRONIC COMPONENT	0	609.33	0.00
145		5999	013207953	EA	CHASSIS,ELECTRICAL E	0	1246.00	0.00
146		6130	013068095	EA	POWER SUPPLY	0	1545.00	0.00
147		6130	013251826	EA	POWER SUPPLY	0	387.99	0.00
148		6625	014220003	EA	PROGRAM SET,APPLICAT	0	20920.97	0.00
149								
150	07960A	5920	005572647	EA	FUSE,CARTRIDGE	1	0.12	0.12
151		5920	011127281	EA	FUSE,CARTRIDGE	1	1.16	1.16
152		5998	010236703	EA	CIRCUIT CARD ASSEMBL	0	488.62	0.00
153		5998	010236705	EA	CIRCUIT CARD ASSEMBL	0	439.04	0.00
154		5998	010236707	EA	CIRCUIT CARD ASSEMBL	0	459.37	0.00
155		5998	010239815	EA	CIRCUIT CARD ASSEMBL	0	530.92	0.00
156		5998	010261206	EA	CIRCUIT CARD ASSEMBL	0	832.32	0.00
157		5998	010386793	EA	EXTRACTOR,ELECTRICAL	0	62.58	0.00
158		5998	012063756	EA	CIRCUIT CARD ASSEMBL	0	753.90	0.00
159		5999	012066013	EA	CIRCUIT CARD ASSEMBL	0	729.76	0.00
160		6240	004910402	EA	LAMP,INCANDESCENT	1	0.21	0.21
161		6240	007637744	EA	LAMP,INCANDESCENT	123	0.21	25.83

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

APPENDIX D

SAMPLE RAPID REQUEST

A sample of the rapid request form used in submitting CSS requirements in a field environment. These are collated within the CSSOC to track and prioritize requests and to maintain visibility of all assets within the CSS element.

RAPID REQUEST # _____

A. REQUESTING UNIT _____

B. TO _____

C. DATE/TIME _____

D. PRIORITY _____

E. LOCATION _____

F. NOMENCLATURE _____

G. NSN _____

H. U/I _____

I. QTY _____

J. END ITEM APPLICATION _____

K. EQUIPMENT TYPE _____

L. OWNING UNIT _____

M. NATURE OF REPAIR _____

N. TRANSPORTATION REQUEST FOR TROOPS/CARGO _____

O. FROM/TO LOCATION _____

P. READY TIME _____

Q. OTHER SERVICES _____

NOTES: **BREVITY CODES (*)**

ALL REQUESTS - FILL IN LINES A-F *QUARTERBACK*—RAPID REQUEST

SUPPLY REQUESTS - FILL IN LINES G-J *TOUCHDOWN*—EMERGENCY RESUPPLY AMMO

MAINTENANCE REQUEST - FILL IN LINES K-M *PASS*—EMERGENCY RESUPPLY WATER

TRANSPORTATION REQUEST - FILL IN LINES N-P *PENALTY*—CONTACT TEAM
FORWARD PASS—MT
TACKLE--ORDNANCE

SERVICES REQUEST - SPECIFY ON LINE Q

*** THESE CODES ARE EXAMPLES ONLY.**

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

APPENDIX E

PRIORITY DESIGNATORS

When submitting requisitions, the priority designators are critical in ensuring the timely receipt of the part in garrison or a field environment.

Priority Designators relate to the mission and are constructed of a force/activity designator (F/AD), and the urgency of need designator (UND). The F/AD's are broken down as follows (See **MCO 4400.16**).

F/AD I: US forces in combat and other activities designated by the Secretary of Defense.

F/AD II: Combat-ready forces in CONUS, CONUS forces on call, programs or projects vital to defense.

F/AD III: Marine Corps forces within and outside CONUS not included under F/AD II. Programs and projects of comparable importance, ships detachment afloat, specified combat-ready and direct combat support forces of foreign countries.

F/AD IV: Reserve units, training bases, supporting establishments, security forces, program and projects of comparable importance, Federal Agency programs which contribute to planned improvement of defense.

F/AD V: All other active and reserve forces, programs and projects not designated, forces of foreign countries not otherwise designated.

As the UNDs are used in combination with the F/AD's they are presented below.

