Logistics Distribution Branch (LPD)
Integrated Materiel Distribution Section (LPD-1)
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HQMC LPD-1 DISTRIBUTOR

Pertinent Points from LPD-1 Staff

FY23 JOINT DEPLOYMENT AND DISTRIBUTION ENTERPRISE (JDDE) CALL FOR GOVERNMENT PROPOSED RESEARCH, DEVELOPMENT, TEST, AND EVALUATION (RDT&E) PROJECTS:

Recently, United States Transportation Command (USTRANSCOM) began soliciting government organizations for new RDT&E projects to address applicable JDDE capability technology gaps. USTRANSCOM RDT&E focuses on emerging technologies with joint deployment and distribution improvement potential. In support of this request, Headquarters Marine Corps (HQMC), Logistics Distribution Branch (LPD), released Department of the Navy Tracker (DON-T) task 2021-IL_LP_LPD-221 to the Fleet Marine Force to solicit recommended projects for FY23.

The most competitive projects are "short-duration" (up to three years), which concentrate on prototyping, transitioning, or integrating a new module capability within existing JDDE systems, architectures, and programs/systems of record. Organizations may submit proposals for multi-year programs but should be aware that longer-duration efforts face significant challenges finding a transition sponsor and funding. Submitting organizations should also plan to execute the approved projects through their own contracting and technical/management oversight capabilities and facilities. For any project selected, USTRANSCOM will provide the approved RDT&E funding via the appropriate government-funding vehicle.

USTRANSCOM has determined that the highest priority areas are as follows: Warfighter Readiness, Cyber Domain Mission Assurance, Advanced Decision-Making, and Evolve for Tomorrow.

Organizations that submit proposals are encouraged to speak with HQMC (LPD) subject matter experts to discuss their proposal and determine the potential commitment for project sponsorship and transition.
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RAIL SENSORY TRACKING TECHNOLOGY PROOF OF PRINCIPLE (PoP):

Department of Defense (DoD) Security Policy 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives (AA&E), requires rail carriers to ship explosive categories I-IV AA&E and sensitive Hazardous Material (HAZMAT) with Transportation Protective Service (TPS). In 2018, Headquarters Marine Corps (HQMC), Logistics Distribution Branch (LPD), successfully initiated a PoP to address gaps in security and In-transit Visibility (ITV).

Currently, the rail carriers provide Rail Inspection Service (RIS), where rail police or rail employees conduct periodic inspections of the containers when they are immobile for extended periods. By only utilizing RIS, there are security gaps in container monitoring, and there is a lack of intrusion detection on the container doors. There is also no way to confirm if/when rail carriers inspected the containers.

During the PoP, HQMC (LPD) implemented enhanced sensor technologies and door tampering sensor devices. Additionally, HQMC (LPD) achieved near real-time in-transit monitoring of AA&E and HAZMAT by utilizing satellite tracking tags with solar recharging capabilities. The self-powered satellite tracking tags provide intrusion alerts, geographic position location, and status history. Door sensors are lightweight and attach directly to the container door. Additionally, rail carriers collected and successfully forwarded data to the national radio frequency ITV server.

The Rail Sensory Tracking Technology PoP was a tremendous success, and HQMC (LPD) is currently developing courses of action to implement the new capabilities. Through innovative technology and modernization, the security and ITV gaps will significantly decrease. HQMC (LPD) will continue working with other DoD Stakeholders and the Joint Service Interagency Coordination Group to bring this concept to fruition.
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CUSTOMS CLEARANCE AND SHIPMENT DOCUMENTATION REQUIREMENTS:
The Department of Transportation, Code of Federal Regulations (CFR), Title 49, Part 172; Defense Transportation Regulation (DTR), Part II, Chapter 205; and DTR, Part V, Chapter 508 outline shipment requirements for classified and sensitive material shipped via authorized commercial carriers. Shipments moving internationally without the proper shipping documentation may be subject to penalties, the administrative cost of correcting shipping documentation, storage fees, and the cost of returning the shipment.

