

Army Regulation 56–4

Surface Transportation

Distribution of Materiel and Distribution Platform Management

**Headquarters
Department of the Army
Washington, DC
17 September 2014**

UNCLASSIFIED

SUMMARY of CHANGE

AR 56-4

Distribution of Materiel and Distribution Platform Management

This major revision, dated 17 September 2014--

- o Reflects the reassignment of Army Intermodal and Distribution Platform Management Office from the Commanding General, U.S. Army Materiel Command to the Commanding General, U.S. Army Military Surface Deployment and Distribution Command (para 1-41).
- o Aligns metrics and its related goals with time definite standards enumerated in the Department of Defense Global Distribution Web site (<https://www.distribute.mil>). These new standards enable a unity of effort and align the Joint Deployment and Distribution Enterprise with a common objective (para 2-10).
- o Updates the container accountability section to reflect the change in code accountability status to nonexpendable and to clarify and establish policy that containers be registered in the Army Container Asset Management System, including storage containers that are to be accounted for on theater-provided equipment property books (para 3-7).
- o Addresses container management in the theater of operation; clarifies the role of the U.S. Army Military Surface Deployment and Distribution Command and the movement control battalion; and establishes policy concerning the use of 20-foot containers in the theater of operation and utilization of Government-owned containers in the early phases of an operation (para 3-8).
- o Updates portions of chapter 6 that detail the provisions of the radio frequency identification contract and describe the phases and ordering procedures (paras 6-4 through 6-7).
- o Updates references in the regulation to reflect the transition of installation directorates of logistics from U.S. Army Installation Management Command to the command and control of the U.S. Army Materiel Command via the U.S. Army Sustainment Command. Operational control effective date was 1 October 2011, with official transfer on 1 October 2012. (paras 1-4 and 3-7).


Surface Transportation

Distribution of Materiel and Distribution Platform Management

By Order of the Secretary of the Army:

RAYMOND T. ODIERNO
General, United States Army
Chief of Staff

Official:



GERALD B. O'KEEFE
Administrative Assistant to the
Secretary of the Army

History. This publication is a major revision.

Summary. This regulation focuses on prescribed Army policies and command responsibilities for distribution. It 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; as well as 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 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 internal control process. This regulation contains internal control provisions in accordance with AR 11–2 and

identifies key internal controls that must be evaluated (see appendix B).

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-FP), 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 the Deputy Chief of Staff, G-4 (DALO-FP), 500 Army Pentagon, Washington, DC 20310–0500.

Distribution. This publication is available in electronic media only and is 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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Chapter 1

Distribution Management

Introduction

1–1. Purpose

This regulation prescribes Army policies, responsibilities, requirements, definitions, and management of distribution-based logistics; platform management; hazardous material (HAZMAT); automated information technology (AIT) and Automated Information Systems (AIS), and customs and border clearance. The distribution processes and procedures in this regulation are fully integrated with and support the Army Force Generation (ARFORGEN) model of reset, train/ready, and available.

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 terms used in this regulation are explained in the glossary.

1–4. Responsibilities

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

(1) Ensure the Army information and system requirements necessary for effective distribution system operations are incorporated throughout the acquisition process.

(2) Determine the need for contract clauses to advise Army contractors of distribution requirements during peace, contingency operations, and war.

(3) Ensure commonality and interoperability of Army-owned intermodal equipment, infrastructure, and automation systems within the Army, with the other 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.

(4) Ensure development, procurement, and logistics support of Army-owned intermodal containers are accomplished in accordance with ANSI and/or ISO standards to assure interoperability with commercial intermodal systems.

(5) Ensure seamless integration of contractor-furnished and -supplied items in support of the Army distribution requirements during peace, contingency operations, and war.

(6) Ensure effective and efficient management by providing oversight and direction to Program Manager Joint Battle Command - Platform and Program Director Automated Movement and Identification Solutions. Issue instructions to vendors to ensure all shipments entering the Defense Transportation System (DTS) comply with Department of Defense (DOD) policy on documentation and marking in accordance with Military Standard 129P (MIL-STD-129P).

(7) Make optimum use of commercial transportation industry intermodal equipment resources and services consistent with prudent business practices.

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

(1) Program, budget, and fund those assets, services, and systems necessary to support the distribution system.

(2) Ensure cardholders-for those purchases made with a Government purchase card requiring shipment using the DTS for outside the continental United States (OCONUS) delivery-provide vendors with proper shipping instructions in accordance with paragraph 2–14.

(3) Ensure cardholders requiring activities-for those purchases made with a Government purchase card and 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.

(4) 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 will stress that failure to comply with MIL-STD-129P often results in DTS shipments being frustrated, delayed, or undelivered.

c. Deputy Chief of Staff, G–1. The DCS, G–1 will—

(1) Provide adequate accessions for distribution-related military and civil service career fields dealing with supply, transportation, maintenance, and multifunctional logistics management.

(2) Ensure that distribution-related career fields are integrated into overall Army personnel programs and policies.

d. Deputy Chief of Staff, G–3/5/7. The DCS, G–3/5/7 will—

(1) Ensure the Army's distribution mission is fully supported and integrated with ARFORGEN.

(2) Validate and prioritize the development of force structure, equipment, information requirements, and training necessary for Army, Joint, and combined distribution operations.

(3) Ensure that Army organizations are trained, equipped, and manned for Army, Joint, and combined distribution operations.

(4) 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 subsequent Global Force Management process.

e. The Deputy Chief of Staff, G-4. The DCS, G-4 will—

- (1) Perform Headquarters, Department of the Army (HQDA) oversight of Army distribution.
- (2) Develop, maintain resources for, and enforce Army distribution policies and programs, to include the Army distribution role in Joint and combined operations.
- (3) Promulgate logistics information system requirements relating to distribution.
- (4) Develop policies addressing management, accountability, and tracking of distribution platforms and serve as the Army Staff proponent for distribution platforms and container management.
- (5) Provide oversight of integrated logistics aerial resupply (ILAR) initiatives.
- (6) Develop and promulgate Army policy on packaging, storage, and transportation of HAZMAT.
- (7) Provide, in collaboration with the CIO/G-6, 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.
- (8) Develop the distribution component of the Army Power Projection Program master plan and action plan.
- (9) Identify, program, and secure funding for distribution capabilities and platforms in coordination with the DCS, G-8.
- (10) Develop and promulgate Army policy on in-transit visibility (ITV) and radio frequency identification (RFID) tagging technologies and applications, to include implementation and application of AIS and AIT required for ITV during distribution operations.

(11) 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 in the request for forces process.

f. Chief Information Officer, G-6. The CIO/G-6 will—

(1) Align Army Distribution of Materiel and Distribution Platform Management enterprise information strategic goals, tasks, priorities and initiatives with those in the Army strategy. Specifically: The CIO/G-6 is the single authority responsible and accountable to:

(a) Deliver structured, controlled, repeatable, and measureable processes that drive accountability and compliance for the management of the Army's enterprise information.

(b) Provide data-driven decisionmaking.

(c) Deliver LandWarNet capabilities and services to Army leadership and Warfighters.

(d) Enable agile responses to rapidly changing operational requirements for Army and Joint missions.

(2) Prescribe Army information exchange strategy, policy, portfolio management, architecture, knowledge management, and strategic communications that result in effective AIT and AIS investments Armywide.

(3) Prescribe all activities of the Army's enterprise infrastructure as they relate to the Army Distribution of Materiel and Distribution Platform Management, to include all aspects of data management, data storage systems, facility infrastructure, and construct of supporting organizations. Specifically, establish and oversee the Army Data Management Program.

(4) Prescribe Army Distribution of Materiel and Distribution Platform Management's information resources management activities, to include the allocation and obligation of the Army's information technology (IT) capital assets in fulfillment of chief information officer responsibilities identified in both Title 40, United States Code (USC), Subtitle III, and 44 USC Chapters 35 and 36, including:

(a) Strategies, policies, and objectives.

(b) IT budget and capital investment analysis to assess risk and return on IT investments.

(c) IT resources allocation according to priorities based on Army and IT strategy.

(d) Army Program Executive Office (PEO) Enterprise Information Systems (EIS) and Command, Control, and Communication - Tactical Information Technology resource execution activities.

(e) IT human capital plan; analysis of IT skills requirements; career development; and current and future IT workforce requirements.

(f) Annual objectives and targets for IT asset management including asset discovery, registration, reconciliation, and tracking.

(5) Prescribe Army Distribution of Materiel and Distribution Platform Management related cyber and data security strategies, policies, architecture, and compliance Armywide, including:

(a) Security resources execution (people, projects, technology, and infrastructure).

(b) Information assurance programs and activities.

(c) IT security solutions-define, assess, resolve, and maintain security requirements and strategies.

(d) Risk management and incident response planning and investigation of security breaches, incident resolution, and analysis of risks to the Army's information enterprise.

- (6) Prescribe IT service portfolio management services and resources relating to Army Distribution of Materiel and Distribution Platform Management.
- (7) Provide direction and determine objective for information systems and associated equipment to allow the integration and management of worldwide, distribution-based logistics activities.
- (8) Develop policy and guidance on information management relating to the synchronization of distribution, deployment, and redeployment.
- (9) Provide direction for an integrated strategic and theater distribution network by providing ITV and total asset visibility (TAV).
- (10) Provide support and processing for the spectrum certification of RFID, active RFID (aRFID), and passive RFID (pRFID) system acquisitions and conduct host nation coordination as required.
- g. Deputy Chief of Staff, G-8.* The DCS, G-8 will secure funding for present and future distribution capabilities, force structure, and combat and materiel development.
- h. Assistant Chief of Staff for Installation Management.* The ACSIM will—
- (1) Ensure that required distribution and power projection capabilities are available on Army installations utilizing the U.S. Army Installation Management Command (IMCOM) and the U.S. Army Sustainment Command (ASC).
- (2) Ensure interface and coordination with Army commands (ACOM) for units deploying and redeploying.
- (3) Ensure coordination with the Army Intermodal and Distribution Platform Management Office (AIDPMO) for order, delivery, and turn-in of leased ISO containers; acquiring or transferring Army-owned ISO containers; and obtaining disposition of commercially-owned ISO containers.
- i. Commanding General, U.S. Army Forces Command.* The CG, FORSCOM will—
- (1) Execute and accomplish distribution platform management in a manner that provides accurate and complete accounting and control of surface and ILAR delivery platform assets.
- (2) Support distribution of materiel and distribution platform training in exercises.
- (3) Serve as the integrator for ILAR in exercises and contingencies.
- (4) Integrate distribution units, equipment, assets, and sustainment stocks into time-phased force deployment data and serve as executive agent for ARFORGEN.
- (5) Plan, program, and monitor installation and mobilization station distribution platform loading and handling capabilities.
- (6) Provide inventory, movement, and readiness condition of Army-owned containers and flatracks to AIDPMO through the Army Container Asset Management System (ACAMS).
- (7) Develop combat training center training schedules that exercises distribution capabilities to include ILAR usage.
- (8) Provide distribution policies and responsibilities to include the use of ILAR.
- j. Commanding General, U.S. Army Training and Doctrine Command.* The CG, TRADOC will—
- (1) Develop and publish Army doctrine to support distribution-based logistics in a theater of operations that clarifies Army tactics, techniques, and procedures and is coordinated with other DOD components and Joint processes for sustainment, distribution to the end user, and retrograde. Develop and publish Army doctrine and tactics, techniques, and procedures for all distribution platforms (for example, containers, flatracks, container roll-in/roll-out platforms (CROPs), and system 463-L platforms) and equipment (leased and owned), to include how they are managed, acquired, deployed, tracked, maintained, reported, inventoried, stored, and retrograded in coordination with AIDPMO.
- (2) 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.
- (3) Incorporate distribution concepts and capabilities as part of Army combat service support doctrine to accomplish distribution-based logistics.
- (4) Develop Army concepts and requirements for ANSI and/or ISO containers and other distribution platforms, including required unit equipment, in coordination with AIDPMO.
- (5) Develop, in collaboration with the CIO/G-6, IT concepts and requirements for the Army distribution system, including integration with the U.S. Transportation Command (USTRANSCOM), the distribution process owner (DPO), and Joint-level distribution AISs.
- (6) Develop, in conjunction with the Department of the Navy, doctrine and capability to perform sustained Joint logistics over the shore operations, including delivery and retrograde capabilities.
- (7) Develop and promulgate container operations and maintenance manuals and other container and distribution-related publications, in coordination with AIDPMO.
- (8) Identify force structure, equipment, information, and training requirements for in-theater reception, onward movement, and retrograde of cargo and all distribution platforms, to include intermodal containers and support equipment.
- (9) Analyze, verify, review, coordinate, and publish ILAR requirements and serve as lead combat, materiel, and training developer for distribution.

