UNITED STATES MARINE CORPS
Supply School
Marine Corps Combat Service Support Schools
Training Command
PSC 20041
Camp Lejeune, North Carolina 28542-0041

STUDENT OUTLINE

MARITIME PREPOSITIONED FORCE (MPF)

GSOC 0604

GROUND SUPPLY OFFICER'S COURSE

M03C061

REVISED 2004/07/01

APPROVED BY_____ **DATE**_____

1. **LEARNING OBJECTIVES.**

a. **TERMINAL LEARNING OBJECTIVES**.

(1) Given an initiating directive, an Maritime Preposition Force (MPF) assigned unit, access to an automated system with applicable software, and the references, provide supply support input in Maritime Prepositioned Force (MPF) Operation Planning, per the references. (3002.05.02)

(2) Given an MPF operation, warning order, assigned MPS/MPF composition, a designated port/beach and airfield, access to an automated system with applicable software and internet connectivity, and the references, manage accountability of unit Maritime Prepositioned Force (MPF) assets, per the references. (3002.05.05)

b. **ENABLING LEARNING OBJECTIVES**.

(1) Without the aid of references and given a list of choices, select two concepts of the MPF role statements, per the reference(s). (3002.05.02c)

(2) Without the aid of references and given a list of choices, select two characteristics of a Maritime Preposition Force operation, per the reference(s). (3002.05.02d)

(3) Without the aid of references and given a scenario, prepare a typewritten short essay on the concept of the Maritime Preposition Force and why it is vital to our national security in the 21st century, per the reference(s). (3002.05.02e)

(4) Without the aid of references and given a written description and a list of choices, match the corresponding MPF phase with the appropriate definition, per the reference(s). (3002.05.05b)

(5) Without the aid of references and given a written description and a list of choices, match the corresponding MPF fly-in echelon movement groups to the appropriate definition, per the reference(s). (3002.05.05c)

(6) Without the aid of references and given a list of organizations, select from a list the organization that is responsible for the initial command and control, per the reference(s). (3002.05.05d)

BODY

1. WHAT IS MPF?

a. General. The MPF concept is as follows:

1 Task Organization of Units.

2 Rapid Deployable Force.

3 Global Response.

4 Self-Sustaining.

5 Substantial Equipment

6 Tailored Response.

7 Naval Character.

2. DEFINITIONS.

a. Maritime Prepositioned Force (MPF). A task organization of units under one commander formed for the purpose of introducing the MAGTF and it's associated equipment and supplies into a secure area.

b. MPF Operations. A rapid deployment and assembly of the MAGTF in a secure area using a combination of strategic airlift and forward deployed Maritime Prepositioned Ships (MPS).

c. Maritime Prepositioned Ship Squadron. Consist of a Civilian-Crewed Military Sealift Command Chartered Ship(s) that are organized into three squadrons and are usually forward deployed. These ships are loaded with 30 DOS (days of supplies) to initially support a MAGTF. An MPS squadron contains a Marine Expeditionary Brigade (MEB) worth of equipment. **Refer to Appendix A of MCO P3000.17A for definitions.**

d. Command Relationships. MPF command relationships are flexible and complex and change during each of the phases of an MPF operation.

e. MPF Operations. MPF Operations are conducted under the command of a designated unified combatant commander. Normally, the Unified Combatant Commander will exercise Combatant Command (COCOM) through the designated task force commander. Supporting Combatant Commander's (formerly CINC's) and Combatant Commander United States Transportation Command, (COCOMUSTRANSCOM) will provide forces and or support as directed by the Joint Staff and coordinated with COCOMUSTRANSCOM.

a. There are two general types of MPF operations:

(1) Independent Operations. In this type of operation the MPF MAGTF becomes part of a JTF that involves no other USMC forces or those in which the MPF as the JTF supports an Allied endeavor.

(2) Augmentation Operations. In this type of operation the MPF MAGTF augments an existing MARFOR or an ATF.