Recently, several shipments moving via FedEx, UPS, and Polar/DHL (approved Next Generation Delivery Service (NGDS) carriers) have been frustrated, confiscated, or lost due to inadequate shipping documentation. International shipments made under the NGDS contract containing hazardous material must include a completed list of customs clearance and shipping documents to ensure expedited movement.

Shippers must provide the United Nations number, nomenclature, and an 'in the clear' description of shipped items on the shipping papers. The United States Munitions List, found in the CFR, Title 22, Part 121.1, provides a list of defense articles and services. Customs documentation and shipping papers must be legible and cannot include any acronyms or abbreviations. Marine Corps and Department of Defense (DoD) shippers must identify the material as DoD-owned and not for sale or in commerce on the shipping papers.

To ensure Marine Corps shipments continue to move expeditiously, shippers must comply with DoD and international customs requirements. Shipments that have been frustrated, confiscated, or lost result in unnecessary frustrated storage costs and adversely affect mission requirements.
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MASTER OF SCIENCE DEGREE FOR PACKAGING AND LOGISTICS:
Access to higher education has always been a fundamental benefit of serving in the military. However, not all Military Occupational Specialties (MOS) have affiliated degree programs that support specific occupational fields. Companies often seek to hire employees with degrees ranging from an Associate to a Doctorate degree; the educational requirements vary based on the position. Many recent college graduates have the required degree but lack hands-on experience. On the other end of the spectrum, you can find

someone who has years of military experience in a specific occupational field but does not meet the necessary educational requirements for some positions.

Serving in the military gives service members an edge over our civilian counterparts in leadership and provides other intangible qualities. However, many persons wanting to pursue a career in the civilian sector will need educational credentials. Choosing the right degree program to complement the MOS experience is especially important.

In the past, the MOS 3152 (Preservation, Packaging, Packing, and Marking (PPP&M)) community did not have a clear path for choosing a degree unless the selection included an engineering background tied to the technical expertise of the MOS. While packaging is a crucial part of the distribution and logistics supply chain, there have not always been opportunities specifically tailored to our profession. With accredited degree programs from colleges like California Polytechnic State University, Marines within the PPP&M community can now earn a Master of Science in Packaging Value Chain (MSPVC). Additionally, the university has Graduate Professional Certificate programs specifically designed for working professionals in the packaging industry.

The MSPVC program is 100% online. The instructor-led coursework focuses on the critical skills, knowledge, theories, and abilities required to master the value-added potential of packaging in global markets. The curriculum embraces the relevant disciplines of packaging science and technology, data analytics, design, marketing, finance, supply chain, operations, and quantitative analysis. California Polytechnic State University specifically developed the MSPVC program for working professionals to promote workplace knowledge application, leadership opportunities, and career advancement potential.
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TRANSPORTATION DISCREPANCY REPORTS (TDRs):
The Distribution community uses the TDR process to document the loss or damage to government property by the Transportation Service Provider (TSP) for government reimbursement of cargo moving within the Defense Transportation System (DTS). The TDR process is also the method used to document TSP-related discrepancies (Hazardous Material (HAZMAT) markings, labeling, placarding, TSP documentation errors, etc.). Upon completing a TDR, the government officially reports the loss or damage, and the carrier and shipping organization will provide information regarding the shipment. Please refer to the Defense Transportation Regulation (DTR) 4500.9R, Part II, Chapters 209 and 210, for additional guidance on the TDR process**.**

The government uses four types of TDRs for the submission of transportation discrepancies:

- **Request For Information TDR -** The most common type of TDR. This TDR requires a response from the recipient with information about a reported transportation discrepancy within 30 days for non-classified shipments and seven days for classified shipments.
- **Miscellaneous TDR -** Records the TSP's performance and documents the late delivery of freight but does not result in a claim against the carrier.

- **Astray Freight TDR -** For use when a shipment (an entire shipment or partial shipment) is frustrated and located at the TSP facility or delivered to a government facility without the proper transfer documentation.
- **Report of Shipment TDR -** Documents the shipper's failure to notify the recipient of inbound Arms, Ammunition, and Explosives; nuclear weapons related material; Transportation Protective Service; or cargo that requires special handling to offload.

