

**Army Regulation 56-4**

**Surface Transportation**

# **Distribution of Materiel and Distribution Platform Management**

**Headquarters  
Department of the Army  
Washington, DC  
2 March 2007**

**UNCLASSIFIED**

# ***SUMMARY of CHANGE***

AR 56-4

Distribution of Materiel and Distribution Platform Management

This major revision dated 2 March 2007--

- o Changes the name of the publication to Distribution of Materiel and Distribution Platform Management.
- o Establishes policies and responsibilities for distribution of materiel and distribution platform management.

Effective 2 April 2007

## Surface Transportation

### Distribution of Materiel and Distribution Platform Management

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By Order of the Secretary of the Army:

PETER J. SCHOOMAKER  
General, United States Army  
Chief of Staff

Official:

  
JOYCE E. MORROW  
Administrative Assistant to the  
Secretary of the Army

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**History.** This publication is a major revision.

**Summary.** This regulation focuses on prescribing Army policies and command responsibilities for distribution. It amplifies distribution as described in AR 711-7. This regulation also includes Army policies, requirements, and responsibilities for distribution platform management and accountability; distribution platform leasing; integrated logistics aerial resupply; distribution visibility; distribution of hazardous materials; and distribution and customs and border clearance. It

includes Army distribution roles in Joint and combined operations.

**Applicability.** This regulation applies to the Active Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve unless otherwise stated.

**Proponent and exception authority.** The proponent of this regulation is the Deputy Chief of Staff, G-4. The proponent has the authority to approve exceptions or waivers to this regulation that are consistent with controlling law and regulations. The proponent may delegate this approval authority, in writing, to a division chief within the proponent agency or its direct reporting unit or field operating agency, in the grade of colonel or the civilian equivalent. Activities may request a waiver to this regulation by providing justification that includes a full analysis of the expected benefits and must include a formal review by the activity's senior legal officer. All waiver requests will be endorsed by the commander or senior leader of the requesting activity and forwarded through their higher headquarters to the policy proponent. Refer to AR 25-30 for specific guidance.

**Army management control process.**

This regulation contains management control provisions, but does not identify key management controls that must be evaluated.

**Supplementation.** Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from the Deputy Chief of Staff, G-4 (DALO-FPZ-A), 500 Army Pentagon, Washington, DC 20310-0500.

**Suggested improvements.** Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to Deputy Chief of Staff, G-4 (DALO-FPZ-A), 500 Army Pentagon, Washington, DC 20310-0500.

**Distribution.** This publication is available in electronic media only and intended for command levels C, D, and E for the Active Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve.

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\*This regulation supersedes AR 56-4, dated 1 September 1990.

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# Chapter 1 Distribution Management

## Section I Introduction

### 1–1. Purpose

This regulation prescribes Army policies and command responsibilities for the distribution of materiel; the distribution of materiel function as a component of the supply chain; and the distribution of materiel role in distribution-based logistics. This regulation includes Army distribution policies, requirements, and responsibilities for process management, program management, asset management, asset visibility, facilities, training, and doctrine as well as responsibilities and procedures governing the management and control of owned or leased distribution platforms. This regulation also defines distribution and addresses integrated logistics aerial resupply (ILAR), distribution visibility, hazardous material (HAZMAT), and customs and border clearance policies.

### 1–2. References

Required and related publications and prescribed and referenced forms are listed in appendix A.

### 1–3. Explanation of abbreviations and terms

Abbreviations and special terms used in this regulation are explained in the glossary.

## Section II Responsibilities

Army distribution is part of the larger Department of Defense (DOD) distribution community that includes the Office of the Secretary of Defense, Joint Staff, Defense Logistics Agency (DLA), United States Transportation Command (USTRANSCOM), other functional and geographical combatant commanders, military Services, the General Services Administration, and commercial industry. In an effort to improve global logistics and supply chain management, the commander, USTRANSCOM, was designated by the Secretary of Defense as the DOD distribution process owner. The distribution process owner was given the responsibility to improve the overall efficiency and interoperability of distribution-related activities of deployment, sustainment, and redeployment support during peace and war and to serve as the single entity to direct and supervise execution of the strategic distribution system. Within the distribution system, the responsible Army Command (ACOM) and activities must ensure that distribution is synchronized in partnership with the distribution community using an end-to-end (E2E) process focusing on guaranteeing delivery on time—every time. Listed below are specific Army distribution-related responsibilities.

### 1–4. Secretary of the Army

The Secretary of the Army (SA) will—

- a. Ensure establishment of an intermodal oriented distribution system of sufficient capability to meet required delivery dates (RDDs) for mobilization, deployment, employment, sustainment, redeployment, and retrograde.
- b. Ensure distribution-related regulations and procedures are implemented, revised as necessary, and in compliance with Defense Transportation Regulation DOD 4500.9–R series.

### 1–5. Assistant Secretary of the Army for Acquisition, Logistics, and Technology

The Assistant Secretary of the Army for Acquisition, Logistics, and Technology (ASA (ALT)) will—

- a. Ensure Army information and system requirements necessary for effective distribution system operations are incorporated throughout the acquisition process.
- b. Determine the need for contract clauses to advise Army contractors of distribution requirements during peace, contingency operations, and war.
- c. Ensure commonality and interoperability of Army-owned intermodal equipment, infrastructure, and systems within Army, with the Services, and with commercial industry. To that end, American National Standards Institute (ANSI) and/or International Organization for Standardization (ISO) specifications are the designated standards.
- d. Ensure procurement of Army-owned intermodal containers is accomplished in accordance with ANSI and/or ISO standards to assure interoperability with commercial intermodal systems.
- e. Ensure seamless integration of contractor furnished and supplied items in support of the Army distribution requirements during peace, contingency operations, and war.
- f. Issue instructions to vendors to ensure all shipments entering the Defense Transportation System (DTS) comply with DOD policy on documentation and marking in accordance with MIL-STD-129P.
- g. Make optimum use of commercial transportation industry intermodal equipment resources and services consistent with prudent business practices.

### **1-6. Assistant Secretary of the Army for Financial Management and Comptroller**

The Assistant Secretary of the Army for Financial Management and Comptroller (ASA (FM&C)) will—

- a.* Program, budget, and fund those assets, services, and systems necessary to support the distribution system.
- b.* Ensure cardholders— for those purchases made with a Government purchase card requiring shipment using the DTS for outside continental United States (OCONUS) delivery— provide vendors with proper shipping instructions in accordance with paragraph 2-14, below.
- c.* Ensure cardholders' requiring activities— for those purchases made with a Government purchase card requiring shipment using the DTS for OCONUS delivery— routinely advise all cardholders making purchases for OCONUS delivery of the areas requiring the use of the DTS.
- d.* Ensure that acquisition training for Government purchase cardholders includes the importance of providing proper shipping information to vendors when materiel is shipped using the DTS rather than door-to-door commercial transportation. Training should stress that failure to comply with MIL-STD-129P often results in DTS shipments being frustrated, delayed, or undelivered.

### **1-7. Chief Information Officer, G-6**

The Chief Information Officer (CIO/G-6) will—

- a.* Provide direction and determine objective for information systems and associated equipment to allow the integration of management and worldwide distribution activities.
- b.* Develop policy and guidance on information management relating to the synchronization of distribution and deployment.
- c.* Provide direction for an integrated strategic and theater distribution network supporting supply chain distribution of materiel goals and practices providing intransit visibility (ITV) and total asset visibility.

### **1-8. Deputy Chief of Staff, G-1**

The Deputy Chief of Staff, G-1 (DCS, G-1) will—

- a.* Provide adequate accessions for distribution-related military and civil service career fields dealing with supply, transportation, and logistics management.
- b.* Ensure that distribution-related career fields are integrated into overall Army personnel programs and policies.

### **1-9. Deputy Chief of Staff, G-3/5/7**

The Deputy Chief of Staff, G-3/5/7 (DCS, G-3/5/7) will—

- a.* Ensure the Army's distribution mission is fully supported and integrated into planning requirements definition and training development.
- b.* Ensure the development of force structure, equipment, information requirements, and training necessary for Army, Joint, and combined distribution operations.
- c.* Ensure that Army organizations are trained, equipped, and manned for Army, Joint, and combined distribution operations.
- d.* Ensure, in coordination with the Deputy Chief of Staff, G-4, (DCS, G-4) that the deployment and distribution processes that project and sustain forces are fully integrated into the Joint Operation Planning and Execution System and in the request for forces process.

### **1-10. Deputy Chief of Staff, G-4**

The DCS, G-4 will—

- a.* Perform Headquarters, Department of the Army (HQDA) oversight of Army distribution.
- b.* Develop, maintain resources, and enforce Army distribution policies and programs, to include its role in Joint and combined operations.
- c.* Promulgate logistics information system requirements relating to distribution.
- d.* Develop policies dealing with management, accountability, and tracking of distribution platforms and serve as the Army Staff (ARSTAF) proponent for distribution platforms and container management.
- e.* Establish policy to assure distribution platforms used by the Army are accounted for and tracked.
- f.* Provide oversight of ILAR initiatives.
- g.* Establish Army policy on packaging, storage, and transportation of HAZMAT.
- h.* Provide inputs to HQDA and Office of the Secretary of Defense Science and Technology Plans that promote technological enhancements or demonstrations of the overall distribution system.
- i.* Develop the distribution component of the Army Power Projection Program (AP3) master plan and action plan.
- j.* Identify, program, and secure funding for distribution capabilities and platforms in coordination with the Deputy Chief of Staff, G-8 (DCS, G-8).
- k.* Establish Army policy on ITV and radio frequency (RF) tagging technologies and applications, to include

implementation and application of ITV and automatic identification technology (AIT) required for distribution operations.

*l.* Ensure, in coordination with the DCS, G-3/5/7, that the deployment and distribution processes that project and sustain forces are fully integrated into the Joint Operation Planning and Execution System and the request for forces process.

#### **1-11. Deputy Chief of Staff, G-8**

The DCS, G-8 will validate programs and secure funding for present and future distribution capabilities, force structure, and combat and materiel development.

#### **1-12. Assistant Chief of Staff for Installation Management**

The Assistant Chief of Staff for Installation Management (ACSIM) will—

*a.* Ensure that required distribution and power projection capabilities are available on Army installations utilizing the U.S. Army Installation Management Command (IMCOM).

*b.* Ensure interface and coordination with ACOMs for units deploying and redeploying.

*c.* Ensure coordination with the Army Intermodal and Distribution Platform Management Office (AIDPMO) for order, delivery, and turn-in of leased ISO containers; for acquiring or transferring Army-owned ISO containers; and for obtaining disposition of commercially owned ISO containers.

#### **1-13. Commanding General, U.S. Army Forces Command**

The Commanding General (CG), U.S. Army Forces Command (FORSCOM) will—

*a.* Ensure distribution platform management is accomplished in a manner that provides accurate and complete accounting and control of surface and ILAR delivery assets.

*b.* Support distribution of materiel and distribution platform training in exercises.

*c.* Serve as the integrator for ILAR in exercises and contingencies.

*d.* Integrate distribution units, equipment, assets, and sustainment stocks into time-phased force and deployment data.

*e.* Plan, program, and monitor installation and mobilization station distribution platform loading and handling capabilities.

*f.* Ensure that the inventory, movement, and readiness condition of Army-owned containers and flatracks are provided to the AIDPMO.

*g.* Develop combat training center training schedules that exercises distribution capabilities to include ILAR usage.

*h.* Provide distribution policies and responsibilities to include the use of ILAR.

#### **1-14. Commanding General, U.S. Army Training and Doctrine Command**

The CG, U.S. Army Training and Doctrine Command (TRADOC) will—

*a.* Develop Army doctrine to support an expeditionary theater distribution capability that is embedded in the Joint process to include tactics, techniques, and procedures, in coordination with other DOD components for sustainment, distribution to the end user, and retrograde.

*b.* Develop and publish Army doctrine and procedures by which all distribution platforms (for example, containers, flatracks, container roll-in roll-out platforms (CROPs), and system 463-L platforms) and equipment (leased and owned) are managed, acquired, deployed, tracked, maintained, reported, inventoried, stored, and retrograded.

*c.* Develop Army doctrine, training, equipment, information continuity concepts, and force structure to support strategic and theater distribution requirements and operations for the current force and future force to include distribution platforms and ILAR.

*d.* Incorporate distribution concepts and capabilities as part of Army combat service support doctrine and develop doctrine to guarantee delivery on time—every time.

*e.* Develop Army concepts and requirements for ANSI and/or ISO containers and other distribution platforms, including required unit equipment.

*f.* Develop information technology concepts and requirements for the distribution system.

*g.* Develop, in conjunction with the Navy, doctrine and capability to perform sustained Joint logistics over the shore operations, including delivery and retrograde capabilities.

*h.* Develop and promulgate container operations and maintenance manuals and other container and distribution-related publications.

*i.* Identify force structure, equipment, information, and training requirements for in-theater reception, onward movement, and retrograde of all distribution platforms, to include intermodal containers and support equipment.

*j.* Analyze, verify, review, coordinate, and publish ILAR requirements and serve as lead combat, materiel, and training developer for distribution.

k. Train and integrate distribution concepts and procedures into the curriculum of branch schools and combat training centers.

## **1–15. Commanding General, U.S. Army Materiel Command**

The CG, U.S. Army Materiel Command (AMC) will—

- a. Provide guidance for distribution of AMC-owned or managed materiel to include effective stock positioning.
- b. Monitor materiel to ensure stockage levels are consistent with demand and the ability to distribute to the customer.
- c. Provide, through the U. S. Army Defense Ammunition Center, the Intermodal Dry Cargo Container/Convention for Safe Container Reinspection Course (AMMO-43).
- d. Develop, maintain, implement, and promulgate the Containerized Ammunition Distribution Plan for use by all Services through the Joint Munitions Command.
- e. Coordinate materiel distribution requirements with deployment requirements in planning and execution for contingencies and war.
- f. Develop and implement, in coordination with TRADOC, policy and recommendations on the aerial delivery of materiel to include HAZMAT.
- g. Provide life cycle support for distribution platforms, to include standard ANSI and/or ISO or ANSI and/or ISO-compatible Army unit equipment containers or Army-owned distribution platforms, including ANSI and/or ISO or ANSI and/or ISO-compatible Army unit equipment containers outside of common-user ISO Army-owned containers such as Containerized Ammunition Distribution System (CADS) and DOD common-user distribution platforms managed by the Military Surface Deployment and Distribution Command (SDDC).
- h. Provide management support for Army-owned ISO containers other than common ISO Army-owned containers such as CADS and DOD common-user distribution platforms including, in coordination with SDDC and the theater commander, theater-assigned or held containers.
- i. Provide technical advice and recommendations on loading, outloading, and intermodal operations required for Class V (ammunition) applicable to vehicle flatrack and ISO container movement and storage.
- j. Develop concepts and procedures for management and control of all Army-owned ANSI and/or ISO containers and flatracks, in conjunction with TRADOC.
- k. Employ the AMC Logistics Support Activity (LOGSA), Packaging, Storage, and Containerization Center (PSCC), AIDPMO in the functional area of container management with the following responsibilities:
  - (1) Serve as the Department of the Army “single manager” for management and control of all Army-owned and -leased ANSI and/or ISO containers, flatracks, and other distribution platforms, as required, including triple containers (TRICONS) and four containers (QUADCONs).
  - (2) Develop concepts, practices, and procedures for proper management of all Army-owned and -leased ANSI and/or ISO containers, flatracks, and other distribution platforms.
  - (3) Develop and implement procedures and practices that ensure the Army operates effectively and efficiently within the DOD and commercial intermodal systems.
  - (4) Maintain and provide to HQDA, accountability data and readiness of distribution platform assets required to meet Army and DOD movement requirements.
  - (5) Coordinate with HQDA, SDDC, IMCOM, and appropriate commands to redistribute assets within the Army to meet requirements.
  - (6) Maintain data on inspection and maintenance of Army-owned containers and ISO-configured tactical shelters and equipment to ensure compliance with the International Convention for Safe Containers (CSC), International Safe Container Act of 1980 (46 CFR), International Maritime Dangerous Goods (IMDG) code, and Institute of International Container Lessors standards.
  - (7) Enter requests for assignment of ISO serial numbers to Army containers into SDDC’s ISO register and maintain the SDDC and Army registers of all Army-owned intermodal containers meeting ISO standards.
  - (8) Maintain a central repository for CSC inspection reports on all Army-owned ANSI and/or ISO containers.
  - (9) Ensure Army organizations submit the latest CSC inspection reports to the AIDPMO. Reports must include, in addition to identification of the container, the date of last examination and a means of identifying the CSC examiner and/or official. The central repository must be maintained in accordance with 49 CFR.
  - (10) Initiate, reconcile, and maintain periodic inventories of all Army-owned and -leased ANSI and/or ISO containers, flatracks, and other distribution platforms.
  - (11) Coordinate with SDDC for disposition of carrier-owned equipment reported through the inventory process.
  - (12) Implement an inspection and recertification program for all Army-owned ANSI and/or ISO containers and flatracks.
  - (13) Ensure tracking and reporting requirements are accomplished.
  - (14) Assist with implementation of SDDC instructions for the disposition of non-Army or Army-owned but common-user intermodal equipment at or en route to Army locations.

- (15) Represent the DCS, G-4 on container working groups and at various workshops and conferences.
- (16) Provide field assistance and management services to Army units and activities, as needed, to maintain accountability and readiness condition of ANSI and/or ISO containers and flatracks including theater-assigned containers in coordination with SDDC and the responsible Army Service Component Commands (ASCCs) commander and/or theater commander.
- (17) Coordinate with AMC Army Sustainment Command (ASC) to maintain accountability and readiness condition of flatracks and CROPs.
- (18) Coordinate distribution platform requirements with continental United States (CONUS) and/or OCONUS installations and depots, component commands, and Army forces.
- (19) Incorporate ANSI and/or ISO container management policies and guidelines in applicable Army regulations in accordance with DOD 4500.9-R, Part VI and DOD global container management guidance.
- (20) Represent Army on ISO-configured tactical shelters.
- (21) Maintain the Army Container Asset Management System (ACAMS) to properly account for and maintain the readiness for Army ANSI and/or ISO containers, flatracks, and other distribution platform assets and to update Asset Information Management Systems (AIMS), DOD's intermodal equipment inventory register.
- (22) Obtain DD Form 2282 (Reinspection Decal Convention for Safe Container (CSC)) from SDDC and issue them for Army-owned ANSI and/or ISO containers and flatracks.
- (23) Serve as the single manager for Army-owned ANSI and/or ISO containers and flatracks, focusing on inventory, accountability, and readiness. These functions do not include property accountability.
- (24) Maintain collaboration and coordination with other key players (SDDC, ASC, and program managers), without, however, assuming other agencies' mission responsibilities.
- (25) Provide proper management of intermodal platforms to ensure they conform to requirements of DOD 4500.9-R, Part VI.
- (26) Serve as the Army's procurement approval authority for all Army-owned and/or procured intermodal distribution platforms. All requests for procurement of ANSI and/or ISO intermodal equipment must receive prior approval from AIDPMO.
- (27) Serve as the Army's single authorized ordering authority for the processing of all leasing or purchasing requirements for intermodal distribution platforms. Leasing intermodal distribution platforms utilizing local contracting offices is not authorized. All Army intermodal equipment requirements will be processed through the AIDPMO so the most efficient solution (whether to lease, buy, or use available Army-owned equipment) to meet the need can be determined.
- (28) Provide cost estimates for lease or purchase of intermodal containers. Cost estimates will compare the costs for purchasing the container outright, for 1-way leasing with turn-in at the overseas location, and for round trip leasing. (Under certain circumstances it will be more economical and operationally effective to purchase used containers. This option should always be considered first and may be the most viable based on intended use, length of lease, capability of command and control over the asset, and in those instances when a container may not be returned.)
- (29) Research technology and business practices and make Army recommendations on investments to achieve an intermodal system with self-reporting assets resulting in visibility of assets while in storage, in process, and in transit.
- (30) Develop and implement concepts and practices to ensure compliance with efficient management of Army distribution platforms in coordination with ASA (ALT), TRADOC, DCS, G-4, FORSCOM, DLA, USTRANSCOM, U.S. Army Medical Command (MEDCOM), and SDDC.
- (31) Provide management support services for all Army-owned and/or -leased containers including theater-assigned containers as agreed to by SDDC, USTRANSCOM, and the ASCC commander or theater commander concerned.
- (32) Manage Army-owned CADS ANSI and/or ISO containers.
- (33) Program, budget, and fund life cycle costs (that is, acquisition and/or replacement, maintenance, and repair) related to mobilization and/or surge portion of the Army-owned CADS container fleet.
- (34) Provide asset management and control (including pre-positioning, inspection, certification, maintenance, repair, disposal, and replacement) of Army-owned CADS container fleet to meet container requirements in peacetime and contingencies.
- (35) Coordinate with all Army activities or units and provide disposition of Army-owned or -leased containers and coordinate with SDDC to obtain disposition instructions for all other containers. The AIDPMO will notify all Army activities of the advance notification of all containers inbound and outbound, to include disposition information received from SDDC for deployment and/or redeployment and retrograde shipments.
  - l. Employ LOGSA, PSCC in the functional areas of packaging, storage, and HAZMAT with the following responsibilities:
    - (1) Serve as the Army administrator for Army participation in the DOD shelf-life program pertaining to the use of distribution platforms.

(2) Serve as the Department of the Army subject matter expert for technical information and assistance, development and/or implementation of policy, and recommendations on packing and packaging, storage, and transportation of HAZMAT.

(3) Serve as the Army operational coordinator and transportation focal point for Army participation in the DOD Hazardous Materials Information Resource System (HMIRS) in accordance with AR 700-141.

(4) Serve as Army storage space management administrator.

