

## ***Expeditionary Logistics***

Changes we will make in how our forces operate and fight must be accompanied by corresponding changes in how we will support and sustain those forces. We cannot field an agile, distributed 21st century combat capability and hope to meet its demands with a 20<sup>th</sup>-century linear approach to logistics. Our logistics enterprise has to provide expeditionary support and sustainment from the greater distances imposed by A2AD threats. It must accommodate the threat from increasingly capable ISR-strike capabilities to the viability of large, fixed-site support facilities. It must consider the ramifications of supporting distributed units conducting widely dispersed operations, and the need to limit if not reduce the burden that must be carried by the individual Marine. Our forward-deployed amphibious warfare ships and Maritime Prepositioning Ships squadrons (MPSRONS) support MAGTFs with their initial logistics needs for both aviation and ground elements, but challenges remain to meet requirements for sustaining larger forces and expeditionary operations. Expeditionary Logistics (EXLOG) will require a mindset and ability to rapidly develop responsive, agile, and resilient support architectures necessary to support and sustain operations on the move in austere environments, frequently on short notice, and in operational requirements that may dictate the distribution of forces across a large geographic area and require EABs to be rapidly established, disestablished, and re-established elsewhere. To increase the proficiency, system interoperability, and strategic theater flexibility of our tactical logistics chain, we must:

- Continue leveraging efforts such as Naval Logistics Integration (NLI), MAGTF Logistics Integration (MLI), Seabased Logistics, and the Navy's Distributed Agile Logistics (DiAL).
- Explore more fully the use of Defense Logistics Agency (DLA) support to deployed MAGTFs.
- Encourage logisticians to increase their consideration of "outside the MAGTF" (e.g. naval, Joint, multi-national, and industry partners) and coordination through the JLEnt when developing concepts of support.
- Rebalance our logistics capabilities between the wholesale/bulk level and the retail/individual level, reducing the traditional logistics stockpile ashore and relying on a transportation/distribution system that delivers sea-based supplies, particularly Class III and V, to smaller, dispersed units.
- Exploit naval total asset visibility linked to the operational (theater) and strategic levels as well as the capability to selectively offload at sea to better respond to/support a fast and changing tempo of naval operations.
- Continue to explore the use of MUM-T and advanced manufacturing technologies for logistics applications.
- Maximize MARFOR utilization of CCMD and Joint sustainment and support capabilities.