3. CAPABILITIES.

a. General. MPF operations provides unified combatant commanders with deployments that are enhanced by the vast amount of equipment and the large array of capabilities that the MPF ships have.

b. Single Ship Capabilities: Their capabilities include 30 days of sustainability for most classes of supply.

c. Transportation Assets Include:

(1) 61, 5-Ton Trucks

(2) 11 Dump Trucks

(3) 28, 400 - Gallon Water Trailers

(4) 2 Fire Trucks

(5) 2 Refuelers

(6) 5 WRECKERS

(7) 2 Amphibian Assault Fuel Systems

d. Engineering Assets include:

(1) Rough Terrain Container Handlers.

(2) 3 Large Bulldozers & 4 Medium Bulldozers.

(3) 6, 35 – Ton Cranes & 1 Scraper & 1 Grader

e. Health Support Assets include:

(1) 11 Ambulances

(2) 2 Operating rooms w/ 100 beds & ICU

(3) 7 Aid Stations

(4) 1, 24 chair Dental Unit

(5) The highest demand commodity that the MPF ships are capable of is water production and distribution from the on board storage tanks.

(a) 2 Mobile ROWPU Sets: 7 gal/min @ 20 Hr/Day
16,800 Gallons/Day

(b) 82,000 - 88,000 gal. of Fresh Water/ Ship
which is capable of producing 36,000-gal/ day

(c) 8 - 10K gal in an above ground pool.

(d) 5400 gal/ day for an average Inf. Bn.

(e) 7500 gal/ day for an average Inf. Regt

4. MPF EMPLOYMENT CONCEPTS.

a. General. MPF operations provide a wide range of Strategic Deployment options for Marine Forces. Deployment concepts for the MPF are developed by the operating forces in conjunction with the Combatant Commander's. The concepts aim to provide the following:

(1) MAGTF capabilities to support geographical Combatant Commander's needs.

(2) Sustainment of forces ashore.

(3) Deployment response time.

(4) Efficient use of strategic lift. **Refer to FMFM 1-5 pg. 1-1 for strategic lifts**.

b. Roles. The MPF concept allows the Combatant Commander to employ the MAGTF in a variety of roles. This includes:

(1) Augment an amphibious deployment or operation.

(2) Occupy or augment an advance naval base.

(3) Defend key choke points.

(4) Establish blocking positions.

(5) Reinforce an ally.

(6) Establish sizable force ashore.

(7) Deter adventuresome.

(8) Provide support for humanitarian assistance and disaster relief.

(9) Provide economy of force through reduction of strategic airlift requirements.

5. MPF MAGTF ASHORE.

a. General. A secure area must be established for the arrival and off loading of equipment and personnel for a MPF operation. In other words, MPF does not have a forcible entry cabability so it has to be married with an Amphibious Task Force that will provide a secure environment for MPF Ops.

b. Requirements. The following conditions are required to establish a MPF MAGTF ashore: **Refer to FMFM 1-5 pg. 1-2 for MPF requirements**.

(1) Secure area from initiation through completion.

(2) Strategic airlift and aerial tanker support.

(3) Adequate off load forces to support operation.

(4) Sufficient airfield space.

(5) Port/beach area with sufficient water depth, overhead clearance, and maneuver room.

(6) Suitable road network.

6. MAGTF OPERATION PHASES.

a. General. MPF operations begin when a decision is made to employ the MPF and the issuance of the necessary directives is received. After the receipt of the alert and warning order, the responsible Combatant Commander will issue a directive to the participating commanders.

b. Phases. The four phases of MPF Operation is Planning, Marshalling, Movement, Arrival and Assembly.

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

(a) Contingency Planning. This plan is for potential crisis and military operations.

(b) Execution Planning. This plan is for the actual commitment of forces in a specific situation.

(2) Marshalling. Units complete final preparations for movement to the Aerial Port of Embarkation (APOE). This phase ends when the last element has departed from the departure airfield.