(5) Manage the Army's service applications testing facility for designed items assigned by DOD; serve as the Army entry point for industry-developed materiel handling equipment (MHE), packaging equipment and materiels, methods, procedures, and servicewide application; and conduct packaging design validation testing required for shipping containers used to ship Army materiels.

(6) Provide worldwide technical and on-site staff assistance visits to achieve maximum effectiveness and efficiency in distribution, warehouse operations, packaging, and HAZMAT to Army troop installations and other organizations.

(7) Provide ITV and RF tagging technologies and applications, to include the implementation and application of ITV and AIT necessary for visibility to the required level of detail.

*m.* Employ the ASC in the functional area of flatrack and CROP management with the following responsibilities:

(1) Serve as the single accountable manager for allocation, tracking, redistribution, and maintenance of Army vehicular flatracks (identified as bed, cargo, demountable (BCD)), which includes CROPs (M3/M3A1) and M1 and M1077 flatracks.

(2) Provide LOGSA PSCC AIDPMO with accountability and readiness status of flatracks and CROPs, as required to support Army requirements.

(3) Serve as accountable manager for location, transportation, and maintenance of Army-owned flatracks and CROPs.

(4) Provide life cycle support for flatrack platform use as Army unit equipment and/or Army-owned common-user equipment.

(5) Ensure visibility of Army-owned flatracks worldwide while intransit and during contingencies using RF and/or AIT.

(6) Identify and redistribute excess Army-owned flatracks to fill requirements.

(7) Review and approve or disapprove requests for redistribution of Army-owned flatracks.

(8) Redistribute Army-owned flatracks and CROPs during contingencies to satisfy urgent mission-essential requests.

(9) Identify to the CROP item manager any shortage or contingencies which warrant the acquisition of additional flatracks.

(10) Maintain Army-owned flatracks and select the maintenance location and organization.

(11) Provide HQDA recommendations for distribution of new production and depot-repaired Army-owned flatracks in coordination with ACOMs, ASCC, and Direct Reporting Units (DRUs).

(12) Support HQDA, TRADOC, Combined Arms Support Command, and field command units addressing flatrack policy and doctrine issues.

(13) Analyze ASCC, depot, and pre-position requirements for determination of needed flatracks and/or CROPs quantities.

(14) Investigate any unaccountable gains or losses exceeding 5 percent per site (unit, installation, depot, and so on.) of Army-owned flatrack and/or CROP assets.

(15) Review and submit pertinent changes to all regulations and supplements regarding management, distribution, and maintenance of Army-owned flatracks and/or CROPs.

## **1-16. Commanders, Army Commands**

Commanders, ACOMs will—

*a.* Coordinate deployment process planning with distribution planners to facilitate distribution flow and synchronization with deployment requirements.

*b.* Conduct distribution planning and training to include the training associated with ILAR.

*c.* Use distribution platforms (that is, containers, flatracks, and CROPs) for unit deployments and loading and handling capability outloading facilities, and conduct related training.

*d.* Provide guidance to Active Army, Army National Guard, and U.S. Army Reserve units concerning packing and loading for deployment and using distribution platforms and/or containers at installation and/or mobilization stations.

*e.* Exercise control and ensure rapid turnaround of distribution platforms on respective installations and/or jurisdictions by establishing procedures and a container control officer (CCO) to manage and account for intermodal containers, flatracks, and shipping platforms (Army-owned and -leased), and acquired system 463-L pallets, as applicable.

*f.* Manage distribution platforms to guarantee accurate and complete accounting and control.

- g.* Provide information concerning inventory, movement, and readiness condition of Army-owned and/or -leased intermodal equipment to the AIDPMO.
- h.* Provide information concerning inventory, movement, and readiness condition of Army-owned flatracks and CROPs to the AMC ASC FMC.
- i.* Accomplish proper maintenance of all Army-owned and -leased containers and flatracks.

### **1-17. Commanders, Army Service Component Commands**

Commanders, ASCCs will—

- a.* Advise the DCS, G-4 of distribution responsibilities levied by the geographic combatant commander on the ASCC.
- b.* Coordinate deployment process planning with distribution planners to facilitate distribution flow and synchronization with deployment requirements.
- c.* Conduct distribution planning and training to include the training associated with ILAR.
- d.* Provide oversight of all distribution platforms in an area of operations (AO), to include managing, circulating, inventorying, tracking, funding, demurrage and/or detention, and retrograding.
- e.* Implement procedures and establish a CCO to manage intermodal containers, 463-L pallets, and Army-owned and -leased distribution platforms.
- f.* Manage all distribution platforms in the area of responsibility and ensure complete accounting and control.
- g.* Manage distribution operations in the area of responsibility.
- h.* Provide information concerning inventory, movement, and readiness condition for Army-owned containers to the AIDPMO.
- i.* Provide information concerning inventory, movement, and readiness condition of Army-owned flatracks and CROPs to the AMC ASC FMC.
- j.* Ensure the proper maintenance of all Army-owned and -leased containers and flatracks.

### **1-18. Commanding General, U.S. Army Medical Command**

The CG, MEDCOM will—

- a.* Serve as the combat developer and user representative for Class VIII (medical) distribution.
- b.* Coordinate deployment process planning with distribution planners to facilitate distribution flow and synchronization with deployment requirements.
- c.* Conduct distribution planning and training to include training associated with ILAR.

### **1-19. Commanding General, Military Surface Deployment and Distribution Command**

The CG, SDDC will—

- a.* Serve as the Army surface distribution manager supporting the Army and DOD worldwide during peace and war with responsive planning, crisis response actions, distribution management, terminal operations, integrated transportation systems, and global container management.
- b.* Establish and enforce tracking mechanisms for movement and/or transportation data on DOD freight and cargo moving in the DTS through surface means.
- c.* Serve as the global container manager as designated by USTRANSCOM (DOD distribution process owner). Authority includes directive authority over the use of all ISO cargo containers in the DTS and, in coordination with the combatant commander, when outside the DTS in a theater of operations. Use of such containers in a theater, when owned or leased by a Service, remains under the control of the Service unless emptied and released to a theater control office or to SDDC for use as a DOD common-user container.
- d.* Manage, monitor, report, and provide asset visibility of DOD-owned, -leased, and commercial intermodal surface shipping platforms and containers while in the DTS or within a theater of operations, based on coordination with the theater combatant commander (see specific SDDC responsibilities for DOD container management in DOD 4500.9-R, Part VI).
- e.* Determine, in coordination with the Services, overall DOD ANSI and/or ISO container requirements, inventory, and asset availability to meet contingency, mobilization, deployment, and training requirements.
- f.* Provide data and expertise to the Army for determining container and container handling equipment (CHE) requirements (types and numbers) to support Army and Joint forces contingency, exercise, and peacetime operations.
- g.* Coordinate procedures so materiel, when called to port, is prepared for shipment aboard the type of vessel (roll-on, roll-off, break bulk, or containership) designated for shipment. This includes guidance on containerizing wheeled vehicles.
- h.* Provide systems and operations analysis and transportation engineering support for Army distribution platforms, containerization, and intermodal activities.
- i.* Assist in identifying weight and dimensions in the equipment characteristics file for containerizeable Army unit equipment and vehicles.

- j.* Provide transportation engineering data and expertise for the Army in the determination of container and CHE requirements (types and numbers) to support Army and Joint forces contingency, exercise, and peacetime operations.
- k.* Provide ITV of Army-owned and/or -leased, and commercial intermodal equipment in the DTS through the Global Transportation Network (GTN).
- l.* Validate that sufficient 20-foot containers and chassis (commercial and government owned) are available to support warfighter requirements and timelines.
- m.* Maintain AIMS (an automated, Web-based container inventory system with the capability to generate new numbers in accordance with the ISO container number generator algorithm) for use in numbering new or used containers and to accept information from the Service container managers so as to provide a consolidate inventory of all the Services ISO container ownership.
- n.* Issue ISO numbers and make available on the internet the DOD ISO register for all DOD-owned intermodal containers and ISO-configured shelters by DOD activity address code (DODAAC) and type container.
- o.* Obtain and issue required number of DD Form 2282, and for Army, provide DD Form 2282 to the AIDPMO.
- p.* Represent DOD before the Equipment Interchange Association on coding, marking, CSC plating, and reinspecting ANSI and/or ISO containers.
- q.* Negotiate intermodal rates and procure related services to meet DOD intermodal equipment and transportation requirements.
- r.* Manage and provide administrative support to the DOD container inventory process and promulgate inventory procedures.
- s.* Manage and control, for DOD, all commercial ocean carrier containers from origin to final destination to include return or allocation of empty common-user containers within a theater of operations.
- t.* Perform global DOD container database management utilizing automated systems to provide inventory, accountability, tracking, visibility services, and support.
- u.* Provide a theater container database that monitors the inventory, management, and accountability of all containers and movement of containers throughout the theater.
- v.* Provide standard reports for providing information to all activities concerning container status.
- w.* Provide advance notification of all containers inbound and outbound, to include disposition information, to AIDPMO for deployment/redeployment, retrograde shipments, and any shipment using Army-owned containers
- x.* Establish a single theater container control office for each theater to manage and monitor containers to ensure optimum utilization and accountability.
- y.* Establish procedures for use by combatant commanders in reporting and turning in empty containers for use in theater or to carry retrograde cargo. Coordinates procedures with the Service container managers when Service-owned containers are involved.
- z.* Coordinate with Service owners, DOD activities and agencies in the area of responsibility to establish and manage theater common-user container pools. Contract for and maintain container leasing capabilities to meet intermodal equipment requirements needed to support peacetime and contingency operations on a global basis.

## **Chapter 2**

### **Distribution of Materiel Definition, Goals, and Procedures**

#### **2-1. General**

This chapter focuses on distribution, that is, guaranteeing the delivery of materiel on time—every time. This regulation does not include deployment and redeployment of forces or their respective unit equipment. This regulation does recognize the deployment process and the distribution process must be synchronized, as both processes often require the simultaneous use of the same assets and infrastructure. Army distribution requires active engagement with the Joint distribution community, supported commanders, host nation providers, and commercial contractors and vendors. The purpose of distribution is to reliably provide materiel to the warfighter (or other designated end users) with the time, place, and condition utility required to predictably ensure readiness in peace and the continuous combat effectiveness during war and contingency operations. Distribution must provide rapid and precise delivery through the last tactical mile and must be conducted within a supply chain and a distribution-based logistics framework. This requires the positive control of an E2E system, focused doctrine and processes, and full integration across the strategic, operational, and tactical levels of logistics.

#### **2-2. Distribution of materiel defined**

Distribution is an E2E Joint capability that uses standard business practices to provide materiel and information worldwide from the supply source to the point of consumption or use, to include the last tactical mile and retrograde. Distribution includes the two-way flow of materiel and information, process and financial management, transportation, transportation mode selection, node operations, visibility to the required level of detail enabled by AIT and automated

information system (AIS), materiel handling, and protective packaging. It also includes the capability to meet surge requirements, to redirect materiel en route, and to maintain full synchronization with the force deployment process. Speed alone is not the desired result: it is the reliable, predictive, rapid, and precise delivery of materiel when and where required. Success is measured at the last tactical mile.

### **2-3. Distribution of materiel goals**

The distribution goals, as identified in AR 711-7, paragraph 2-8, include—

- a.* Gaining and maintaining logistician and warfighter confidence in the distribution system through demonstrated reliable and predictable worldwide time definite delivery of materiel, including the last tactical mile.
- b.* Reducing the distribution footprint.
- c.* Reducing costs while maintaining warfighter capabilities and readiness.
- d.* Conducting efficient distribution operations at strategic levels and effective distribution operations at operational and tactical levels.
- e.* Synchronizing, fully, the distribution process with the deployment process.
- f.* Defining and achieving performance metrics.
- g.* Conducting effective and efficient retrograde of materiel.
- h.* Attaining visibility of all materiel in the distribution system to the needed level of detail using AIT enabled information systems coupled with the capability to effectively redirect materiel en route.
- i.* Ensuring sufficient commercial and organic distribution platforms are available to meet warfighter surge and follow-on requirements.
- j.* Conducting effective distribution platform circulation and retrograde operations.
- k.* Ensuring contracts for materiel acquired through Government purchase card, direct vendor delivery, and weapon system contractor logistics support provide for shipment to combat and contingency areas of operations by either organic or commercial transportation as directed by the warfighter.
- l.* Preventing delays and misdirected cargo through proper marking and labeling of shipments.
- m.* Identifying, funding, and implementing high payoff distribution enablers.
- n.* Accomplishing continuous process improvement by exploiting and incorporating current and emerging technology and best practices.

### **2-4. Distribution of materiel and force projection**

As the distribution system can require the same assets simultaneously used to deploy the force, distribution and deployment must be fully synchronized to ensure that available lift, port reception, staging, and delivery capabilities are fully exploited to best meet warfighter requirements. The execution of deployment and redeployment of forces is a distribution event. Distribution of forces starts when a unit is validated to a lift provider for movement. A time-phased force and deployment data file is a list of distribution requirements with associated delivery dates.

### **2-5. Distribution of materiel system and the Defense Logistics and Global Supply Chain Management System**

The Defense Logistics and Global Supply Chain Management System (DLGSCMS) includes all DOD activities that provide materiel support for the combatant commanders. The distribution system is a component of the DLGSCMS. As such, distribution includes all DOD facilities and installations, and methods to receive, store, maintain, distribute, and control the flow of materiel between the point of acceptance into the military transportation system and the point of issue to using activities and units.

### **2-6. Strategic distribution of materiel**

Strategic distribution is that part of the E2E distribution system that delivers materiel to and from a theater in support of a combatant commander. Strategic distribution is accomplished through the interaction of the distribution network and the physical distribution capabilities. The purpose of strategic distribution is to reliably deliver the required materiel to the theater on time—every time.

*a.* The strategic distribution network encompasses the first strategic mile at the source of supply all the way to the theater. The network is a multidirectional and flexible combination of nodes and links (lines of communication) between the nodes. Seams in the network between the strategic and theater levels must be transparent to the warfighter. This requires assured communications, total visibility of the strategic flow, effective distribution management, and modernized distribution processes and technologies.

*b.* Strategic physical distribution is the two-way interaction between all strategic nodes, modes, and lines of communication. It spans all the transportation and materiel management activities from the first strategic mile to the theater. Physical distribution is supported by the interoperability of the distribution platforms between modes as well as the physical (as opposed to management) capability to reliably deliver the required materiel.

## **2-7. Theater distribution**

Theater distribution is the E2E capability that delivers timely, dependable, accurate, and consistent sustainment from within the theater to the point of need. It is comprised of 4 mutually supportive networks: the physical network, the financial network, the information network, and the communications network. The distribution system is successful when it delivers a reliable and predictable level of support that has the confidence of both the warfighter and the logistician. Achieving this will require a transformed distribution system that integrates new organizations, new processes (some adapted from industry), and an infrastructure that shares data from the Soldier operating at the “last tactical mile” (unit formations that come directly into contact with enemy forces) to the industrial sustainment base. Assured 24 hours-a-day, 7 days-a-week communications, shared distribution information across the enterprise, and reliable communications and tracking capabilities embedded into distribution platforms are essential to modernizing theater distribution. A successful modernized theater distribution system must provide—

- a.* Unity of effort with a single command and control element responsible for the operational distribution system.
- b.* Total situational awareness of what is in and what is moving throughout the distribution system.
- c.* Modern delivery platforms with increased reliability that permit continuous operations and remain capable over their life span.
- d.* Rapid and precise time definite delivery using effective and efficient processes that are in complete harmony with the DOD distribution process owner.

## **2-8. Theater distribution single control element**

Theater distribution requires positive control of the materiel flow from the point of origin in the theater through delivery to the last tactical mile, to include retrograde. This requires a unity of effort with a single control element; that is, a single distribution owner who has positive control E2E in the theater and is responsible for guaranteeing theater delivery on time—every time.

## **2-9. Distribution and supply chain management**

To be effective and make the best use of fiscal resources, distribution must be conducted within a supply chain framework. Distribution is a component of supply chain management. Application of supply chain management within the Services is detailed in JP 4-09. Application of supply chain management within the Army is detailed in AR 711-7. Within the supply chain, distribution influences acquisition, sourcing, and stock positioning.

- a.* The distribution function within the supply chain starts in a government facility after the materiel release order is cut and a product is identified for shipment. At a commercial site, distribution starts when a product is made available for shipment at a vendor dock based on a validated request/order.
- b.* Pre-positioning of stock within a supply chain management framework is critical to an effective distribution process that meets warfighter requirements for reliable distribution. Time, space, and cost considerations may require pre-positioning materiel in forward areas in lieu of deploying materiel from CONUS at the time of need. Army pre-positioned materiel, ammunition, and war reserve stocks (afloat and ashore through the Army Pre-Positioned Stock Program) provides a warfighting capability forward and shifts mobility requirements from strategic lift to operational lift. Application of afloat pre-positioning for other classes of supplies to create floating mini-depots in proximity to a theater may be considered in providing forward-based distribution.
- c.* Improving the supply chain through the Distribution Management Program is discussed in AR 711-7, chapter 4.

## **2-10. Distribution-based logistics**

The modern combat operating environment demands a reliable distribution-based sustainment system that delivers rapid and precise support when and where needed. Distribution-based logistics is a synchronized DOD, Joint, Services, and industry network of organizations, infrastructures, processes, capabilities, and automated systems that enable rapid and assured delivery and retrograde of materiel to forces worldwide across the full spectrum of military operations. Its fundamental principles are velocity over mass, centralized management, direct delivery, optimization of the distribution system, maximum throughput, minimum essential stocks, standard practices, predictable delivery, and continuous two-way visibility and flow of information.

## **2-11. Distribution metrics**

- a.* Success of the distribution system is not measured by speed alone, but rather on consistently meeting the warfighter delivery requirements. Customer wait time, the total elapsed time between the issuance of a customer order and satisfaction of the order, is the principal metric to measure the responsiveness of the distribution system. The consistency of the distribution system is measured by time definite delivery, which is the concept that within a specified degree of probability (for example, 85 percent), the logistics system is capable of delivering materiel to the customer within a given period of time. In developing performance agreements with customers, materiel managers with the distribution community, develop time definite delivery standards tailored to meet specific delivery requirements. These supply chain performance metrics measure the complete cycle time to satisfy a requirement at the end user level

within specified delivery times (total customer response time). Measurement begins when the requirement is established in the Army supply system (that is, Unit Level Logistics System and/or Standard Army Maintenance System) and ends when receipt acknowledgement is recorded. These metrics extend to vendor shipments outside the DTS.

*b.* The Army will use supply chain metrics as established in AR 711-7 to measure customer response and will rate that response against established standards. The Army metric reports provide the amount of time used by each source of fill and by segment of the supply chain. Army commanders with responsibility for distribution segments will compare their units' performance to the supply chain standards. Army messages will announce the customer response time goals.

## **2-12. Distribution during peace, contingency, and war**

The Army vision, transformation, and evolving force employment scenarios and sustainment requirements are mandating changes to distribution practices.

*a.* Packaging and rigging methods are affected by the demands of Army transformation. For example, the operational concept for the brigade combat team requires sustainment characterized by shipments earmarked for a designated unit as early as possible in the cycle. Thus, the packaging of items for direct delivery to a customer is critical to the distribution system. The Army must continue to explore and expand concepts of smaller prepackaged loads capable of withstanding the rigors of aerial drops in support of the current and the future forces.

*b.* Stock positioning and a complete understanding of warfighter requirements for materiel are critical to the effectiveness of the distribution system. First, stock must be located to best support the readiness and continuous combat effectiveness of Army forces. Second, stock location must be considered in terms of reducing lift needed for sustainment during deployment of forces (for example, the forward positioning of tank tracks reduces surge lift requirements). Third, maximum use of first destination transportation funding must be used to position the stock directly from the source to the most probable resource effective location.

*c.* During peacetime, distribution includes the use of both military and commercial transportation in accordance with contracts or agreements between DOD and supporting contractors. Critical information relating to receipt of materiel at ports and during onward movement must be promptly entered into applicable information systems.

*d.* During contingencies and war, DOD may require vendor shipments to be terminated in CONUS where those shipments will be merged with others into the DTS for movement to a common OCONUS destination. Visibility of vendor shipments at CONUS destinations must be electronically entered into the required information systems.

*e.* In-theater support contractors may require support from the distribution system, or may have in-theater distribution requirements of their own. Contracts for these services should be addressed prior to actual deployments and updated as required.

*f.* Experience has shown that the commercial practice of delivering a container provided by an ocean carrier to the consignee (Army unit) and having the container unstuffed and returned to the carrier within the allotted free time does not work when supporting operations and contingencies. Army policy is that only government-owned or government-leased containers be used for the initial support of an operation or contingency. It is anticipated that future operations will be characterized by little or no notice, indefinite durations, little or no infrastructure, and unsecured lines of communication. When supporting these operations, the container becomes the warehouse. As the theater matures and the theater commander approves, a transload operation can begin, and at that point ocean-carrier-provided containers can be utilized.

## **2-13. Army vendor shipments using the Defense Transportation System**

*a.* Outside continental United States vendor contracts may authorize vendors to deliver materiel using door-to-door commercial transportation. During certain circumstances, such as war or contingency operations, vendors may not be able to use door-to-door commercial delivery. When this occurs, materiel must enter the DTS for delivery to the designated end user. Materiel improperly marked and labeled for the DTS can become frustrated, lost, or delayed intransit.

*b.* To preclude frustrated shipments, all Army shipments that enter the DTS shall comply with MIL-STD-129P. The DTS includes transportation managed by USTRANSCOM component commands; military department-operated ocean and aerial ports and facilities; Defense consolidation and containerization facilities; and Defense Distribution Centers (DDCs).

*c.* For contracts of materiel that could enter the DTS, the contract will require the contractor to comply with marking as stipulated in MIL-STD-129P. For purchases made with Government purchase cards for which door-to-door commercial transportation is not possible, cardholders must provide vendors with proper shipping instructions that will enable the shipment to enter the DTS.