(10) Train and integrate distribution concepts and procedures into the curriculum of Service schools and combat training centers.

k. Commanding General, U.S. Army Materiel Command. The CG, AMC will—

- (1) Provide guidance for distribution of AMC-owned or -managed materiel, to include effective stock positioning.
- (2) Monitor materiel to ensure stock levels are consistent with demand and the ability to distribute to the customer.
- (3) Provide, through the U.S. Army Defense Ammunition Center, the Intermodal Dry Cargo Container Convention for Safe Containers (CSC) Reinspection Course.
- (4) Develop, maintain, implement, and promulgate the Containerized Ammunition Distribution Plan for use by all Services through the Joint Munitions Command.
- (5) Coordinate materiel distribution requirements with deployment requirements in planning and execution for contingencies and war.
- (6) Develop and implement, in coordination with TRADOC, policy and recommendations on the aerial delivery of materiel, to include HAZMAT.
- (7) Ensure each command, installation, or activity's director of logistics appoints a container control officer (CCO). The CCO will be a designated official in the grade of E-6 or above or civilian equivalent within the command, installation, or activity. The CCO is responsible for controlling, reporting, and maintaining all DOD-owned and -controlled intermodal containers and equipment at his/her command, installation, or activity. The CCO has custodial responsibility for containers from time received until they leave his/her installation/activity. The directorate of logistics CCO will report monthly status directly to the global container manager (GCM) (U.S. Army Military Surface Deployment and Distribution Command (SDDC)—see paragraph 1-4/(3)).
- (8) 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 SDDC.
- (9) Provide management support for Army-owned ISO containers other than common ISO Army-owned containers, such as CADS and DOD-owned distribution platforms, including theater-assigned or -held containers, in coordination with SDDC and the theater commander.
- (10) Provide technical advice and recommendations on loading, out loading, and intermodal operations required for Class V (ammunition) applicable to vehicle flatrack and ISO container movement and storage.
- (11) Develop concepts and procedures for management and control of all Army-owned ANSI and/or ISO containers, in conjunction with TRADOC.
- (12) Assists and supports installation materiel support, in coordination with IMCOM.

l. Commanding General, U.S. Army Military Surface Deployment and Distribution Command. The CG, SDDC will—

- (1) Serve as the Army surface distribution manager supporting the Army and DOD worldwide during peace and war with responsive planning, crisis response actions, terminal operations, integrated surface transportation systems, and global container management.
- (2) Establish and enforce tracking mechanisms for movement and/or transportation data on DOD freight and cargo moving in the DTS through surface means.
- (3) Serve as the GCM as designated by USTRANSCOM (DOD DPO). 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-owned container.
- (4) Manage, monitor, report, and provide asset visibility of DOD-owned and -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 Defense Transportation Regulation (DTR) 4500.9-R, part VI).
- (5) 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.
- (6) 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.
- (7) 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.
- (8) Provide operations analysis and transportation engineering support for Army distribution platforms, containerization, and intermodal activities.

- (9) Assist in identifying weight and dimensions in the equipment characteristics file for Army unit and support activity equipment and vehicles that will be put in containers.
- (10) 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.
- (11) Provide ITV of Army-owned and/or -leased and commercial intermodal equipment in the DTS through the Integrated Data Environment/Global Transportation Network Convergence (IGC) and the Single Mobility System.
- (12) Validate that sufficient 20-foot containers and chassis (commercial and Government-owned) are available to support Warfighter requirements and ARFORGEN.
- (13) Represent DOD before the Equipment Interchange Association on coding, marking, International CSC plating, and reinspecting ANSI and/or ISO containers.
- (14) Negotiate intermodal rates and procure related services to meet DOD intermodal equipment and transportation requirements.
- (15) Manage and provide administrative support to the DOD container inventory process and promulgate inventory procedures.
- (16) Manage and control-for DOD-all commercial ocean carrier containers from origin to final destination, to include return or allocation of empty containers within a theater of operations.
- (17) Perform global DOD container database management utilizing automated systems to provide inventory, accountability, tracking, visibility services, and support.
- (18) Provide standard reports for providing information to all activities concerning container status.
- (19) Provide advance notification of all containers inbound and outbound, including disposition information, to AIDPMO for deployment/redeployment, retrograde shipments, and any shipment using Army-owned containers.
- (20) Establish procedures for use by combatant commands (COCOMs) in reporting and turning in empty containers for use in theater or to carry retrograde cargo. Coordinate procedures with the Service container managers when Service-owned containers are involved.
- (21) Coordinate with Service owners and DOD activities and agencies in their areas of responsibility to establish and manage theater container pools. Contract for and maintain container leasing capabilities to meet intermodal equipment requirements needed to support peacetime and contingency operations globally.
- (22) Direct AIDPMO in the functional area of container management to—
 - (a) Serve as the Department of the Army (DA) “single manager” for management and control of all Army-owned and -leased ANSI and/or ISO containers and other distribution platforms, as required, including triple containers (TRICONS) and quadruple containers (QUADCONs).
 - (b) Develop concepts, practices, and procedures for proper management of all Army-owned and -leased ANSI and/or ISO containers and other distribution platforms.
 - (c) Develop and implement procedures and practices that ensure the Army operates effectively and efficiently within the DOD and commercial intermodal systems.
 - (d) Maintain and provide to HQDA accountability data and readiness of distribution platform assets required to meet Army and DOD movement requirements.
 - (e) Coordinate with HQDA, IMCOM, AMC, and appropriate commands to redistribute assets within the Army to meet requirements (for example, deployments, redeployments, retrograde, storage, and so on) and support ARFORGEN.
 - (f) Maintain data on inspection and maintenance of Army-owned containers and ISO-configured tactical shelters and equipment to ensure compliance with the International CSC, International Safe Container Act of 1980 (Title 49, Code of Federal Regulations (49 CFR)), International Maritime Dangerous Goods (IMDG) code, and Institute of International Container Lessors standards.
 - (g) Maintain the DOD ISO Register in ACAMS and issue ISO serial numbers for all DOD-owned containers meeting ISO standards.
 - (h) Register and issue all ISO serial numbers for new procurement and re-stenciling Army-owned containers.
 - (i) Maintain a central repository for CSC inspections (DA Form 2404 (Equipment Inspection and Maintenance Worksheet)) on all Army-owned ANSI and/or ISO containers.
 - (j) Ensure Army organizations submit the latest CSC inspection to AIDPMO through ACAMS. Inspection results must include the ISO container serial number, the date of last examination, and a means of identifying the CSC examiner and/or official. Maintain the central repository in accordance with 49 CFR.
 - (k) Initiate, reconcile, and maintain periodic inventories of all Army-owned and -leased ANSI and/or ISO containers and other distribution platforms.
 - (l) Provide disposition of carrier-owned equipment reported through the inventory process.
 - (m) Implement an inspection and recertification program for all Army-owned ANSI and/or ISO containers.
 - (n) Ensure tracking and reporting requirements are accomplished.
 - (o) Establish container working groups, workshops, and conferences and develop ISO support to ARFORGEN.

(p) 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, including theater-assigned containers, in coordination with the responsible Army service component command (ASCC) commander and/or theater commander.

(q) Coordinate with ASC to maintain accountability and readiness condition of flatracks and CROPs.

(r) Coordinate distribution platform requirements with continental United States (CONUS) and/or OCONUS installations and depots, component commands, and Army forces.

(s) Incorporate ANSI and/or ISO container management policies and guidelines in applicable Army regulations in accordance with DTR 4500.9-R, part VI, and DOD global container management guidance.

(t) Represent the Army on ISO-configured tactical shelters.

(u) Serve as proponent for ACAMS to develop, proliferate, and sustain ACAMS to account for and maintain the readiness for Army ANSI and/or ISO containers.

(v) Obtain and issue DD Form 2282 (Reinspection Decal Convention for Safe Containers (CSC)) for the recertification of Government-owned ANSI and/or ISO containers and flatracks.

(w) Maintain collaboration and coordination with other key players (SDDC, ASC, and program managers) without, however, assuming other agencies' mission responsibilities.

(x) Provide proper management of intermodal platforms to ensure they conform to requirements of DTR 4500.9-R, part VI.

(y) 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.

(z) 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 AIDPMO so the most efficient solution (whether to lease, buy, or use available Army-owned equipment) to meet the need can be determined.

(aa) Provide cost estimates for lease or purchase of intermodal containers. Cost estimates will compare the costs for purchasing the container outright, for one-way leasing with turn-in at the overseas location, and for round-trip leasing. (Note: Under certain circumstances, it will be more economical and operationally effective to purchase used containers. This option will always be considered first because it 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.)

(bb) Research technology and business practices and make Army recommendations, in collaboration with the CIO/G-6, on investments to achieve an intermodal system with self-reporting assets resulting in visibility of assets while in storage, in process, and in-transit.

(cc) Develop and implement concepts and practices to ensure compliance with efficient management of Army distribution platforms, in coordination with the ASA (Acquisition, Logistics and Technology); TRADOC; DCS, G-4; FORSCOM; Defense Logistics Agency (DLA); USTRANSCOM; U.S. Army Medical Command; and SDDC.

(dd) 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.

(ee) 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 in support of the ARFORGEN cycle.

(ff) 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.

(gg) Coordinate with all Army activities or units and provide disposition instructions for Army-owned or -leased containers and coordinate with SDDC to obtain disposition instructions for all other containers. AIDPMO will notify all Army activities of the advance notification of all containers inbound, to include disposition information received from SDDC for deployment and/or redeployment and retrograde shipments.

(hh) Direct AMC Logistics Support Activity (LOGSA) Packaging, Storage, and Containerization Center (PSCC) in the functional areas of packaging, storage, and HAZMAT with AMC LOGSA having 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 DA 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 Army Regulation (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 materiel, methods,

procedures, and Servicewide application; and conduct packaging design validation testing required for shipping containers used to ship Army materiel.

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.

(ii) Direct ASC to assume responsibility for flatrack and CROP management; in this capacity, ASC will—

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. Serve as accountable manager for location, transportation, and maintenance of Army-owned flatracks and CROPs and ensure movement reports, inventory reports, and readiness conditions are updated in ACAMS.

3. Provide life-cycle support for flatrack platform use as Army unit equipment and/or Army-owned equipment.

4. Ensure visibility of Army-owned flatracks worldwide while in transit and during contingencies using radio frequency (RF) and/or AIT.

5. Identify and redistribute excess Army-owned flatracks to fill requirements.

6. Review and approve or disapprove requests for redistribution of Army-owned flatracks.

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

8. Identify to the CROP item manager any shortage or contingencies that warrant the acquisition of additional flatracks.

9. Maintain Army-owned flatracks and select the maintenance location and organization.

10. Provide HQDA recommendations for distribution of new production and depot-repaired Army-owned flatracks, in coordination with ACOMs, ASCCs, and direct reporting units (DRU).

11. Support HQDA; TRADOC, Combined Arms Support Command; and field command units, addressing flatrack policy and doctrine issues.

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

13. 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.

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

m. Commanding General, U.S. Army Cyber Command. The CG, ARCYBER will—

(1) Plan, coordinate, integrate, synchronize, direct, and conduct Army cyberspace operations as prescribed by the CIO/G-6.

(2) Operate, maintain, and defend all Army networks as part of the Army's Global Network Enterprise Construct (GNEC), including all activities involving service delivery, service operations, infrastructure management, information assurance execution, network defense, and content management.

(3) Prescribe all AIT and AIS service delivery activities, policies, processes, procedures, and protocols for configuration management, availability management, capacity management, change management, and release management for the Army's networks, systems, and functional processing centers, including technical and operational authority of any system architecture design or device that impacts the Army GNEC and its enabling technologies.

(4) Prescribe all AIT and AIS service operations activities, policies, processes, procedures, and protocols for incident management, event management, problem management, as well as database and Internet/Web management.

(5) Prescribe all AIT and AIS infrastructure management activities, policies, processes, procedures, and protocols for network and telecommunications management, facilities management, data storage management, IT services continuity management, and mid/mainframe management.

(6) Focus the Army's execution of AIT and AIS cyber research and development, as well as product and combat development; and work with TRADOC and others to improve all aspects of doctrine, organization, training, materiel, leadership, personnel, and facilities relating to cyberspace.

n. Commanding General, U.S. Army Medical Command. The CG, MEDCOM will—

(1) Serve as the combat developer and user representative for Class VIII (medical) distribution.

(2) Coordinate deployment process planning with distribution planners to facilitate distribution flow and synchronization with deployment requirements.

(3) Conduct distribution planning and training, to include training associated with movement control and ILAR, AIS, and AIT.

o. Commanders, Army commands. Commanders, ACOMs will—

(1) Coordinate deployment process planning with distribution planners to facilitate distribution flow and synchronization with deployment requirements.

(2) Conduct distribution planning and training, to include the training associated with movement control, container accountability, and reporting; ILAR; AIS; and AIT.

(3) Use distribution platforms (containers, flatracks, and CROPs) for unit deployments, as well as loading and handling capability outloading facilities, and conduct related training.

(4) Provide guidance to Active Army, Army National Guard, and U.S. Army Reserve units concerning packing and loading for deployment using distribution platforms and/or containers and selection of an installation and /or mobilization station during the units' Joint assessment planning meeting.

(5) Establish a CCO network to manage and account for intermodal containers, flatracks, and shipping platforms (Army-owned and -leased), as well as acquired system 463-L pallets and assets, as applicable.

(6) Manage distribution platforms to guarantee accurate and complete accounting and control.

(7) Provide information concerning inventory, movement, and readiness condition of Army-owned and/or -leased intermodal distribution platforms (less flatracks and CROPs) to AIDPMO through ACAMS.

(8) Provide information concerning inventory, movement, and readiness condition of Army-owned flatracks and CROPs to the ASC Flatrack Management Center (FMC).

(9) Accomplish proper accountability, visibility, and maintenance of all Army-owned and -leased containers and flatracks.

p. Commanders, Army service component commands. Commanders, ASCCs will—

(1) Manage distribution operations in their area of responsibility (AOR).

(2) Advise the DCS, G-4 of distribution responsibilities levied by the geographic COCOM on the ASCC.

(3) Coordinate deployment process planning with distribution planners to facilitate distribution flow and synchronization with deployment requirements and selection of equipment demobilization sites.

(4) Conduct distribution planning and training, to include the training associated with ILAR, AIS, and AIT.

(5) 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.

(6) Establish a CCO to implement procedures and manage intermodal containers, 463-L pallets, and other Army-owned and -leased distribution platforms. Army combatant-level command will establish a container management executive agent (CMEA) for theater of operation, who will report to the theater container manager (TCM) at the COCOM. A country container authority (CCA) will be appointed at the Service/Joint task force command level and can be delegated no lower than the expeditionary support sustainment commander.

(7) Manage distribution operations in the AOR, as well as synchronization with supporting agencies.

(8) Report information concerning inventory, movement, and readiness condition for Army-owned containers to AIDPMO through ACAMS.

(9) Report information concerning inventory, movement, and readiness condition of Army-owned flatracks and CROPs to ASC FMC.

(10) Ensure the proper maintenance of all Army-owned and -leased containers and flatracks.

(11) Coordinate with host nation authorities to establish a duty-free customs business process for the duty-free import and export of U.S. military cargo through commercial air and seaports throughout the host nation and across other international borders.