There are four TDR exceptions. The first exception is cargo not transiting within the DTS. The second exception pertains to supply discrepancies that are the shipper's or consignor's responsibility (e.g., packaging and documentation discrepancies). The third exception is any cargo falling under the Federal Acquisition Regulation-based contract rules that are inconsistent with the DTR, Part II, Chapter 210. Lastly, the fourth exception is if the value of the claim is less than $500 for cargo moving within the United States (unless the shipment is Foreign Military Sales or HAZMAT) or less than $1,000 for ocean movement, but will be documented, reported, and settled at the local level.

Regardless of the type of TDR completed, there are time limitations for filing claims. Government agencies are required to take action to recover the cost of lost or damaged material as a result of transportation discrepancies within the time limits established by the bill of lading, other contracts of carriage, or by the guidance from DTR, Part II, Chapter 210, illustrated in the below table.

Mode of Shipment	Time Limit to File TDR for Claims Action
Domestic motor	9 months from date of delivery or expected date of delivery
Domestic rail	9 months from date of delivery or expected date of delivery
Domestic air	Limits are set forth on the individual TSP's air waybill
Ocean	1 year from date of delivery
International air	Visible damage – within 14 days of delivery; other damage – within 14 days of discovery; non-delivery of goods – 120 days from the date of the air waybill issue
Small package TSP	Limits are set forth in the TSP's individual service guide
Barge	9 months from date of delivery or expected date of delivery

It is critical to report all shipping discrepancies in the Discrepancy Identification System (DIS). The DIS application is accessible from the main menu in the Global Freight Management system, and it generates the DD Form 361, TDR. To reduce the submission of TDRs, Headquarters Marine Corps, Logistics Distribution Branch requests that each Distribution Management Office report all shipments received without the required military shipping labels. By using this methodology, the Marine Corps can minimize future issues with inbound shipments.
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TYPE ADDRESS CODE - 2 (TAC-2) INITIATIVE:
Headquarters Marine Corps (HQMC), Logistics Distribution Branch (LPD), has been participating in the Installation and Logistics, Logistics Division – Sustainment Branch (LPS), Quarterly Department of

Defense Activity Address Code (DoDAAC) Management Working Group (WG). The goal is to standardize data, identify and address systemic issues, and provide guidance for annual Marine Corps DoDAAC validation. The WG reviews all requests for TAC-1, TAC-2, and TAC-3 address updates.

LPD's interests align with the TAC-2 initiative, which seeks to change the TAC-2 delivery address to the Distribution Management Office (DMO), the centralized receiving point for all Marine Corps units. The goal of this initiative is to explore concerns regarding 'address change' charges that FedEx and UPS are charging some Marine Corps units. Additionally, LPD looks to improve auditability. Some units are not closing out Report of Shipments, so DMOs cannot perform a 'Three-Way Match' of the invoice, Bill of Lading, and the receiving report in the Third-Party Payment System. Thus, the Marine Corps cannot show proof of transportation services rendered.

Currently, LPS is putting the annual Marine Corps DoDAAC validation on hold. In February 2021, LPS released a DON Tracker request to initiate the annual revalidation. However, in March 2021, Defense Logistics Agency (DLA) implemented a system update that created issues with completing this task. As a result, LPS rescinded the DON Tracker request and suspended the annual Marine Corps DoDAAC validation until DLA has implemented the required system changes. Detailed information will follow as LPD and LPS continue to work through these changes.

There are several benefits to standardizing the DoDAAC TAC-2 address. First, it will eliminate additional 'address change' charges from FedEx and UPS. Second, the initiative supports in-transit visibility, weapon/weapon-parts accountability, audit readiness, and current regulations.

LPD will continue to work with LPS and provide them with the information required to facilitate the DLA updates. In addition, LPD is in the approval process for all TAC-2 change requests. This is an important check and balance system that will ensure proper approval of all future change requests.
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CARGO MOVEMENT OPERATIONS SYSTEM (CMOS) UPDATES:
On 11 March 2021, the CMOS Program Office conducted a semi-annual Functional Requirements Board (FRB). The purpose of the FRB was to gather system requirements; however, all development is on hold except for regulatory requirements because NexGen CMOS is on the horizon. NexGen CMOS is an innovative solution to create a more user-friendly, browser agnostic, and efficient CMOS for the warfighter.