*d.* Commanders, contracting officers, and contracting officer representatives will ensure vendor shipments entering the DTS—

(1) Adhere to military standard documentation and marking in accordance with MIL-STD-129P, to include but not limited to military shipping label and bar-coding requirements.

(2) Include a "mark for" in-the-clear delivery address which includes ultimate consignee's name, organization, unit

and/or departmental name, office symbol, telephone number, and consignee's DODAAC. The in-the-clear delivery address must also include, if applicable, the host country geographic address.

(3) Include transportation control number, transportation account code, transportation priority, piece count (that is, number of outer boxes), and RDD.

(4) Include a packing slip located in a weather-tight plastic pouch on the outside of the package to eliminate the need to open boxes for shipment content identification.

(5) Comply with 49 CFR in that all packages of HAZMAT must include hard copies of applicable emergency response guidebook pages secured inside the packing slip.

(6) Package appropriately, individual items to arrive in usable condition at destination.

(7) Package appropriately and mark HAZMAT to comply with applicable modal requirements and arrive safely in good condition at destination.

(8) Begin providing continuous ITV at the time the shipment is initiated.

(9) Provide advanced shipping notice to the first point in the DOD organic transportation system.

(10) Provide a report of shipment (for shipments of munitions and related inert components) to consignees and all ports (surface and air) and transshipment activities within 2 hours of shipment leaving the shipper location in accordance with DOD 4500.9-R and DOD 5160.65-M.

## **2-14. Army purchase card vendor shipments using the Defense Transportation System**

*a.* When using a Government purchase card to purchase items for movement from CONUS to an OCONUS destination, door-to-door commercial shipment is the preferred method of delivery. Although most overseas shipments are delivered directly by commercial carriers, an increasing number of overseas Government purchase card shipments must move through a military airport, seaport, or consolidation point for delivery. These shipments entering the DTS are required to have specific shipping, marking, and packaging requirements as outlined below. When this required information is incorrect or lacking, the shipment is classified as frustrated at military transit ports or at an intermediate staging area prior to the final destination. A vendor shipment that becomes frustrated is, at a minimum, delayed at either the port or at an intermediate stop along the transportation chain, and many times does not ever reach the intended recipient.

*b.* For all purchases made with the Government purchase card not using door-to-door commercial transportation, cardholders must provide vendors specific shipping instructions and/or directions that will enable the shipment to be delivered by the DTS and preclude the shipment from becoming frustrated. Prior to using the Government purchase card, the cardholder's requiring activity must advise the cardholder responsible for making the purchase that the ship-to point for the item is in an area in which commercial deliveries will not be possible. Additionally, the requiring activity must also provide the cardholder with alternate shipping instructions and/or directions that will ensure that the vendor conforms to the business rules for Government purchase card shipments entering the DTS. Specifically, the vendor must—

(1) Adhere to military standard documentation and marking in accordance with MIL-STD-129P, to include but not limited to military shipping label and bar-coding requirements. The MIL-STD-129 may be accessed at <http://assist.daps.dla.mil/quicksearch>.

(2) Include a mark for in-the-clear delivery address which includes ultimate consignee's name, organization, unit and/or department name, office symbol, building number and room number (if available), street address, city, state (if applicable), country code designation, and consignee's DODAAC, in addition to the ship-to address. For shipments to deployed units, the in-the-clear delivery address must also include, if available, the host country geographic address.

(3) Include transportation control number, transportation account code, transportation priority, piece count (that is, number of boxes), and RDD when available.

(4) Ensure that packages include a packing slip located in a plastic pouch on the outside of the package to eliminate need to open boxes for shipment content identification.

(5) Package appropriately, items to arrive safely and in good condition at specified destination.

(6) Ensure, during contingency operations, that packages include hard copies of material safety data sheets for all HAZMAT secured inside the plastic pouch with the packing slip.

(7) Package, appropriately, HAZMAT to comply with applicable modal requirements and arrive safely and in good condition at the specified destination.

(8) Begin providing continuous ITV at the time the shipment is initiated (this is required whether or not the shipment is known to be entering the DOD organic distribution system).

(9) Provide advanced shipping notice to the first point in the DOD organic transportation system.

*c.* If a shipment requires delivery through the DTS because it cannot be delivered using commercial door-to-door transportation and/or the vendor requirements stated above cannot be met, then the Government purchase card will not be used in making the purchase.

*d.* All acquisition training for Government purchase cardholders must include the importance of providing the above

stated shipping information and transportation requirements to vendors when items are to be shipped using the DTS instead of door-to-door commercial delivery.

## **2-15. Special shipping requirements**

Special processing requirements for DTS shipments in the categories are listed below.

*a. Shipment and documentation of classified and sensitive materiel.* Shipments of classified materials shall conform to applicable requirements established by DOD 5200.1-R and DOD 5220.22-M. Access by U.S. border crossing agency officials to aircraft and vessels arriving from foreign countries may not be denied because of cargo security classification.

(1) Shipment of sensitive conventional arms, ammunition, and explosives shall conform to the requirements of DOD 5100.76-M.

(2) Standards for commercial carrier transport of classified materiel and arms ammunition and explosives shall conform to the requirements of DOD 4500.9-R.

*b. Transportation documentation of movements to support combatant commanders or Chairman of the Joint Chiefs of Staff classified operations plans.*

(1) Existing transportation documentation systems are designed to operate in an unclassified environment. Their use during contingencies and mobilization creates a potential for compromise of operative combatant command or Chairman of the Joint Chiefs of Staff operations plans. During such contingency operations, transportation documentation containing classified information must be structured and communicated without compromising security requirements.

(2) The implications of security classifications must be recognized when developing or modifying transportation documentation and/or data systems. The prime consideration when modifying transportation documentation and related information systems is the movement of the materiel. The necessary documentation and/or data transmittal should not impede that effort.

## **2-16. Pure packing of materiel**

*a. Pure packing of materiel streamlines distribution management operations and better supports air lines of communications and sea lines of communications cargo operations worldwide.*

*b. Pure packing of air lines of communications cargo for a supply support activity (SSA) is a concept that supports the materiel distribution requirements and the Army's goal of achieving strategic responsiveness and full spectrum dominance. As indicated in these references, pure packing implementation is essential to the effective sustainment of Army forces, especially those forces engaged in combat operations in immature theaters. This effort could increase the consolidation and containerization point (CCP) processing time segment of the supply pipeline; however, this tradeoff is designed to increase throughput and reduce total time to reach the customer.*

(1) In order to optimize throughput distribution to the SSA level, all cargo (less HAZMAT, oversized cargo, and other exceptions specified in DOD 4500.9-R, Part II, Chapter 203, for each routing indicator code (RIC) and/or DODAAC shipped using air lines of communications system 463-L air cargo pallets is segregated at the supporting CCP by RIC/DODAAC onto separate 463-L pallets in accordance with the theater route plan. During consolidation operations, DODAAC, RIC, and SSA are synonymous; pure pack pallets are by SSA DODAAC.

(2) Pure pack air lines of communications pallets are system 463-L air cargo pallets consolidated for shipment to a single SSA DODAAC, to include all supported requisitioning customers. The concept is to build pallets by DODAAC and consolidate as required by RIC and SSA while ensuring that agreed upon pallet hold time is not exceeded. It is recognized that there are SSAs that will not be able to generate pure pallet loads consistently. The supporting CCP has the option of shipping multiconsignee pallets in accordance with the theater route plan. These exception pallets are authorized to reduce impact on overall time definite delivery performance.

(3) Each ASCC will implement the pure packing of air lines of communications 463-L cargo pallets. Implementation requires—

*(a) Developing, publishing, and maintaining a theater distribution plan with an SSA DODAAC map that outlines SSA/RIC/DODAAC support relationships for a specified time period with distribution from a supporting CCP activity. The ASCCs will also appoint in writing and publish in the distribution plan all theater points of contact to include contact information.*

*(b) Providing the supporting CCP with the distribution plan, SSA/RIC/ DODAAC map, and theater points of contact listing that includes all customer support relationships for a specified time in each geographic region, to include all supported non-Army customers. The distribution plan, map, and contact information must be either validated or updated monthly (weekly during periods of rapid unit movement) with the supporting CCP.*

*(c) Ensuring that all activities supporting brigade or larger elements (for example, main support battalion or forward support battalion) be considered eligible for pure pallets with all pallets being capped at the CCP initially with no more than 5 days (120 hours) of pallet hold time. The ASCCs may adjust the pallet hold time based on factors relating to performance analysis and/or expected volume. That volume, however, should allow for at least 75 percent of a support activity's pallets to be capped full at the supporting CCP within any designated adjusted timeframe cap. Many SSAs do not need 120 hours to build a pallet. If there is sufficient cargo within 24, 48, or 72 hours, the pallet is built and*

shipped. High-, medium-, and low-volume customers are known to the CCP. The CCP has the flexibility to adjust hold times within the bounds of 120 hours.

(d) Designating all support activities that can meet the 75 percent criteria within 120 hours as a pure pallet activity within the distribution plan.

(e) Consolidating lower volume activities that do not meet the 75 percent within 120 hours criteria by designating a common ship-to address that can accommodate pallet breakdown and redistribution to all the designated lower volume activities.

(f) Providing the supporting CCP with each activity's pallet hold time, ranging from 72 (current standard) to 120 hours. Any hold times beyond 120 hours must be negotiated between the ASCC and the commander of the supporting CCP.

(g) Notifying the supporting CCP in accordance with AR 725-50, chapter 9 through the Logistics Support Activity's Army Central Service Point, whenever an SSA or a supported customer location address changes.

## **2-17. Retrograde of materiel**

a. Retrograde of materiel operations are conducted in accordance with—

- (1) DOD 4500.9-R, Part V.
- (2) AR 700-15.
- (3) AR 710-2.
- (4) FM 4-30.13.

b. Terms applicable to retrograde of materiel operations include the following:

(1) *Retrograde cargo*. Cargo being returned from an overseas command to the United States, its territories, trusts, and possessions.

(2) *Processing and marshalling areas*. Areas officially designated for processing retrograde materiel for shipment.

(3) *Intransit areas*. Areas officially designated for temporary storage of retrograde materiel awaiting shipment.

c. Planning for retrograding of materiel must be performed during the initial stages of an operation. Early retrograde planning is essential and necessary to preclude the loss of materiel assets and maximize use of retrograde transportation capabilities. Planners must address during the initial phases how to recover and retrograde during ongoing operations and how to use transportation assets effectively. Retrograde functions include turn-in classification, preparation, and how packing, transporting, and shipping operations are established and conducted. To ensure effective and timely retrograde operations, commanders at all levels must enforce supply accountability and discipline. This includes acquiring and maintaining packing materials to be used in retrograde operations. As an example, significant resources are needed to restore and repackage ammunition. In addition to assigned military organizations, indigenous, contractor, and host nation support may be required.

d. The movement of retrograde through the distribution system, to include maintenance evacuation of materiel, is accomplished in reverse from order the tactical through strategic level. Retrograde equipment and materiel is consolidated at the lowest level SSA and reported through the support operations channels to the designated commodity manager for distribution instructions. The SSA packages, documents, labels, and RF-tags retrograde items for shipment based upon distribution instructions received. Transportation requirements for retrograde are synchronized with inbound transportation flow to maximize use of transportation platforms.

e. The AMC coordinates, monitors, controls, receives, accounts for, and arranges the retrograde shipment of all materiel when released by the maneuver force commander and/or theater geographic combatant commander. This includes inspection, condition coding, repackaging, preservation, marking, coding, documentation, loading, and accountability to ensure the orderly and timely retrograde movement of all materiel and munitions no longer required in the maneuver theater and/or AO.

f. Movement control organizations establish and support the theater distribution system. The theater distribution system provides the ASCC the ability to manage retrograde flow of all materiel.

g. If contractor and/or host nation support is used for retrograde operations, it must be negotiated early in the operation. Contractors must know and fully understand the scope of work necessary to complete the mission. Host nation support should be thoroughly screened by security personnel. During all retrograde operations, leaders must ensure safety policies and procedures are carefully observed.

h. The ASCC is responsible for establishing a Military Customs Inspection Program to perform U. S. customs pre-clearance and United States Department of Agriculture (USDA) inspection and wash down on all materiel retrograded to the United States in accordance with DOD 4500.9-R, Part V. An approved Military Customs Inspection Program must be in place prior to redeployment to pre-clear not only redeployment materiel but also the shipment of battle damaged equipment back to CONUS for repair.

i. U. S. Federal agencies can be expected to conduct intensive, continuous, and aggressive public health and agriculture quarantine programs where military operations involve retrograde cargo and equipment. Commanders must ensure that dangerous or hazardous articles or pests and disease are not included in shipments of general cargo, vehicles, or other types of containers. When it is known that significant quantities of retrograde materiel will accumulate for movement, the ASCC must—

(1) Request Armed Forces Pest Management Board authority to place the provisions of DOD 4500.9–R, Part V into effect for clearance of shipments at specific points of origin. The Armed Forces Pest Management Board recommends policy, provides guidance, and coordinates the exchange of information on all matters related to pest management throughout DOD. The Armed Forces Pest Management Board’s mission is to ensure that environmentally sound and effective programs are present to prevent pests and disease vectors from adversely affecting DOD operations.

(2) Request and arrange for assignment of medical quarantine inspectors, advisors, and USDA and U. S. Public Health Service officials, and, if required, State officials to the area concerned.

(3) Ensure that sufficient manpower, materials, and equipment are provided to the logistics process centers and the essential separate facilities to process retrograde materiel.

(4) Ensure that all activities involved in handling retrograde cargo adhere to provisions of DOD 4500.9–R, Part II.

(5) Ensure that the Army activity, installation, or port commander provides administrative, logistic, and medical support to the advisors and medical quarantine inspectors.

(6) Ensure that the provisions outlined in the USDA solid wood packaging material importation regulations are followed. The international standards call for wood packaging material to be either heat treated or fumigated with methyl bromide and marked with an approved international mark certifying treatment. The treatment certification mark harmonizes the regulations and replaces country-by-country certifications.

## **Chapter 3**

### **Distribution of Materiel Definition, Goals, and Procedures**

#### **3–1. Purpose**

This chapter prescribes Army policy for use of distribution platforms. It also reflects container and U.S. Air Force System 463–L platform policies, procedures, and responsibilities set forth in detail in the DOD 4500.9–R, Part VI. Additionally, this chapter establishes policies on the management of flatracks.

#### **3–2. Distribution platforms**

This regulation focuses on common–user distribution platforms. These platforms include DOD or Army–owned or –leased common–user intermodal ANSI and/or ISO containers and shipborne flatracks; vehicular flatracks (M1, M1077, M3, M3A1); Army–owned modification table of organization and equipment (MTOE) and non–MTOE 40–foot trailers; and U.S. Air Force System 463–L pallets. Other Army–owned MTOE, such as trucks, watercraft, causeways, and MHE and/or CHE, are not considered common–user distribution platforms. International airlift or helicopter slingable container units, TRICONS, and QUADCONs are also examples of non–common–user distribution platforms. Management of DOD–owned ANSI and/or ISO containers and flatracks and 463–L pallets is addressed in DOD 4500.9–R, Part VI and JP 4–01.7.

#### **3–3. Non–common–user platforms**

These are intermodal configured modular systems built for dedicated use at destination. They are not reusable containers but must meet regulatory requirements to include CSC certification. These may be machine shops, food preparation facilities, or components of end–item modules that assemble into specific platforms. These items will not be suitable for reuse in the distribution system. They are configured into intermodal transportation standards to expedite mobilization and deployment. These platforms could include— modular causeway systems; petroleum and water distribution systems; containerized maintenance facilities; and harbor master command and control systems. Each proponent of special use modules designed with the intent of meeting ISO container transportability standards will be responsible for meeting design and test criteria to achieve CSC certification. This effort will be performed as a collaborative process with the U.S. Coast Guard. The proponent for the equipment will develop a maintenance and inspection program. The program will be tailored to the conditions associated with the particular item. The item may enter into a continuous inspection or a 30–month reinspection as necessary to ensure safe transportability. The method of maintenance and inspection must be clearly defined in the technical manual for the item. The method of achieving and controlling inspector qualifications must be developed in coordination with the U.S. Coast Guard.

#### **3–4. Distribution platform goals and objectives**

Distribution platforms enable the flow of materiel through the distribution system, minimize handling, and reduce MHE and/or CHE requirements. These platforms are used to deliver all classes of supply except Class III bulk petroleum and large Class VII major end items. Their effectiveness depends primarily on a fluid distribution system, loads configured to user’s needs; plus, adequate MHE and/or CHE, and load handling systems (LHS) embedded on vehicles. The LHS provide for the efficient loading, handling, and discharge; thus, ensuring rapid throughput, delivery, and rapid turnaround of distribution assets. Army–owned flatracks are used for distribution of materiel, as well as support of the pre–positioning program and field exercises. Training in their use and handling is key to achieving effective distribution. Army efforts to optimize use of distribution platforms are guided by the following principles:

a. Containerize Army unit equipment to reduce force closure time and reduce transportation costs. Unit equipment should be loaded in containers at origin or nearest containerization consolidation point. The goal is to deliver this equipment with speed and precision directly to units in theater.

b. Use 20-foot long by 8-foot high by 8-foot wide ANSI and/or ISO containers as the primary container for all shipments. Army policy is to use 20-foot containers to support deployment and sustainment operations. While larger containers may be used in contingency or mobilization operations, NO CONTAINERS OTHER THAN 20-FOOT ANSI AND/OR ISO CONTAINERS WILL BE SENT TO A COMBAT THEATER UNLESS SPECIFICALLY AUTHORIZED BY THE THEATER COMMANDER. The theater's capability to handle and transport larger containers will be the overriding consideration.

c. Accomplish rapid forward unstuffing (unloading) and rapid return (retrograde) of containers and flatracks.

d. Develop and implement distribution doctrine and accomplish distribution platform training and execution to standard at all levels.

e. Maintain ANSI and/or ISO container standards to ensure compatibility with commercial intermodal transportation system.

f. Procure or lease containers and associated equipment under conditions established in DOD 4500.9-R Part VI, the AIDPMO intermodal equipment lease guide, and SDDC master lease streamlining contract.

g. Use containers in peacetime to train for transition to war, meet mission requirements, and reduce transportation cost.

h. Accomplish total visibility of all containers (owned or leased) and distribution platforms while intransit, pre-positioned, or in storage.

i. Control, manage, circulate, inventory, report, and maintain distribution platforms to standard.

### **3-5. Container and flatrack management process**

The E2E management of all containers, flatracks, and supporting equipment is essential to an effective distribution process. Management includes accounting for assets and maintaining visibility of assets in the system, positioning assets where and when needed, and providing for maintenance and inspections when required. The AMC LOGSA PSCC, AIDPMO is Army single manager for Army-owned and/or -leased intermodal containers, flatracks and/or CROPs. The AMC ASC FMC is the Army single manager for Army-owned flatracks and/or CROPs, including development of reporting procedures, and implementing the reporting process for worldwide management and accountability of flatracks and/or CROPs in both peacetime and contingency operations. Commanders at all levels will ensure efficient handling, accountability, inspections, maintenance, and rapid turnaround of all distribution platforms.

### **3-6. Container management**

#### *a. Container inspections.*

(1) Certified Army or contractor personnel must perform inspections and reinspections. Army personnel and contractor personnel will be certified by successfully completing the Intermodal Dry Cargo Container CSC Reinspection Course provided by the U.S. Army Defense Ammunition Center, McAlester, OK 74501-9002. The traditional classroom version of this course provides initial certification of personnel to inspect Army ISO containers. Recertification is required every 48 months. This recertification may be attained using the computer-based training version of this course.

(2) Organizations will do the following for all ANSI and/or ISO configured containers on their accounts and/or under their control that require CSC certification for movement in the commercial transportation system and the DTS:

(a) Examine containers for serviceability by certified school-trained inspectors every 30 months to meet CSC, 49 CFR 452, 46 USC, appendix 1503 or IMDG code standards as appropriate, and MIL-HDBK-138B.

(b) Ensure maintenance and repair is performed only by qualified personnel.

(c) Ensure organizational (user) maintenance and repair are performed on DOD-owned common-user and CADS containers.

(d) Fund organizational (user) maintenance (less than \$300) and repair of DOD-owned common-use and CADS containers.

(e) Fund inspection and/or reinspection of CADS and Army-owned ANSI and/or ISO containers.

(f) Conduct proper maintenance and repair at the organizational (user) level (for example, installations, depots, ports, units, and supply points) on common-user or CADS containers. The AIDPMO assumes this responsibility above user level for common-use and CADS containers. Funding for organization (user) maintenance for common-use and CADS containers is programmed by those activities that receive and ship cargo in these containers. The AIDPMO will reimburse activities through resource management channels once repairs are accomplished. Funding for container inspections is the responsibility of the activities that last acknowledge receipt and ownership of the container.

(g) Contract depot maintenance and repair on leased, Army-owned common-user and CADS containers, as required. The AIDPMO assumes this responsibility.

(h) Provide AIDPMO with appropriate container inspection checklists for all Army-owned common-user and

CADS containers requiring repair above organizational (user) repair. Take disposal action on all uneconomically repairable Army-owned common-user and CADS containers.

(i) Dispose of unserviceable Army-owned containers in accordance with current directives, instructions, and regulations. Ensure all containers turned into the Defense Reutilization Marketing Office have the CSC certification plate and all markings removed and/or obliterated to preclude reentry into the DTS. Ensure any containers drawn from the Defense Reutilization Marketing Office for purposes other than moving cargo have the CSC certification plate and the ISO serial number removed and/or obliterated to ensure it does not reenter the DTS. Provide information regarding disposal of Army-owned containers to the AIDPMO.