(12) Coordinate with host nation authorities to ensure compliance with host nation laws and regulations for the movement of HAZMAT on host nation public roads and railways. When necessary, coordinate with host nation HAZMAT authorities for U.S. military waivers.

(13) Establish an installation access/force protection control system that identifies procedures when cargo arrives at a military installation entrance by commercial carriers.

1-5. Army distribution

Army distribution is part of the larger DOD distribution community that includes the Office of the Secretary of Defense, the Joint Chiefs of Staff, DLA, USTRANSCOM, other functional and geographical COCOMs, Services, General Services Administration, and commercial industry. In an effort to improve global logistics and supply chain management, the Secretary of Defense designated the CG, USTRANSCOM as the DOD DPO. The DOD DPO 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 ASCC and activities must ensure that distribution is synchronized and integrated within the distribution community and fully supports the operational requirement and ARFORGEN.

1-6. Distribution network

AIT and AIS are key tenants of Army distribution of materiel and distribution platform management. With the emergence and maturity of the GNEC, the CIO/G-6 has the responsibility and authority for prescribing and enforcing effective and appropriate technology solutions and capabilities to the Army warfighting community to achieve standardization, compatibility, interoperability, security, and fiscal discipline of the GNEC, as well as ensuring the continuity of the Army's Data Management Program. ARCYBER is the single Army authority that implements and enforces the Army's GNEC; delivers a seamless, agile interoperable GNEC in support of the Army, its ASCCs, and the

combatant commanders of unified or specified commands; and provides trained and ready signal forces that achieve and sustain GNEC capabilities.

Chapter 2

Distribution of Materiel-Definition, Goals, and Procedures

2-1. General

Distribution of materiel is conducted in accordance with Joint Publication (JP) 4-09, DOD 4140.1-R, and DTR 4500.9-R. This chapter focuses on distribution or the delivery of materiel on time, every time. This regulation recognizes that the deployment process and the distribution process must be synchronized. 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 provide materiel reliably to the Warfighter (or other designated end users) with the time, place, and condition utility required to ensure readiness in peace predictably and continuous combat effectiveness during war and contingency operations. Effective distribution synchronizes all elements of the logistics system to deliver the right things to the right place at the right time to support the geographic combatant commander (JP 4-09). This requires the positive control of an end-to-end (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 (unit formations that come directly into contact with enemy forces) and retrograde. Distribution includes the integrated 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 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 by the commander-validated resource requirement being met.

2-3. Distribution of materiel goals

The distribution goals include—

- a.* Gaining and maintaining logistician and Warfighter confidence in the distribution system through demonstrated reliable and predictable worldwide time definite delivery (TDD) 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.* Synchronizing fully the theater distribution process to the theater logistics requirements.
- g.* Defining and achieving performance metrics.
- h.* Conducting effective and efficient retrograde of materiel.
- i.* 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 redirect materiel effectively en route.
- j.* Ensuring sufficient commercial and organic distribution platforms are available to meet Warfighter surge and follow-on requirements.
- k.* Conducting effective distribution platform circulation and retrograde operations.
- l.* 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 AOs, as directed by the Warfighter, by either organic or commercial transportation.
- m.* Preventing delays and misdirected cargo through proper documenting, marking, and labeling of shipments.
- n.* Identifying, funding, and implementing high-payoff distribution enablers.
- o.* 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, distribution and deployment must be fully

synchronized to ensure that available lift, port reception, staging, and delivery capabilities are fully exploited to meet Warfighter requirements best. The execution of deployment and redeployment of forces is a distribution event.

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 includes all DOD activities that provide materiel support for the COCOMs. The distribution system is a component of the Defense Logistics and Global Supply Chain Management System. As such, distribution includes all DOD facilities and installations, as well as 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 COCOM. Strategic distribution is accomplished through the interaction of the distribution network and the physical distribution capabilities. The purpose of strategic distribution is to deliver the required materiel reliably 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 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. Distribution platforms support the interoperability of the physical movement of cargo between modes to deliver the required materiel reliably.

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 comprises four mutually supportive networks: physical, financial, information, and communications. 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 to the industrial sustainment base. This system requires 24-hour-a-day communication and demands shared distribution information across the enterprise. Communications must be reliable and have tracking capabilities embedded into distribution platforms as a part of an essential, modern theater distribution system. A successful modernized theater distribution system must—

a. Provide unity of effort with a single command and control element responsible for the operational distribution system.

b. Provide total situational awareness of what is in and what is moving throughout the distribution system.

c. Provide modern delivery platforms with increased reliability that permit continuous operations and remain capable over their life span.

d. Provide rapid and precise time-definite delivery using effective and efficient processes that are in complete harmony with the DOD DPO.

e. Ensure processes are in place that provide E2E TAV.

2-8. Theater distribution single control element

Theater distribution requires positive control and visibility 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. This unity of effort is provided by the Joint task force commander through Service component commanders.

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. 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.

2-10. Distribution metrics

a. Success of the distribution system is not measured by speed alone but rather by consistently meeting Warfighter delivery requirements. Logistics response 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 TDD, 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. TDD standards are regionalized with each COCOM by segment (source, supplier, transporter, and theater) and are the common set of standards used to assess performance across the Joint Development and Distribution Enterprise. These supply chain performance metrics measure the complete cycle time to satisfy a requirement at the end-user level within specified delivery times (total logistics 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 TDD standards to measure logistics response time 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. TDD standards are accessed through the Distribute.mil portal at <https://www.distribute.mil> in the Distribution Performance Analysis community, in the library folder.

2-11. 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 current and 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 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 will 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 in the early stages of an operation or contingency. It is anticipated that future operations will be characterized by little or no notice, indefinite duration, 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.

g. Cargo moving in-theater will have approved RFID tags attached that provide visibility of shipments E2E.

2-12. Army vendor shipments using the Defense Transportation System

a. OCONUS 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 in transit.

b. To preclude frustrated shipments, all Army shipments that enter the DTS will comply with MIL-STD-129P. The DTS includes transportation managed by USTRANSCOM component commands; Service-operated ocean and aerial ports and facilities; Defense consolidation and containerization facilities; and the DLA Disposition Services Office.

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 an in-the-clear delivery address, which includes ultimate consignee’s name, organization, unit and/or departmental name, office symbol, telephone number, and consignee’s Department of Defense Activity Address Code (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 required delivery date (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 individual items appropriately 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 DTR 4500.9-R.

e. The designated contracting officer representative will ensure compliance with these documentation requirements, identify any deficiencies to the contractor for correction, and if not adequately addressed by the contractor, report any deficiencies to the contracting officer and/or chain of command, as appropriate.

2-13. 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 must adhere to 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 either at 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. MIL-STD-129P may be accessed at <http://quicksearch.dla.mil/>.

(2) Include a mark for in-the-clear delivery address, which includes the 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 the need to open boxes for shipment content identification.

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

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

(7) Package HAZMAT appropriately 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.

e. The use of a Government purchase card is a mechanism to execute the purchase; AIDPMO authorization is still required prior to purchasing or leasing the container.

2-14. Special category shipping requirements

Processing requirements for special category DTS shipments are listed below.

a. *Shipment and documentation of classified and sensitive materiel.* Shipments of classified materiel will conform to applicable requirements established by DOD Manual 5200.01-V1 and DOD Manual 5220.22. 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 will conform to the requirements of DOD Manual 5100.76.

(2) Standards for commercial carrier transport of classified materiel, arms, ammunition, and explosives will conform to the requirements of DTR 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 COCOM 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 will not impede that effort.

2-15. 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 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 DTR 4500.9-R, part II, chapter 203, for each routing indicator code (RIC) and/or DODAAC shipped using 463-L air cargo pallets or intermodal containers) is segregated at the supporting CCP. The CCP will segregate cargo by RIC/DODAAC onto separate 463-L pallets or ISO containers in accordance with the theater route plan. During consolidation operations, DODAAC, RIC, and SSA are synonymous; pure pack pallets/containers 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. Pure pack sea lines of communications intermodal containers are ISO containers consolidated for shipment to a single SSA DODAAC, to include all supported

requisitioning customers. The concept is to build pallets/stuff containers by DODAAC and consolidate as required by RIC and SSA, while ensuring that agreed upon hold time for consolidation at the CCP is not exceeded. It is recognized that there are SSAs that will not be able to generate pure pallet or pure container loads consistently. The supporting CCP has the option of shipping multiconsignee pallets or containers in accordance with the theater route plan. These exceptions are authorized to reduce impact on overall TDD performance.

(a) Multipack shipments (a small shipment-for example, a bag of washers-consolidated with other small shipments into one package) are to be consolidated pure, with all contents destined for the SSA. Mixed multipacks are by exception and direction only. The lead address for a multipack shipment is the supporting SSA.

(b) Deploying units must provide the CCP with their supporting SSA DODAAC as soon as this information is available (in accordance with AR 725-50) to ensure requisitions are shipped to the correct SSA.

(3) Each ASCC will implement the pure packing of air lines of communications 463-L cargo pallets and sea lines of communications ISO containers. 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 period with distribution from a supporting CCP activity. 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 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. ASCCs may adjust the pallet hold time based on factors relating to performance analysis and/or expected volume. That volume, however, will 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 pure pallet activities 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 hours (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 as soon as possible (in accordance with AR 725-50) of SSA changes, SSA DODAAC handoffs upon redeployment, or supported customer location (Standard Army Maintenance System-level) address changes through the LOGSA Army Central Service Point. Notification of an SSA change is critical for the CCP to maintain accurate records and ensure supported customer unit requisitions are delivered to the correct SSA.

2-16. Retrograde of materiel

a. Retrograde of materiel operations are conducted in accordance with DTR 4500.9-R, part V; AR 700-15; AR 710-2; and Field Manual (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) *In-transit 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, to include 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 (HNS) may be required.

d. The movement of retrograde through the distribution system, to include maintenance evacuation of materiel, is accomplished in reverse order from 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. 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 support and/or HNS are used for retrograde operations, it and/or they must be negotiated early in the operation. Contractors must know and fully understand the scope of work necessary to complete the mission. HNS will 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 U.S. Department of Agriculture (USDA) inspection and wash down on all materiel retrograded to the United States in accordance with DTR 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 DTR 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; 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 the provisions of DTR 4500.9–R, part II.

(5) Ensure that the Army activity, installation, or port commander provides administrative, logistics, 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 Platform Management and Accountability

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 DTR 4500.9–R, part VI. Additionally, this chapter establishes policies on the management of flatracks.

3–2. Distribution platforms

This chapter also focuses on general cargo distribution platforms. These platforms include Army-owned or -leased 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 distribution platforms. International airlift or helicopter slingable container units, TRICONS, and QUADCONs are also examples of distribution platforms.

3-3. Dedicated program use platforms

Dedicated program use platforms are intermodal configured modular systems modified for a specific purpose and dedicated use at a destination. These platforms are not reusable general-purpose cargo containers but are configured into intermodal transportation standards to expedite mobilization and deployment and must meet regulatory requirements, to include CSC certification. They may be machine shops, food preparation facilities, hospital units, or components of end-item modules that assemble into specific platforms, such as force provider. These platforms also 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 a user's needs; as well as adequate MHE and/or CHE and load handling systems (LHSs) embedded on vehicles. The LHS provides 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 will be loaded in containers at origin or the nearest containerization consolidation point. The goal is to deliver this equipment with speed and precision directly to units in theater.

b. Use ISO containers as the primary container for all shipments. Army policy is to use 20-foot containers to support deployment and sustainment operations. Other containers (TRICONS, QUADRONs, bicontainers) are acceptable and have become the containers of choice by the deploying units because of their ease of handling and cost. No containers larger 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, as well as accountability to standard at all levels.

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

f. Procure or lease containers and associated equipment through AIDPMO under conditions established in DTR 4500.9-R, part VI, the AIDPMO intermodal equipment lease guide, and the USTRANSCOM/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 in transit, pre-positioned, or in storage.

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

3-5. Theater container management

Theater container management requires commanders to designate authorities at the strategic, operational, and tactical level to synchronize movement management and control with container accountability to ensure E2E management of containers in support of the theater requirements. The theater commanders determine the level of management in theater based on the complexity of the theater distribution environment and volume of containers to support the theater. Figure 3-1 depicts a complex combined Joint theater of operation requiring coordination and synchronization activities among multiple authorities.

a. *Strategic level authorities.* USTRANSCOM is the DPO. The CG, SDDC is the GCM who will designate a colonel/O-6 position or GS-15 (civilian equivalent) as the GCM responsible for management and control of containers within the DTS.

(1) AIDPMO is responsible for the management and control of Army-owned/leased ISO containers and other

distribution platforms, as well as for the development and implementation of practices and procedures that ensure the Army operates effectively and efficiently within the DOD and commercial intermodal systems.

(2) The U.S. Army Combatant Command/Deployment Distribution Operations Center is partnered with USTRANSCOM and, along with DLA, coordinates and schedules the movement of all commodities and personnel intertheater via ground, sea, and air within the COCOM AOR.

(3) Two strategic units that operate in the operational environment are the terminal transportation brigade, which manages port operations in theater, and the container management element (CME), which is an ad hoc organization from a SDDC terminal transportation battalion. The CME may use the DA or theater approved automation system to monitor visibility of containers. The CME may be tactical control to the ASCC.

b. Theater-level authorities. The combatant commanders are TCMs.

(1) The TCM provides container management policy, procedures, programs, planning guidance, monitoring, and direction.

(2) The CMEA executes the container management mission at the Army COCOM level, tracking and monitoring container needs and usage throughout the theater AOR.

c. Operational-level authorities. A Service component or Joint task force may establish a CCA as required. It is recommended that CCA responsibility not be delegated below the expeditionary sustainment command (ESC)- or Service-specific equivalent level. CCAs are responsible for all container management operations for their respective country. The distribution management of containers must be managed at the combined/Joint and theater sustainment command's (TSC's) or ESC's distribution movement centers.

d. Tactical-level authorities. Commanders will appoint, in writing, a designated CCO.