UND "A": Priorities that fall under UND "A" will be used to requisition parts that require immediate installation to end items that prevents units from performing their assigned operational and training mission.

UND "B": Priorities that fall under UND "B" will be used to requisition parts that require immediate installation to end items that impairs the operational capability of the unit.

UND "C": Priorities that fall under UND "C" will be used to requisition parts for scheduled maintenance and stock replenishment.

APPENDIX F

GLOSSARY

Section I: Abbreviations and Acronyms

1		
2		
3		
4	AAC	activity address code
5	AAV	assault amphibious vehicle
6	ACE	aviation combat element
7	ADAL	authorized dental allowance list
8	AMAL	authorized medical allowance list
9	AMC	Air Mobility Command(USAF)
10	ARG	amphibious ready group
11	ATLASS	asset tracking for logistics and supply system
12	AVCAL	aviation consolidated allowance list
13		
14	BAS	basic allowance for subsistence
15	BCP	basic capability package
16	BLT	battalion landing team
17	BLSP	battalion liaison support teams
18	Bn	battalion
19	B/O	backorder
20	BSSG	brigade service support group
21		
22	CE	command element
23	CEC	combat essentiality code
24	CONUS	continental United States
25	CSF	consolidated supply facility
26	CSS	combat service support
27	CSSA	combat service support area
28	CSSB	combat service support battalion
29	CSSC	combat service support company
30	CSSD	combat service support detachment
31	CSSE	combat service support element
32	CSSG	combat service support group
33		
34	DLA	Defense Logistics Agency
35	DOA	day(s) of ammunition
36	DOD	Department of Defense
37	DODIC	Department of Defense identification code
38	DOS	day(s) of supply
39	DSSC	direct support stock control
40	DSU	Deployed Support Unit
41		
42	EDL	equipment density list
43	ESG	expeditionary strike group
44	F/AD	force activity designator
45	FSSC	force service support command
46	FSSG	force service support group

47	FSSG(Fwd)	force service support group (forward)
48		
49	GCE	ground combat element
50	GCPC	Government Credit Purchase Card
51	GCSS-MC	Global Combat Support System-Marine Corps
52	GENPACK	generator package
53	GSC	general support command
54		
55	HMMWV	high mobility multipurpose wheeled vehicle
56	HQMC	Headquarters, Marine Corps
57		
58	ID NO	identification number
59	IMM	integrated materiel management
60	INFBn	infantry battalion
61	ISSA	intermediate supply support activity
62	ITV	in-transit visibility
63		
64	LAV	light armored vehicle
65	LFORM	landing force operations reserve material
66	LFSP	landing force support party
67	LPB	logistics preparation of the battlefield
68	LUBF	loaded unit balance file
69		
70	MAGTF	Marine air-ground task force
71	MARCORLOGCOM	Marine Corps Logistics Command
72	MAW	Marine aircraft wing
73	MCCS	Marine Corps Community Services
74	MCGERR	Marine Corps ground equipment resource reporting system
75	MCLB	Marine Corps logistics base
76	MCO	Marine Corps Order
77	MCSS	Marine Corps supply system
78	MCSSC	mobile combat service support company
79	MCSSD	mobile combat service support detachment
80	MEB	Marine Expeditionary Brigade
81	MEDLOG	medical logistics
82	MEF	Marine expeditionary force
83	MEF (Fwd)	MEF (Forward)
84	MEU	Marine expeditionary unit
85	MILSTRIP	military standard requisitioning and issue procedure
86	MLC	Marine Logistics Command
87	MPF	maritime prepositioning force
88	MRE	meals, ready to eat
89	MRO	materiel release order
90	MSC	major subordinate command
91		
92	MSSB	Marine expeditionary unit service support group
93	MSSG	Marine expeditionary unit service support group
94		
95	NAS	naval air station
96	NAVAIR	Naval Aviation System Command
97	NAVSUPSYSCOM	Navy Supply Systems Command

