



Sustaining the Seabase a View...

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HQMC/LPV
26 Oct 2005**

LOGISTIC PLANNING

"The Logistician draws the line beyond which the Tactician cannot go."

Sustaining the Force

- *Upon, through, & from...the Sea Base*
- Common & Interoperable Procedures/Policies
 - **Service, Maritime (Naval), Joint**
- Move to better Common Packaging
 - As Accompanying Supplies
 - As Resupply
- The **Maritime** Environment...

Logistics & Sea-Basing

The logistics demand for forces ashore is reduced while leaving certain functions at sea by:

- Streamlining what is taken ashore
- Remotely monitoring vehicles & equipment
- Total visibility of logistics assets across naval & joint logistics

Being

Effective over Efficient

Future Sea-Basing Operations

Sea-Basing contributes to increased operational tempo by increasing speed, mobility, and maneuverability while decreasing or eliminating operational pauses.

- These changes in our concepts and capabilities for fire and maneuver will demand changes in the methods we use to sustain naval forces.
- Being developed as part of the Marine Corps' *Logistics Modernization* effort in conjunction with *Naval Logistics Integration* & *MAGTF Logistics Integration*.

*Defense Science Board
Task Force*

on

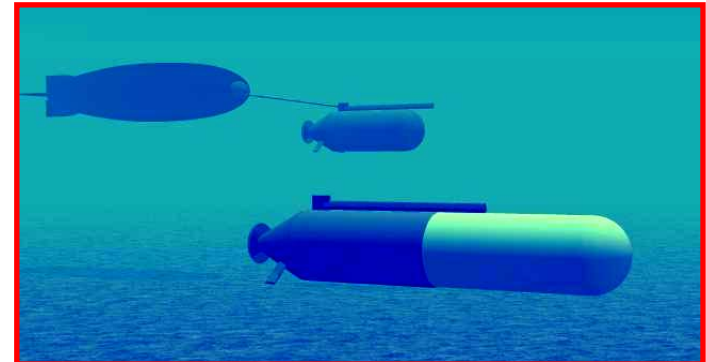
SEA BASING



August 2003

Office of the Under Secretary of Defense
For Acquisition, Technology, and Logistics
Washington, D.C. 20301-5140