(1) Base/installation-level CCOs coordinate with subordinate/tenant unit/activity CCOs. Unit commanders appoint the CCO at their respective level. Unit CCOs will ensure unit-owned and unit-controlled containers are accounted for accurately; inventoried; and correctly added and maintained in the Integrated Booking System/Container Management Module.

(2) Movement control battalions (MCBs)/movement control teams (MCTs) plan, monitor, and track movements throughout their AOR; track and report container movements across borders; enforce CCA directives permitting or denying movement of carrier containers; and coordinate the scheduling of the return of empty containers back to consolidation areas in accordance with current movement priorities. MCTs or their representatives will in-gate and out-gate containers at life support activities, forward operating bases, combat outposts, base entry control points and all other locations under their control, including but not limited to, empty container collection points, central receiving points (CRPs), and central receiving and shipping points.

(3) SSAs account for containers under their control and report the empty containers to the empty container collection point.

Theater Container Management

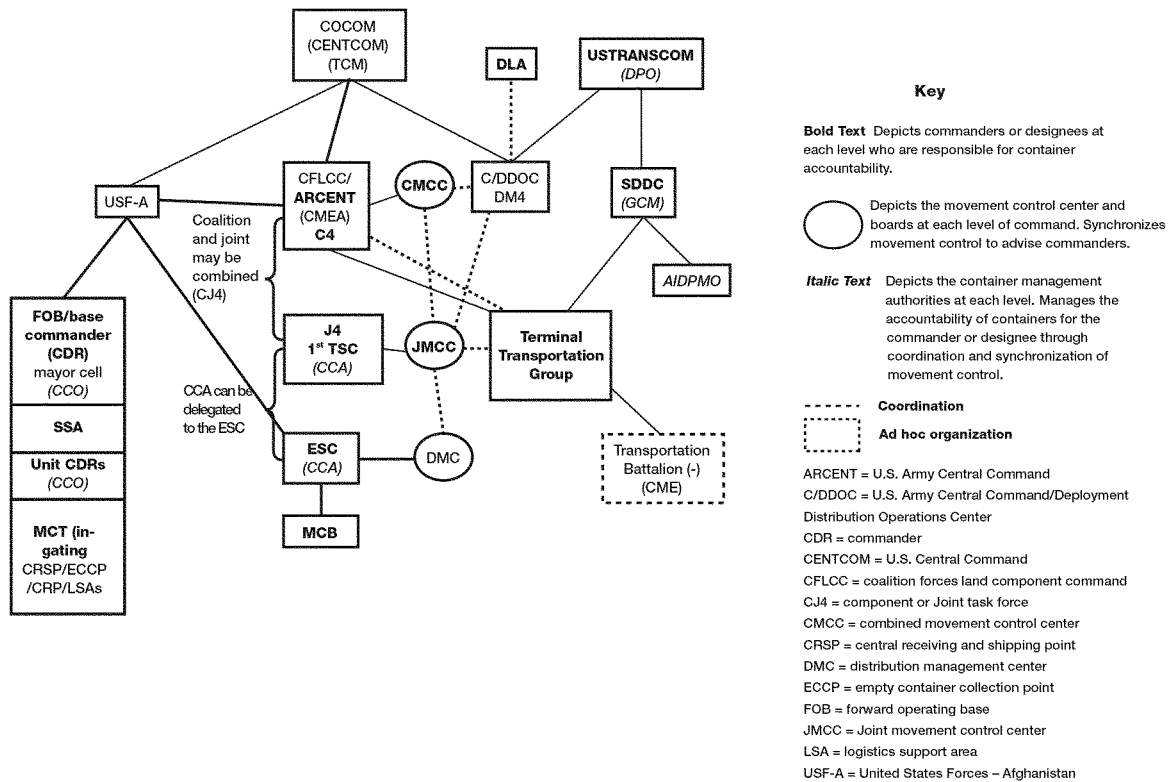


Figure 3–1. Theater container management in a complex theater

3–6. Container and flatrack management process

The end-to-end management of containers, flatracks, and supporting equipment is essential to an effective distribution process. Management includes accounting for assets; maintaining visibility of assets in the distribution system; positioning assets where and when needed; and providing for maintenance and inspections when required. AIDPMO is the single manager or point of contact for all Army-owned and/or -leased intermodal containers. Army policy requires AIDPMO approval to purchase or lease containers for peacetime and full spectrum operations, including contingency operations. These operations focus on deployments, redeployments, special missions, and exercises. ASC FMC is the Army single manager for Army-owned flatracks and/or CROPs, including development of reporting procedures and implementation of 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 accountability, efficient handling, inspections, maintenance, as well as rapid turnaround of all distribution platforms, to include coordination with AIDPMO to meet all ISO container requirements in support of, but not limited to, deployments, redeployments, storage, special mission requirements, and so forth.

3–7. Container management

a. Accountability. Government-owned ISO containers are accountable items and are owned by a unit, an installation, an ASSC, an ACOM and/or one of its subordinate commands, or a program manager. ISO containers are registered and accounted for by ISO serial number and item unique identification (IUID). ISO-configured distribution platform assets are used to move unit equipment, sustainment materials, supplies, and retrograde to and from depots, plants, installations, and activities to designated consignees to support operational requirements. Container accountability must be maintained for all Government-owned assets while in transit or on location. While containers may fall under the threshold of an accountable item (\$5,000), they are considered Class II Nonexpendable and are required to be on a property book (that is, unit owned) and/or accounted for in ACAMS.

- (1) ISO containers are accountable items and classified with an accountability requirements code of nonexpendable.
- (2) The Federal supply classification for a distribution ISO general cargo container is 8150. Specific purpose

containers are assigned Federal supply classifications other than 8150. All Government-owned containers will be marked with IUID.

b. Systems.

(1) DA designated ACAMS as the system of record for life-cycle container management and accountability. ACAMS maintains the DOD ISO register and is utilized by all Service/agency owners of intermodal distribution assets. ACAMS is the system of record for the DOD biennial ISO Container Inventory, as directed by USTRANSCOM.

(2) Unit-owned containers will be maintained in ACAMS for life-cycle management (location, condition, maintenance, inspection, and disposal) by the designated unit CCO.

(3) Unit-, theater-, or installation-owned specialty containers (for example, field pack units, ISO-configured shelters, dedicated program use containers, and so on) are maintained on unit-, installation-, or theater-level property books and reported to AIDPMO and maintained/reported in ACAMS.

(a) The majority of unit-owned general-purpose containers are TRICONS, bicontainers, and QUADCONs; however, any unit-funded intermodal assets are accountable through the property book officer in the Property Book and Unit Supply-Enhanced and reported to AIDPMO and maintained/reported in ACAMS.

(b) Theater-provided containers as designated/authorized by the theater combatant commander will be maintained on the theater-provided equipment property book and reported to AIDPMO and maintained/reported in ACAMS.

(c) Unit deployment containers left in theater must be transferred to the theater-provided equipment property book and reported to AIDPMO. The unit will maintain a copy of the theater turn-in document for adjustment to the appropriate accountable record (for example, Property Book and Unit Supply-Enhanced, ACAMS).

c. Reporting. Every Army activity that owns, leases, funds, or handles ISO container equipment will appoint a CCO, designating the assigned AOR for reporting by DODAAC. Theater and installation will determine the container report process and frequency. In a complex theater, CCOs generally send container reports to their CCAs (with report provided to CME, as applicable). CCAs send container reports to the CMEA. The CMEA sends container reports to the TCM. The TCM sends the container report to the GCM.

(1) *Container movement reports.* Every Army activity that owns, leases, funds, or handles ISO container equipment will report the receipt and/or shipment of all ISO containers within 48 hours of the event in ACAMS. If necessary, each such Army activity will process any financial liability investigation in accordance with AR 735-5.

(2) *DA biennial container inventory.* Every Army activity that owns, leases, funds, or handles ISO container equipment will report/verify the ownership and location of assets in ACAMS as directed by USTRANSCOM.

(a) Inventory of all DOD intermodal ANSI and/or ISO containers will be performed during the second and third quarters of even numbered years and at other times as necessary to ensure authorizations are correct, accountability is maintained, and the DOD ISO register is accurate. 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.

(b) Containers that cannot be located during inventory will require the initiation of appropriate property book adjustments and removal from the DOD ISO register.

(c) Activities will add and/or update in ACAMS on-hand containers not resident in ACAMS or not assigned to the reporting location. Proper information includes ownership, the current location by DODAAC, and the type and condition of each ISO asset.

(d) For container assets inaccurately identified at a location, the activity will provide the date the container moved, the final consignee, and the transfer document number (that is, transportation control number).

(3) *Condition.*

(a) Container condition, inspection grade, and the date of next inspection must be accurately reported in ACAMS for Army-owned and -leased containers.

(b) Container inspections will be reported in ACAMS by uploading inspection documentation—typically DA Form 2404—that includes the condition, date of next inspection, category name, date manufactured, inspection grade general cargo (non-IMDG) or ammunition (IMDG), major deficiencies found, and the identity/signature of the certified container inspector.

(c) Container assets found unserviceable or damaged beyond economical repair will be reported to AIDPMO with documentation of the major defects. Disposal approval and instructions will be provided through AIDPMO by the owner of the asset.

(4) *Requirements/excess.* Activities will notify AIDPMO of container requirements and/or on-hand containers that are excess to requirements.

(5) *Foreign Excess Personal Property Program.* Containers left to host nation(s) must be approved for the Foreign Excess Personal Property Program through AIDPMO

d. Use.

(1) ASC Directorate of Logistics CCO and other container receiving installations/activities will maintain, repair, reposition containers in coordination with AIDPMO, and hand receipt containers to units for deployment. When a unit redeploy, containers will be returned to the installation and hand receipts will be cleared.

(2) Activities holding AIDPMO-owned ISO containers (20's, 40's, and CADS) will maintain, inspect, repair, reposition, and utilize containers in conjunction with AIDPMO instruction and will hand receipt containers to units when used for deployment.

(3) Activities holding containers that are not owned or leased by the activity will coordinate with AIDPMO for disposition/utilization instructions.

(4) Use of ISO-configured containers for storage is not authorized without approval from AIDPMO. Requests will be submitted to AIDPMO via email at usarmy.scott.sddc.mbx.g3-aidpmo-leasing@mail.mil. Requests will include container ISO serial number(s), condition of container(s), and justification for use in storage. If authorized, AIDPMO will adjust records accordingly in ACAMS and the DOD ISO register.

e. Container procurement.

(1) AIDPMO is the procurement approval authority for the purchase of all new or used Army-owned containers.

(2) DLA and the Tank-Automotive and Armaments Command are the authorized sources of supply for container procurement.

f. Container inspection/inspectors.

(1) Army and contractor personnel are qualified to inspect ISO containers by successfully completing the Intermodal Dry Cargo Container CSC Reinspection Course provided by the U.S. Army Defense Ammunition Center, McAlester, OK 74501-9002.

(2) The traditional classroom version of this course provides initial certification of personnel to inspect Army ISO containers. Army or contractor personnel must successfully complete the Intermodal Dry Cargo Container CSC Reinspection Course every 48 months. Army and contractor personnel may also complete this course using the computer-based training version (Web site: <https://www.atrrs.army.mil/selfdevctr/catalog/search.aspx>).

(a) Qualified inspectors have successfully completed the Intermodal Dry Cargo Container CSC Reinspection Course.

(b) Certified inspectors have successfully completed the Intermodal Dry Cargo Container CSC Reinspection Course and are appointed in writing by the commander or activity supervisor as the ISO container recertification inspector. Certified inspectors are authorized to apply the new DD Form 2282 and sign the DA Form 2404, which will be attached to the record in ACAMS per 49 CFR 452.3.

g. Re-stenciling of Army-owned ISO containers. Army-owned containers with commercial ISO serial numbers require re-stenciling with an Army ISO serial number per 49 CFR 451 and ISO (Freight Containers) 6346 Handbook . All ISO serial numbers are registered and issued by AIDPMO.

3-8. Intermodal container management in operational areas

Responsibilities for ordering, leasing, purchasing, and returning intermodal containers are varied, must be fully integrated with ARFORGEN, and require management of an asset that historically is difficult to control (see figure 3-2). 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 per day to lease, while the one seemingly identical in capability could cost the Army \$40 per day because of lease penalties. Cost depends on the type of lease, source, or whether the container is DOD property.

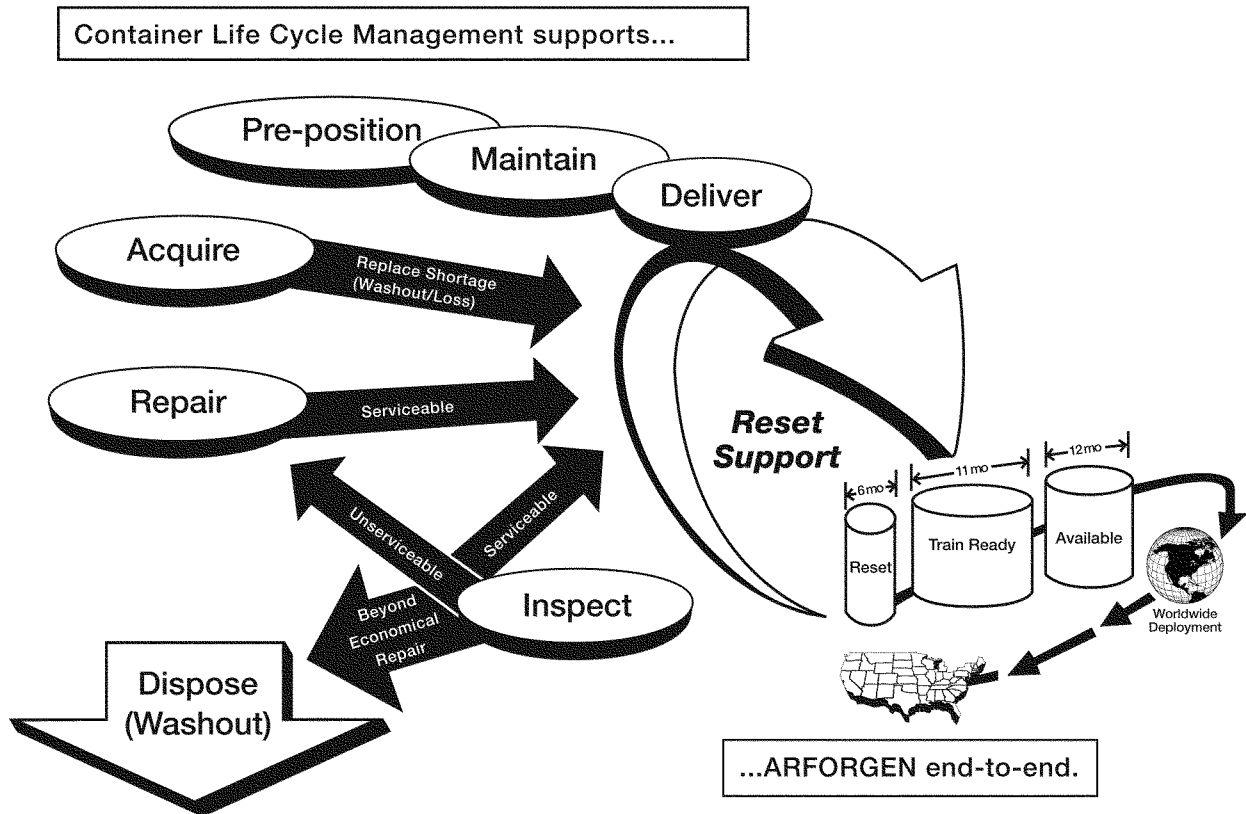


Figure 3-2. Support to ARFORGEN

a. Intermodal containers are obtained by three 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.* The vendor provides the container through a contractual agreement for a specific period of performance but does not provide the over ocean transportation or tracking once in DOD possession. Chapter 4 of this regulation provides details for the Army’s leasing policy and procedures. Local leasing of intermodal equipment is not authorized without AIDPMO approval.