(3) The receiving activity will ensure that new ISO containers, regardless of source, come with a CSC safety approval plate showing month and year the equipment must be reinspected. If new ISO containers are received without a CSC safety plate, the receiving activity must ensure the containers are inspected and certified safe for movement, and affix a CSC safety plate to the container. Purchase actions for new ISO containers must state requirements for meeting CSC certification to include the application of the CSC certification plate and ISO serial numbers.

(4) The AIDPMO will ensure required reinspection and recertification of ISO containers prior to expiration date on the DD Form 2282. Containers with less than 60 days to required reinspection should be reinspected prior to any loading and transport. Plated items that are intransit with less than 60 days before reinspection may continue to proceed to their destination for unloading if they have no obvious safety defects. The AIDPMO will obtain and issue DD Form 2282 to all Army activities with certified Army container inspectors.

(5) Activities possessing Army containers at the organizational (user) level, when deficiencies are noted, must coordinate with the AIDPMO to ensure required maintenance and/or repair is performed to acceptable standards. When maintenance and/or repairs are complete, the activity will have the container certified by an approved CSC inspector and affix a DD Form 2282 to the container. User level maintenance and repair is considered any repair under the amount of \$300.

(6) Activities possessing Army containers above organization (unit) level, and if maintenance and/or repair of a container exceeds organizational (user) level, must contact the AIDPMO for disposition. After review, the AIDPMO will provide either movement or disposal instructions to the reporting activity.

*b. Container maintenance.*

(1) Army-owned container maintenance and repair will be maintained at CSC and IMDG code standards. Report containers disposed of through the Defense Reutilization Marketing Office to AIDPMO to delete from the ISO register.

(2) Containers leased by Army under the SDDC master lease streamlining contract through the AIDPMO will be coordinated with AIDPMO. No repairs will be conducted unless prior authorization is provided by AIDPMO. Containers will only be repaired if a requirement exists for container use and no other containers are available or such repairs will cost less than leasing company repairs when the container is redelivered. Normally, the container owner will repair containers after the container has been redelivered after government use.

(3) Maintenance expenditure limits will be established for Army-owned containers on the basis of whether repair or replacement is the most economically and operationally effective option for containers requiring maintenance. Total cost to repair the item will not exceed the worth of the repaired item as compared to a like or equivalent new replacement. Primary factors used as value are reliability and durability, which, in turn, determine operational and logistical effectiveness. Costs associated with organizational (user) level maintenance will not be included in computation of repair costs.

*c. Container inventories.*

(1) Performing biennial inventories of all DOD intermodal ANSI and/or ISO containers, regardless of ownership during the third and fourth quarters of even numbered years and at other times as necessary ensure authorizations are correct, accountability is maintained, and the DOD ANSI and/or ISO container register is accurate. Ideally, there will be no change in inventory data as a result of performing a periodic inventory because records had been kept current since the last inventory through the correct recording of changes on a daily basis. Maintaining an up-to-date ISO container register improves management decisions, provides a safe DOD container system, and provides a base from which to project future DOD container purchase requirements. The same reasoning applies to the Army portion of the DOD inventory.

(2) All Army activities will utilize the ACAMS for management and reporting of inventories to the AIDPMO.

(3) To ensure that the DOD ISO register is accurate with respect to Army containers, the AIDPMO will enter any data changes in the Army system-of-record, ACAMS and DOD's system-of-record, AIMS.

(4) Army responses to DOD inventories will be managed by the AIDPMO. Army and activity container control and/or management offices will coordinate responses to inventory data requests from the AIDPMO by entering the appropriate data in ACAMS within 90 days of receipt of the inventory data request. The numbers of all containers on hand should be reported to the AIDPMO, via ACAMS, regardless of ownership.

(5) Army containers that cannot be located during inventory will require initiation of a property adjustment document or Report of Survey in accordance with AR 735-5.

(6) Concerning Army-owned containers no longer in inventory, activities will delete the ISO serial number from the

summary, note final disposition, if known, and provide disposal documentation information to the AIDPMO so that it can delete the containers from the DOD ISO register.

(7) For Army-owned on-hand containers, activities will verify the associated information, making corrections as necessary.

(8) For on-hand containers, not resident in ACAMS or assigned to the reporting location in ACAMS, activities will input the proper information, to include the owner, the current location by DODAAC, and the type and condition of each ISO asset.

(9) For container assets identified at a location no longer theirs, the activity will provide the date the container moved, the final consignee, and the transfer document number (that is, transportation control number).

*d. Container accountability.*

(1) Army common-use containers and CADS lost, damaged, or destroyed require adjustments to AIDPMO authorization and/or accounting documents, ACAMS, and AIMS.

(2) The AIDPMO manages location and movement of Army-owned common-user and CADS containers through ACAMS. It identifies containers by ISO serial number and last known location. If an inventory is due, the AIDPMO queries the last known status. If during this inquiry process the container cannot be located, a Report of Survey is required.

(3) The AIDPMO will require the last known activity having possession of the container to initiate a statement indicating the facts and circumstances surrounding the missing container.

(4) Upon receipt of the activity statement, the AIDPMO will initiate a Report of Survey.

(5) The AIDPMO will be notified upon discovery of an apparent excess container or other intermodal equipment item. The AIDPMO should be given all identifiable numbers (that is, asset mark numbers, container number, condition of container and/or the equipment).

*e. Container tracking.*

(1) Data-rich active AIT radio frequency identification (RFID) tags written with required information and verified operational will be attached to all containers moved in the DTS.

(2) Information on the tag will include shipment information and conveyance characteristics (to include container number) as well as commodity and transportation control and movement document information of the equipment and supplies being transported to include item level visibility of the container contents.

(3) The RFID tags will be attached at origin and information on the tag passed to the regional ITV server and to the GTN for Joint total asset visibility and LOGSA for Army total asset visibility.

(4) Interrogators will be located at the origin, destination, ports of embarkation and/or debarkation, and other critical nodes along the route. The time, date, and location data read by the interrogators will either be electronically input through the Standard Army Management Information System (that is, Transportation Coordinator's-Automated Information for Movement System II (TC-AIMS II), Global Combat Support System Army, and Standard Army Retail Supply System with tag writing software, or communicated directly to the regional ITV server and then on to GTN, which feeds the Joint total asset visibility system. It will also be input to LOGSA for Army total asset visibility. Through Web-based access, E2E asset ITV equipment, supplies, and conveyances will be available to transportation and information managers at every level.

(5) Within the Joint operations area, the Movement Tracking System, on the prime mover, integrated with AIT on the container, should be used to provide exact location of intransit prime movers, equipment, supplies, and containers.

### **3-7. Intermodal container management in operational areas**

Responsibilities for ordering, leasing, purchasing, and returning intermodal containers are varied and require management of an asset that historically is difficult to control. Intermodal containers come in various forms and configurations, to include 20-foot or 40-foot dry containers, refrigerated and/or reefer containers, open top containers, or other variants. The source of the container could be a commercial ocean carrier, leasing company, or DOD-owned fleet. Containers may look the same, but are not the same in terms of cost. For example, a container in a theater or AO could cost the Army \$1 a day to lease while the one next to it and identical in capability could cost the Army \$40 a day due to lease penalties. Cost depends on the type of lease, source, or whether the container is DOD property.

*a. Intermodal containers are obtained by 3 general methods—*

(1) Ordering from commercial ocean carriers. Ocean carriers provide the container and ship on which the intermodal container is transported. This method is used when the intermodal container will be moved to destination, unstuffed (unloaded), and returned to the ocean carrier within "free time" allowances (for example, 7 to 10 days), usually to locations where reuse for retrograde or other cargo movements is unlikely. These containers will be used in a relatively controlled environment and it is unlikely detention charges will be incurred.

(2) Leasing from commercial vendors. Long-term leasing of containers is the Army's preferred method of obtaining containers for use in combat areas. A long term-lease is for 1 year or longer. In leasing, a vendor leases the container but does not provide the over ocean transportation or tracking once in DOD possession. Leasing is used when the intermodal container is required for extended periods of time (90 days to 1 year). These containers will be returned to

the vendor when requirements for them are completed (see chapter 4, this regulation, for Army's leasing policy and procedures). Local leasing of intermodal equipment is not authorized.

(3) Purchasing from commercial vendor. This method is used when the container is required for indefinite periods of time and/or when there is reasonable expectation the container will not be returned to the vendor and/or will be uneconomically repairable. These containers are purchased and become DOD property. All procurement of intermodal containers must receive AIDPMO approval prior to purchase. Utilization of local contracting agencies for procurement of containers is not authorized without AIDPMO approval.

*b.* Containers used during contingencies and war must not be managed differently from those supporting peacetime day-to-day worldwide operations. All containers used in all applications must be closely monitored and managed or detention and other costs for lost containers will result in loss of critical transportation dollars. Detention results when an intermodal container is held beyond the specified period for loading, unloading, or forwarding to other locations. Detention rules and charges are not uniform and are published by the various ocean carriers and other providers of intermodal containers. When acquiring and/or leasing containers, an understanding of the detention costs and procedures is critical. Detention must be avoided by the timely returning of containers to designated turn-in locations. In order to prevent waste of dollars and ensure maximum use and accountability, commanders must continuously monitor container status and detention costs. In addition, all such leasing must be conducted through AIDPMO, using the current SDDC container leasing contract.

*c.* During deliberate planning, all unit equipment and sustainment cargo suitable for containerization must be identified. Container requirements are identified and included in the operations plan TPFDD. Containers are inserted into the theater consistent with in-theater infrastructure, container handling capabilities, and the combatant commander's concept of operations. Container management considerations must be incorporated in deployment and sustainment processes during initial phases of planning. Containers identified in this process should be provided from government-owned stocks, and/or pre-leased using long-term leases. Carrier containers should not be used due to the potential for detention costs. During preparation for combat operations and during combat operations, it is expected that all containers entering a theater for the first 180 days will be government-owned or long-term leased. Twenty-foot containers must be used for all movements into a theater unless specifically requested and approved by the theater commander prior to booking and/or scheduling the movement. Forty-foot containers may go beyond the Theater Distribution Center (TDC) or the public warehouse only if specifically approved by the theater commander. The utilization of government-owned or -leased containers for all dry and reefer full container load shipments is the preferred method for container shipment as opposed to the utilization of carrier-owned containers, both 20-foot and 40 foot types. Ocean carrier owned containers may be used only when the "cross docking" (the movement of the cargo to a government-owned or -leased container) or the unloading and returning of the container to the ocean carrier can be accomplished without incurring detention charges for delinquent container return. The key factor in the utilization of ocean carrier containers is the ability to unload and return the container to the carrier with incurring detention charges.

*d.* Within the theater or AO, the Army component will establish a management system to support the identification, tracking, and control of containers. Not all theaters are the same, so procedures must be tailored to meet the specific needs and circumstances of a particular operation. In all cases, the Army component will identify the container control organization that is responsible for managing all container assets in the theater or AO. There must be a daily accounting, tracking, and reconciliation of container assets within the theater. This includes an accounting of containers entering the theater and their location, movement, status, condition, and detention charges. Action will be taken by theaters to ensure data for all Army-owned and -leased intermodal assets are entered into ACAMS.

*e.* Container tracking and control are performed by placing properly trained and equipped distribution management center personnel and movement control personnel in locations conducive with effective tracking and in accordance with applicable transportation movement control doctrine (DOD 4500.9-R, Part VI, FM 4-01.30, and FM 55-80 provide key and essential information pertaining to container management). These personnel should be located at transportation, storage, and distribution nodes and centers. They report daily essential information to a central container control activity, movement control agency, or distribution operations center concerning each container's location, use, flow, and condition.

*f.* Container staging, storage, and repair facilities and yards must be established throughout the distribution system. Senior theater logistics commanders must ensure that container management and control is established and maintained.

*g.* DESIGNATED COMMANDERS MAY DIRECT THAT CONTAINERS BE USED FOR TEMPORARY STORAGE, OPERATIONAL FACILITIES, FORCE PROTECTION ENHANCERS, ADMINISTRATIVE SHELTERS, OR OTHER NON-TRANSPORTATION RELATED USES. Approval of these unconventional uses will be made with the knowledge and consent of the theater leadership as it obligates the Army to pay substantial extra costs. All containers used unconventionally will be identified by container number, location, how it is being used, when unconventional use started, and anticipated time of termination of unconventional use. The theater central container control organization or distribution operations center will maintain the status of all containers used in an unconventional capacity.

*h.* As a means to control cost associated with commercially leased containers accumulating leasing and/or detention costs, the Army may elect to purchase the container. Purchasing of commercial containers will be accomplished with the full consent of the owner and in coordination with the leaseholder, AIDPMO, SDDC, and HQDA. In all cases,

newly acquired containers will be accounted for in accordance with Army property accountability procedures, including removing commercial markings and assigning and affixing DOD serial numbers to the asset.

*i.* During deployments in contingency operations, intermodal containers could become difficult to manage and control particularly during the initial phases of the effort. DESIGNATED ARMY COMMANDERS, IN COORDINATION WITH THE DCS, G-4, MAY DECLARE CONTAINERS IN THE THEATER OR AO AS EXPENDABLE. The number of containers declared expendable will be dependent on the theater's overall mission and scope and duration of the operation. During the initial planning process, container accountability status will be considered during the lease versus buy analysis conducted by SDDC. For intermodal commercial assets in theater declared expendable, ownership of the asset will be established and Army must purchase the container before changes are made to property accountability. In all instances, appropriate property accountability procedures, that is, administrative adjustment reports, will be taken to remove expendable containers from property records. In all cases, appropriate steps will be taken to remove these items from the theater list of usable containers operating within the transportation system. However, upon termination of the contingency, all such "expendable" containers will be inspected in accordance with instructions outlined in the above container management paragraph to determine if they are capable of safely carrying cargo. All such containers will return to Army accountability. In all instances, AIDPMO and headquarters, SDDC will be notified whether the container is declared expendable or returned to Army accountability so as to adjust their inventory and property records, respectively.

*j.* Department of Defense 4500.9-R, Part VI assigns the SDDC responsibility to manage containers and intermodal equipment required to meet DOD and/or Army requirements while in the DTS. A detailed description of SDDC responsibilities relative to container management and control is presented in chapters 1 and 3. Other major container management and control functions and duties relative to container management in operational areas are as follows:

(1) The organization, activity, or unit requiring the intermodal container—

*(a)* Contacts AIDPMO to determine the appropriate method for obtaining intermodal containers consistent with mission requirements. When deploying to support contingency requirements, units may consider the purchase of intermodal containers vice leasing, if in-theater capability to track and control containers once they arrive in the theater or AO is limited. Another method is to purchase a one-way container. These one-way containers are watertight and serviceable but have minor deficiencies or are older and can be purchased at a much reduced cost. Because of reduced costs, they may be considered expendable by the owner as authorized by theater container management policy as developed in relation to the operational environment by the senior logistics leadership. ORDERING CONTAINERS FROM COMMERCIAL OCEAN CARRIERS IS NOT THE PREFERRED METHOD FOR OBTAINING CONTAINERS TO BE UTILIZED DURING THE INITIAL PHASES OF A DEPLOYMENT IN SUPPORT OF CONTINGENCY OPERATIONS. LEASING FROM A COMMERCIAL VENDOR OR PURCHASING IS MORE ECONOMICAL CONSIDERING THE UNCERTAINTY ASSOCIATED WITH THE INITIAL STAGES OF AN OPERATION. The AIDPMO is the final authority in determining what method will be used.

*(b)* Determines the quantity and types of intermodal containers required.

*(c)* Determines delivery requirements, RDD, and locations.

*(d)* Funds all expenses associated with ordering, delivering, transporting, and redelivering the container. Requesting organizations, activities, or units are responsible for continuing pay for leased equipment until it is returned as specified in the lease or purchased.

*(e)* Accepts intermodal equipment ordered, leased, or purchased, only after conducting a thorough inspection of such equipment within the timeframes specified in the SDDC container leasing contract. Failure to conduct these inspections may obligate the Army to accept these containers as is or in the case of unsatisfactory containers, requesting replacements and redelivery of unsatisfactory containers for which additional funds will be required.

*(f)* Ensures return of leased intermodal containers. Contacts AIDPMO or theater container control activity when equipment is ready for turn-in. The theater container control activity will determine if equipment is needed for other operations, if equipment can be redelivered and the lease terminated, or if a need for equipment exists still and an extension of the lease is required. If equipment is still needed, or if the leaseholder or designated theater container management organization is unable to locate the container, consideration must be given to outright purchase of the container and its immediate removal from the lease. Purchased containers must be accounted for or disposed of in accordance with appropriate property accountability procedures. LEASED EQUIPMENT NOT FOUND OR UNABLE TO BE LOCATED REMAINS ON THE LEASE AND IS CONTINUALLY BILLED TO THE LEASEHOLDER UNTIL THE EQUIPMENT IS RETURNED OR PURCHASED OUTRIGHT.

(2) The geographic combatant commanders, in accordance with JP 4-01.7 and JP 4-01.3—

*(a)* Manages, controls, and accounts for intratheater movement of intermodal containers. Establishes and publishes plans, in coordination with and using Army component organizations and providing direction for the handling of commercial equipment in the theater. Distribution platforms must be managed and reported on a daily basis. The Joint container management and/or control facility will develop, disseminate, and monitor policies and procedures for control of distribution platforms within the theater or AO.

*(b)* Notifies ocean carrier representatives in-theater when empty containers are ready for direct pickup. If equipment owner is unknown, contact SDDC representative located in theater or AO.

(c) Moves empty leased containers ready for redelivery to locations designated by the SDDC or appropriate container control activities and ensures notification of Army-leased assets to the AIDPMO. Ensures that intratheater movement of commercial equipment is coordinated through designated distribution management and/or movement control center and/or agency.

(d) Retrogrades containers within the theater distribution system. Based on the needs for intratheater distribution, transportation, and movement, logistics commanders will determine whether specific containers remain within the theater of operations or are identified for return to the strategic intertheater system. If identified for return they may be used for retrograde shipments or turned over to SDDC.

(e) Tracks detention charges and or buy out costs for containers in theater. Delays and failure to release containers and equipment within the agreed release time results in detention charges. Pays detention charges caused by delay in returning ocean carrier equipment from locations in-theater. Detention bills are the responsibility of the leaseholder and SDDC will bill the leaseholder separately for detention charges. Detention charges should be billed separately from ocean charges and assessed against the activity responsible for causing the detention.

(f) Locates containers that have been moved outside the sea port of debarkation and are not visible in the tracking system or "lost" in-theater. The SDDC tracks intermodal equipment to the sea port of debarkation. The theater establishes policies and procedures for intermodal equipment management and control, once outside the confines of the sea port of debarkation, that are in consonance with this regulation.

(g) Establishes intermodal equipment staging, storage, and repair facilities and yards throughout the theater or AO distribution system.

(3) The SDDC books transportation and intermodal container requirements with commercial ocean carriers after receipt of requirements from customers. Arranges lease of intermodal containers used in-house or by contractor personnel. Coordinates with customers regarding upcoming requirements and assists in resolving container financial and accountability issues. Provides ISO container numbers for DOD-owned and newly purchased containers.

### **3-8. Flatrack management**

a. *Shipping and delivery platforms (flatracks).* Shipping and delivery platforms (flatracks) listed below have the same purpose—movement of materiel through the DTS as far forward as possible with limited handling. Their effective use is dependent on ITV and control systems, efficient handling, and rapid turnaround. There are 3 types of Army-owned flatracks. All are suitable for the Army's concept of moving materiel as far forward as possible. However, to be effective, the vehicle-mounted LHS, currently found on the palletized loading system and Heavy Expanded Mobility Tactical Truck-Load Handling System (HEMTT-LHS) is required. Such self-loading and/or unloading trucks can carry the platform to the proximity of the ultimate user and reload empty flatracks. The goal of the system is fluid motion and rapid turnaround.

(1) *M1 flatrack.* The M1 is an ISO compatible vehicular flatrack with inward folding end walls designed to support intermodal transport by allowing stacking in a ship's container cells. The M1 meets the CSC certification requirements for sea and land movement as an intermodal container and is designed in accordance with ISO specifications and requirements for stacking in container cells as well as fitting standard 20-foot lock down provisions. The CROP (M3/M3A1) will eventually replace the M1 at the end of its life cycle

(2) *M1077 flatrack.* The M1077 an A-frame flatrack is the original flatrack fielded from 1994 to 1996. It has 1 fixed end wall and is designed to distribute payloads, to include containers, forward in the AO. The CROP will eventually replace the M1077 at the end of its life cycle.

(3) *M3/M3A1 CROP.* The CROP is a palletized loading system and/or HEMTT-LHS vehicular flatrack that serves as the internal blocking and bracing system for a 20-foot end-opening container and can be quickly extracted or inserted by an LHS for movement to the customer. The CROP has an inward folding A-frame that allows loaded flatracks to be inserted into a container and empty flatracks to be stacked 2 to 6 high during retrograde in or out of containers.

#### *b. Flatrack tracking.*

(1) Flatrack management and tracking is currently accomplished using manual or automated systems.

(2) Movement managers are to use current systems to manage and account for flatracks until objective systems are fielded. The World-Wide Port System will be used at seaports of embarkation and debarkation prior to and after sealift. The World-Wide Port System will upload management information into the GTN that will track vehicles and cargo to and/or through theater seaports of debarkation. The movement control system used to manage theater transportation operations will be TC-AIMS II with an integrated suite of RF AIT. The Munitions Transportation Management System provides movement planning data to the GTN. The ASC FMC will use links to the Munitions Transportation Management System as tools to track flatracks worldwide.

(3) The TC-AIMS II will provide a vehicle and asset management function for transportation mode operators.

(4) The AIT RFID tags will be attached to cargo or containers loaded on flatracks being moved in the DTS.

(a) Information on tags will include intermodal asset serial number (if used), commodity, and transportation control and movement document information about the equipment and supplies being transported.

(b) Information from the Standard Army Management Information System will be used to write an RFID tag on the

cargo, container, or flatrack. The information written to the RFID tag will be passed to the regional ITV server to GTN and to the Joint total asset visibility system.