(3) Movement. This consists of movement of forces by air and sea. This phase begins on the first lift off of the first aircraft or when the first ship leaves port and ends when the last fly in echelon arrives in the arrival and assembly area.

(a) Sea Movement Plan: Ships deploy as directed and OPP and SLRP Activates.

(b) OPP Movement Plan: Off-load Preparation Party (OPP) Deploys to MPSR ON as directed.

(c) Forces Deploying by Air:

Elements deploying from Different Geographic Areas.
Deploys in Five Elements:
Survey
Liaison
Reconnaissance Party
Off-Load Preparation Party
Advance Party
Main Body
Flight Ferry

(d) Air Movement Phases.

Airlift by AMC and Civil Contract Aircraft
AMC Determines Airflow, FIE of Personnel & Equipment
Flight Ferry - Self-Deploying Aircraft
Air Movement & Airlift Plan & Flight Ferry Plan

(e) SLRP Movement Plan

Survey, Liaison, Reconnaissance Party Deploys to a Designated Area as Directed.

(4) Arrival and Assembly. This phase begins on the arrival of the first MPS or the first aircraft of the main body. It ends when adequate equipment is off loaded and issued to awaiting units.

7. PHASE ORGANIZATIONS AND GROUPS.

a. General. Within each phase there are various control organizations and groups which are required for coordination and management. Some of these agencies are required for more than one phase. **Refer to FMFM 1-5 pg. 7-1 for organization and movement groups.**

b. Marshalling and Movement Organizations and Groups. During deployment of the MPF MAGTF there are control groups that are designated to ensure that specific tasks are accomplished. The MPF fly-in echelon normally consists of five elements:

c. The concept here is that personnel are flown into the AO and are married up with their gear. They are not going to bring any gear with them. This is an important factor as most Marines do not understand this concept; flying into an AO without gear and then falling in on gear that is awaiting them.

(1) Survey, Liaison, and Reconnaissance Party (SLRP). Arrives ahead of the Main Body to conduct reconnaisance, establish liaison, and initiates preparation for the arrival of the Main Body. **Refer to FMFM 1-5 pg. 1-3 for Reconnaissance Party**.

(2) Off-load Preparation Party (OPP). Task organized group of Navy and Marine Corps maintenance, embarkation, and cargo handling personnel. The OPP prepares for the off-loading of ships upon their arrival.

(3) Advance Party. The Advance Party arranges for the reception of the Main Body, flight ferries, and MPF squadrons.

(4) Main Body. The remainder of the forces, sequenced to support off-load, arrival and assembly operations. Must not be introduce faster than logistic support can be provided by the off-load process.

(5) Flight Ferry. It involves movement of self-deploying aircraft of the ACE, with possible aerial refueling support.

d. Arrival and Assembly Organizations.

(1) Arrival and Assembly Operations Group (AAOG). Their function is to plan and control arrival and assembly operations. It consists of all personnel elements of the MAGTF. **Refer to FMFM 1-5 pg. 8-3 for responsibilities of Arrival and Assembly Groups.**

(2) Arrival and Assembly Operations Element (AAOE). Performs initial command and control activities, receipt and issure MPE's to units, liaison to the AAOG, security in assembly area, and overseas preparation for combat.

(3) Air Coordination Officer. Member of Survey, Liaison, and Reconnaisance Party (SLRP). Allocates aircraft ramp and parking, air traffic control, field storage, airfield improvement, airfield lighting, and provides flight clearances.

(4) Landing Force Support Party (LFSP). Composed of elements from the CSSE and other MAGTF elements. Control throughput of personnel and MPE's at the port, beach and airfield.

8. ARRIVAL AND ASSEMBLY OPERATIONS.

a. General. The arrival and assembly phase commences with the arrival of the first MPS or the first fly-in echelon aircraft at the designated Aerial Port of Debarkation (APOD). This phase is completed when the MPF MAGTF Commander reports to the Commander, MPF that the MAGTF is operationally ready.

b. Phases. The arrival and assembly phase includes:

(1) Initial preparation of the Arrival and Assembly Area (AAA).