(3) *Purchasing from commercial vendor.* This method is used when the container is required for indefinite periods 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 must be managed in all environments-war, contingency, and peacetime 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. Container requirements must be synchronized with the ARFORGEN cycle in order to ensure sufficient containers are in the correct location to support the available reset and training/ready components of the ARFORGEN cycle (see figure 3-3).

Army 180-Day Process Time-Unit

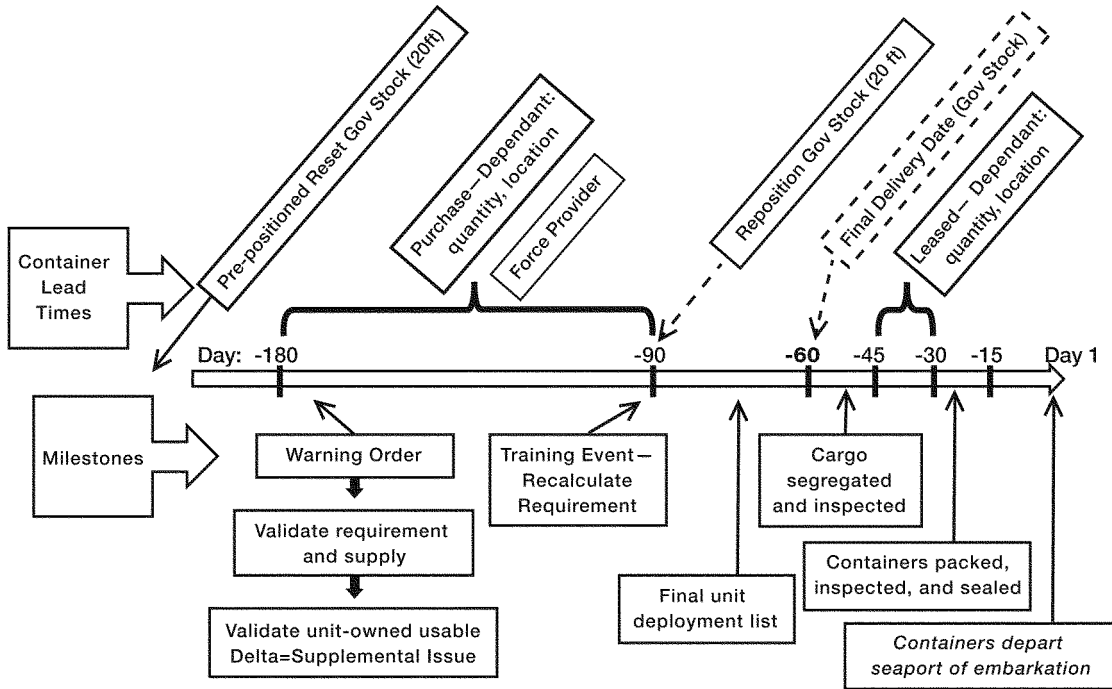


Figure 3-3. ARFORGEN container timeline

d. AIDPMO has done extensive modeling on the number and type of containers required to support operations, contingencies, and exercises. This modeling includes container requirements supporting sustainment and deployment. Commanders are encouraged to contact AIDPMO at usarmy.scott.sddc.mbx.g3-aidpmo-leasing@mail.mil during all phases of the ARFORGEN cycle to obtain assistance in identifying and fulfilling container requirements.

(1) 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 (time-phased force development data). Containers are inserted into the theater consistent with in-theater infrastructure, container handling capabilities, and the COCOM concept of operations. Container management considerations must be incorporated in deployment and sustainment processes during initial phases of planning. All operations are unique and require detailed planning; however historically, a planning factor of one 20-foot equivalent unit per 15 Soldiers is required to support unit equipment; one 20-foot equivalent unit per 5 Soldiers is required for sustainment cargo; and 1 container per 70 Soldiers is to be used for leave-behind-equipment. Given these factors, 1,353 containers would be required to support the deployment of a brigade. Containers identified in this process will be provided from Government-owned stocks and/or pre-leased using long-term leases. Carrier containers will not be used due to the potential for detention costs.

(2) 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 owned or leased long term by the Government. 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 or the public warehouse only if specifically approved by the theater commander. The intent is to ship containers to the final destination (that is, SSA) or unit staging area if the tactical situation permits, if MHE is available, and if authorized by the theater commander. Use 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.

(3) Containers owned by ocean carriers 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 without incurring detention charges.

e. Within the theater or AO, the Army component will ensure the application and usage of ACAMS for compliance

with DTR 4500.9–R, part VI, chapter 205, 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. Theaters will ensure container accountability, tracking, and reconciliation of container assets within the theater of operations. This includes an accounting of containers entering the theater and their location, movement, status, condition, and detention charges.

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

g. 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. The container management executive at TSC and Regional Support Command can advise commanders and track containers through coordination with the CCOs, the GCM, and AIDPMO.

h. Designated commanders may direct that containers be used for temporary storage, operational facilities, force protection enhancers, administrative shelters, or other nontransportation-related uses. Approval of these nonstandard 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 nonstandard will be identified by container number, location, how the container is being used, when nonstandard use started, and anticipated time of termination of nonstandard use. The theater central container control organization or distribution operations center will maintain the status of all containers used in a nonstandard capacity; ensure that the containers are placed on the theater-provided equipment property book; and notify AIDPMO to ensure overall Army accountability of assets is documented in ACAMS.

i. As a means to control costs 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 assets.

j. DTR 4500.9–R, part VI, assigns 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 chapter 1 of this regulation, as well as this chapter. 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, one-way containers 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. 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 the theater container control activity when equipment is ready for turn-in. The theater container control activity will determine whether equipment is needed for other operations; equipment can be redelivered and the lease terminated; or a need for equipment still exists 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 COCOMs, in accordance with JP 4-09, manage, control, and account for intratheater movement of intermodal containers; establish and publish plans in coordination with and using Army component organizations; and provide direction for the handling of commercial equipment in the theater. Distribution platforms must be managed and reported in ACAMS daily.

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

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

(d) Manage retrograde 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 in for reset.

(e) Track detention charges and or buyout costs for containers in theater; delays and failure to release containers and equipment within the agreed release time results in detention charges. Pay 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 will be billed separately from ocean charges and assessed against the activity responsible for causing the detention.

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

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

(h) Container management executive officers and country container authorities must attend movement control boards (coalition movement control board, Joint movement control board, and distribution control board) in order to advise commanders of container status and issues.

(i) SDDC books transportation 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. AIDPMO provides ISO container numbers for DOD-owned and newly purchased containers.

3-9. 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 three 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 (PLS) 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 one 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 PLS 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 two to six 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 or Global Air Transportation Execution System (GATES) (surface) will be used at seaports of embarkation and debarkation prior to and after sealift. The World-Wide Port System or GATES (surface) will upload management information into the IGC 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 the Transportation Coordinators Automated Information for Movement System II (TC-AIMS II), with an integrated suite of RF AIT. The Munitions Transportation Management System provides movement planning data to the IGC. 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 aRFID 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 aRFID tag will be passed to the regional ITV server to the IGC, the Single Mobility System, and the Joint TAV 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 the IGC.
- (5) The AIT aRFID 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 aRFID tag on the flatrack will be automatically sent to the regional ITV server, the IGC, and the logistical pipeline. It will also be input to LOGSA for Army TAV.
- (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 in-transit prime movers, flatracks, equipment, supplies, and containers in transit.

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) 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. 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 bring them up to safe and serviceable condition only.
- (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, 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 and will be marked with IUID. 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 aRFID 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 responsibilities.

- (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 FMC concerning any maintenance needed on flatracks above unit level.

(3) Provide retrograde of excess flatracks per ASC FMC 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) Transmit flatrack serial numbers to Headquarters, ASC FMC as Army pre-positioned flatracks arrive in theater through the seaport of debarkation. 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.

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

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

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

(6) 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 IGC.

i. Flatrack movement procedure.

(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 ASC FMC within 2 working days. Once AIT is fully implemented and flatracks have aRFID tags, manual reporting may no longer be required as the ITV system will capture and report movement and location. Flatrack movement can be reported by email, facsimile (FAX), or routine message.

(2) Movement requirements reported will 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.

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

(4) 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 TSC DMC in a contingency operation. The CROPs originating from depots with essential materiel will be uploaded into containers for shipment. ASC FMC will track these flatracks using ITV choke points during shipment to applicable aerial ports and seaports. SDDC, using the World-Wide Port System or GATES (surface), will document the containers, and the IGC will track them during strategic lift at seaports. GATES (air) 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 seaport of debarkation, the MCT 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, which 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. ASC FMC will coordinate with SDDC on quantities required by location for retrograde requirements. The TSC 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 TSC DMC based on quantities authorized in MTOEs and/or required to support retrograde operations.

3-10. 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 airfield), transporters must ensure adequate 3-point dunnage is used, as outlined in U.S. Air Force Technical Order (TO) 35D33-2-3-1 and TO 35D33-2-2-2. Units and activities must depalletize the cargo immediately upon receipt and return the pallets and nets (cleaned and stacked in accordance with TOs specification-TO 35D33-2-3-1 and TO 35D33-2-2-2) 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 DTR 4500.9-R, part VI.

d. Commanders using system 463-L 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 DTR 4500.9-R, part VI, TO 35D33-2-3-1, and TO 35D33-2-2-2.
- (4) Develop and publish instructions for system 463-L equipment control, to include cleaning of pallets and nets.
- (5) Revalidate and revise operational and WRM pallet and net requirements. FORSCOM serves as the DA 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. 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. They also must ensure unit pallet and net managers comply with TO 35D33-2-3-1 and TO 35D33-2-2-2 and take action if pallets and nets are damaged or destroyed due to negligence.
- (7) Perform spot checks to evaluate fully 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) Compile and submit at the onset of a conflict or contingency an immediate baseline inventory of system 463-L assets.
- (10) Be prepared during a conflict or contingency to release system 463-L assets to support increased worldwide airlift requirements.
- (11) Take action during a conflict or contingency to ensure deployed organizations return pallet and net assets to the airlift system as soon as practical upon arrival at their final deployed destination.

(12) Conduct inspections to ensure proper use and storage of WRM managed pallets and nets, as required in TO 35D33-2-3-1 and TO 35D33-2-2-2.

(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.

Chapter 4

Distribution Platform Leasing

4-1. General

a. This chapter describes Army ISO container leasing policy and procedures. The level of detail here is not intended to convey to users that leasing is the Army's first choice for future contingencies and/or peacetime requirements. Army-owned containers will be utilized first in all operations in support of the ARFORGEN cycle. Generally, leasing is appropriate for rebasing of forces, training of forces with a short duration, and one-way shipments. The Army will plan and budget for enough Army-owned containers to support all phases of the ARFORGEN cycle, to include no notice operations and exercises. Leasing is an option, but it will be used on an exception basis.

b. Intermodal equipment is obtained by utilizing the USTRANSCOM/SDDC master lease streamlining contract. This contract is for all intermodal leasing requirements in support of DOD. AIDPMO is the Army centralized ordering agency for all DA 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 AIDPMO, which will provide guidance and/or decisions on the use of a lease option.

4-2. Commercial intermodal equipment leasing

a. Leasing processing lead-time varies based on complexity of requirements, as well as 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. In accordance with DTR 4500.9-R, part VI, the installation activity commander will appoint a CCO.

e. 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 the maintenance of all DOD-owned and -controlled intermodal containers and equipment at his/her command/installation/activity. The CCO has custodial responsibility for containers from time received until they leave his/her command/installation/activity.

f. Units, organizations, and activities that request intermodal equipment from AIDPMO must have a command-appointed CCO and a copy of the appointment letters on file with AIDPMO. Such an appointment letter must include the scope of responsibilities and the appointment's expiration date. The appointment letter must be updated annually, not later than 30 September each calendar year or sooner if there is a change in personnel.

g. New and updated CCO appointment letters can be submitted to AIDPMO via email at usarmy.scott.sddc.mbx.g3-aidpmo-leasing@mail.mil.

h. AIDPMO will only accept leasing requests from CCOs for which AIDPMO has current appointment orders on file.