(c) Interrogators will be located at the origin, destination, ports of embarkation/debarkation, and other critical nodes along the route and the time and date information will be passed to the regional ITV server and then to GTN and LOGSA.

(5) The AIT RFID tags will also be attached to all flatracks.

(a) The information on the tag will include general characteristics of the flatrack, that is, flatrack type and serial number.

(b) The information from the RFID tag on the flatrack will be automatically sent to the regional ITV server, to GTN, and to the logistical pipeline. It will also be input to LOGSA for Army total asset visibility.

(6) Within the Joint operations area, the Movement Tracking System will be on the prime mover. The Movement Tracking System and the RFID tags on the flatrack and cargo and/or container will be integrated to provide the exact location of intransit prime movers, flatracks, equipment, supplies, and containers intransit.

*c. Flatrack management structure.*

(1) Headquarters, ASC FMC manages, maintains, and accounts for Army-owned flatracks worldwide. It provides a seamless system that centralizes tracking of Army flatracks and interfaces with Joint Munitions Command, CONUS depots, field support commands, ASCCs, and senior Army forces commands to provide accountability of all flatracks.

(2) The ASC FMC manages Army-owned flatracks worldwide during both peace and in contingencies.

(3) During a contingency, the supported ASCC is responsible for establishing and enforcing an effective equipment return program that includes abandoned assets. The ASC FMC works with the field commanders to determine the best return policy.

(4) Army-owned flatracks may be used for shipment of any DOD cargo. Automated tracking of flatracks will be achieved to the maximum extent possible.

*d. Flatrack maintenance.*

(1) The maintenance standard for flatracks is to only bring them up to safe and serviceable condition.

(2) Flatracks in CONUS will be repaired at installation level at ASC FMC certified facilities.

(3) Flatracks in-theater will be repaired at ASC FMC designated locations. If unable to repair, the ASC FMC will provide disposition instructions. In any event, management and repair will require theater specific procedures developed and implemented by ASC FMC.

*e. Flatrack accountability.*

(1) Flatracks have property book accountability by serial number. Flatracks will move from depots and ammunition plants to designated consignees and retrograded back as operational requirements dictate. Flatracks will be tracked to consignees to establish pre-positioned assets in sufficient quantities at various Army or theater areas to assure proper worldwide distribution to meet mission needs.

(2) The AIT systems will facilitate tracking and accounting of flatracks containing sustainment cargo originating from CONUS to a theater of operations and for flatracks belonging to MTOE units. Flatracks are to have active RF tags to track their movement and location in the distribution system, whether loaded or empty.

(3) The goal is to provide ACOM elements with visibility over flatracks with minimal inventory management impact to field units and depot personnel.

*f. Headquarters, Tank-Automotive and Armaments Command requirements.*

(1) Provide procurement management for all Army flatracks.

(2) Complete all necessary actions required to achieve full materiel release for new iterations of Army flatracks.

(3) Execute all HQDA flatrack distribution plans for newly procured flatracks.

(4) Conduct total package fielding to include new equipment training for all Army flatracks.

(5) Provide full logistics support, to include major item management activities for all Army-owned flatracks.

(6) Coordinate with the accountable item manager on any procurement or fielding issues regarding fielded flatracks.

*g. Army Service Component Commands and Army forces flatrack functions.*

(1) Track and account for the number of flatracks in the theater of operations and Joint operations area from ASCC down to and including brigade level.

(2) Notify ASC concerning any maintenance needed on flatracks above unit level.

(3) Provide retrograde of excess flatracks per ASC instructions.

*h. Army depots, storage activities, and field support command flatrack functions.*

(1) Account for and track all Army-owned flatrack assets under their control

(2) As Army pre-position ships flatracks arrive in-theater through the seaport of debarkation, the AMC Logistics Support Element at that location will transmit flatrack serial numbers to the headquarters, ASC FMC.

(3) Provide semiannual maintenance feedback concerning flatrack on-site inventory. Flatracks in long-term utilization aboard pre-positioned ships, whether loaded or empty, are exempt from reporting, as long as they remain aboard ship. Once offloaded, they must be reported.

(4) Provide ASC FMC with a count and condition of Army-owned flatracks available for movement within 2 working days of verbal request.

(5) Provide redistribution of Army-owned flatrack assets in accordance with ASC FMC instructions.

(6) Provide maintenance of flatrack assets in accordance with ASC FMC instructions.

(7) Provide ITV of shipped flatracks using RF AIT to feed data through the Munitions Transportation Management System or ITV choke points to regional ITV servers and then to the GTN.

*i. Flatrack movement procedures.*

(1) Activities (regardless of command, location, or service) that ship flatracks from depots, installations, or theaters of operation will report movement, using movement control and ITV reporting or manual systems, to the ASC FMC within 2 working days. Once AIT is fully implemented and flatracks have active RFID tags, manual reporting may no longer be required as the ITV system will capture and report movement and location. As backup, manually reporting should be done and the results compared to measure the effectiveness of automated tracking systems and/or equipment.

(2) Flatrack movement can be reported by e-mail, FAX, or routine message.

(3) Movement requirements reported should include basic shipping information, that is, how the flatrack is being shipped (loaded with cargo in a container, loaded with cargo, empty, or a container loaded with flatracks), the shipping destination, and the quantity shipped.

(4) Tracking receipt, storage, and shipment of Army-owned flatracks in Standard Depot System is not required by field support commands for Army pre-positioned stocks.

(5) Depots will track receipt, storage, and shipment of Army-owned flatracks using the Standard Depot System reporting procedures.

*j. Tactical flatrack management and objective tracking procedures overview.* Flatrack management will be the responsibility of ASC FMC during peacetime and contingency operations. During a contingency operation, movement managers in-theater will establish a Flatrack Control Office that will normally fall under the Theater Support Command/Theater Sustainment Command (TSC) Distribution Management Center (DMC) in a contingency operation. The CROPs originating from depots with essential materiel will be uploaded into containers for shipment. The ASC FMC will track these flatracks using ITV choke points during shipment to applicable aerial and seaports. The SDDC, using the World-Wide Port System, will document the containers, and GTN will track them during strategic lift at seaports. The Global Air Transportation Execution System provides tracking information while in the airlift system. Using the in-theater ITV system and TC-AIMS II, the TSC DMC will track movements in-theater, location, status, and condition of Army-owned flatracks on a daily basis. Regardless of origin (unit and depot), flatracks can be used by the TSC DMC to support all transportation requirements. The TSC DMC will manage flatrack quantity arrival by origin only and will ensure adequate flatracks are returned for follow-on missions.

*k. Management in the theater area of operations.* The TSC DMC (or the ASCC designated distribution management activity when an Army theater support command is not deployed) has responsibility for the management of all types of flatracks throughout the theater of operations. The TSC DMC will establish a Flatrack Control Office that sets quantities for each echelon based on mission requirements. As flatracks arrive in-theater through the sea port of debarkation, the movement control team at that location will transmit flatrack serial numbers to the movement manager in the TSC DMC. The ITV choke points will report movements and location to the ITV system. Flatracks arriving in-theater with sustainment supplies will be managed by the TSC DMC who will coordinate delivery and track arrival at destination using the theater ITV system. All flatracks must be reconciled as to location, status, and condition on a daily basis for accurate recordkeeping. The TSC DMC will manage on-hand balances at all echelons through receipt of daily reports from movement managers on flatrack status, condition, and location. The TSC DMC will shift flatracks within echelons or across echelons to balance mission requirements. The TSC DMC will set retrograde priorities throughout the theater of operations for flatracks to ensure adequate quantities are returned to CONUS for reuse at depots. The ASC FMC will coordinate with SDDC on quantities required by location for retrograde requirements. The DMC will manage flatrack quantities arriving in-theater (unit and depot) and ensure accurate recordkeeping on flatracks requiring retrograde to CONUS. A flatrack control point will be established at the distribution terminal in the theater hub for consolidation of flatracks for operations in the theater echelon or final preparation for retrograde operations back to CONUS. As units redeploy to home stations, they will pick up flatracks from locations as established by the theater DMC based on quantities authorized in MTOEs and/or required to support retrograde operations.

### **3-9. System 463-L equipment management**

The DOD airlift capability is built around the 463-L air cargo handling system and its unique components, including MHE, air cargo pallets and nets, and the aircraft air cargo restraint system. Failure or weakness in any one of these critical components can cause disruptions in the flow of cargo to its destination. The availability of air cargo pallets, nets, and tie-down equipment for the palletization of cargo during contingencies is assumed in the logistics distribution planning process. Consequently, their nonavailability could totally disrupt the scheduled airlift flow of cargo and ultimately impact the outcome of the operation.

*a. System 463-L pallet and net inventory objectives are based on the timely return of serviceable assets from the*

supported theater. Deployed organizations must break down pallets as soon as practical and return them to the airlift system. Commanders at all levels will advise their deploying units of this crucial responsibility. During contingencies and major deployments, the ASCC is responsible for establishing and enforcing an effective pallet and net return program.

*b.* Using pallets and nets for any purpose other than pre-palletizing and transporting cargo for airlift is prohibited. Contingencies do not change this fundamental policy. Pallets and nets interface with the aircraft's cargo restraint system with extremely close tolerances. They are easily damaged when used for other than their intended purposes. If over-the-road movement of loaded and/or built-up pallets is authorized, (that is, to and from an SSA and/or an air field), transporters must ensure adequate 3-point dunnage is used, as outlined in technical orders. Units and activities must depalletize the cargo immediately upon receipt and return the pallets and nets (cleaned and stacked in accordance with technical orders) to the nearest airlift site as soon as possible. Organizations must also depalletize routine cargo built up on 463-L pallets if those pallets are diverted for movement between locations via a surface mode of transportation. Cargo may remain palletized if the built-up pallets of cargo are being moved over the road to another location for eventual airlift.

*c.* System 463-L pallets and nets are managed under two different systems. One system covers war reserve materiel (WRM) and the other manages routine (day-to-day) air cargo operational assets. The U.S. Air Force Materiel Command manages pallets and nets, under established readiness authorizations as WRM. These assets are separate and distinct from daily operational pallets and nets. Units must not use WRM pallets and nets for routine air cargo operations. Again, these assets are separate and distinct from daily operational pallet and net levels. The other system, operational 463-L pallets and nets are an integral part of the DTS. In supporting normal day-to-day air cargo operations, these assets allow for load pre-planning, thereby reducing aircraft ground time and maximizing available airlift. Specific instructions concerning the management and control of WRM and operational (day-to-day) system 463-L pallets and nets are outlined in DOD 4500.9-R Part VI.

*d.* Commanders using 463-L system equipment must—

- (1) Ensure system 463-L pallet management and control.
- (2) Provide for control, expeditious download, and return of system 463-L pallets, nets, and tie-down equipment entering the theater.
- (3) Control, maintain, and report operational and WRM pallet and net assets in accordance with the guidelines and precepts established in DOD 4500.9-R, Part VI and technical orders.
- (4) Develop and publish instruction for system 463-L equipment control to include cleaning of pallets and nets.
- (5) Revalidate and revise operational and WRM pallet and net requirements. U.S. Army Forces Command serves as the Department of the Army Responsible Official for managing the WRM 463-L Pallet Program. This includes establishing Army pre-positioned requirements for deployments and providing requirements annually to the U.S. Air Force to justify U.S. Air Force budget allocations for maintenance and procurement. Reporting and control of on-hand inventories is managed by FORSCOM and the installations. The DLA manages WRM sustainment pallets and calculates requirements.
- (6) Comply with directives pertaining to the responsibility for loss, damage, and destruction of government property in management, control, and use of 463-L pallets and nets. Ensure unit pallet and net managers comply with technical orders and take action if pallets and nets are damaged or destroyed due to negligence.
- (7) Perform spot checks to fully evaluate a subordinate activity's pallet and net requirements determination process.
- (8) Follow up on inspection or audit findings on pallet and net management and take corrective action.
- (9) At the onset of a conflict or contingency, be prepared to compile and submit an immediate baseline inventory of system 463-L assets.
- (10) During a conflict or contingency, be prepared to release system 463-L assets to support increased worldwide airlift requirements.
- (11) Take action to ensure deployed organizations return pallet and net assets to the airlift system as soon as practical upon arrival at their final deployed destination during a conflict or contingency.
- (12) Conduct inspections to ensure proper use and storage of WRM managed pallets and nets, as required in technical orders.
- (13) Ensure that unit personnel are aware that WRM managed pallet and net assets must be returned to the airlift system immediately upon arrival at the final deployed destination.

*e.* References applicable to system 463-L equipment include—

- (1) Technical orders, 463-L air cargo pallets, types HCU-6/E and HCU-12/E.
- (2) Technical orders, air cargo pallet net, HCU-7/E, I, side, HCU-15/C, II, top, HCU-11/C, III, side, HCU-16/C, IV, top.

## Chapter 4 Distribution Platform Leasing

### 4-1. General

Intermodal equipment is obtained by utilizing SDDC's master lease streamlining contract. This contract is for all intermodal leasing requirements in support of DOD. The AIDPMO is the Army centralized ordering agency for all Department of Army intermodal equipment and serves as the Army's authorized ordering agent for ISO container leasing. These procedures apply to all Army users of leased intermodal distribution platforms. All requirements/requests for equipment to be leased must be processed through the AIDPMO.

### 4-2. Commercial intermodal equipment leasing

a. Leasing processing lead-time varies based on complexity of requirements, the quantity, equipment type, availability, and other commercial market factors that impact the government's ability to lease. As a baseline it requires 20 business days to process a new requirement for leasing intermodal equipment. Equipment delivered to OCONUS locations requires 30 to 45 days lead-time depending on the destination.

b. All requirements must specify an RDD when equipment must be delivered to customer location.

c. Container requirements cannot be processed until AIDPMO receives funding. Funds are provided to AIDPMO by means of the DA Form 3953 (Purchase Request and Commitment).

d. The requesting organization's resource managers are the only acceptable signatures to certify funds on DA Form 3953. The resource managers must also provide the AIDPMO with their servicing Defense Finance and Accounting Service (DFAS), the DFAS point of contact and telephone and FAX numbers.

e. In accordance with DOD 4500.9-R, Part VI, the installation activity commander will appoint a CCO.

f. The CCO will be a designated official in the grade of E-6 or above or civilian equivalent within the command, installation, or activity who is responsible for controlling, reporting, and maintenance of all DOD-owned and -controlled intermodal containers and equipment at his/her installation/activity. The CCO has custodial responsibility for containers from time received until they leave his/her installation/activity.

g. Units, organizations, and activities that request intermodal equipment from AIDPMO must have a command appointed CCO and a copy of the appointment orders on file with AIDPMO. This appointment must include the scope of responsibilities as well as expiration date of appointment and must be updated annually not later than 30 September each calendar year or sooner if there is a change in personnel.

h. New and updated CCO appointments can be submitted to AIDPMO via e-mail: [aidpmo@logsa.army.mil](mailto:aidpmo@logsa.army.mil) or by FAX DSN 795-6678 and/or commercial (570) 895-6678, to include telephone numbers (DSN and commercial) of primary and alternate CCO; FAX numbers (DSN and commercial); and e-mail addresses of the primary and alternate CCO.

i. The AIDPMO will only accept leasing requests from a CCO with a current copy of an appointment order on file with AIDPMO.

### 4-3. Initiating intermodal equipment lease process

a. Activities submit a request for an intermodal equipment lease through AIDPMO via FAX DSN 795-6678 and/or commercial (570) 895-6678 or or e-mail: [aidpmo@logsa.army.mil](mailto:aidpmo@logsa.army.mil). The following documents constitute a complete lease request package:

(1) *Intermodal equipment lease checklist*. This checklist provides AIDPMO with the necessary information: equipment quantity and type, delivery and redelivery locations, point of contact information, and term of lease. Upon receipt, AIDPMO will develop a cost estimate of the total charges. Changes to the original requirements may impact the total cost. If the changes to the original request require additional funding, AIDPMO will notify the requesting activity and provide an updated estimate of the additional funds required. The checklist can be obtained by e-mailing AIDPMO at [aidpmo@logsa.army.mil](mailto:aidpmo@logsa.army.mil), by phone at commercial (570) 895-9016 or DSN 795-9016.

(2) *Container control officer appointment letter*. This document appoints the person who is responsible for the equipment while on lease and acts as a point of contact when AIDPMO has questions regarding the leased equipment. Container lease requests from nondesignated CCOs will be returned.

(3) *Funds certifying officer appointment*. The funds certifying officer appointment letter or DD Form 577 (Appointment/Termination Record - Authorized Signature) reflects the appointment of the resource management official who is certifying the funds on the DA Form 3953.

(4) *DA Form 3953*. This is the funding document accepted by AIDPMO to fund a delivery order request. It must include the configured 65 character accounting classification number, the initiating officer's signature, and the funds certifying officer signature. Along with the DA Form 3953, the funds certifying officer must also provide the appropriate DFAS payment center, DFAS address and corresponding DFAS DODAAC. Upon receipt and acceptance of the funding document, the leasing process formally begins. Delay in receipt of funding may jeopardize meeting the RDD and/or result in having to pay an expedited delivery surcharge of 35 percent.

*b.* Deliver order date is the date when the contracting officer, acting for the government, enters into a contractual agreement with the provider for the leasing of intermodal equipment.

*c.* The master lease streamlining contract levies a surcharge of 35 percent to the delivery rate when the RDD is less than 7 working days from the date of the delivery order. The expedited delivery surcharge does not apply when the leasing company arranges for early delivery to accommodate their schedule. Requests requiring expedited delivery must be approved by the first O-6 in the chain of command before the request can be processed.

*d.* The master lease streamlining contract provides a 5 percent discount to the delivery rate when the RDD or delivery window start date is 15 working days or more from the date of the delivery order.

*e.* The activity is responsible throughout the term of the lease for the leased equipment and its reporting.

*f.* If there are damages or deficiencies at the time of equipment delivery, DA Form 2404 (Equipment Inspection and Maintenance Worksheet) must be sent via e-mail or FAX to AIDPMO within 5 working days. Equipment received damaged and not reported within 5 days of receipt is presumed to have been delivered in an undamaged condition and the activity assumes liability for all damages. A receipt inspection ensures the activity is held harmless for preexisting damage by documenting its condition upon receipt. Failure to notify AIDPMO of unserviceable equipment within 5 working days of receipt constitute acceptance of the equipment as delivered and will result in the activity accepting damage liability and the responsibility for repairs.

*g.* Prior to redelivery, equipment should be inspected and its condition noted on a DA Form 2404. This redelivery inspection documentation should be retained with the delivery inspection documentation prepared upon receipt of the equipment to aid damage claims resolution.

*h.* Equipment may be turned in early without penalty by notifying AIDPMO in writing and providing its exact physical location for redelivery and the point of contact's name and phone number. The AIDPMO will coordinate with the vendor for turn-in. The activity will be contacted by the provider to arrange a pick up time and/or schedule.

*i.* If the activity and/or customer wishes to extend the lease, they may do so by notifying AIDPMO of their intentions and providing additional funding.

*j.* The activity is responsible for damages to leased equipment. The government has 5 working days from notification of damage to accept or decline the damage claims. Damages will be paid from the escrow previously allocated. If the activity declines the damage claim, then the activity must make arrangements with and fund for a third party inspector to research the claim. The third party survey will be the basis for the claim.

*k.* Once AIDPMO certifies the final equipment invoice and all charges are accounted for, AIDPMO will issue a modification to de-obligate any remaining funds on the line-of-accounting. The activity will be provided a copy of the lease close out modification ending the lease.

#### **4-4. Delivery of equipment**

*a.* The leasing company is required to deliver equipment based on accepted RDDs. Any deviations must be reported to the contracting officer representative through AIDPMO.

*b.* The CCO will inspect containers upon delivery by the leasing company to ensure the container meets the ISO and 49 CFR standards.

*c.* The CCO will advise AIDPMO the following information when containers are acceptable: ISO container number, date received, and equipment type.

*d.* The CCO will advise AIDPMO by container number when the container fails to meet standards.

*e.* The provider is required to schedule delivery at least 2 working days prior to the actual RDD.

*f.* Delivery charges can be substantially reduced if customers can provide their own delivery with organic assets or arrange delivery through common user land transportation support.

#### **4-5. Asset movement**

*a.* All activities are required to provide container movement reports to AIDPMO upon receipt and prior to movement of assets throughout the term of the lease. Container control officers are responsible for reporting all equipment they received and/or moved. Upon receipt of a leased container, the initial container movement report must be submitted to AIDPMO within 48 hours of receipt. This container movement report establishes the government record of lease commencement for each piece of leased equipment.

*b.* All container movement reports will be submitted through the use of ACAMS. Access to ACAMS can be completed by contacting the AIDPMO.

#### **4-6. Leased equipment conditions and standards**

*a.* In accordance with the SDDC contract, the leasing company is responsible to provide ISO standard containers that are clean, dry, empty, odor free, and suitable for protecting cargo from damage based on the type of equipment ordered in accordance with the following:

*b.* Dry general cargo containers must meet or exceed the Institute of International Container Lessors, 5th edition standards.

*c.* Ammunition use containers shall be compliant with the following:

(1) 49 CFR.

(2) The IMDG code standards that govern the transport of hazardous explosive cargo.

*d.* Leased containers are subject to inspection criteria in MIL-HDBK-138B. This guide is used by military and/or civilian personnel for the inspection and selection of serviceable containers used to load and transport DOD cargo.

*e.* All leased containers used for international transport must be CSC approved or enrolled in the Approved Continuous Examination Program (ACEP). The ACEP is a continuous examination program and is an alternative to the CSC 30-month re-examination requirement. Container owners have the option of using either examination program. Under ACEP, a container is subject to examinations and inspections during the course of normal operations. To indicate a container is managed under ACEP, a mark showing the letters "ACEP" and the identification of the party that granted approval for the program is displayed on the container on or as close as practicable to the safety approval plate.