During the June 2019 FRB, the CMOS Program Office identified the top three Requirements Identifications (RIDs) to complete before they freeze the legacy baseline and move to NexGen.

Top three RIDs:

RID 1303	Tracker Lite Funds Validation Process will be in v7.8.6.0	Projected Completion June 2021
RID 1333	Inbound Mobile Device Enhancements will be in v7.9.1.0, v7.9.2.0, and v7.9.3.0	Projected Completion Fall 2021

RID 1336	Surface Freight Inbound, Movement Document Nbr/Level 6 Details	Moved to NexGen 2024

The next CMOS versions and content before the freeze:

CMOS v7.8.4.0	Addresses Bugs and Security Issues (Projected Released Mar 2021)
Bug 38	UN9999 is inserted during a LOGMOD file import
Bug 182	858Bs missing POE/POD qualifier information on ATCMD cancel
PBI 5133	Update Tracker Lite (TGET) Funds Validation error handling for user
PBI 6883	System does not create individual entries in obligation authority for SPE shipments
Bug 7956	Site experiencing severe delays when trying to Close Out their Small Package Express Carriers
Bug 8073 HAZMAT	858B SI6 record - Incorrect value in LH102 Type Pack Quantity, LH105 and LH106
Bug 8073 HAZMAT	858B SI6 record - Incorrect value in LH102 Type Pack Quantity, LH105 and LH106
Bug 8265	Origin State Province is not formatted properly in ATR web service when it does not exist
Bug 8556	Rate Quote web service is flagging all quote requests as international
PBI 8682 QC Defect ID: 1336	Additional data needed in TrackerLite/TGET pre-validation (Obligation Authority)
PBI 8683	Additional data needed in TrackerLite/TGET pre-validation (Site Specific Data)
PBI 8684 QC Defect ID: 1336	Additional data needed in TrackerLite/TGET pre-validation (TCN assigned to Movement Document)
PBI 8685 QC Defect ID: 1336	Additional data needed in TrackerLite/TGET pre-validation (Shipment Planning Details)
CMOS v7.8.5.0	Projected to be Release in Mar 2021. Addresses Bugs and Security Issues
Bug 135 858B/858M - QC Defect ID 1357	858B and 858M files going out with blank BX01 values. IGC is receiving 858B and 858M files from the production environment to compare with the MILS formatted transactions in an effort to map to the EDI before replacing the MILS formatted transactions with the EDI transactions
PBI 360	Staged Equipment Support sending Staged Equipment information in the Routing Request for Route Order Type D Routings and have mode codes J, TA, or LT
PBI 371	GFM Routing - Collect, edit, and send Packing Group as applicable for hazardous cargo in GFM Routing request
PBI 374	GFM Routing - Capture, store and display the PERMIT COST and the MISC COST from the carrier level data

PBI 377 GFM Routing	Increase the size of the Service UOM Quantity fields from 4 to 7 digits
PBI 379 GFM Response	Increase Rating Technician from 10 to 35 characters
PBI 380 GFM Response	Increase Line Haul Charges field to comply with web service allowable size
PBI 381 GFM Routing	Increase Total Cost field in GFM Routing process
PBI 382 BOL Charges	Modify the BOL Estimated Shipment Charges and OA Estimated Shipment Charges to comply with 858R IC allowable size
PBI 2088 SPOTBID	CBL/ROUTE RESPONSE to store generic TENDER
PBI 5204 SPE	Bill of lading is being cut off when sent to printer
Bug 6271 SPE	Commercial invoices are being cut off on the bottom when printing directly to printer
PBI 6851 PAX	Modify import of the PASSENGER_XMAN.xltm Spreadsheet to populate the PERS Type, PAX Priority, and Type Travel fields
PBI 8332 PAX	Maintain Passenger Data Window Default "PERS TYPE" field to "E"
PBI 8333 PAX	PERS TYPE, DOD ID, PAX Priority, and Type Travel are mandatory field in the Maintain Passenger Data window
PBI 8334 PAX	Modify Edits for Maintain Passenger Manifest Detail to include PERS Type, PAX Priority & TYPE Travel fields are populated
PBI 8490 Surface Manifest	Increase cube to 8 record positions (99,999,999 cube)
Bug 8958 REPSHIP	Released UPSN for REPSHIPS > No Outgoing message was created, and TCNs are stuck in CO status
PBI 9187 SPE	USMC all SPE shipments may only be awarded from the rate quote screen
PBI 9276 Staged Equipment	Authorization indicator in Site SPEC
PBI 9294 Staged Equipment	Initials and Number copied to CBL
Bug 9452	Cannot Print Documents directly to the laser printer
PBI 9606 Account Class LOA	Need ability to clear the ACCT CLASS field for a TCN when ALLOW_UNFORMATTED_LOA='N'
PBI 9701 TGET	Include the cert within the transaction request that is sent to Tracker Lite
PBI 9888 QC Defect ID: 1336	Additional data needed in TrackerLite/TGET pre-validation (Obligation Authority) PBI 9889 QC Defect ID: 1336 - Additional data needed in TrackerLite/TGET pre-validation (TCN assigned to Movement Document) - Part 2
PBI 9890 QC Defect ID: 1336	Additional data needed in TrackerLite/TGET pre-validation (Shipment Planning Details) - Part 2