4-3. Initiating intermodal equipment lease process

a. Activities submit information to request an intermodal equipment lease through AIDPMO via FAX (defense switched network 770-6054) or email (usarmy.scott.sddc.mbx.g3-aidpmo-leasing). The following documents constitute a complete lease request package:

(1) *Intermodal lease equipment information.* The following information is required by AIDPMO: equipment quantity and type; delivery and redelivery locations; point of contact information; and term of lease. Upon receipt, AIDPMO will request a cost estimate from the vendor for the total charges of the lease. Note: Any 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.

(2) *Container control officer appointment letter.* This document, signed by the unit commander, appoints the person who is responsible for the equipment while on lease and who acts as a point of contact when AIDPMO has questions regarding the leased equipment. Container lease requests from nondesignated CCOs will be returned. CCO appointment letter and CCO instructions can be obtained by email: usarmy.scott.sddc.mbx.acams-helpdesk@mail.mil.

(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 Defense Finance and Accounting Service (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. Delivery 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 colonel/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 must be sent via email or FAX to AIDPMO within 5 working days. Failure to notify AIDPMO of unserviceable equipment within 5 working days of receipt constitutes acceptance of the equipment as delivered and will result in the activity accepting damage liability and the responsibility for repairs. A receipt inspection ensures the activity is held harmless for pre-existing damage by documenting its condition upon receipt.

g. Prior to redelivery, equipment will be inspected and its condition noted on a DA Form 2404. This redelivery inspection documentation will 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 the equipment's exact physical location for redelivery, along with the point of contact's name and telephone number. 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 closeout 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 of 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. CCOs are responsible for reporting all equipment they received and/or moved. The initial container movement report must be submitted to AIDPMO within 48 hours of receipt of a leased container. 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 AIDPMO.

4-6. Leased equipment conditions and standards

a. In accordance with the USTRANSCOM/SDDC contract, the leasing company is responsible for providing 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:

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

(2) Ammunition use containers will be compliant with:

(a) 49 CFR.

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

b. 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.

c. 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 the ACEP, a container is subject to examinations and inspections during the course of normal operations. To indicate a container is managed under the 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 the condition of equipment as noted when the equipment was on-hire. The leasing company must notify AIDPMO-Leasing in writing within 21 calendar days of damage claims. AIDPMO-Leasing will notify the leasing company of the status of its invoice for damages within 5 workdays of receipt. It is highly recommended to have a certified container inspector available at the 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

a. Aerial delivery is a vital link in the battlefield distribution system. Aerial logistics 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.

b. 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. ILAR contributes to enabling noncontiguous, nonlinear operations; reducing the logistics footprint; reducing the risk to aircrews; and reducing 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 seaports and airports and HNS. The ILAR program is critical to implementation of distribution concepts and doctrine.

5-2. ILAR purpose

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. 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. 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. Without ILAR, the requirements of full spectrum operations and the regional combatant commander cannot be met.

5–3. ILAR concept

- a.* 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, thus providing 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 fills 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. ILAR is a vital component of theater distribution.

5–4. ILAR 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. ILAR is the holistic approach to aerial resupply; it includes airland, airdrop, and slingload distribution operations. ILAR requests begin with a transportation movement request from the unit to the servicing movement control unit or center. 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; be integrated across the strategic and theater distribution networks; support supply chain and distribution management goals and practices; and provide ITV and asset visibility.
- b.* Asset visibility capabilities must provide timely and accurate information on the location of materiel to meet Warfighter requirements. Linking AIT-such as RFID tags, memory buttons, smart cards, and barcode readers-with AIS and ground and satellite transmission stations provides necessary data to influence global materiel flow. Logistics command and control systems must have continuous assured access to both business information and ITV systems to support Warfighters effectively.
- c.* With the emergence and maturity of the GNEC, the CIO/G–6 has the responsibility and authority for prescribing and enforcing effective and appropriate technology solutions and capabilities for Army warfighting to achieve standardization, compatibility, interoperability, security, and fiscal discipline of the GNEC and ensure the continuity of the Army’s Data Management Program. ARCYBER is the single Army authority that implements and enforces the Army’s GNEC; delivers a seamless, agile interoperable GNEC in support of the Army, its ASCC commanders, and the combatant commanders of unified or specified commands; and provides trained and ready signal forces that achieve and sustain GNEC capabilities.

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 IGC, the TC–AIMS II, the Standard Army Retail Supply System, and the Movement Tracking System. Linked, these AISs provide a common operating picture of the global distribution pipeline from the Warfighters’ 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 IT, connectivity, and supporting infrastructure.

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

a. The aRFID 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. The aRFID tags can hold relatively large amounts of data, provide a high-frequency signal to the interrogator, and are normally used when a longer tag read distance is desired.

b. The DOD Logistics Automatic Identification Technology Office serves as the DOD focal point for coordinating overarching guidance for the use of AIT within DOD as prescribed by the CIO/G-6. The DCS, G-4's Logistics Chief Information Officer Directorate, in collaboration with the CIO/G-6, is responsible for AIT. The Army PEO EIS/Product Director – Automated Movement and Identification Solutions (PD – AMIS) Office is the DA procurement activity for AIT equipment (to include aRFID equipment and infrastructure) and maintains a standing contract for equipment integration, installation, and maintenance. The PEO EIS/PD – AMIS Office procures tags from DLA to ensure interoperability and compliance with DOD policy.

c. Commanders must stress the importance of RF tag technology in asset visibility and ITV, emphasizing its use in tracking materiel in the logistics pipeline. The aRFID tags allow tracking of materiel in the logistics pipeline and provide ITV, while instilling confidence in the supply chain.

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

(1) *Sustainment and/or retrograde cargo.* All consolidated sustainment shipments (RFID layer-four freight containers; for example, 20- or 40-foot sea vans, large engine containers, and 463-L air pallets) of DA 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 Active RFID Tag Format and Data Specifications, Version 2.5, or the current version. Containers and pallets reconfigured during transit must have the aRFID tag data updated by the organization making the change to reflect current contents accurately. In addition, it is essential that aRFID tags be checked at every interrogator distribution node to ensure that the tags are properly affixed or replaced if missing.

(2) *Unit movement equipment and cargo.* All RFID layer-four 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. 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 platforms/conveyances as they move within theater and when they depart the theater as part of the retrograde process.

(3) *Ammunition shipments.* All RFID layer-four 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 aRFID tag data updated by the organization making the change to reflect current contents accurately.

(4) *Pre-positioned materiel and supplies.* All RFID layer-four freight containers and palletized pre-positioned stocks or WRM, 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 the normal maintenance cycle, reconstitution and/or reset, or sooner as required.

(5) *Active RFID infrastructure.*

(a) USTRANSCOM has been assigned the responsibility for ensuring that designated strategic CONUS and OCONUS aerial ports and seaports (including commercial ports) supporting operation plans and military operations have aRFID 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 aRFID capability based on volume of activity and duration of the requirement at the port.

(b) COCOMs, IMCOM, ASC, and ASCCs will ensure sufficient aRFID infrastructure and equipment (interrogators, write stations, tags, and brackets) are appropriately positioned to support combatant commander requirements for asset visibility. For example, SSAs, theater distribution centers, MCTs (military or contractor), and the units manning them will have aRFID read and/or write capability, including hand-held interrogators.

(c) To ensure that users take maximum advantage of inherent efficiencies provided by this technology, aRFID capability will be operational at logistical nodes and integrated into existing and future logistics AISs. The aRFID

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 aRFID infrastructure to meet changing theater operations.

(d) Generally, an organization responsible for port or RF interrogator distribution node operation is also responsible for installing, operating, and maintaining appropriate aRFID 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 aRFID capability continues without interruption.

(6) *Active RFID funding.* The cost of implementing and operating aRFID technology is considered a normal cost of transportation and logistics; as such, it will be funded through routine operations and maintenance or working capital fund processes. The activity at which containers, consolidated shipments, unit move items, or air pallets are built or reconfigured is responsible for procuring and operating sufficient quantities of aRFID 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 aRFID equipment. If the originating activity of the layer-four container and/or consolidated air pallet is a vendor location, the procuring Service and/or agency is responsible for arranging for the vendor to apply active tags—either by obtaining sufficient aRFID equipment to provide to 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 aRFID infrastructure is acquired and operating at key RF interrogator distribution nodes.

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

a. The DOD Logistics 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 DOD RFID formats—the Active RFID Tag Format and Data Specifications, Version 2.5, or the current version. The aRFID 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 DTR 4500.9-R and JP 4-09. The RF tag data are further transmitted to the IGC and other global asset visibility systems as appropriate. This tag data flow will be analyzed in the future as part of the DPO architecture. The RF tag formats are identified in the current version of DTR 4500.9-R, and the format requirements are published in MIL-STD-129P.

b. All essential data required will be written to aRFID 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.

c. RF tag content level of detail comprises the following two components—

(1) Asset level detail—data elements that describe the asset. See table 6-1 for the minimum data elements required to describe the physical characteristics of a single asset and the characteristics that identify the asset.

Table 6-1
Radio frequency tag asset level detail minimum data elements

National stock number.
Nomenclature.
Unit price.
Condition code.
Serial number/bumper number.
Serial number enterprise identifier (if unique identifier eligible).
Part number (if unique identifier eligible).
Item weight.
Item cube.
Line item number/package identification.
Ammunition lot number.
DOD identification code.
Hazardous cargo descriptor codes (to include ammunition/hazardous material).

(2) Content level detail—data elements that minimally identify each level of a complete shipment entity (single shipment unit of a consolidated shipment). 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, commercial carrier transaction, and the consolidated shipment information transaction that describes the shipment movement and characteristics. See table 6–2 for the minimum data elements necessary to provide content level visibility for each shipment.

Table 6–2 Radio frequency tag content level detail minimum data elements
Requisition document number.
Required delivery date or expedited shipment and handling codes.
Project code.
Asset (item) quantity.
Unit of issue.
From routing indicator code (for DOD shipments).
Inventory control point.
Routing identifier code (for contractor/vendor shipments).
Shipment transportation control number (for single shipment unit).
Intermediate transportation control number (for consolidated shipments).
Conveyance (lead) transportation control number (for a consolidated shipment).
Commercial carrier shipment tracking identifier.
Transportation priority.
Sender (consignor) DODAAC/commercial and Government entity.
Port of embarkation code.
Port of debarkation code.
Shipment total pieces.
Shipment total weight.
Shipment total cube.
Oversize length/width/height.
Receiver (consignee) DODAAC.
Commodity class.
Commodity code (air/water).
Water type cargo code.
Net explosive weight.
Unit identifier code.
Unit line number.
Operation/exercise name.
Hazardous material shipping characteristics: United Nations identification number, class or division number, package group, compatibility group.

d. Shipments with incomplete data written to aRFID tags prevent effective distribution. Incomplete data disrupt 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 aRFID tags to ensure ITV back to CONUS or other OCONUS locations. The aRFID tags have been 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 aRFID tags and then verify that the data has been successfully written and the RF tag is properly affixed to the shipment prior to release. ITV is critical to Warfighter logistics decisionmaking and is only maintained while aRFID tags are operating properly and remain affixed to the shipment. Tags will not be disabled or removed

from containers or air pallets prior to delivery at final destination and contents are discharged. Missing aRFID 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 will remain with equipment until redeployment. Active RFID tags arriving at final destination will be disarmed to prevent further data flow to the regional ITV server. The aRFID tags are reusable and when no longer needed will be returned to the servicing supply activity for return to DLA.

e. The PEO EIS/PD – AMIS Office, in collaboration with the CIO/G–6, is the Army lead agency for management and technical support for aRFID tags and the RF ITV network. The PEO EIS/PD – AMIS Office will monitor ITV server activity and notify shippers that are not in compliance with the essential tag requirements for Army shipments.

f. To maintain an adequate stock of aRFID tags for follow-on sustainment shipments, users will return all excess aRFID tags to one of the following locations:

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

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

6–5. Electronic data interchange information

To utilize RFID events effectively to generate transactions of record in DOD logistics systems, RFID tag data with the associated material information must be resident in the DOD data environment as prescribed by ARCYBER, so that information systems can access this data at each RFID event (that is, tag read). DOD requires commercial suppliers provide standard Ship Notice/Manifest Transaction Set (856) transactions, in accordance with the Federal implementation convention (IC) via approved electronic transmission methods (electronic data interchange, Web-based, or user-defined format) for all shipments, in accordance with Wide Area Workflow (<https://www.fpds.gov>). Internal DOD sites/locations and shippers will use the DOD electronic data interchange IC 856S or 856A, as applicable. The transaction sets enable the sender to describe the contents and configuration of a shipment in various levels of detail and provide an ordered flexibility to convey information. The Federal IC 856 and DOD IC 856S and 856A transaction sets will be modified by the appropriate DOD controlling agencies to ensure the transactions can be used to list the contents for each piece of a shipment of goods, as well as additional information relating to the shipment, such as:

- a.* Order information.
- b.* Product description, to include the item count in the shipment piece and IUID information.
- c.* Physical characteristics.
- d.* Type of packaging, to include container nesting levels within the shipment.
- e.* Marking, to include the shipment piece number and RFID tracking number.
- f.* Carrier information.
- g.* Configuration of goods within the transportation equipment.

6–6. Business rules for passive radio frequency identification technology in the Army and 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 general frequency range for pRFID implementation is ultrahigh frequency 860–960 megahertz, where the specific subrange is dependent on the worldwide location of operation and use.

b. The DOD Logistics Automatic Identification Technology Office, in collaboration with the CIO/G–6, has been designated as the DOD focal point for coordinating overarching guidance for the use of AIT within DOD. The PEO EIS/PD – AMIS Office is the DOD procurement activity for AIT equipment (to include pRFID equipment and infrastructure) and will establish a standing contract for equipment installation and maintenance.

c. The following prescribes the business rules for the application of pRFID technology at the case, pallet, and item packaging (unit pack) for unique identification (UID) items on shipments to and within the Army and DOD. To facilitate the use of pRFID even as transactions of record, DOD has embraced the use of electronic product code (EPC) tag data constructs, as well as DOD tag data constructs, in a supporting DOD data environment. As the available EPC technology matures, the intent is to expand the use of pRFID 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 those sites with appropriate pRFID tags 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 pRFID tags, except for the bulk commodities. If the unit pack for UID items is also the case, only one pRFID 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 pRFID 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 pRFID technology is considered a normal cost of transportation and logistics. The activity at which cases or palletized unit loads are built is responsible for procuring and operating sufficient quantities of pRFID equipment (interrogators and/or readers, write stations, tags, and so on) to support required operations. The activity at which cases or palletized unit loads are received (that is, the activity where the supply receipt is processed) is responsible for procuring and operating sufficient quantities of pRFID 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 pRFID equipment.