#### **4-7. Leased equipment inspections**

*a.* The leasing company must document and compare repair-worthy damages at time of off-hire to on-hire of condition of equipment. The leasing company must notify AIDPMO in writing within 21 calendar days of damage claims. The government will notify the leasing company of the status of his invoice for damages within 5 workdays of receipt. It is highly recommended to have a certified container inspector available at time of on-hire delivery acceptance.

*b.* The ACEP is authorized in the 1983 amendments to the CSC. Under this program, an owner must submit a proposal for a continuous program to the agency administering the Container Safety Program in the particular country of the owner's domicile or head office.

*c.* Containers inspected under a continuous examination program must be marked as follows: ACEP/USA (or the country of approval abbreviation)/20XX (the year in which the ACEP was approved)/XXX (an assigned ACEP number). This marking must be as close as practicable to the safety approval plate.

## **Chapter 5 Integrated Logistics Aerial Resupply**

### **5-1. General**

Aerial delivery is a vital link in the battlefield distribution system. Aerial logistics is not just a niche capability with narrow utility for special operations forces for forcible entry but rather, through necessity, it is becoming a viable mode of distribution to support the fight against a very flexible, fluid, and ever-changing threat environment. This trend will continue as the Army moves forward with the current and future force reorganization. The goal is to give combat units a previously unknown freedom of movement by drastically reducing their dependence on surface logistical support. A primary objective of this transformation is to reduce the logistics footprint by substituting large, redundant supply bases with a distribution-based logistics system. In this system the "pipeline" becomes the supply base. To achieve this objective, the speed of the supplies moving through the pipeline must be increased and the source of supply must be much farther to the rear. Aerial delivery provides necessary acceleration and combat service support reach capabilities. This delivery method provides support without hampering maneuvers. As a result, aerial delivery, as a distribution enabler, coupled with ongoing science and technology, will have far reaching effects on future doctrine and the structure of aerial distribution operational units. This chapter focuses on the ILAR. The ILAR program supports the Army's Theater Distribution by developing an aerial resupply capability, in synchronization with surface distribution, to support full spectrum operations. The ILAR contributes to enabling non-contiguous, non-linear operations, reducing the logistics footprint and reducing the risk to air crews and exposure and risk of combat service support ground assets. The program supports and improves force reception by enabling immediate employment of forces and is unconstrained by sea and airports and host nation support. The ILAR program is critical to implementation of distribution concepts and doctrine.

### **5-2. Purpose of integrated logistics aerial resupply**

The purpose of ILAR is to ensure that the combatant commander and/or Joint forces commander has the aerial resupply capabilities and enablers needed to meet operational requirements. The ILAR will overcome the challenges presented by the Joint Expeditionary Operational Environment, which will be characterized by long, unsecured lines of communication and widely dispersed battlefields, modularized force structure and a very dynamic threat environment and operational tempo. The ILAR is a crucial component of theater distribution, which must be closely synchronized with surface distribution operations from the strategic to the tactical levels of war. The requirements of full spectrum operations and the regional combatant commanders cannot be met without ILAR.

### **5-3. Integrated logistics aerial resupply concept**

*a.* The ILAR is a collection of capabilities that includes the integration of the following advanced distribution concepts:

(1) Army and U.S. Air Force aircraft (fixed, rotary, and unmanned) capable of surging logistics to multiple locations simultaneously.

(2) Joint Precision Airdrop Systems and other aerial delivery systems.

(3) Advanced packaging and containerization technologies that enable modular loads or packages of supplies to arrive through the DTS and supply chain and distribution process intact, ensuring that forces receive the supplies required at the right place, at the right time, in the right amount and in the right configuration.

(4) Applicable distribution technologies.

(5) Logistics platforms such as Enhanced Container Delivery System and helicopter slingloads.

*b.* Aerial delivery of supplies and equipment offers alternatives to meeting the challenges facing ground lines of communication, and, thus provides vital resupply capability from staging bases geographically separated from supported units over extended distances. A distribution capability is required that would provide aerial delivery of smaller and lighter truck-sized loads. The ILAR suite of capabilities will fill the current airlift void and provide seamless intermodal distribution that enhances through-put and optimizes the delivery of small-to-medium, or truck-sized loads. The ILAR is a vital component of theater distribution.

### **5-4. Integrated logistics aerial resupply and the distribution process**

Aerial delivery is a vital component in distribution. It is no longer the last resort, but rather, through necessity, it is a viable and required mode of distribution to support the combatant commander. The ILAR is the holistic approach to aerial resupply, it includes airland, airdrop and slingload distribution operations. The ILAR concept is designed to ensure that aerial resupply capabilities are implemented and used in balance and in synchronization with surface distribution-based logistics operations.

## **Chapter 6 Distribution Visibility**

### **6-1. Asset visibility**

*a.* Information systems and associated tools allow integrated management of worldwide distribution activities, and permit synchronization of distribution with deployment activities. The AIS must link with tactical command and control systems; must be integrated across the strategic and theater distribution networks; support supply chain and distribution management goals and practices; and provide intransit and total asset visibility.

*b.* Asset visibility capabilities must provide timely and accurate information on the status and location of materiel to meet warfighter requirements. Linking AIT, such as RF identification tags, memory buttons, smart cards, and barcode readers with AIS and ground and satellite transmission stations, provides necessary data to influence flow of materiel globally. Logistics command and control systems must have continuous assured access to both business information and asset visibility systems to effectively support warfighters.

### **6-2. Distribution assured communications**

Assured access to information and control systems is essential for situational awareness required to assure proper materiel support is available where and when needed and in the proper amount. These include automated systems such as the Global Combat Support System Army, the Battle Command Sustainment Support System, the GTN, the TC-AIMS II, and the Movement Tracking System. Linked, these provide a common operating picture of the global distribution pipeline from the warfighter's forward area to the inventory management systems of national providers. This provides the capability to influence the pipeline and divert materiel, en route or stored, to the place and time required. These capabilities are dependent on a sufficient share of the funding for information technology, connectivity, and supporting infrastructure.

### **6-3. Business rules for active radio frequency identification technology in the Department of Defense supply chain**

*a.* Active RFID tags used in DOD are data-rich and allow low-level RF signals to be received by the tag, and the tag can generate high-level signals back to the reader/interrogator. Active RFID tags can hold relatively large amounts of data, are continuously powered, and are normally used when a longer tag read distance is desired.

*b.* The DOD Logistics Joint Automatic Identification Technology Office serves as the DOD focal point for coordinating overarching guidance for the use of AIT within Department of Army. The DCS G-4's Logistics Chief Information Officer Directorate (DALO-CI) is responsible for RFID technology and force projection; and the Distribution Directorate (DALO-FP) and Supply Directorate (DALO-SU) are responsible for policy. The Army Program Executive Office, Enterprise Information Systems, Product Manager Joint - Automatic Identification Technology

Office is the Department of the Army procurement activity for AIT equipment (to include RFID equipment and infrastructure) and maintains a standing contract for equipment integration, installation, and maintenance. The Product Manager Joint – Automatic Identification Technology Office procures tags from DLA to ensure interoperability and compliance with DOD policy.

c. Commanders must stress the importance of RF tag technology in total asset visibility and ITV, emphasizing its use in tracking materiel in the logistics pipeline.

d. The following business rules are applicable to all Army components. They support asset visibility and improved logistic business processes throughout the Department of the Army logistics enterprise. These rules specifically apply to Department of the Army cargo shipped OCONUS; however, organizations are encouraged to employ the use of active RFID technology for intra-CONUS shipments to support normal operations or for training.

(1) *Sustainment and/or retrograde cargo.* All consolidated sustainment shipments (RFID layer 4 freight containers, for example, 20- or 40- foot sea vans, large engine containers and 463-L air pallets) of Department of the Army cargo being shipped OCONUS and retrograde shipments from OCONUS must have active, data-rich RFID tags written at the point of origin for all activities (including vendors) stuffing containers or building air pallets. Content level detail will be provided in accordance with current DOD RFID tag data specifications. The RF-Tag Data Format Specification Version 2.0 is the current version, but it may be updated in the future. Containers and pallets reconfigured during transit must have the RFID tag data updated by the organization making the change to accurately reflect current contents. In addition, it is essential that RFID tags be checked at every distribution node to ensure that they are properly affixed or replaced if missing. The tags should be checked to ensure that the batteries are charged and the docking station connection rubber boot at the bottom of the tag is closed to prevent moisture from getting on the docking station contacts.

(2) *Unit movement equipment and cargo.* All RFID layer 4 freight containers and palletized unit move shipments being shipped OCONUS, as well as all major organizational equipment must have active data-rich RFID tags written and applied at the point of origin for all activities (including vendors) stuffing containers or building air pallets. Content level detail will be provided in accordance with current DOD RFID tag data standards. Self-deploying aircraft and ships are exempted. The RF and/or AIT will also be used to provide visibility of distribution conveyances as they move within theater and when they depart the theater as part of the retrograde process.

(3) *Ammunition shipments.* All RFID layer 4 freight containers and palletized ammunition shipments being shipped OCONUS must have active data-rich RFID tags written with content level detail. Tags will be applied at the point of origin by all activities (including vendors) that stuff containers or build air pallets in accordance with current DOD RFID tag data specifications. Containers and pallets reconfigured during transit must have the RFID tag data updated to accurately reflect current contents by the organization making the change.

(4) *Pre-positioned materiel and supplies.* All RFID layer 4 freight containers and palletized pre-positioned stocks or War Reserve Materiel as well as all major organizational equipment, must have active data-rich RFID tags written with content level detail and applied at the point of origin by all activities (including vendors). Execution for current afloat assets will be completed during normal maintenance cycle, reconstitution and/or reset, or sooner as required.

(5) *Active RFID infrastructure.*

(a) The USTRANSCOM has been assigned the responsibility to ensure that designated strategic CONUS and OCONUS aerial ports and seaports (including commercial ports) supporting operation plans and military operations have RFID equipment (interrogators, write stations, tags, brackets) with read and/or write capability to meet combatant commander requirements for asset visibility. Military and commercial ports will be instrumented with fixed or mobile RFID capability based on volume of activity and duration of the requirement at the port.

(b) U.S. Army Forces Command, IMCOM, and ASCC will ensure sufficient RFID infrastructure and equipment (interrogators, write stations, tags, and brackets) are appropriately positioned to support combatant commander requirements for asset visibility. For example, SSAs, TDCs, movement control teams (military or contractor), and the units manning them should have RFID read and/or write capability including hand-held interrogators.

(c) To ensure that users take maximum advantage of inherent efficiencies provided by this technology, RFID capability will be operational at logistical nodes and integrated into existing and future logistics AISs. The RFID recorded events will become automatic transactions of record. Geographical combatant commanders may direct Service components and/or combat support agencies to acquire, operate, and maintain additional theater supporting RFID infrastructure to meet changing theater operations.

(d) As a general rule, an organization responsible for port or logistics node operation is also responsible for installing, operating, and maintaining appropriate RFID capability. Additionally, when responsibility for operating a specific port or node changes (for example, aerial port operations change from strategic to operational), the losing activity is responsible for coordinating with the gaining activity to ensure RFID capability continues without interruption.

(6) *Active RFID funding.* The cost of implementing and operating RFID technology is considered a normal cost of transportation and logistics and as such should be funded through routine operations and maintenance or working capital fund processes. It is the responsibility of the activity at which containers, consolidated shipments, unit move items, or air pallets are built or reconfigured to procure and operate sufficient quantities of RFID equipment to support

the operations. Working capital fund activities providing this support will use the most current DOD guidance in determining whether operating cost authority or capital investment program authority will be used to procure the required RFID equipment. If the originating activity of the layer 4 container and/or consolidated air pallet is a vendor location, it is the responsibility of the procuring service and/or agency to arrange for the vendor to apply active tags, either by obtaining sufficient RFID equipment to provide the vendor to meet the requirement, or requiring the vendor as a term of the contract to obtain necessary equipment to meet the DOD requirement. Additionally, ASCCs are responsible for ensuring adequate en route RFID infrastructure is acquired and operating at key logistics nodes.

#### **6-4. Essential data requirements for active radio frequency tags for Army shipments**

*a.* Reference DOD 4500.9-R, Part II and Office of the Secretary of Defense's 30 July 2004 RFID Policy Memorandum.

*b.* DOD Logistics Joint Automatic Identification Technology Office has been designated as the office responsible for coordinating, establishing, and maintaining RFID tag formats at the data element level. The RFID tagging procedures require active data-rich RFID tags be written with content level in accordance with approved formats. The RFID tag data files will be forwarded to the regional ITV server in accordance with established DOD data timeliness guidelines published in the current versions of the DOD 4500.9-R and JP 4-01.4. The RF tag data is further transmitted to the GTN and other global asset visibility systems as appropriate. This tag data flow will be analyzed in the future as part of the distribution process owner architecture. The RF tag formats are identified in the current version of DOD 4500.9-R and the format requirements will be published in MIL-STD-129P.

*c.* All essential data required will be written to RF tags and attached to Army shipments to enable effective ITV. This policy applies to all originators (military and direct vendor), consolidators, and providers of all Army shipments.

*d.* Shipments with incomplete data written to RF tags prevent effective distribution. Incomplete data disrupts critical ITV information for both warfighter and logistician decisionmaking and delays delivery of materiel to final destinations. Retrograde of equipment and materiel also requires this essential data to be written to RF tags to ensure ITV back to CONUS or other OCONUS locations. RF tags have proven to enable accurate item level inside-the-box ITV of equipment and materiel when properly used. Originators of Army shipments must write essential data to the RF tags and then verify that the data has been successfully written and the RF tag is properly affixed to the shipment prior to release. The originator is also responsible to ensure that the batteries are charged and the docking station connection rubber boot at the bottom of the tag is closed to prevent moisture from getting on the docking station contacts.

*e.* See figure 6-1 for RF tag content level of detail.

*f.* Intransit visibility is critical to war fighter logistics decisionmaking and is only maintained while RF tags are operating properly and remain affixed to the shipment. Tags should not be disabled or removed from containers or air pallets prior to delivery at final destination and contents are discharged. Missing RF tags need to be replaced and the required data rewritten to the tag before the shipment continues its onward movement. Unit move tags used for deployments should remain with equipment until redeployment. Disable RF tags by reversing the battery in the tag. The RF tags are reusable and when no longer needed should be returned to the serving supply activity for return to DLA.

*g.* The Program Executive Office, Enterprise Information Systems, Product Manager Joint - Automatic Identification Technology Office is the Army lead agency for management and technical support for RF tags and the RF ITV network. The Product Manager Joint - Automatic Identification Technology Office will monitor ITV server activity and notify shippers that are not in compliance with the essential tag requirements for Army shipments.

*h.* To maintain an adequate stockage of RFID tags for follow-on sustainment shipments, users are to return all excess RFID tags to one of the following locations:

(1) Defense Distribution Depot Susquehanna, ATTN: DDSP-OMP, Warehousing Branch, Building 203 (Door 12), Mechanicsburg, PA 17055-0789.

(2) Defense Depot San Joaquin, CCP, ATTN: DDJC-TA, Warehouse 30, 25600 South Chrisman Road, Tracy, CA 95376-5000.

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### **Radio Frequency Tag Content Level of Detail – Army Shipments**

Content level of detail comprises two components: (1) **Asset Level Detail** (i.e. data elements that describe the asset) and (2) **Content Level Detail** – data elements that minimally identify each level of a complete shipment entity (a single shipment unit or a consolidated shipment).

**1. Asset Level Detail.** The minimum data elements required to describe the physical characteristics of a single asset, and the characteristics that identify the asset.

- ✓ National Stock Number (NSN)
- ✓ Nomenclature / Description Model Number
- ✓ Unit Price (U/P)
- ✓ Condition Code
- ✓ Serial Number / Bumper Number
- ✓ Serial Number Enterprise Identifier (if UID eligible)
- ✓ Part Number (if UID eligible, as applicable)
- ✓ Item Weight
- ✓ Item Cube
- ✓ Line Item Number (LIN) / Package Identification (PKGID)
- ✓ Ammunition Lot Number
- ✓ Department of Defense Identification Code (DODIC)
- ✓ Hazardous Cargo Descriptor Codes (to include ammo / hazardous material)

**2. Content Level Detail Visibility for Each shipment Unit.** The most basic transportation entity is a single box or unpacked item governed by a shipment unit identifier. The data elements are contained in the requisition document, Transportation Control and Movement Document (TCMD), commercial carrier transaction, and the Consolidated Shipment Information transaction that describes the shipment movement and characteristics. Minimum data elements necessary to provide content level visibility for each shipment unit are:

- ✓ Requisition Document Number
- ✓ Required Delivery Date (RDD) or expedited shipment and handling codes
- ✓ Project Code
- ✓ Asset (item) Quantity
- ✓ Unit of Issue (U/I)
- ✓ From Routing Indicator Code (RIC) (for DOD shipments)
- ✓ Inventory Control Point (ICP)
- ✓ RIC (for contractor / vendor shipments)
- ✓ Shipment Transportation Control Number (TCN) – for single shipment unit
- ✓ Intermediate TCN – for consolidated shipments
- ✓ Conveyance (lead) TCN – for a consolidated shipment
- ✓ Commercial Carrier Shipment Tracking Identifier
- ✓ Transportation Priority
- ✓ Sender (Consignor) DODAAC / CAGE Code
- ✓ Shipment Date
- ✓ Port of Embarkation (POE) Code

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Figure 6–1. Radio frequency tag content level of detail

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- ✓ Port of Debarkation (POD) Code
  - ✓ Shipment Total Pieces
  - ✓ Shipment Total Weight
  - ✓ Shipment Total Cube
  - ✓ Oversize Length / Width / Height
  - ✓ Receiver (Consignee) DODAAC
  - ✓ Commodity Class
  - ✓ Commodity Code (air / water)
  - ✓ Special Handling Code (air / water)
  - ✓ Water Type Cargo Code
  - ✓ Net Explosive Weight (NEW)
  - ✓ Unit Identification Code (UIC)
  - ✓ Unit Line Number (ULN)
  - ✓ Operation / Exercise Name
  - ✓ Hazardous Material (HAZMAT) Shipping Characteristics: United Nations Identification Number (UNID), Class or Division Number, Package Group, Compatibility Group

Figure 6–1. Radio frequency tag content level of detail (Continued)

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## 6–5. Business rules for passive radio frequency identification technology in the Department of Defense supply chain

a. Passive RFID tags reflect energy from the reader and/or interrogator or receive and temporarily store a small amount of energy from the reader and/or interrogator signal in order to generate the tag response. Passive RFID requires strong RF signals from the reader and/or interrogator, while the RF signal strength returned from the tag is constrained to low levels by the limited energy. This low signal strength equates to a shorter range for passive tags than for active tags. The DOD approved frequency range for passive RFID implementation is UHF 860–960 MHz.

b. The DOD Logistics Joint Automatic Identification Technology Office has been designated as the DOD focal point for coordinating overarching guidance for the use of AIT within DOD. The Program Executive Office, Enterprise Information Systems, Product Manager Joint – Automatic Identification Technology Office is the DOD procurement activity for AIT equipment (to include RFID equipment and infrastructure) and will establish a standing contract for equipment installation and maintenance. Beginning in FY 2007, only RFID capable AIT peripherals (for example, optical scanners and printers used for shipping labels) will be acquired when those peripherals support RFID-capable business processes. Beginning in fiscal year FY 2007, logistics AISs involved in receiving, shipping, and inventory management will use RFID to perform business transactions, where appropriate. The AIS funding will hinge on compliance with this policy. The Defense Logistics Board reviews these requirements prior to FY 2007 implementation.

c. The following prescribes the business rules for the application of passive RFID technology at the case, pallet, and item packaging (unit pack) for unique identification (UID) items on shipments to and within DOD. These rules are in addition to the UID requirement for data element identification of DOD tangible assets using 2D data matrix symbology marking on the item itself. To facilitate the use of RFID even as transactions of record, the DOD has embraced the use of electronic product code TM tag data constructs, as well as DOD tag data constructs, in a supporting DOD data environment. As the available electronic product code technology matures, the intent is to expand the use of passive RFID applications to encompass individual item tagging.

(1) *Case, palletized unit load, UID item packaging tagging and/or marking.*

(a) DOD sites where materiel is associated into cases or pallets tag the materiel and supplies at that site with an appropriate passive RFID tag prior to further transshipment to follow-on consignees.

(b) Case, pallet, and item packaging (unit pack) for UID items are tagged at the point of origin (including vendors) with passive RFID tags, except for the bulk commodities. If the unit pack for UID items is also the case, only 1 RFID tag will be attached to the container.

(2) *Bulk commodities not included.* The following bulk commodities are defined as those that are shipped in rail tank cars, tanker trucks, trailers, other bulk wheeled conveyances or pipelines.

(a) Sand.

- (b) Gravel.
- (c) Bulk liquids (water, chemicals, or petroleum products).
- (d) Ready-mix concrete or similar construction materials.
- (e) Coal or combustibles such as firewood.
- (f) Agricultural products— seeds, grains, animal feeds, and the like.

(3) *Contract solicitation requirements.* New solicitations for materiel will contain a requirement for passive RFID tagging at the case (exterior container within a palletized unit load or shipping container), pallet (palletized unit load), and the UID item packaging level of shipment in accordance with the appropriate interim and/or final Defense Federal Acquisition Regulation Supplement rule and/or clause or MIL-STD-129P as appropriate.

(4) *Passive RFID funding.* The cost of implementing and operating RFID technology is considered a normal cost of transportation and logistics and as such should be funded through routine operations and maintenance, working capital fund, or capital investment processes. It is the responsibility of the activity at which cases or palletized unit loads are built to procure and operate sufficient quantities of passive RFID equipment (interrogators and/or readers, write stations, tags, and so on) to support required operations. It is the responsibility of the activity at which cases or palletized unit loads are received, (that is, activity where the supply receipt is processed) to procure and operate sufficient quantities of passive RFID equipment (interrogators and/or readers) to support receiving operations. Working capital fund activities providing this support will use the most current guidance in determining whether operating cost authority or capital investment program authority will be used to procure the required RFID equipment.

