

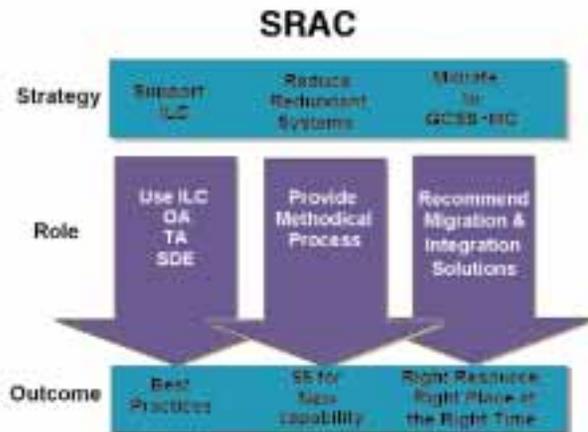
“GCSS-MC, ILC, and logistics modernization will not work without SRAC.”

LtGen Gary S. McKissock, USMC, Deputy Commandant for Installations & Logistics

Virtual Teaming & SRAC

The SRAC Core Team realized that the experts needed for the SRAC Domain Teams are scarce resources. To maximize SRAC productivity and minimize travel requirements, a virtual team-working environment was constructed.

SRAC is a pioneer in the use of virtual web based collaborative team rooms.



Conclusions

- ☞ SRAC is a prerequisite for building the Marine Corps Integrated Logistics Capability of the future and delivering on the promise of focused logistics in Joint Vision 2020.
- ☞ SRAC is an ambitious program based on a methodical approach of categorization, analysis, scoring, and recommendations. The program uses a process specifically designed for consolidation of Marine Corps logistics AISs supporting Joint Vision 2020.
- ☞ SRAC will determine what legacy and emerging AISs will participate in GCSS-MC. Without SRAC, the Marine Corps will not be able to divert information system investments to new capabilities necessary for ILC.
- ☞ Without SRAC, the Marine Corps will be forced to pour an increasing percentage of its IT dollars into maintenance of aging technology and redundant software.

“Marines should not have to operate 170+ disparate systems to manage battlefield logistics.”

Col Robert E. Love, USMC ILC Center, I&L, HQMC

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Systems Realignment & Categorization / Consolidation



A Prerequisite for Focused Logistics

The Chairman, Joint Chiefs of Staff (CJCS) has identified **Focused Logistics** as a key element of the DoD’s Joint Vision 2020 (JV 2020). The Integrated Logistics Capability (ILC) and its SRAC initiative is a Marine Corps approach to **Focused Logistics**.

“This is not going to be easy. Some people will have to give up old friends.”

LtGen Gary S. McKissock, USMC, Deputy Commandant for Installations & Logistics

The purpose of SRAC is to reduce the number of redundant Marine Corps logistic applications and generate recommendations for rational information technology investment.

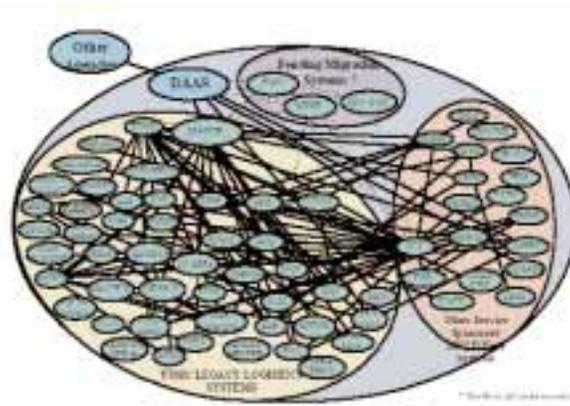
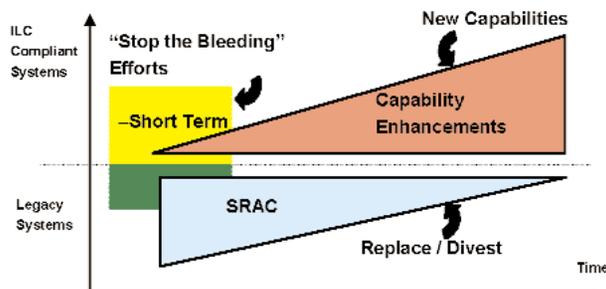
The Information Technology Challenge

The problem of costly and redundant legacy automated information systems (AISs) within DoD is pervasive. The Marine Corps currently uses more than 200 logistics AISs increasing over time, and using redundant data stores.

“The only way to re-engineer Marine Corps logistics is to dramatically reduce the number of redundant logistic systems.”

David Ferris, Deputy Program Manager, Information Systems, USMC

Clearly, this trend is in the wrong direction. Unless the Marine Corps can turn it around, investment cannot be diverted to the development of new information technology capability that will interoperate, share data, and enable the new streamlined business processes being developed.



Commercial organizations with complex supply chains typically use 10-15 applications, mostly of the COTS variety, built with business rules from commercial best practices.

“Why are we doing SRAC?... \$4 Billion in inventory.... 47 day pipeline for repair ... Marine still using pen and paper for inventory... and lastly... Congressional Mandates to reduce and improve.”

BrigGen. John J. McCarthy, USMCR Dir, Logistics Plans, Policy & Strategic Mobility Division, I&L, HQMC

The SRAC Process

SRAC examines the AISs of transportation, supply, maintenance, health services general engineering and acquisition as well as the general services applications such as contracts, finance, and personnel as they relate to performing logistics functions. SRAC categorization includes analysis using technical, functional, and cost criteria, as well as the ability to continuously develop and support the software. The execution of SRAC is divided into three progressively more rigorous phases.

Phase 1 concentrates on discovering "no-value" AISs and retiring them. No value AISs are those which have either no users, no funded support, or are unsupported because of the use of obsolete technology.

Phase 2 of SRAC identifies "low-value" AISs. Primarily these are systems that support a low number of logistics functions and a low number of users. Low value AISs are retired and required functional capability will be migrated to other systems.

Phase 3 deals with "high value" AISs that support many logistics functions and large numbers of users. Migration and integration plans are developed to consolidate these AISs to a manageable number. At the same time, commercial-off-the-shelf (COTS) applications are considered. Phase 3 includes a rigorous analysis of the technology and architecture of each AIS, its documentation and support.