6-7. Radio frequency tag accounting procedures

a. Commanders and accountable officers will ensure accounting for an expeditious return of RFID tags under their command. The RFID 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 RFID tags is described in AR 710-2.

(1) All aRFID tags are recoverable and reusable property and do not require property book accounting. However, only the 600 series tags are upgradable to ISO.

(2) The following two categories of RFID tags do not require recovery procedures:

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

(b) RFID tags affixed to nongovernmental ISO containers, 463-L air pallets, commercial vans, as well as those affixed 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 continue under lease.

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

(4) All RFID tags will be disarmed 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 RFID tags to the direct support activity, which will rewrite those RFID tags needed for retrograde shipments. All other RFID tags are returned using the Uniform Materiel Movement and Issue Priority System return priority 03 to the command directed retrograde CRP or installation director of logistics.

(6) During the return process, RFID 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, the lithium batteries will 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 such requires, in accordance with 49 CFR, IMDG code, the International Air Transport Association Regulation, and Technical Manual (TM) 38-250, as appropriate.

(7) CRPs 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) The following are examples of aRFID tags:

(a) *New.* The DLA Automated Wholesale Management System provides tags through existing supply channels. The DOD item manager for the aRFID 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 national stock number for a 654 RFID is 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 Disposition Services Office. 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 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 will 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, as well as applicable host nation regulations and laws. 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. Only in cases of emergency may DOD components contact the Department of Transportation (DOT) and other agencies directly. For all other contact with DOT 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 will conform to requirements of DOD Manual 5100.76; DTR 4500.9-R, part II, chapter 205; and AR 190-11. DOD Manual 5100.76 and DTR 4500.9-R 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. DTR 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 DD Form 2890 (DOD Multimodal Dangerous Goods Declaration) is as follows:

- (1) DD Form 836 will be used for CONUS highway and/or rail movements only.
- (2) DD Form 2890 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 DD Form 2890 for both highway and commercial vessel movements.
- (3) 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.
- (4) Highway and/or rail movement outside the contiguous United States will follow OCONUS ACOM HAZMAT policy.

c. The following sets forth Army policy regarding training for the 80-hour and/or 40-hour HAZMAT certification courses, to include the three authorized DOD schools. All personnel involved with the preparation and shipment of HAZMAT for transportation must receive training in accordance with this regulation, 49 CFR 172.704, and DOD component/Service/agency headquarters regulations.

- (1) The intent of this training is for the student to 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 DOD and the 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 three authorized DOD schools:

- (a)* 345th Training Squadron, Transportation Training (Flight 345 TRS/TTTH, Building 1540, 201 C Avenue, Fort

Lee, VA 23801-1529; Web address: <https://www.my.af.mil/gcss-af/afp40/USAF/ep/globalTab.do?command=org&pageId>).

(b) Navy Supply Corps School (1378 Porter Ave, Naval Station Newport, Newport, RI 02841; Web address: <https://www.netc.navy.mil/centers/css/nscs/>).

(c) Department of the Army, Defense Ammunition Center (Training Directorate) (Attn: SJMAC-AST, 1C Tree Rd, McAlester, OK 74501-9053; Web address: <http://ammo.okstate.edu/>).

On an overflow basis only and confirmed by the Service quota manager, DOT/Transportation Safety Institute may provide the 80-hour classroom certification training. The quota manager must maintain a record of individuals who requested the desired training from the DOD schools and were denied. The procedures for obtaining certification from DOT/Transportation Safety Institute are further defined in the Joint Service instruction, AR 700-143 (DLAD 4145.41/AFJI 24-210/NAVSUPINST 4030.55B/MCO 4030.40B).

d. In addition, DTR 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 the U.S. Army Center for Health Promotion and Preventive Medicine, Building E-1677, Aberdeen Proving Grounds, MD 21010-5403; Web site: <http://phc.amedd.army.mil/Pages/default.aspx>. 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 (CEHR-P-RG) (Registrar), Box 1600, Huntsville, AL 35807-4301; Web site: <http://www.usace.army.mil>. Transportation of Hazardous Material/Hazardous Waste for DOD, offered by DLA Training Center, P.O. Box 3990, Building 11, Section 5, East Broad Street, Columbus, OH 4321-5000; Web site: <http://www.dla.mil>.

e. Mobility training requirements for technical specialists are also identified in DTR 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 is not required. However, technical specialists must meet all other training requirements of this chapter. This training provision does not apply to any mode of commercial transport. As a minimum, technical specialists will be trained in packaging, preparation, marking, labeling, certification, and all other aspects of the governing modal regulations relevant to the specific HAZMAT within their specialty.

f. Host nation HAZMAT regulations and laws may require additional training to supplement DOD training. This training will ensure U.S. military personnel ship HAZMAT in compliance with host nation HAZMAT regulations and rules.

7-3. Department of Transportation approvals

DOT 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 (DLAD 4145.41/AFJI 24-210/NAVSUPINST 4030.55B/MCO 4030.40B). Requests will be submitted to the LOGSA PSCC. The LOGSA PSCC will forward requests to headquarters, SDDC for coordination with DOT. An annual usage report will be prepared and submitted by each ACOM, ASCC, and DRU to the LOGSA PSCC, in accordance with DTR 4500.9-R, part II, chapter 204.

7-4. Hazardous material packaging and storage

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

7-5. Hazardous Materials Information Resource System

AR 700-141 provides policies and responsibilities for Army input to and use of the DOD HMIRS. The DOD HMIRS is the DOD 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 nonproprietary 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. AR 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, the Army National Guard, the U.S. Army Reserve, and civilian personnel, to include foreign nationals, whose positions will require operation of a

Government-owned or -leased vehicle, including those carrying HAZMAT. Host Nation HAZMAT regulations and laws may require additional training and documentation to supplement DOD training. Such training will ensure U.S. military personnel ship HAZMAT in compliance with host nation HAZMAT rules and regulations.

Chapter 8

Distribution and Customs and Border Clearance

8-1. Policy

It is both Army and DOD policy to assist and cooperate with U.S. and foreign host nation border clearance agencies in halting the flow of contraband both into and out of the United States and foreign countries. The Army and DOD enforce this policy when entry is through military channels. The Army and DOD cooperate with other Federal agencies when enforcing U.S. 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. OCONUS ACOM's will establish duty-free customs procedures to allow the duty-free import and export of U.S. military cargo through all airports and seaports. The duty-free customs process will include procedures for in country movement and duty-free movement across other international borders. Services should thoroughly review country and local policies for cargo that is being transported OCONUS. Enterprise data management and warehousing will move the Army to a single standard set of technology, ensuring the seamless availability of compatible, interoperable, and secure data to customs and border organizations.

8-2. Primacy

Both the Army and DOD acknowledge the primacy of the Department of Homeland Security, U.S. Customs and Border Protection, and the USDA, Animal and Plant Health Inspection Service, over materiel moving into the customs territory of the United States. The Army and DOD also acknowledge that agents or inspectors of these agencies may delay, impound, or otherwise prohibit the entry or export of military materiel into or from the customs territory of the United States without obstruction by the Army or DOD. Army policy for customs and border clearance is found in DTR 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. DOD publications are available at <http://www.dtic.mil/whs/directives/>. JP publications are available at <http://www.dtic.mil/doctrine/>. CFR is available at <http://www.gpo.gov/fdsys/browse/collectionCfr.action?collectionCode=CFR>. USC is available at <http://www.gpo.gov/fdsys/browse/collectionUScode.action?collectionCode=USCODE>.

Active RFID Tag Format and Data Specifications, Version 2.5

(Available at [http://www.transcom.mil/ait/files/RF_Tag_Format_JDTAV_v2.5_\(ISO_Tables\)_\(1_July_08\).pdf](http://www.transcom.mil/ait/files/RF_Tag_Format_JDTAV_v2.5_(ISO_Tables)_(1_July_08).pdf).)

ADP 4-0

Sustainment

AR 10-87

Army Commands, Army Service Component Commands, and Direct Reporting Units

AR 11-2

Managers' Internal Control Program

AR 25-1

Army Knowledge Management and Information Technology

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 70-47

Engineering for Transportability Program

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 700-80

Army In-Transit Visibility

AR 700-15
Packaging of Materiel

AR 700-141
Hazardous Materials Information Resource System

AR 700-143 (DLAD 4145.41/AFJI 24-210/NAVSUPINST 4030.55B/MCO 4030.40B)
Packaging of Hazardous Material

AR 708-1
Logistics Management Data and Cataloging Procedures for Army Supplies and Equipment

AR 710-2
Supply Policy Below the National Level

AR 725-50
Requisitioning, Receipt, and Issue System

AR 735-5
Policies and Procedures for Property Accountability

ATTP 4-0.1
Army Theater Distribution

ATTP 4-15
Army Water Transport Operations

DA Pam 708-1
Cataloging of Supplies and Equipment Management Control Numbers

DOD 4140.1-R
DOD Supply Chain Materiel Management Regulation

DOD 5220.22-M
National Industrial Security Program Operating Manual

DOD Instruction 4140.61
Customer Wait Time and Time Definite Delivery

DOD Instruction 6050.05
DOD Hazard Communication (HAZCOM) Program

DOD Manual 5100.76
Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives (AA&E)

DOD Manual 5200.01-V1
DOD Information Security Program: Overview, Classification, and Declassification

DOD Supply Chain Management Implementation Guide
(Available at <http://www.dtic.mil/dtic/tr/fulltext/u2/a387934.pdf>. For ordering the hardcover book, go to <http://www.lmi.org/News---Publications/publications/publication-detail.aspx?id=225>.)

DTR 4500.9-R
Defense Transportation Regulation (Available at <http://www.transcom.mil/dtr/dtrHome/>.)

FM 3-11.20
Technical Escort Battalion Operations

FM 3-35
Army Deployment and Redeployment

FM 3-35.1

Army Pre-positioned 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 4-94

Theater Sustainment Command

FM 10-27

General Supply in Theaters of Operations

FM 19-25

Military Police Traffic Operations

FM 55-1

Transportation Operations

FM 55-30

Army Motor Transport Units and Operations

FM 55-60

Army Terminal Operations

FM 55-80

Army Container Operations

IICL-5

Guide for Container Equipment Inspection, 5th edition; the Institute of International Container Lessors. (Available at <http://www.iicl.org/education/publications.cfm>.)

ISO (Freight Containers) 6346 Handbook

Coding, identification, and marking (Available at http://www.iso.org/iso/home/store/catalogue_tc/catalogue_detail.htm?csnumber=20453.)

JP 1-02

Department of Defense Dictionary of Military and Associated Terms

JP 4-0

Joint Logistics

JP 4-01

Joint Doctrine for the Defense Transportation System

JP 4-07

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

JP 4-09

Distribution Operations

MIL-STD-129P

Military Marking for Shipment and Storage (Available at <http://quicksearch.dla.mil/>.)

MIL-HDBK-138B

Guide to Container Inspection for Commercial and Military Intermodal Containers (Available at <http://quicksearch.dla.mil/>.)

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 Specifications

TC 4-13.17

Cargo Specialist's Handbook

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

TO 35D33-2-2-2 (U.S. Air Force)

Instruction with Parts Breakdown - System 463-L Air Cargo Pallets, Types HCU-6/E and HCU-12/E (Available at <https://www.my.af.mil/etims/ETIMS/index.jsp> (account required). The point of contact for the Enhanced Technical Information Management System is the Air Force Tech Order Functional Support Team at Eglin Air Force Base (email: af.etimstofst@eglin.af.mil).

TO 35D33-2-3-1 (U.S. Air Force)

Maintenance and Repair Instructions - Air Cargo Pallet Nets, HCU-7/E, I, Side, HCU-15/C, II, Top, HCU-11/C, III, Side, HCU-16/C, IV, Top (Available at <https://www.my.af.mil/etims/ETIMS/index.jsp> (account required). The point of contact for the Enhanced Technical Information Management System is the Air Force Tech Order Functional Support Team at Eglin Air Force Base (email: af.etimstofst@eglin.af.mil).

46 CFR Part 340

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

49 CFR Parts 100-185

Pipeline and Hazardous Materials Safety Administration, Department of Transportation

49 CFR 172.704

Training Requirements

49 CFR 390

Federal Motor Carrier Safety Regulations; General

49 CFR 451

Testing and Approval of Containers

49 CFR 452

Examination of Containers

49 CFR 452.3

Elements of Periodic Examinations

10 USC 3013

Secretary of the Army

40 USC Subtitle III

Information Technology Management

44 USC Chapter 35

Coordination of Federal Information Policy

44 USC Chapter 36

Management and Promotion of Electronic Government Services

46 USC 80503

General authority of the Secretary

Section III

Prescribed Forms

This section contains no entries.

Section IV

Referenced Forms

Unless otherwise indicated, DA forms are available on the Army Publishing Directorate Web site (<http://www.apd.army.mil>), and DD forms are available on the Office of the Secretary of Defense Web site (<http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm>).

DA Form 11–2

Internal Control Evaluation Certification

DA Form 2028

Recommended Changes to Publications and Blank Forms

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 Containers (DD Form 2282 decals will conform to the color scheme and dates shown in DTR 4500.9–R, part VI, chapter 604)

DD Form 2781

Container Packing Certificate or Vehicle Packing Declaration

DD Form 2890

DOD Multimodal Dangerous Goods Declaration

Appendix B

Internal Control Evaluation

B–1. Function

The function covered by this evaluation is the management and control of all Army-owned and -leased ANSI and/or ISO containers.