## 6-6. Radio frequency tag accounting procedures

a. Commanders and accountable officers will ensure accounting for and expeditious return of RF tags under their command. Radio frequency tags are in a critical supply position and must be expeditiously returned to the supply system for reuse.

b. Army policy, regarding use and management of RF tags is described in AR 710-2.

(1) The RF tags are recoverable and reusable property and do not require property book accounting. However, they still must be controlled and returned for reuse.

(2) Two categories of RF tags require different recovery procedures—

(a) The RF tags affixed to military vehicles, military vans, and government-owned ISO containers are part of that equipment and will not be removed.

(b) RF tags affixed to nongovernmental ISO containers, 463-L air pallets, commercial vans, and in or to a box, crate, or other container are considered as separate items and are removed and returned. However, leased intermodal distribution platforms will not have the RFID tags removed as long as the platforms continues under lease.

(3) All RF tags are rewritten or erased of data after the unloading or unstuffing of the container to which the RF tag is affixed, except for the container number. The direct support activity rewrite station managing RF tags performs this function. As an exception, force provider modules are packaged in ISO and TRICON containers. The containers are a part of the system and the RF tags on the containers will not be purged. Data stored in these RF tags will facilitate repacking upon redeployment of the system.

(4) All RF tags lithium batteries are inverted in the battery compartment when the tag is not in use to prevent the emission of signal to the regional server or servers and to preserve energy in the batteries until they are reused.

(5) Units will return RF tags to the direct support activity, which will rewrite those RF tags needed for retrograde shipments. All other RF tags are returned using the Uniform Materiel Movement and Issue Priority System return priority 03 to the command directed retrograde central receiving point or installation director of logistics.

(6) During the return process, RF tags are packed to such degree as to prevent the items from becoming unserviceable when placed in a tri-wall or steel container. In addition, lithium batteries should remain in the RFID tag battery well in an inverted position, not taken out and grouped together in a separate package, as this then becomes HAZMAT with all the documentation this requires in accordance with 49 CFR, IMDG code, International Air Transport Association Regulation, and TM 38-250, as appropriate.

(7) Central receiving points and directors of logistics ensure consolidating, packing, packaging, and shipping of RFID tags to the appropriate DLA or Joint Munitions Command return and/or collection location and/or points, using Uniform Materiel Movement and Issue Priority System return priority 03. The statement, “This container or package contained nonregulated lithium batteries” will be placed on the outside of all RFID tag containers.

(8) Active RFID tag—

(a) *New.* The DLA automated wholesale management system provides tags through existing supply channels. The DOD item manager for the active RFID tags is the Defense Supply Center Philadelphia, Inventory Control Point, Routing Identifier Code S9I. Only new Condition Code A tags will be sold to customers. The RFID 410 tag is NSN 6350-01-495-3040 and the 654 in NSN 6350-01-523-1998.

(b) *Returns.* All returned tags that are serviceable after refurbishment will be received into wholesale inventory as Condition Code B and will be available as free issue from the DLA DDC when they are placed on a pallet or container by DDC. This will spread the savings across the DOD community of active tag users. When DDC requisitions tags, Condition Code B tags will be issued first. If there are no Condition Code B tags available for issue to the DDC, the

DDC will pay the standard price for Condition Code A tags. Activities are encouraged to use the Defense Logistics Management Supplement Materiel Returns Program (MRP) to return tags no longer required and receive reimbursement for packaging, crating, handling, and transportation (PCH&T) costs. Excess tags sent back without MRP transactions will not result in PCH&T reimbursement to the customer. The PCH&T reimbursement incentive for tags received with MRP transactions will result in reduced costs and savings to DOD from reusing the Condition Code B tags. The military Services, other requisitioners, and users may opt to establish their own retail operation for used tags and incur the cost of refurbishment themselves.

## **Chapter 7**

### **Distribution of hazardous material**

#### **7-1. Shipment**

Shipments of hazardous materials shall conform to applicable statutes and requirements established by regulatory bodies having responsibility over such traffic in accordance with 49 CFR, IMDG code, International Air Transport Association, and TM 38-250. The USTRANSCOM is the DOD point of contact for establishment, amendment, or clarification of rules and regulations of the regulatory bodies governing safe transportation of explosives and other HAZMAT. The DOD components may contact the Department of Transportation and other agencies directly only in cases of emergency. For all other contact with Department of Transportation or for technical and interpretative guidance on HAZMAT, contact the Army focal point who in turn will contact headquarters, SDDC, the USTRANSCOM focal point for contact with regulatory agencies. Shipments of sensitive conventional arms, ammunition, and explosives shall conform to requirements of DOD 5100.76-M and DOD 4500.9-R, Part II, Chapter 205. The DOD manual and the regulation provide guidance for prevention of and emergency response to transportation accidents involving conventional DOD munitions and explosives. Personnel (DOD or contractor) failing to comply with shipment rules and procedures may be liable for civil and criminal personal liability penalties for violations.

#### **7-2. Hazardous material training**

a. The DOD 4500.9-R, Part II, Chapter 204, contains the policies, procedures, and responsibilities applicable for movement of HAZMAT by all modes of commercial transportation and military surface transportation. All Army personnel responsible for signing the certification statement on commercial bills of lading, DD Form 836 (Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles), must attend the HAZMAT certification training course. Personnel must successfully complete the course and be appointed in writing by their activity or unit commander or designated representative.

b. Guidance for the use of DD Form 836 and the Multimodal Dangerous Goods Form (MDGF) is as follows. The DD Form 836 will be used for CONUS highway and/or rail movements only. The MDGF will be required for movements by vessel (military, commercial, or Military Sealift Command) destined for overseas. Shipments originating from the unit and destined to OCONUS locations will require MDGF for both highway and commercial vessel movements. In addition, when regulated HAZMAT is packaged or transported in vehicles or containers, DD Form 2781 (Container Packing Certificate or Vehicle Packing Declaration) is required.

c. This sets forth Army policy regarding training for the 80-hour and/or 40-hour HAZMAT certification courses, to include the 4 authorized DOD schools.

(1) Be able to recognize and identify HAZMAT and have knowledge of emergency response information, self-protection measures, accident prevention methods and procedures.

(2) Due to the extreme risks posed to the DOD and the general public by mishandling of HAZMAT and in recognition of severe personal fines and criminal penalties associated with HAZMAT violations, initial HAZMAT certification training requires extensive hands-on awareness training with applicable technical regulations.

(3) The 80-hour Basic Hazardous Materials Certification Training Course will be administered in the traditional classroom setting with a qualified on-site instructor.

(4) Students are required to pass a comprehensive series of tests following completion of each block of instruction to verify understanding of regulations and technical requirements.

(5) A certificate will be issued confirming successful course completion and acceptable test results. The HAZMAT certification courses will be taken at one of the following four authorized DOD schools:

School of Military Packaging Technology, ATTN: ATSL, 360 Lanyard Road, Aberdeen Proving Grounds, MD 21005-5282; DSN 298-5185, commercial (410) 278-5185, FAX (410) 278-2176 or (410) 278-5143; Web site <https://smpt.apg.army.mil/> (must have an AKO account to access through AKO).

345th Training Squadron, Transportation Training Flight, 345 TRS/TTTH, 1000 Seymoyer, Lackland AFB, TX 78236-5404; DSN 473-4917, commercial (210) 671-4917; Web site <http://www.lackland.af.mil>.

Naval Supply Corps School, 1425 Prince Avenue, Athens, GA 30606; DSN 354-7240, commercial (706) 354-7240; Web site <https://www.npsc.navy.mil> (must have an AKO account to access through AKO).

U.S. Army Defense Ammunition Center Training Directorate, ATTN: SJMAC-AST, 1C Tree Road, McAlester, OK 74501-9053; DSN 956-8931, commercial (918) 420-8931, FAX (918) 420-8944; Web site <http://www.dac.army.mil>.

*d.* Also, DOD 4500.9-R, Part II, Chapter 204 identifies training requirements for personnel certifying only biomedical items and hazardous waste.

(1) Individuals who are responsible for packaging (certification or preparation of laboratory samples, specimens, and regulated medical waste only, for transport by any mode) may satisfy this requirement by successfully completing the Transport of Biomedical Materiel Course (initial and refresher) offered by U.S. Army Center for Health Promotion and Preventive Medicine, Building E-1677, Aberdeen Proving Grounds, MD 21010-5403; DSN 584-5228 or 584-3651, commercial (410) 436-5228 or 436-3651; Web site <http://chppm-www.apgea.army.mil>. Select training conferences for specific course dates and locations. On-site training is available by request through the Web site.

(2) For those individuals who only certify hazardous waste shipments, training requirements can be satisfied by completing one of the following courses:

Hazardous Waste Management and Manifesting Course, offered by the U.S. Army Corps of Engineers, Professional Development Support Center (ATTN: CEHR-P-RG (Registrar)), Box 1600, Huntsville, AL 35807-4301; DSN 760-7421, commercial (256) 895-7421, FAX (256) 895-7469; Web site <http://www.usace.army.mil>.

Transportation of Hazardous Material (HM)/HW for DOD, offered by DLA Training Center, P.O. Box 3990, Building 11, Section 5 East Broad Street, Columbus, OH 4321-5000; DSN 850-5990, commercial (616) 692-5990, Toll Free (800) 458-7903 Web site <http://www.dla.mil>.

*e.* Mobility training requirements for technical specialists are also identified in DOD 4500.9-R, Part II, Chapter 204. Technical specialists are personnel trained and qualified to certify limited types of HAZMAT appropriate to their military occupational specialty by selected transportation modes as described by each Service. Successful completion of one of the courses identified in paragraph 7-2c, above, is not required. However, the technical specialist must meet all other training requirements of this chapter. This training provision does not apply to any mode of commercial transport. As a minimum, the technical specialist will be trained in packaging, preparation, marking, labeling, certification, and all other aspects of the governing modal regulations relevant to the specific HAZMAT within the individual's specialty. Training and/or testing for the completion of the shipper's certification can be conducted by an individual qualified under training in accordance with paragraph 7-2c.

### **7-3. Department of Transportation approvals**

Department of Transportation exemptions, competent authority approvals, or certificates of equivalency are exemptions to prescribed packaging requirements in 49 CFR, International Civil Aviation Organization, IMDG code, or TM 38-250. Requests for approvals and/or exemptions will be prepared in accordance with AR 700-143. Requests will be submitted to the AMC, LOGSA, PSCC. The LOGSA PSCC will forward requests to headquarters, SDDC for coordination with Department of Transportation. An annual usage report will be prepared and submitted by each ACOM, ASCC, and Direct Reporting Unit to the LOGSA PSCC, in accordance with DOD 4500.9-R, Part II, Chapter 204.

### **7-4. Hazardous material packaging and storage**

Army regulation 700-143 provides policy and guidance on packaging of HAZMAT for shipment. Technical manual 38-410 provides policy and guidance on the proper storage and handling of HAZMAT. Both documents can be obtained through normal Army distribution channels.

### **7-5. Hazardous Materials Information Resource System**

Army regulation 700-141 provides policy and guidance for Army participation in the DOD Hazardous Materials Information Resource System (HMIRS). The DOD HMIRS is the DOD-directed DODI 6050.5, central repository for material safety data sheets and associated value added data for all Government-procured and Government-managed HAZMAT. The value added data includes transportation, radiological, logistics, disposal, and hazard communication labels. The DOD HMIRS is available both in proprietary and non-proprietary versions and is available at <http://www.dlis.dla.mil>. The DOD HMIRS is also distributed on CD-ROM. Distribution and access requirements are identified in AR 700-141.

### **7-6. Hazardous material driver licensing**

Personnel driving government-owned or -leased vehicles will be tested and licensed in accordance with AR 600-55. Army regulation 600-55 provides requirements for the licensing of drivers, military and civilian, on-post and off-post, worldwide, when driving a government-owned or -leased vehicle. This applies to the Active Army, Army National

Guard/Army National Guard of the United States, the U.S. Army Reserve, and civilian personnel, to include foreign nationals, whose positions will require operation of a government-owned or -leased vehicle, to include those carrying HAZMAT.

## **Chapter 8**

### **Distribution and Customs and Border Clearance**

#### **8-1. Policy**

It is both Army and DOD policy to assist and cooperate with United States and foreign host nation border clearance agencies in halting the flow of contraband both into and out of the United States and foreign countries. Army and DOD enforce this policy when entry is through military channels and cooperate with other Federal agencies when enforcing United States laws and regulations; and when complying with foreign requirements concerning customs, agriculture, and other border clearance requirements without unnecessarily delaying movements of Army and DOD materiel. This policy also applies to export of goods to other countries. Army and DOD policy is to eliminate the flow of contraband and unacceptable products to other nations.

#### **8-2. Primary**

Both the Army and DOD acknowledge the primacy of the Department of Homeland Security, Bureau of Customs and Border Protection and the USDA, Animal and Plant Health Inspection Service over materiel moving into the customs territory of the United States (CTUS) and that their agents or inspectors may delay, impound, or otherwise prohibit the entry or export of military materiel into or from the CTUS without obstruction by the Army or DOD. Army policy for customs and border clearance is found in DOD 4500.9-R, Part V.

## **Appendix A References**

### **Section I Required Publications**

This section contains no entries.

### **Section II Related Publications**

A related publication is a source of additional information. The user does not have to read it to understand this publication.

#### **AR 10-87**

Major Army Commands in the Continental United States

#### **AR 25-30**

The Army Publishing Program

#### **AR 55-80**

DOD Transportation Engineering Program

#### **AR 56-3**

Management of Army Rail Equipment

#### **AR 56-9**

Watercraft

#### **AR 59-3**

Movement of Cargo by Scheduled Military Air Transportation

#### **AR 70-1**

Army Acquisition Policy

#### **AR 70-44**

DOD Engineering for Transportability

#### **AR 70-47**

Engineering for Transportability

#### **AR 190-11**

Physical Security of Arms, Ammunition, and Explosives

#### **AR 600-55**

The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing)

#### **AR 700-15**

Packaging of Materiel

#### **AR 700-141**

Hazardous Materials Information Resource System

#### **AR 700-143**

Packaging of Hazardous Material

#### **AR 708-1**

Logistics Management Data and Cataloging Procedures of Army Supplies and Equipment

#### **AR 710-2**

Supply Policy Below the National Level

**AR 711-7**

Supply Chain Management

**AR 725-50**

Requisitioning, Receipt, and Issue System

**AR 735-5**

Policies and Procedures for Property Accountability

**CFR 46, Part 340**

Shipping – Priority Use and Allocation of Shipping Services, Containers & Chassis, and Port Facilities and Services for National Security and National Defense Related Operations

**49 CFR**

Transportation

**49 CFR 100-185**

Research and Special Programs Administration, Department of Transportation

**49 CFR 390**

Federal Motor Carrier Safety Regulations; General

**49 CFR 452**

Examination of Containers

**DA Pam 708-1**

Cataloging of Supplies and Equipment, and DA Form 1988-R Management Control Numbers

**DOD 4140.1-R**

DOD Supply Chain Materiel Management Regulation

**DODI 4140.61**

Customer Wait Time and Time Definite Delivery

**DOD 4500.9-R**

Defense Transportation Regulation

**DOD 4500.9-R, Part II**

Cargo Movement

**DOD 4500.9-R, Part III**

Mobility

**DOD 4500.9-R, Part V**

Department of Defense Customs and Border Clearance Policy and Procedures

**DOD 4500.9-R, Part VI**

Management and Control of the Intermodal Containers and System and 463-L Equipment

**DOD 5100.76 M**

Physical Security and Sensitive Conventional Arms, Ammunition, and Explosives

**DOD 5160.65-M**

Single Manager for Conventional Ammunition (Implementing Joint Conventional Ammunition Policies and Procedures)

**DOD 5200.1-R**

Information Security Program

**DOD 5220.22M**

National Industrial Security Program Operating Manual

**DODI 6050.5**

DOD Hazard Communication (HAZCOM) Program

**FM 3-35.4**

Deployment Fort-to-Port

**FM 4-0**

Combat Service Support

**FM 4-01.011**

Unit Movement Operations

**FM 4-01.30**

Movement Control

**FM 4-01.41**

Army Rail Operations

**FM 4-20.41**

Aerial Delivery Distribution in the Theater of Operations

**FM 4-30.13**

Ammunition Handbook: Tactics, Techniques, and Procedures for Munitions Handlers

**FM 4-93.4**

Theater Support Command

**FM 9-20**

Technical Escort Operations

**FM 10-27**

General Supply in Theater of Operations

**FM 19-25**

Military Police Traffic Operations

**FM 54-40**

Area Support Group

**FM 55-1**

Transportation Operations

**FM 55-15**

Transportation Reference Data

**FM 55-17**

Cargo Specialists' Handbook

**FM 55-30**

Army Motor Transport Units and Operations

**FM 55-50**

Army Water Transport Operations

**FM 55-60**

Army Terminal Operations

**FM 55–80**

Army Container Operations

**FM 100–10–1**

Theater Distribution

**FM 100–17**

Mobilization, Deployment, Redeployment, Demobilization

**FM 100–17–1**

Army Pre-Positioned Afloat Operations

**FM 100–17–2**

Army Pre-Positioned Land

**FM 100–17–3**

Reception, Staging, On-ward Movement, and Integration

**FM 100–17–5**

Redeployment

**IICL–5**

Institute of International Container Lessors: Guide for Container Equipment Inspection, 5th edition

**JP 1–02**

Department of Defense Dictionary of Military and Associated Terms

**JP 4–0**

Doctrine for Logistic Support of Joint Operations

**JP 4–01**

Joint Doctrine for the Defense Transportation System

**JP 4–01.3**

Joint Tactics, Techniques, and Procedures for Movement Control

**JP 4–01.4**

Joint Tactics, Techniques, and Procedures for Joint Theater Distribution

**JP 4–01.7**

Joint Tactics, Techniques, and Procedures for Use of Intermodal Containers in Joint Operations

**JP 4–01.8**

Joint Tactics, Techniques, and Procedures for Joint Reception, Staging, Onward Movement, and Integration

**JP 4–07**

Joint Tactics, Techniques, and Procedures for Common-Use Logistics During Joint Operations

**JP 4–09**

Joint Doctrine for Global Distribution

**MIL–STD–129P**

Military Marking for Shipment and Storage

**MIL–HDBK–138B**

Guide to Container Inspection for Commercial and Military Intermodal Containers

**TB 43–0214**

Standards for Marking DOD Containers, Shelters, and Vans Conforming to the American National Standards Institute (ANSI) or International Organization for Standardization (ISO) Dimensional Specification

**TM 9-1300-276**

Ammunition Restraint Systems for Commercial and Military Intermodal Containers (Assembly, Installation, Removal and Operation)

**TM 38-250**

Preparing Hazardous Material for Military Air Shipments

**TM 38-410**

Storage and Handling of Hazardous Materials

**10 USC 3013**

Secretary of the Army

**46 USC 1503**

Duties of Secretary of Transportation

**Section III**

**Prescribed Forms**

This section contains no entries.

**Section IV**

**Referenced Forms**

Unless otherwise stated, DA forms are available on the Army Publishing Directorate Web site <http://www.apd-army.mil>; DD forms are available from the OSD Web site <http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm>.

**DA Form 2404**

Equipment Inspection and Maintenance Worksheet

**DA Form 3953**

Purchase Request and Commitment

**DD Form 577**

Appointment/Termination Record – Authorized Signature

**DD Form 836**

Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles

**DD Form 2282**

Reinspection Decal Convention for Safe Container (CSC) (2000) (Stocked and issued by HQ SDDC SDG8, 200 Stovall Street, Alexandria, VA 22332-5000.)