98	NCF	naval construction force
99	NCR	naval construction regiment
100	NIMS	National Inventory Management Strategy
101	NIS	in stock
102	NSN	National Stock Number
103		
104	OA	operational architecture
105	O/H	on hand
106	OL	operating level
107	OMA	organizational maintenance activity
108	OMFTS	operational maneuver from the sea
109	O/O	on order
110	OPLAN	operation plan
111	OPORD	operation order
112	OPP	off-load preparation party
113	ORF	operational readiness float
114	OST	order ship time
115		
116	PE	planning estimate
117	PEI	principal end item
118	POD	port of debarkation
119	POE	port of embarkation
120	POL	petroleum, oils, and lubricants
121	POR	packaged operational rations
122	POS	primary operating stocks
123		
124	RA	requisition authority
125	RIP	repairable issue point
126	RO	requisitioning objective
127	ROP	reorder point
128	RRP	repair and replenishment point
129	RRTS	Rapid Request Tracking System
130	RUC	reporting unit code
131		
132	SAC	stores accounting code
133	SASSY	supported activities supply system
134	SCP	salvage collection point
135	SECREP	secondary reparable
136	SLRP	survey, liaison and reconnaissance party
137	SMCR	Selected Marine Corps Reserve
138	SMU	Supported Activities Supply System Management Unit
139	SOP	standard operating procedure
140	SPCC	ship's parts control center
141	SPMAGTF	special purpose Marine air-ground task force
142	SSN	social security number
143	Sqdn	squadron
144	SUL	small unit logistics
145	SupBn	supply battalion
146		
147	T&R	Tech and Research
148	TAACOM	theater Army area command

149	TAHQ.....	theater Army headquarters
150	TAM.....	table of authorized material
151	TAMMC.....	theater Army materiel management center
152	TAVB.....	aviation logistics support ship
153	TC AIMS.....	Transportation Coordinator's Automated Information for Movement System
154	T/E.....	table of equipment
155	T/O.....	table of organization
156	TPFDD.....	time-phased force and deployment data
157	Trng.....	training
158	TSA.....	training squadron allowance
159	TSC.....	US Army Theater Support Command
160		
161	UER.....	unit equipment report
162	U/I.....	unit of issue
163	UND.....	urgency of need designator
164	USTRANSCOM.....	United States Transportation Command
165		
166	WRM.....	war reserve materiel
167	WRMR.....	war reserve materiel requirement
168	WRS-A.....	war reserve stocks for allies
169	WWX.....	world wide express

170
171

Section II: Definitions

172 **accompanying supplies**—Unit supplies that deploy with forces. (Joint Pub 1-02) That materiel,
173 including consumables, that moves with and supports the deploying MAGTF. Marine Corps
174 doctrine requires that MAGTFs deploy with up to 60 days of supplies.

175 **allowance items**—The quantity of items of supply or equipment prescribed by Marine Corps
176 tables of equipment or other authorized allowance publications. (MCRP 5-12C)

177 **assault echelon**—In amphibious operations, the element of a force comprised of tailored units
178 and aircraft assigned to conduct the initial assault on the operational area. Also called AE.
179 (JP 1-02)

180 **assault follow-on echelon**—In amphibious operations, that echelon of the assault troops,
181 vehicles, aircraft equipment, and supplies which, though not needed to initiate the assault, is
182 required to support and sustain the assault. In order to accomplish its purpose, it is normally
183 required in the objective area no later than five days after commencement of the assault landing.
184 Also called AFOE. (JP 1-02)

185 **beachmaster unit**—A commissioned naval unit of the naval beach group designed to provide to
186 the shore party a Navy component known as a beach party, which is capable of supporting the
187 amphibious landing of one division (reinforced). Also called BMU. (JP 1-02)

188 **combat service support**—The essential capabilities, functions, activities, and tasks necessary to
189 sustain all elements of operating forces in theater at all levels of war. Within the national and
190 theater logistic systems, it includes but is not limited to that support rendered by service forces in
191 ensuring the aspects of supply, maintenance, transportation, health services, and other services
192 required by aviation and ground combat troops to permit those units to accomplish their missions
193 in combat. Combat service support encompasses those activities at all levels of war that produce
194 sustainment to all operating forces on the battlefield. Also called CSS. (JP 1-02)

195 **combat service support detachment**—A separate task organization of combat service support
196 assets formed for the purpose of providing rearming, refueling, and/or repair capabilities to the
197 Marine air-ground task force or designated subordinate elements; e.g., a battalion conducting
198 independent operations or an aircraft squadron operating at a remote airfield. The combat service
199 support element normally provides the command element of a combat service support
200 detachment. Also called CSSD. (MCRP 5-12C)