(2) Off-load of the MPE/S from the MPSRON.

(3) Reception of the fly in echelon and flight ferry.

(4) Throughput and distribution of Maritime Prepositioned Enhancement (MPE).

(5) Establishment of accountability records.

(6) Provisions for security.

(7) Assembly and preparation of the operational forces for the tactical mission.

9. OFF-LOAD OPERATIONS.

a. General. Off-load operations are the three to five day portion of the arrival and assembly phase in which the MPE/S I s transported to the Naval Support Element from the ships to the MAGTF ashore. Off-load operations commence on order of Commander, MPF will terminate when the off-load of all MPE/S is complete.

b. Periods. Off-load may be divided into two general periods:

(1) Initial off-load. Emphasis is related to items critical to capability, habitability, and sustainment critical to establishing early reception functions.

(2) General off-load. MPE/S are off-loaded as rapidly as capabilities will permit. The pace of debarkation must be coordinated with the ability of the LFSP to receive, stage, and distribute the equipment.

10. ASSEMBLY OPERATIONS.

a. General. Assembly operations are the final step in the arrival and assembly phase of the MPF Operation. It includes the reception of the fly-in echelon, the opening of off-loaded containers and final distribution of Table of Equipment items, the establishment of

the proper supply and maintenance accounts, and the final preparation for assuming a tactical mission. The ultimate responsibility for assembly operations rests with the MAGTF element commanders.

b. Reception. The reception of the fly-in echelon will be coordinated with Arrival Airfield Control Group (AACG) and Logistics and Movement Coordination Center (LMCC) to ensure movement control of personnel, equipment, and supplies. The LFSP is responsible for moving these personnel, equipment, and supplies to individual unit areas within the AAOE's where assembly operations will take place. The AAOG will monitor the arrival and movement of the fly-in echelon and provide coordination with higher headquarters and host nation personnel as necessary.

c. Supply and Maintenance Accounts. Upon completion of the distribution process, ensure each subordinate unit has completed its accountability records (e.g., MAL, CMRs, etc.) by transferring MDSS II data into ATLASS. At this point, the deployed Class I System will be loaded with the appropriate data on the MPE/S and should be ready to provide appropriate supply and maintenance support.

11. SUPPLY SUPPORT.

a. Accountable Officer. Each AAOE OIC will be appointed as the accountable officer for MPE/S assigned to them. It should be noted that the AAOE OIC will not be responsible for assets listed on the MAL/Distribution Plan. During the receipt process CMR's will be created and matched against the MAL. There must be no acceptable margin of difference between the MAL and the CMR's at the conclusion of the throughput. The AAOE will assign in writing RO's for individual CMR's in order to achieve maximum accountability, as well as a clear and uncompromised audit tail.

b. Additional Demands. Additional Demands will be processed by the AAOE using ATLASS. The MIMMS clerk will be responsible for the timely opening of ERO's and notifying the ATLASS clerk that the "O" card has processed. The ATLASS clerk will submit the 4 card via LAN (this is the preferred method) or hand carried diskette. Transactions will be processed daily and status will be provided back to the AAOEs via LAN or diskette. The AAOE's must update the ATLASS files and maintain the DASF as well as all other required reports. The AAOE's must work each ATLASS update as if they were a using unit, failure to do so will create a disparity between the deployed SMU and the respective AAOE, unnecessary confusion will follow.

12. RETRIEVING MPE/S FROM USING UNITS.

a. Retrieving. Upon retrieving issued MPE/S, LTIs and SL-3, inventories will be conducted to ensure serviceability and accountability. The AAOE will provide a MIMMS clerk to the CSSE to open ERO's on assets requiring maintenance, subsequently 4 cards will be submitted by the AAOE's. Once the assets have been received the MPE/S will be staged as before to allow for proper planning of the regeneration stage.

b. Coordination. Coordination with the AAOG and CSSOC will allow for proper planning of the MPE/S being retrieved.