**DD Form 2781**

Container Packing Certificate or Vehicle Packing Declaration

## **Glossary**

### **Section I Abbreviations**

#### **ACAMS**

Army Container Asset Management System

#### **ACEP**

Approved Continuous Examination Program

#### **ACOM**

Army Command

#### **ACSIM**

Assistant Chief of Staff for Installation Management

#### **AIDPMO**

Army Intermodal and Distribution Platform Management Office

#### **AIMS**

Asset Information Management System

#### **AIS**

automated information system

#### **AIT**

automatic identification technology

#### **AKO**

Army Knowledge Online

#### **AMC**

Army Materiel Command

#### **AMIS**

Asset Information Management System

#### **AMMO-43**

Intermodal Dry Cargo Container/Convention for Safe Container Reinspection Course

#### **ANSI**

American National Standards Institute

#### **AO**

area of operations

#### **AR**

Army regulation

#### **ARSTAF**

Army Staff

#### **ASA (ALT)**

Assistant Secretary of the Army for Acquisition, Logistics and Technology

#### **ASC**

Army Sustainment Command

#### **ASCC**

Army Service Component Command

**ASC FMC**  
Army Sustainment Command Flatrack Management Center

**BCD**  
bed cargo demountable

**CAA**  
competent authority approval

**CADS**  
Containerized Ammunition Distribution System

**CASCOM**  
Combined Arms Support Command

**CCO**  
container control officer

**CCP**  
consolidation and containerization point

**CFR**  
Code of Federal Regulations

**CHE**  
container handling equipment

**CONUS**  
continental United States

**CROP**  
container roll-in roll-out platform

**CSC**  
International Convention for Safe Containers

**CTUS**  
customs territory of the United States

**DA**  
Department of the Army

**DD**  
Department of Defense (used with form numbers)

**DDC**  
Defense Distribution Center

**DFAS**  
Defense Finance and Accounting Service

**DLA**  
Defense Logistics Agency

**DLGSCMS**  
Defense Logistics and Global Supply Chain Management System

**DMC**  
Distribution Management Center

**DODAAC**

Department of Defense activity address code

**DOD**

Department of Defense

**DODI**

Department of Defense Instruction

**DSN**

Defense Switch Network

**DTS**

Defense Transportation System

**E2E**

end-to-end

**FAX**

telephone facsimile machine

**FM**

Field Manual

**FMC**

Flatrack Management Center

**FORSCOM**

U.S. Army Forces Command

**FY**

fiscal year

**GTN**

Global Transportation Network

**HAZMAT**

hazardous material

**HEMTT-LHS**

Heavy Expanded Mobility Tactical Truck-Load Handling System

**HMIRS**

Hazardous Materials Information Resource System

**HQ**

Headquarters

**HQDA**

Headquarters Department of the Army

**ILAR**

integrated logistics aerial resupply

**IMDG**

International Maritime Dangerous Goods

**ISO**

International Organization for Standardization

**ITV**

intransit visibility

**JP**

Joint (Staff) Publication

**LHS**

load handling system

**LOGSA**

Logistics Support Activity

**MDGF**

Multimodal Dangerous Goods Form

**MEDCOM**

U.S. Army Medical Command

**MHE**

materiel handling equipment

**MHz**

megahertz

**MILVAN**

military van

**MRP**

Materiel Returns Program

**MTOE**

modification table of organization and equipment

**NSN**

national stock number

**OCONUS**

outside continental United States

**PCH&T**

packaging, crating, handling, and transportation

**PSCC**

Packaging, Storage, and Containerization Center

**QUADCON**

quadrant container

**RDD**

required delivery date

**RF**

radio frequency

**RFID**

radio frequency identification

**RIC**

routing indicator code

**SA**

Secretary of the Army

**S&T**

science and technology

**SDDC**

Military Surface Deployment and Distribution Command

**SSA**

supply support activity

**TAV**

total asset visibility

**TC-AIMS II**

Transportation Coordinator's-Automated Information for Movement System II

**TO**

technical order

**TRADOC**

U.S. Army Training and Doctrine Command

**TRICON**

triple container

**TSC**

Theater Support Command and/or Theater Sustainment Command

**TM**

technical manual

**UHF**

ultrahigh frequency

**UID**

unique identification

**U.S.**

United States

**USC**

United States Code

**USTRANSCOM**

United States Transportation Command

**USDA**

United States Department of Agriculture

**WRM**

war reserve materiel

**Section II****Terms****American National Standards Institute**

The ANSI is the official U.S. representative to the International Accreditation Forum, the ISO, and, via the U.S.

National Committee, the International Electrotechnical Commission. The ANSI is also the U.S. member of the Pacific Area Standards Congress and the Pan American Standards Commission.

### **Anti-Deficiency Act**

Prohibits an officer or employee of the government from creating or authorizing an obligation in excess of the funds available, or in advance of appropriations unless authorized by law.

### **Approved Continuous Examination Program (ACEP)**

An alternative to the scheduling periodic examinations of containers. This program complies with International Convention Act for Safe Containers requirements and is used by many commercial container owners. An ACEP marking on the container indicates the date this method of examination was initially approved, not the date of the next required re-inspection.

### **Area of responsibility (AOR)**

The geographical area associated with a combatant command within which a combatant commander has authority to plan and conduct operations.

### **Army Command (ACOM)**

An Army force, designated by the SA, performing multiple Army service 10 USC 3013 functions across multiple disciplines. Command responsibilities are those established by the SA and normally associated with administrative control (AR 10-87).

### **Army Service Component Command (ASCC)**

An Army force, designated by the SA, comprised primarily of operational organizations serving as the Army component for commanders of combatant and sub-unified commands. If designated by the combatant commander and/or sub-unified commander, serves as a Joint Forces Land Component Command or Joint Task Force. Command responsibilities are those assigned to the combatant commanders and/or sub-unified commanders and delegated to the ASCCs and those established by the SA (AR 10-87).

### **Bed cargo demountable flatrack**

Topless, sideless container component of palletized load system, some of which conform to ISO specifications.

### **Case (exterior container)**

A MIL-STD-129P defined container, bundle, or assembly that is sufficient by reason of material, design, and construction to protect unit packages and intermediate containers and their contents during shipment and storage. It can be a unit pack or a container with a combination of unit packs or intermediate containers. An exterior container may or may not be used as a shipping container.

### **Case (shipping container)**

A MIL-STD-129P defined exterior container which meets carrier regulations and is of sufficient strength, by reason of material, design, and construction, to be shipped safely without further packing (for example, wooden boxes or crates, fiber and metal drums, and corrugated and solid fiberboard boxes).

### **Combined operation**

An operation conducted by forces of 2 or more Allied nations acting together for the accomplishment of a single mission.

### **Common-use container**

Any DOD-owned, -leased, or -controlled 20- or 40-foot ISO container managed by the USTRANSCOM as an element of the DOD common-use container system.

### **Component-owned container**

20- or 40-foot ISO containers procured and owned by a single DOD component. May be either on an individual unit property book (includes special purpose and/or modified containers) or contained within a component pool, for example, U.S. Marine Corps maritime pre-positioning force containers. May be temporarily assigned to the DOD common-use container system. Also called a Service-unique container.

### **Condition code**

A one-position, alphabetic character used to classify materiel to identify the degree of serviceability, condition, and completeness in terms of readiness for issue and use or to identify actions underway to change the status of materiel.

**Container**

An article of transport equipment that meets ANSI and/or ISO standards that is designed to be transported by various modes of transportation. These containers are also designed to facilitate and optimize the carriage of goods by 1 or more modes of transportation without intermediate handling of the contents and equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with 1 or more doors, open top, refrigerated, tank, open rack, gondola, flatrack and other designs.

**Container control officer**

A designated official (E-6 or above or civilian equivalent) within a command, installation, or activity who is responsible for control, reporting, use, and maintenance of all DOD-owned and DOD-controlled intermodal containers and equipment. This officer has custodial responsibility for containers from time received until dispatched.

**Container handling equipment (CHE)**

Items of materiel handling equipment required to specifically receive, maneuver, and dispatch ISO containers.

**Consignee**

Party who is to receive goods; usually the buyer. The one to whom a consignment is made, the receiver of the shipment.

**Consignor**

The one who makes a consignment to another, the shipper.

**Containerization**

The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, transportation, packaging, storage, and security together with visibility of container and its contents into a distribution system from source to user.

**Customer wait time (CWT)**

The Army's principle supply chain metric for measuring supply chain responsiveness, which measures the time required to satisfy a supply request from the end user level, or total customer response time.

**Defense Transportation System (DTS)**

That portion of the Nation's transportation infrastructure that supports DOD common-user transportation needs across the range of military operations. It consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the DOD, except for those that are Service-unique or theater-assigned.

**Department of Defense-owned common-use container**

Any DOD-owned, -leased, or -controlled 20- or 40-foot ISO container managed by the USTRANSCOM as an element of the DOD common-use container system which includes Containerized Ammunition Distribution System containers.

**Department of Defense container inventory**

A capability of the AIMS, DOD's container inventory is the sum of all of the USTRANSCOM and Service-owned container inventories and is the ISO intermodal container registry for the DOD. It can be accessed and updated via the internet, requiring only a commercial internet browser to operate. The SDDC also uses AMIS to generate container numbers in accordance with the ISO number generator algorithm and to supply and other DTS and theater systems and tools with ownership data.

**Deployment**

The relocation of forces and materiel to desired operational areas. Deployment encompasses all activities from origin or home station through destination, specifically including intra-CONUS, intertheater, and intratheater movement legs, staging, and holding areas (JP I-02).

**Destination**

The place where a distribution platform movement ceases. The destination may be the ending point of a deployment where the ultimate user or consumer of container contents, a retail supply point, or a consolidation and distribution point is located.

**Direct Reporting Unit (DRU)**

An Army organization comprised of 1 or more units with institutional or operational functions; designated by the SA;

providing broad general support to the Army in a normally single, unique discipline not otherwise available elsewhere in the Army. Direct Reporting Units report directly to a HQDA principal officials and/or ACOMs and operate under authorities established by the SA (AR 10–87).

### **Direct vendor delivery**

A materiel acquisition and distribution method that requires vendor delivery directly to the customer.

### **Distribution**

The operational process of synchronizing all elements of the logistic system to deliver the “right things” to the “right place” at the “right time” to support the geographic combatant commander (JP 1–02). Distribution is the movement of materiel using a consistent and reliable process by a partnership of internal Army, Joint Service, and commercial assets, from the source of supply to the point of use or disposal, to include the last tactical mile and retrograde. Distribution includes the two-way flow of materiel and information, process and financial management, transportation and transportation mode selection, node operations, visibility to the required level of detail, AIT and/or AIS enabled information systems, materiel handling, and protective packaging. It also includes the capability to meet surge requirements and to redirect materiel en route as well as full synchronization with the force deployment process. As a component of the supply chain, distribution begins when a product is made available for shipment and ends with receipt at the warfighter or other designated end user location.

### **Distribution Management Center (DMC)**

The DMC is designed to fully coordinate distribution requirements and execute the commander’s priorities for distribution. Establishes, validates, maintains, and updates the theater distribution plan. The DMC coordinates the efforts of the movement control agency. The DMC must maintain visibility of customers, support relationships, and resources. Determines where and to whom routing and diversion information for intransit cargo should be forwarded or directed. Makes recommendations to the distribution activities to hold, divert, or redirect materiel.

### **Distribution of materiel**

The process of providing materiel from the source of supply to its point of consumption or use on a worldwide basis. (This term and its definition are approved for inclusion in the next edition of JP 1–02.)

### **Distribution platforms**

Includes DOD or Army-owned or –leased common-user intermodal ANSI and/or ISO containers and ocean flatracks, vehicular flatracks (M1, M1077, M3, M3A1), Army-owned MTOE and non-MTOE 40-foot trailers, and airlift 463-L pallets.

### **Distribution System**

That complex of facilities, installations, methods, and procedures designed to receive, store maintain, distribute, and control the flow of military materiel between the point of receipt into the military system and the point of issue to using activities and units (JP 1–02).

### **End-to-end (E2E) distribution**

The providing of materiel, including retrograde, and associated information from source of supply to the point of use or disposal on a worldwide basis. This includes influencing the acquisition, sourcing, and positioning to facilitate the flow of materiel to the end user. The combatant commander, military Service, or characteristics of the commodity shall define the end user.

### **Electronic product code (EPC) technology**

Passive RFID technology (readers, tags, and so on) that is built to the most current published EPCglobal™ Class 0 and Class 1 specifications and that meets interoperability test requirements as prescribed by EPCglobal™. Electronic product code technology will include UHF Generation 2 when this specification is approved and published by EPCglobal™.

### **Flatrack (sealift)**

Portable, open-topped, open-sided units that fit into existing below-deck container cell guides and provide a capability for container ships to carry oversized cargo and wheeled and tracked vehicles.

### **Free time**

The specific period a container or chassis may occupy space assigned to it on a terminal or at a location free of charge.

### **Global distribution**

The process that synchronizes and integrates fulfillment of Joint force requirements with employment of the Joint

force. It provides national resources (personnel and materiel) to support execution of Joint operations. The ultimate objective of this process is the effective and efficient accomplishment of the Joint force mission. (This term and its definition are approved for inclusion in the next edition of JP 1-02 (JP 4-09) Global.)

**Host nation support (HNS)**

Civil and/or military assistance rendered by a nation to foreign forces within its territory; assistance provided during operations based upon agreement mutually concluded between nations.

**Institute of International Container Lessors (IICL)**

A technical committee consisting of container owners, operators, and manufacturers located in Bedford, NY, who prepare the Repair Manual for Steel Freight Containers.

**Integrated logistics aerial resupply (ILAR)**

ILAR is the holistic approach to aerial resupply. It includes airland, airdrop, and slingload distribution operations. The ILAR concept is designed to ensure that aerial resupply capabilities are implemented and used in balance and in synchronization with surface distribution-based logistics operations. The goal of ILAR is to ensure that the Joint combatant commander has the aerial resupply capabilities and enablers needed to meet operational requirements. The ILAR provides the full range of Joint aerial delivery support and services; takes advantage of Joint intermodal enablers; and is transparent to the combatant commander.

**Intelligent Road and Rail Information System (IRRIS)**

The IRRIS is a Web-based application providing real-time status of the DTS to include roads, rail, and other deployment-relevant facilities. The IRRIS accesses multiple military databases and tracks items like road characteristics, bridge locations, video logs of primary routes, feature attribute data, and aerial photograph and satellite imagery. The system also provides real time CONUS travel information as access to SDDC Transportation Engineering Agency databases such as OCONUS Port Studies, Installation Studies, Highway Engineering Studies, Port Workload Studies, and Ports for National Defense.

**Intermodal**

Type of international freight system that permits transshipping among sea, highway, rail, and air modes of transportation through use of ANSI and/or ISO containers, line haul assets, and handling equipment.

**Intermodal container**

See container, above.

**Intermodal Systems**

Specialized transportation facilities, assets, and handling procedures designed to create a seamless, transportation system by combining multimodal operations and facilities during the shipment of cargo.

**International Convention for Safe Containers (CSC)**

A convention held in Geneva, Switzerland, on 2 December 1972, which resulted in setting standard safety requirements for containers moving in international transport. These requirements were ratified by the United States on 3 January 1978.

**International Maritime Dangerous Goods (IMDG) code**

The IMDG code regulates transport of HAZMAT by sea to prevent injury to persons, or damage to ships. The IMDG code lays down basic principles intended to prevent the negligent or accidental release of marine pollutants carried by sea. It contains detailed recommendations for individual substances and a number of recommendations for good practices which are included in the classes dealing with such substances. Although the information contained in the IMDG code is primarily directed at mariners, the provisions may affect industries and services from the manufacturer to the consumer.

**International Organization for Standardization (ISO)**

A worldwide federation of national standards bodies from some 100 countries, 1 from each country. The ISO is a non-governmental organization, established to promote the development of standardization and related activities in the world with a view to facilitating the international exchange of goods and services, and to developing cooperation in the spheres of intellectual, scientific, technological, and economic activity. The ISO's work results in international agreements, which are published as international standards.

**International airlift or helicopter slingable container unit (ISU) 60 and/or ISU90**

The ISU has multiple configurations depending upon the doors and internal dividers. The ISU provides weather-resistant storage and transport but does not meet ISO structural standards. The CSC restrictions do not apply to containers specially designed for air transport; however, they are certified for air transport and for air mobility command transport aircraft.

**Joint logistics over the shore (JLOTS)**

Logistics over the shore operations conducted by 2 or more military Services.

**Lessee**

The person and/or activity receiving, using, or possessing property received from a lessor.

**Lessor**

The person and/or activity renting property to a lessee.

**Logistics over the shore operations (LOTS)**

The loading and unloading of ships without the benefit of deep draft-capable, fixed port facilities, in friendly or non-defended territory, and, in time of war, during phases of theater development in which there is no opposition by the enemy; or as a means of moving forces closer to tactical assembly areas dependent on threat force capabilities.

**M1 flatrack**

The M1 is an ISO compatible BCD flatrack with inward folding end walls designed to support intermodal transport by allowing stacking in a ship's container cells. The M1 meets the CSC certification requirements for sea and land movement as an intermodal container and is designed in accordance with ISO specifications and requirements for stacking in container cells as well as fitting standard 20-foot lock down provisions. The CROP (M3/M3A1) will eventually replace the M1 at the end of its life cycle.

**M1077 flatrack**

The M1077 A-frame BCD flatrack is the original flatrack fielded from 1994 to 1996. It has 1 fixed end wall and is designed to distribute payloads, to include containers, forward of the Corps rear boundary. The CROP will eventually replace the M1077 at the end of its life cycle.

**M3/M3A1 container roll-in roll-out platform (CROP)**

The CROP is a palletized loading system and/or HEMTT-LHS BCD flatrack which serves as the internal blocking and bracing system for a 20-foot end-opening container and can be quickly extracted or inserted by a LHS for movement to the customer. The CROP has an inward folding A-frame that allows loaded flatracks to be inserted into a container and empty flatracks to be stacked 2 to 6 high during retrograde in or out of containers.

**Materiel handling equipment (MHE)**

Mechanical devices for handling of supplies with greater ease and economy.

**Military performance specification container (military specification (MILSPEC))**

A container that meets specific written standards. The Army's Aviation and Troop Command procures military performance specification containers for the Army and will perform like services for other DOD components on request.

**Military Sealift Command (MSC)**

A major command of the U.S. Navy and the United States Transportation Command's component command responsible for designated common-user sealift transportation services to deploy, employ, sustain, and redeploy U.S. forces on a global basis.

**Military Surface Deployment and Distribution Command (SDDC)**

An ASCC and a component command of USTRANSCOM responsible for designated CONUS land transportation as well as common-user water terminal and traffic management service to deploy, employ, sustain, and redeploy U.S. forces on a global basis.

**Military vans (MILVANS)**

Military-owned, demountable container, conforming to United States and international standards, operated in a centrally controlled fleet for movement of military cargo.

**Movement control agency (MCA)**

Coordinates movement management service for all common-user transportation modes including allied and/or host nation assets when they are committed to support theater logistics or transportation plans. The movement control agency plans and monitors daily transportation movement requirements and capabilities. The movement control agency supervises the echelon above Corps movement control battalions (FM 4-01.30).

**Movement control battalions (MCB)**

The movement control battalion commands, control and supervise movement control teams. The battalion controls the movement of all personnel, units, and materiel in the theater. The battalion maximizes the use of available transportation. Located at Corps and echelon above Corps levels (FM 4-01.30).

**Movement control team (MCT)**

The movement control team expedites, coordinates, and supervises transportation support of units, cargo, and personnel into, through, and out of air, land, and water ports (FM 4-01.30).

**Origin**

Beginning point of a deployment where unit or non-unit-related cargo or personnel are located.

**Pallet**

A flat base for combining stores or carrying a single item to form a unit load for handling, transporting, and storing by MHE. For DOD only: 463-L pallet, an 88 foot by 108 inches aluminum flat base used to facilitate the upload and download of aircraft (JP 1-02).

**Palletized loading system (PLS)**

A truck with hydraulic load handling mechanism, trailer, and flatrack system capable of self-loading and unloading. Truck and companion trailer each have a 16.5 ton payload capacity.

**Palletized unit load**

Quantity of any item, packaged or unpackaged, which is arranged on a pallet in a specified manner and securely strapped or fastened thereto so that the whole is handled as a unit (JP 1-02).

**Pipeline**

In logistics, the channel of support or a specified portion thereof by means of which materiel or personnel flows from sources of procurement to their point of use (JP 1-02).

**QUADCON**

Not a common-use container. QUADCONs have standard ANSI and/or ISO corner fittings and 3-way forklift pockets. The corner fittings allow the coupling into arrays of up to 4 units. An array of 4 QUADCONs has the same external dimensions of a 20-foot ISO container and is designed to be lifted as a 20-foot unit in ocean shipping.

**Service-unique container**

Any 20- or 40-foot ISO container procured or leased by a Service to meet Service-unique requirements. Also called component-owned container.

**Stuffing**

Packing of cargo into a container.

**Supply**

The procurement, distribution, maintenance while in storage, and salvage of supplies, including the determination of the kind and quantity of supplies. Producer phase— that phase of military supply that extends from determination of procurement schedules to acceptance of finished supplies by the military Services. Consumer phase— that phase that extends from receipt of finished supplies by the military Services through issue for use or consumption (JP 1-02).

**Supply chain management**

The DOD supply chain management is an integrated process that begins with planning the acquisition of customer-driven requirements for materiel and services and ends with the delivery of materiel to the operational customer, including the materiel returns segment of the process and the flow of required information in both directions among suppliers, logistic managers, and customers (DOD Supply Chain Management Implementation Guide).

**Sustainment**

The provision of personnel, logistic, and other support required to maintain and prolong operations or combat until successful accomplishment or revision of the mission or national objective (JP 1-02).

**System 463-L**

Aircraft pallets, nets, tie-downs, and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems. Though designed for airlift, system components may have to move intermodal via surface to support geographic combatant objectives.

**Time definite delivery (TDD)**

The concept that, within a specified degree of probability (for example, 85 percent) the logistics system is capable of delivering required materiel to the customer within a given period of time (DODI 4140.61).

**Time-phased force and deployment data (TPFDD)**

The Joint Operation Planning and Execution System database portion of an operation plan; it contains time-phased force data, non-unit-related cargo and personnel data, and movement data for the operation plan, including the following: in-place units; units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the port of debarkation; routing of forces to be deployed; movement data associated with deploying forces; estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces; and estimate of transportation requirements that must be fulfilled by common-user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources.

**Transportation component command (TCC)**

The 3 component commands of the USTRANSCOM are U.S. Air Force, Air Mobility Command; U.S. Navy, Military Sealift Command; and Army's SDDC. Each transportation component command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-unique missions.

**TRICONS**

Not a common-use asset. The TRICON has standard ISO corner fittings and 3-way forklift pockets. The TRICON has ISO corner fittings to allow the coupling into arrays of up to 3 units. An array of 3 TRICONS has the same external dimensions of a 20-foot ISO container and is designed to be lifted as a 20-foot unit in ocean shipping.

**Unit pack**

A MIL-STD-129P defined unit pack, specifically, the first tie, wrap, or container applied to a single item, or to a group of items, of a single stock number, preserved or unpreserved, which constitutes a complete or identifiable package.

**United States Transportation Command (USTRANSCOM)**

The unified command with the mission to provide strategic air, land, and sea transportation for the DOD, across the range of military operations.

**Unitized load**

A single item or a number of items packaged, packed, or arranged in a specified manner and capable of being handled as a unit. Unitization may be accomplished by placing the item or items in a container or by banding then securely together (JP 1-02).

**Unstuffing**

The removal of cargo from a container. Also called stripping.

**Section III****Special Abbreviations and Terms**

This section contains no entries.

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