201 **combat service support element**—The core element of a Marine air-ground task force
202 (MAGTF) that is task-organized to provide the combat service support necessary to accomplish
203 the MAGTF mission. The combat service support element (CSSE) varies in size from a small
204 detachment to one or more force service support groups. It provides supply, maintenance,
205 transportation, general engineering, health services, and a variety of other services to the
206 MAGTF. It may also contain other Service or foreign military forces assigned or attached to the
207 MAGTF. The CSSE itself is not a formal command. Also called CSSE. (MCRP 5-12C)

208 **consumable supplies**—Those articles which, after issue, are chemically or physically altered
209 with use to the extent that they cannot be economically reused for their original purposes. They
210 are not normally returned to a storage or industrial activity for repair. Consumable supplies are
211 either consumed in use or lose their identity in the process of work or performance of service.
212 They include such items as office supplies, petroleum, oil, and lubricant products, and lumber.

213 **Crane report**—An annual serial number reconciliation (physical inventory) with the Navy
214 Registry, Crane Division, Naval Surface Warfare Center, Crane, IN.

215 **day(s) of ammunition**—Unit of measurement of replenishing ammunition expressed as a
216 specified number of rounds, or items of bulk ammunition as may be appropriate per weapon, unit,
217 individual kit, set, or using device required for one day of combat. (MCRP 5-12C)

218 **demand(s)**—An indication of a requirement (requisition, request, issue, etc.) for issue of
219 serviceable materiel. Demands are categorized as either recurring or nonrecurring.

220 **expendable supplies and material**—Supplies that are consumed in use, such as ammunition,
221 paint, fuel, cleaning and preserving materials, surgical dressings, drugs, medicines, etc., or which
222 lose their identity, such as spare parts, etc. See also consumable supplies. (Joint Pub 1-02)

223 **fly-in echelon**—**1.** Includes the balance of the initial assault force, not included in the assault
224 echelon, and some aviation support equipment. (JP 1-02). **2.** Airlifted forces and equipment of
225 the MAGTF and Navy support element plus aircraft and personnel arriving in the flight ferry of
226 the aviation combat element. Also called FIE. (MCRP 5-12C)

227 **force sustainment**—Capabilities, equipment, and operations that ensure continuity, freedom of
228 action, logistics support, and command and control. (MCRP 5-12C)

229 **helicopterborne operation**—A military action in which combat forces and their equipment
230 maneuver about the battlefield by helicopters or vertical-landed aircraft (MCRP 5-12C)

231 **host-nation support**—Civil and/or military assistance rendered by a nation to foreign forces
232 within its territory during peacetime, crises or emergencies, or war based on agreements mutually
233 concluded between nations. (JP 1-02)

234 **integrated material management**—The exercise of total Department of Defense-level
235 management responsibility for a federal supply group or class, commodity, or item by a single
236 agency. It usually includes computation of requirements, funding, budgeting, storing, issuing,
237 cataloging, standardizing, and procuring functions. (JP 1-02)

238 **integrated material manager**—Any activity/agency designated to exercise integrated material
239 management for a Federal supply group/class commodity or item on a DOD or Federal
240 Government level. (User Manual 4400.71)

241 **joint operation**—An operation carried on by a force which is composed of significant elements
242 of the Army, Navy or the Marine Corps, and the Air Force, or two or more of these Services
243 operating under a single commander authorized to exercise unified command or operational
244 control over joint forces. Note: A Navy/Marine Corps operation is not a joint operation.
245 (MCRP 5-12C)

246 **maritime prepositioning force**—A task organization of units under one commander formed for
247 the purpose of introducing a MAGTF and its associated equipment and supplies into a secure
248 area. The maritime prepositioning force is composed of a command element, a maritime
249 prepositioning ships squadron, a MAGTF, and a Navy support element. (MCRP 5-12C)

250 **operating level of supply**—The quantities of materiel required to sustain operations in the
251 interval between requisitions or the arrival of successive shipments. These quantities should be
252 based on the established replenishment period (monthly, quarterly, etc.). (JP 1-02)