Logistic Resupply must be Flexible

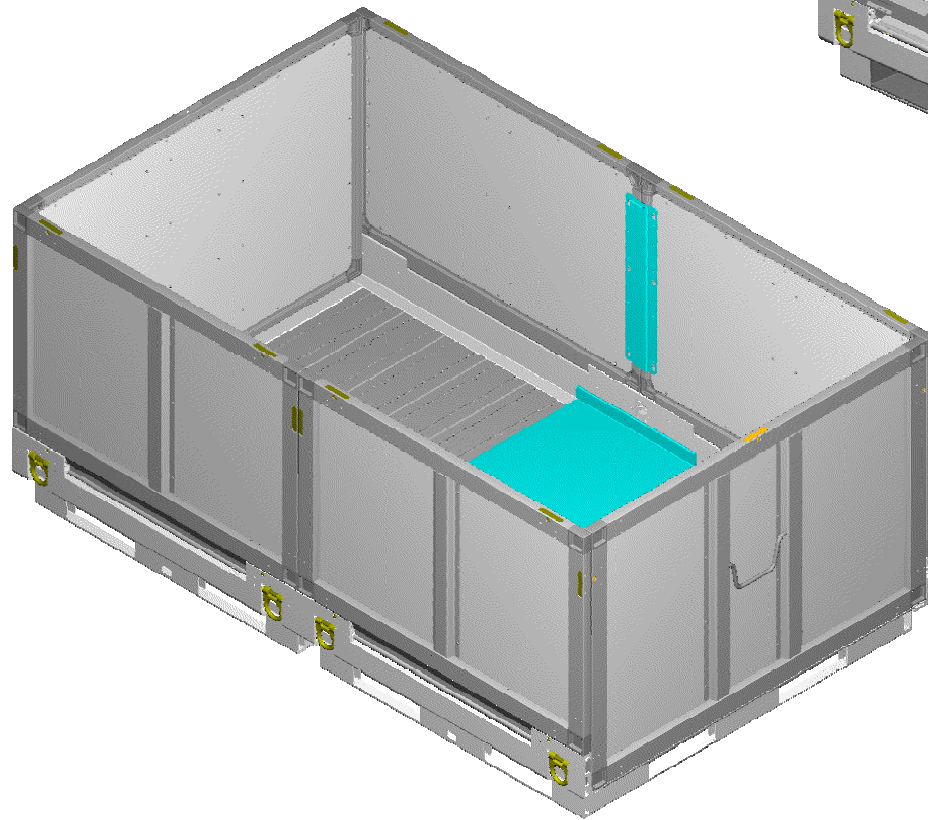
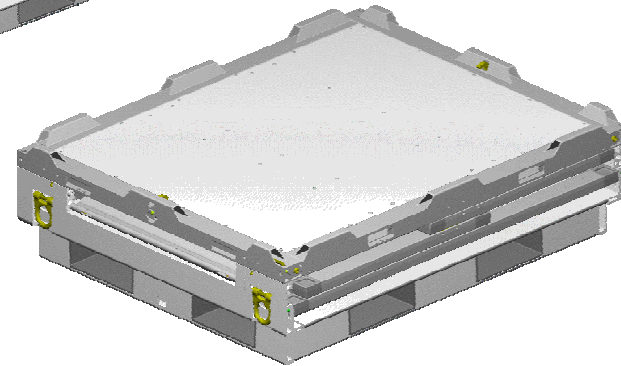
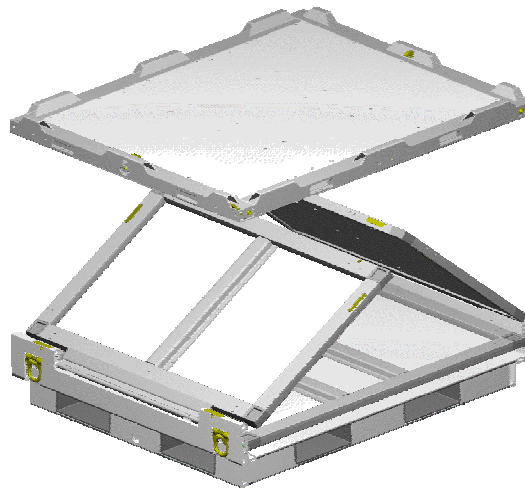
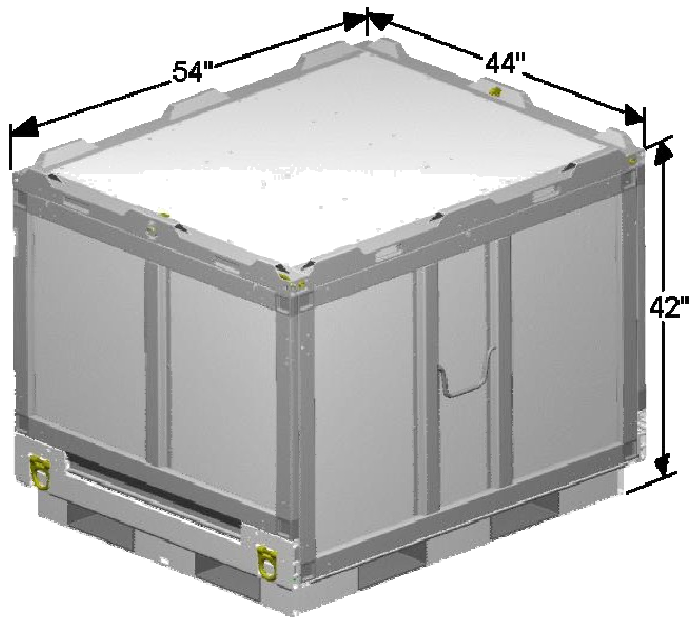




KEARSARGE

SHRIMP & SEAFOOD







21 March 2005

MEMORANDUM FOR THE OFFICE OF SECRETARY OF DEFENSE, CHAIRMAN JOINT CHIEFS OF STAFF, SERVICES, COCOMS, ACQUISITION COMMANDS, AND AGENCIES

SUBJECT: Joint Common Packaging / Containerization

Lessons relearned during OEF, OIF, and other current operations have reinforced the need for a standardized approach for packaging and containerization. To achieve this, we agree a common approach and set of standards must be adopted as quickly as possible. Common containers reduce cargo handling which results in faster distribution with less in-transit losses.

We recommend Commander, United States Transportation Command, as the Distribution Process Owner, coordinate and develop common joint packaging and containerization standards and that the already functioning Joint Intermodal Working Group serve as the action agency for this effort. The Joint Modular Intermodal Container (JMIC) concept, initially developed for ammunition but now broadened to include all classes of supply, is an example of a common modular package that can move throughout the Defense Transportation System (DTS). As a potential end-to-end packaging solution