CMOS v7.8.6.0 – DTTS Requirements/Spot Bid:

PBI 5388 DTTS-1	Edit Check - Edit check for DTTS CBL
PBI 3249 DTTS-1	Edit Check - Manual Edit check will be completed for DTTS CBL New
PBI 3257 DTTS-2 - DCS	Proper use of DCS with TPS: SNS (Manual BOL process)
PBI 3254 DTTS-3 - BOL	CMOS will allow user to print DRAFT or Final CBL
PBI 5393 DTTS-4 - Site Spec	S_S_Data value to automatically release on final print of CBL
PBI 3256 DTTS-5 - Auto Release	Auto release of CBL based on printing of final BoL
PBI 3255 DTTS-5 - Auto Release	CMOS Alert prior to final printing of CBL
PBI 5396 DTTS-6 - Audit	Create audit event type for DTTS alert
PBI 3260 DTTS-6 - Audit	Audit capture for removing DTTS data
PBI 8412 DTTS-6 - Audit	Edit Alert if unchecking the DTTS indicator from bill of lading
PBI 9135 SPOTBID	Update Routing Help Product to include SPOTBID information
PBI 9137 SPOTBID	Allow SPOTBID routing without MODE and/or Equipment Codes
PBI 9138 SPOTBID	Set INTLSPOTBID indicator='Y'
PBI 9139 SPOTBID	Set IHAT=N if SPOTBID INTL indicator is Y
PBI 9142 SPOTBID	Generate Request with Country and State/Region Code for all requests
PBI 9185 SPOTBID	CMOS to capture and store GFM Number returned

CMOS v7.9.1/ 9.2/ 9.3 – HHT-Scanner Tech Refresh Requirements:

- Mobile Device Administration
- Mobile Device Inbound
- Mobile Device Outbound

How are we accomplishing this?
By partnering with IGNITE, a contracting company managing the program development, and using industry best practices in software while consistently keeping the user's needs in mind. We are using an array of collaborative tools (TFS & Slack) to operate in a high-speed environment while also maintaining the integrity of our software.

We are tackling the effort in two phases:

- Phase 1: Software Architecture and Front-End Development
- Phase 2: Backend Development and Database Consolidation

Status of Phase and Activities:

- Current: Phase 1 Software Architecture and Front Development (June 2020 - June 2022)

- Current: MVP – Site Management (Epic)
  - 7 Total Epics – Site management is the largest and spans 75% of the application
    - Completed 5 Iterations (Month Long Iterations)
    - Current velocity is 13.5 user stories per iteration
- Future: Phase 2 Backend Development and Database Consolidation (June 2022 –June 2024).
- Expected Completion:
  - Phase 1 rollout expected June 2022
  - Phase 2 rollout expected June 2024

DMOs can find CMOS documents and training guides/videos in the Documents folder on the CMOS Joint Services website at **https://intelshare.intelink.gov/my.policy#/SitePages/Home.aspx**.
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