253 **plan for landing supplies**—A plan peculiar to amphibious operations. It prescribes the levels to
254 be landed at prescribed times and sets forth the means by which the transfer from ship to shore is
255 accomplished. It includes instructions concerning supplies to be landed with assault troops,
256 prescribed loads, mobile loads for vehicles, floating dumps, supply by helicopter or other aircraft,
257 selective and general unloading, and dump levels to be achieved during various phases.
258 (MCRP 5-12C)

259 **port of embarkation**—The geographic point in a routing scheme from which cargo or personnel
260 depart. This may be a seaport or aerial port from which personnel and equipment flow to port of
261 debarkation. For unit and non-unit requirements, it may or may not coincide with the origin. Also
262 called POE. (JP 1-02)

263 **principal end item**—A final combination of major end products, component parts, and/or
264 materials which are ready for their intended use (e.g., truck, aircraft, tank, etc.).

265 **reorder point**—**1.** That point at which time a stock replenishment requisition would be submitted
266 to maintain the predetermined or calculated stockage objective. **2.** The sum of the safety level of
267 supply plus the level for order and shipping time equals the reorder point. (JP 1-02)

268 **repairable item**—A nonconsumable item of supply normally repaired and for which
269 condemnation authority can be exercised below the depot level of maintenance.

270 **safety level of supply**—The quantity of materiel, in addition to the operating level of supply,
271 required to be on hand to permit continuous operations in the event of minor interruption of
272 normal replenishment or unpredictable fluctuations in demand. (JP 1-02)

273 **secondary items**—Items, consumable and nonconsumable, other than principal end items.

274 **secondary reparable**—A reparable item other than the primary unit/end item. They are not
275 functional by themselves, but are components of other items. Also called secrep.

276 Not mentioned in this publication.

277 **stockage objective**—The maximum quantities of materiel to be maintained on hand to sustain
278 current operations. It will consist of the sum of stocks represented by the operating level and the
279 safety level. (JP 1-02)

280 **supplies**—In logistics, all materiel and items used in the equipment, support, and maintenance of
281 military forces. (JP 1-02)

282 **supply**—The procurement, distribution, maintenance while in storage, and salvage of supplies,
283 including the determination of kind and quantity of supplies. (JP 1-02)

284 **supply control**—The process by which an item of supply is controlled within the supply system,
285 including requisitioning, receipt, storage, stock control, shipment, disposition, identification, and
286 accounting. (JP 1-02)

287 **supported activities supply system**—The automated supply management system specifically
288 developed to support the Fleet Marine Force. It is designed to accomplish supply accounting for
289 all elements of a Marine expeditionary force and it minimizes the requirement to perform manual
290 accounting operations. Also called SASSY. (MCRP 5-12C)

291 **supported commander**—The commander having primary responsibility for all aspects of a task
292 assigned by the Joint Strategic Capabilities Plan or other joint operation planning authority.
293 (extract from JP 1-02)

294 **supporting commander**—A commander who provides augmentation forces or other support to a
295 supported commander or who develops a supporting plan. Includes the designated combatant
296 commands and Defense agencies as appropriate. (extract from JP 1-02)

297 **sustainment**—The provision of personnel, logistic, and other support required to maintain and
298 prolong operations or combat until successful accomplishment or revision of the mission or of the
299 national objective. (JP 1-02)

300 **tactical-logistical group**—Representatives designated by troop commanders to assist Navy
301 control officers aboard control ships in the ship-to-shore movement of troops, equipment, and
302 supplies. Also called TACLOG group. (JP 1-02)

303 **theater**—The geographical area outside the continental United States for which a commander of
304 a combatant command has been assigned responsibility. (Joint Pub 1-02)

305 **throughput**—The average quantity of cargo and passengers that can pass through a port on a
306 daily basis from arrival at the port to loading onto a ship or plane, or from the discharge from a
307 ship or plane to the exit (clearance) from the port complex. Throughput is usually expressed in
308 measurement tons, short tons, or passengers. Reception and storage limitation may affect final
309 throughput. (JP 1-02) In logistics, the flow of sustainability assets in support of military
310 operations, at all levels of war, from point of origin to point of use. It involves the movement of
311 personnel and materiel over lines of communications using established pipelines and distribution
312 systems. (MCRP 5-12C)