13. REGENERATION.

a. General. The AAOG is responsible for publishing a regeneration plan. This plan contains guidance and instructions on how the regeneration will take place.

b. AAOE Responsibilities. The AAOE's will:

(1) In accordance with the priority listing provided by the AAOG, initiate Principle End Items (PEI's) into the regeneration process.

(2) Retain responsibility of all PEI's received through the completion of the LTI's and SL-3 and mobile load inventories.

(3) Provide personnel and appropriate cleaning gear at the commercial wash-down site to perform all washing duties necessary to ensure PEI's are cleaned.

(4) Provide operators and mechanics for organizational level of maintenance of PEI's passing through the regeneration process until final staging for loading.

(5) Coordinate with the AAOG Supply Officer to reconcile to zeroing out respective accounts.

(6) Coordinate with LFSP for augment driver requirements for any PEI's requiring a specific operators.

c. Accountability. Accountability of MPE/S transfers from Commander, Marine Corps Logistic Bases to the MAGTF Commander once off-load is complete. Upon completion of the MAGTF mission and the regeneration process, accountability transfers back to Marine Corps Logistic Bases.

14. MPF ENHANCEMENT.

a. MPF (E). The MPF concept has been tried and proven in war and contingencies. As such it is the future of country's national military strategy. In order to improve force closure times, and enhance the MAGTF capabilities, an MPF Enhancement (E) program has been developed.

b. 3 Ships. Three additional ships have been planned for with $110 million per ship for its conversion.

c. Capabilities. The additional capabilities are the Expeditionary airfield 2000, a Navy Construction Bn, a Fleet hospital with a 500 bed set, and additional MARFOR

Headquarters equipment. No additional equipment will be required to support the additional ships, however additional AAOE's will need to be added to the Arrival and Assembly phase for the Navy Construction Bn and the Hospital. The ACE will require a larger AAOE to support their additional capability.

15. FUTURE WARFIGHTING & LOGISTICS CONCEPTS.

a. MPF 2010 and Beyond. A new concept that has been outlined by HQMC is called MPF 2010 and Beyond in which next generation MPFs will contribute to forward presence and power projection. The enhancements envisioned will expand the functionality of the future MPF across an increased range of contingencies. One of these new methodologies is that Marines will deploy and meet the MPF ships while they are still enroute to the AO, thus being able to complete the process of making equipment combat ready and ensuring that upon arrival at the AO, the MPF MAGTF will be fully combat ready.

b. Operation Maneuver From the Sea. A new concept that was the driving factor for the new MPF vision was the concept called Operational Maneuver From The Sea (OMFTS). MAGTF's deployed on board amphibious ships will use the sea as maneuver space to conduct forcible entry ops in coastal regions. MPF's will combine the capacity and endurance of sealift with the speed of airlift to rapidly deploy MAGTF's to AO's.

While the current MPF has proven itself time and again since its inception, the capstone, OMFTS concept requires new capabilities. OMFTS demands seamless integration of maritime prepositioning and amphipbious task forces; MPF 2010 and Beyond will achieve it. Improvements in ship design and exploitation of emerging materiel handling technologies will permit MPF to reinforce the ATF as part of the Assault Follow On Echelon or conduct limited independent operations. This is a step towards establishing a true sea based capability. Free from shore based facilities and overflight considerations, MPF 2010 and beyond will offer unmatched operational flexibility.

SUMMARY:

Over the last few hours we have covered:

1. What's MPF?

2. Definitions.

3. Capabilities.

4. MPS Employment Concepts.

5. MPF MAGTF Ashore.

6. MAGTF Operations Phases.

7. Phase Organizations and Groups.

8. Arrival and Assembly Operations.

9. Off- Load Operations.

10. Assembly Operations.

11. Supply Support

12. Retrieving MPE/S from Using Unit.

13. Regeneration.

14. MPF Enhancement.

15. Future Warfighting.

REFERENCES

MCO P3000.17A
FMFM 1-5