B-2. Purpose

The purpose of this evaluation is to assist all Army activities (units, installations, ASCCs, ACOMs and/or its subordinate commands, or program managers) that own, lease, fund, and/or handle ISO container equipment in evaluating the key internal controls listed below. It is intended as a guide and does not cover all controls.

B-3. Instructions

Answers must be based on the actual testing of key internal controls (for example, document analysis, direct observation, sampling, simulation, or other). Answers that indicate deficiencies must be explained and the corrective action identified in supporting documentation. These key internal controls must be evaluated at least once every 5 years. Certification that this evaluation has been conducted must be accomplished on DA Form 11-2 (Internal Control Evaluation Certification).

B-4. Test questions

- a.* Has the container activity (unit or location) assigned a CCO as the responsible point of contact for containers in accordance with this regulation? (container activity, unit, or location)
- b.* Has the container activity (unit or location) provided AIDPMO a copy of the CCO appointment letter? (container activity, unit, or location)
- c.* Does the assigned CCO for your activity (unit or location) have an active ACAMS account? (CCO)
- d.* Has the container activity (unit or location) gained AIDPMO approval for purchases of ISO containers prior to requisitioning in accordance with this regulation? (purchasing container activity)
- e.* Does the container activity (unit or location) ensure their Government ISO containers are properly registered in the DOD register before use? (container owner activity and program managers)
- f.* Does the program manager utilizing ISO containers supporting configured end items identify programs to AIDPMO to support issuance of ISO serial numbers and registration of assets in the DOD ISO register?
- g.* Does the program manager ensure accountability policies and procedures for ISO-configured programs ensure full accountability of containers through issuance, maintenance, and reissuance? (program manager)
- h.* Does the deploying unit establish container requirements and contact its mobilization site to initiate support at the earliest time in the deployment cycle? (deploying unit)
- i.* Does the container activity (unit or location) have a current standard operating procedure describing procedures and responsibilities to maintain container management and control? (container activity, unit, or location)
- j.* Is the CCO from the deploying/redeploying unit identifying containers used for shipping and performing a container movement report in ACAMS? (CCO)
- k.* Does the container activity (unit or location) have an available certified container inspector? (container activity, unit, or location)
- l.* Does the CCO ensure that records for inspections are recorded on DA Form 2404, uploaded in ACAMS, and maintained in unit files? (CCO)
- m.* Does the CCO ensure that current container status (for example, reserved, empty, loaded, periodic inventory updates, condition, request for disposal, inspection grade, CSC inspection dates, carrier notification date for commercial assets that are available for return) are updated in ACAMS? (CCO)
- n.* Is the container activity (unit or location) prepared to conduct an inventory validation of its owned and on-hand ISO containers within ACAMS? (container activity, unit, or location)

B-5. Supersession

This evaluation replaces the evaluation for the management and control of all Army-owned and -leased ANSI and/or ISO containers previously published in AR 56-4, dated 2 March 2007.

B-6. Comments

Help make this a better tool for evaluating internal controls. Submit comments to: DCS, G-4, ATTN: DALO-FPD, 500 Army Pentagon, Washington, DC 20310-0500.

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

AIS

Automated Information System

AIT

automated identification technology

AMC

U.S. Army Materiel Command

ANSI

American National Standards Institute

AO

area of operations

AOR

area of responsibility

AR

Army regulation

aRFID

active radio frequency identification

ARCYBER

U.S. Army Cyber Command

ARFORGEN

Army Force Generation

ASA (ALT)

Assistant Secretary of the Army (Acquisition, Logistics and Technology)

ASA (FM&C)

Assistant Secretary of the Army (Financial Management and Comptroller)

ASC

U.S. Army Sustainment Command

ASCC

Army service component command

BCD

bed cargo demountable

CADS

Containerized Ammunition Distribution System

CCA

country container authority

CCO

container control officer

CCP

consolidation and containerization point

CFR

Code of Federal Regulations

CG

commanding general

CHE

container handling equipment

CIO/G-6

Chief Information Officer, G-6

CME

container management element

CMEA

container management executive agent

COCOM

combatant command

CONUS

continental United States

CROP

container roll-in/roll-out platform

CRP

central receiving point

CSC

Convention for Safe Containers

DA

Department of the Army

DCS, G-1

Deputy Chief of Staff, G-1

DCS, G-3/5/7

Deputy Chief of Staff, G-3/5/7

DCS, G-4

Deputy Chief of Staff, G-4

DCS, G-8

Deputy Chief of Staff, G-8

DD

Department of Defense (used with form numbers)

DFAS

Defense Finance and Accounting Service

DLA

Defense Logistics Agency

DMC

distribution management center

DODAAC

Department of Defense Activity Address Code

DOD

Department of Defense

DOT

Department of Transportation

DPO

distribution process owner

DRU

direct reporting unit

DTR

Defense Transportation Regulation

DTS

Defense Transportation System

E2E

end-to-end

EIS

Enterprise Information Systems

EPC

electronic product code

ESC

expeditionary sustainment command

FAX

facsimile

FM

field manual

FMC

Flatrack Management Center

FORSCOM

U.S. Army Forces Command

FY

fiscal year

GATES

Global Air Transportation Execution System

GCM

global container manager

GNEC

Global Network Enterprise Construct

HAZMAT

hazardous material

HEMTT-LHS

Heavy Expanded Mobility Tactical Truck-Load Handling System

HMIRS

Hazardous Materials Information Resource System

HNS

host nation support

HQDA

Headquarters, Department of the Army

IC

implementation convention

IGC

Integrated Data Environment/Global Transportation Network Convergence

ILAR

integrated logistics aerial resupply

IMCOM

U.S. Army Installation Management Command

IMDG

International Maritime Dangerous Goods

ISO

International Organization for Standardization

IT

Information technology

ITV

in-transit visibility

IUID

item unique identification

JP

Joint publication

LHS

load handling system

LOGSA

Logistics Support Activity

MCA

movement control agency

MCB

movement control battalion

MCT

movement control team

MEDCOM

U.S. Army Medical Command

MHE

materiel handling equipment

MIL-STD

Military Standard

MRP

Materiel Returns Program

MTOE

modification table of organization and equipment

OCONUS

outside the continental United States

PCH&T

packaging, crating, handling, and transportation

PD – AMIS

Product Director – Automated Movement and Identification Solutions

PEO

program executive office

PLS

palletized loading system

pRFID

passive radio frequency identification

PSCC

Packaging, Storage, and Containerization Center

QUADCON

quadruple container

RDD

required delivery date

RF

radio frequency

RFID

radio frequency identification

RIC

routing indicator code

SDDC

U.S. Army Military Surface Deployment and Distribution Command

SSA

supply support activity

TAV

total asset visibility

TC-AIMS II

Transportation Coordinators Automated Information for Movement System II

TCM

theater container manager

TDD

time definite delivery

TM

technical manual

TO

technical order

TRADOC

U.S. Army Training and Doctrine Command

TRICON

triple container

TSC

theater sustainment command

UID

unique identification

USC

United States Code

USDA

U.S. Department of Agriculture

USTRANSCOM

U.S. Transportation Command

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 U.S. 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

An alternative to the scheduling of 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 a container indicates the date this method of examination was initially approved, not the date of the next required reinspection.

Area of responsibility

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

Army Force Generation

A process of force generation to provide COCOMs and civil authorities with rapidly deployable, employable, and sustainable force capabilities packages tailored to specific mission requirements.

Army command

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

Army service component command

An Army force, designated by the Secretary of the Army, comprised primarily of operational organizations serving as the Army component for commanders of combatant and subunified commands. If designated by the combatant commander and/or subunified commander, serves as a Joint forces land component command or Joint task force. Command responsibilities are those assigned to the combatant commanders and/or subunified commanders and delegated to the ASCCs and those established by the Secretary of the Army (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).

Certified inspector

Individuals who successfully complete the Intermodal Dry Cargo Container Convention for Safe Containers Reinspection Course and are appointed in writing by the commander or activity supervisor as the ISO container-recertifying inspector.

Combined operation

An operation conducted by forces of two 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 USTRANSCOM as an element of the DOD common-use container system.

Component-owned container

Twenty-foot 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 one or more modes of transportation without intermediate handling of the contents and are equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one 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 official has custodial responsibility for containers from time received until dispatched.

Container handling equipment

Items of MHE required specifically to receive, maneuver, and dispatch ISO containers.

Container management executive agent

At the Army COCOM level, the designated official responsible for executing the container management mission and tracking and monitoring container needs and usage throughout the theater AOR.

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 the container and its contents into a distribution system from source to user.

Customer wait time

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

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 USTRANSCOM as an element of the DOD common-use container system, which includes CADS containers.

Department of Defense container inventory

A capability of the Asset Information Management System, 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. SDDC also uses the Asset Information Management System to generate container numbers in accordance with the ISO number generator algorithm and to supply 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 1–02).

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

An Army organization comprised of one or more units with institutional or operational functions; designated by the Secretary of the Army; and providing broad general support to the Army in a normally single, unique discipline not otherwise available elsewhere in the Army. DRUs report directly to HQDA principal officials and/or ACOMs and operate under authorities established by the Secretary of the Army (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 logistics system to deliver the “right things” to the “right place” at the “right time” to support the geographic COCOM (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

The DMC representative fully coordinates distribution requirements and executes the commander’s priorities for distribution. Establishes, validates, maintains, and updates the theater distribution plan. The DMC coordinates the efforts of the MCA and additionally coordinates and manages all aspects of container use. The DMC must maintain visibility of customers, support relationships, and resources. Determines where and to whom routing and diversion information for in-transit cargo will 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 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 COCOM, Service, or characteristics of the commodity will define the end user.

Electronic product code technology

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

Flatrack (sealift)

Portable, open-topped, open-sided units that fit into existing below-deck container cell guides and that 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 Network Enterprise Construct

An Armywide strategy that will transform LandWarNet to an enterprise activity. GNEC is the focused, timed-phased, prioritized, resource sensitive Armywide strategy to transition LandWarNet from many loosely-affiliated independent networks into a truly global capability that is designed, deployed, and managed as a single integrated enterprise. To achieve this end, LandWarNet must be transformed to achieve unprecedented levels of command and control, interoperability, and compatibility; protection; governance; standardization; and fiscal transparency. GNEC establishes an end state where a single, ubiquitous global network enables all dependent battle command and generating force capabilities and activities in the preparation for war, the transition to war, and throughout all phases of full spectrum operations. In the end, all Army networks will be managed by a single command authority-ARCYBER.

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))

Host nation support

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

A technical committee consisting of container owners, operators, and manufacturers located in Bedford, New York, which prepares the Repair Manual for Steel Freight Containers.

Integrated Data Environment/Global Transportation Network Convergence

The automated support necessary to enable USTRANSCOM and its components to provide global transportation management. The IGC provides the integrated transportation data and systems necessary to accomplish global transportation planning, command and control, and in-transit visibility across the range of military operations. The designated DOD in-transit visibility system provides customers with the ability to track the identity, status, and location of DOD units; nonunit cargo, passengers, patients, forces; and military and commercial airlift, sealift, and surface assets from origin to destination across the range of military operations. The IGC collects, integrates, and distributes transportation information to combatant commanders, the Services, and other DOD customers. The IGC provides USTRANSCOM with the ability to perform command and control operations, planning and analysis, and business operations in tailoring customer requirements throughout the requirements process.

Integrated logistics aerial resupply

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. 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

The Intelligent Road and Rail Information System is a Web-based application providing real-time status of the DTS, to include roads, rail, and other deployment-relevant facilities. The Intelligent Road and Rail Information System 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.

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

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 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

A worldwide federation of national standards bodies from some 100 countries, 1 from each country. The ISO is a nongovernment 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.

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 response time

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 logistics response time.

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 one 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

The CROP is a PLS 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 two to six high during retrograde in or out of containers.

Matériel handling equipment)

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

Military performance specification container (military specification)

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

A major command of the U.S. Navy and USTRANSCOM'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 vans

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

Movement control agency

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 MCA plans and monitors daily transportation movement requirements and capabilities. The MCA supervises the echelon above Corps MCBs (FM 4-01.30).

Movement control battalion

The MCB commands, controls, and supervises MCTs. The MCB controls the movement of all personnel, units, and matériel in the theater. The MCB maximizes the use of available transportation. Located at Corps and echelon above Corps levels (FM 4-01.30).

Movement control team

The MCT 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 nonunit-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 inches by 108 inches aluminum flat base used to facilitate the upload and download of aircraft (JP 1-02).

Palletized loading system

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 matériel 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 four units. An array of four 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.

Qualifying inspector

Individuals who successfully complete the Intermodal Dry Cargo Container CSC Reinspection Course.

Retrograde

The process for the movement of equipment and matériel from a unit location to a reset (replenish, repair, or

recapitalization) program or to another directed AO to replenish unit stocks or to satisfy stock requirements. Retrograde cargo consists of serviceable, unserviceable, economically repairable items and weapon systems destined to a source of repair, refurbishment program, or the Defense Reutilization and Marketing Service.

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 Services. Consumer phase-that phase that extends from receipt of finished supplies by the 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, logistics, 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

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 (DOD Instruction 4140.61).

Time-phased force deployment data

The Joint Operation Planning and Execution System database portion of an operation plan. It contains time-phased force data, nonunit-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 nonunit-related cargo and personnel movements to be conducted concurrently with the deployment of forces; and estimates 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

The three component commands of USTRANSCOM are the U.S. Air Force's Air Mobility Command; the U.S. Navy's Military Sealift Command; and the 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.

Triple container

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 three units. An array of three 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.

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 them securely together (JP 1-02).

Unstuffing

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

U.S. Army Cyber Command

The single Army authority that operates, maintains, and defends all Army networks-the Army's GNEC. ARCYBER delivers a seamless, agile, interoperable GNEC in support of the Army, its ASCCs, and the combatant commanders of unified or specified commands. ARCYBER also provides trained and ready signal forces that achieve and sustain GNEC capabilities.

U.S. Army Military Surface Deployment and Distribution Command

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.

U.S. Transportation Command

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

Section III**Special Abbreviations and Terms**

This section contains no entries.

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