313 **throughput system**—The logistic infrastructure that links; **a.** production logistics to consumer
314 logistics, and **b.** the sources of operating forces' military capability to the sustainability of those
315 forces. It is associated distribution systems (ports, bases, and airfields), civilian agencies, and
316 supporting forces and service troops which operate those facilities and installations.
317 (MCRP 5-12C)

318 **time-phased force and deployment data**—The Joint Operation Planning and Execution System
319 database portion of an operation plan; it contains time-phased force data, non-unit-related cargo
320 and personnel data, and movement data for the operation plan, including the following: **a.** In-
321 place units; **b.** Units to be deployed to support the operation plan with a priority indicating the
322 desired sequence for their arrival at the port of debarkation; **c.** Routing of forces to be deployed;
323 **d.** Movement data associated with deploying forces; **e.** Estimates of non-unit-related cargo and
324 personnel movements to be conducted concurrently with the deployment of forces; and **f.**
325 Estimate of transportation requirements that must be fulfilled by common-user lift resources, as
326 well as those requirements that can be fulfilled by assigned or attached transportation resources.
327 Also called TPFDD. (JP 1-02)

APPENDIX G

REFERENCES

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36

Joint Publications

Joint Pub 1-02	Department of Defense Dictionary of Military and Associated Terms
Joint Pub 3-02	Joint Doctrine for Amphibious Operations
Joint Pub 4-0	Doctrine for Logistics Support of Joint Operations
Joint Pub 4-01.2	Sealift Support
Joint Pub 4-01.7	Containers (under development)
Joint Pub 4-03	Joint Doctrine for Petroleum Operations
Joint Pub 4-05	Doctrine for Health Service Support in Joint Operations
Joint Pub 5-0	Doctrine for Planning of Joint Operations

Marine Corps Warfighting Publications

MCWP 4-1	Logistics Operations
MCWP 4-11	Tactical-Level Logistics
MCWP 4-11.1	Health Services Support Operations
MCWP 4-11.3	Transportation Operations
MCWP 4-11.4	Maintenance Operations
MCWP 4-11.5	Seabee Operations in the MAGTF
MCWP 4-11.6	Bulk Liquids Operations
MCWP 4-11.8	Services in an Expeditionary Environment
MCWP 4-12	Operational-Level Logistics
MCWP 5-1	Marine Corps Planning Process

Marine Corps Reference Publications

MCRP 4-11.8A	Marine Corps Field Feeding Program
MCRP 5-12A	Operational Terms and Graphics
MCRP 5-12C	Marine Corps Supplement to Department of Defense Dictionary of Military and Associated Terms
MCRP 5-12D	Organization of Marine Corps Forces

Dual-Designate Manuals

NWP 22-9/FMFM 13-4	Naval Construction Force Support of MAGTF Operations
NWP 22-10/FMFM 1-5	Maritime Prepositioning Force Operations

36 **Marine Corps Orders**

- 37 MCO 4000.10 Policy on Select Table of Authorized Materiel (TAM)
- 38 Type 3 Items
- 39 MCO P4081.1 War Reserve Manual (under development)
- 40 MCO 4400.16 Uniform Materiel Movement and Issue Priority System
- 41 MCO P4400.39 War Reserve Materiel Policy Manual
- 42 MCO P4400.150 Consumer-Level Supply Policy Manual
- 43 MCO P4400.172 T/E Allowance Change Procedures
- 44 MCO P4400.177 Marine Corps Aviation Supply Desk Top Procedures (ASDTP)
- 45 MCO 8010.1 Class V (W) Planning Factors for Fleet Marine Force Combat Operations
- 46 MCO 8011.4 Marine Corps Policy and Procedures for Class V(W) Materiel (Peacetime)
- 47

48 **Other References**

- 49 MCBul 3000 Table of Marine Corps Ground Equipment Resource
- 50 Reporting (MCGERR) Equipment
- 51
- 52 NAVMC 1017, USMC Table of Authorized Material
- 53
- 54 NAVSEAINST 8370.2, Small Arms and Weapons Management Policy and Guidance
- 55
- 56 UM 4400-124
- 57
- 58 DoD 4140.1-R