

ATP 4-12

Army Container Operations

May 2013

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Headquarters Department of the Army

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Army Container Operations

1. This change updates the Glossary, Section II- Terms for ATP 4-12.
2. A plus sign (+) marks new material.
3. ATP 4-12, May 2013, is changed as follows:

Remove Old Pages

page i through page ii
page 3-1 and 3-2
pages Glossary-1 through Glossary-3
page Reference-1

Insert New Pages

page i through page ii
page 3-1 and 3-2
pages Glossary-1 through Glossary-3
page Reference-1

4. File this transmittal sheet in front of the publication for reference purposes.

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ATP 4-12, C1
29 July 2013

By Order of the Secretary of the Army:

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

Official:

A handwritten signature in black ink, appearing to read "Gerald B. O'Keefe". The signature is written in a cursive style with a large initial "G" and a distinct "O'Keefe" ending.

GERALD B. O'KEEFE
Administrative Assistant to
the Secretary of the Army
1316101

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Army Container Operations

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*** This publication supersedes FM 55-80, dated 13 August 1997.**

Preface

Army Techniques Publication (ATP) 4-12 augments the sustainment doctrine established in Army Doctrine Publication (ADP) 4-0, *Sustainment*. It constitutes the Army's view of how the Army manages containers on land and sets the foundation for developing additional tactics, techniques, and procedures. It also forms the basis for Army training and education system curricula.

The principal audience for ATP 4-12 is all members of the profession of arms. Commanders and staffs of Army headquarters serving as joint task force or multinational headquarters should also refer to applicable joint or multinational doctrine concerning the range of military operations and joint or multinational forces. Trainers and educators throughout the Army will also use this manual.

ATP 4-12 uses joint terms where applicable. Selected joint and Army terms and definitions appear in both the glossary and the text. Terms for which ATP 4-12 is the proponent publication (the authority) are marked with an asterisk (*) in the glossary. Definitions for which ATP 4-12 is the proponent publication are boldfaced in the text. For other definitions shown in the text, the term is italicized and the number of the proponent publication follows the definition.

Commanders, staffs and subordinates must ensure their decisions and actions comply with applicable United States, international, and, in some cases, host nation laws and regulations. Commanders at all levels ensure their Soldiers operate in accordance with the law of War and the rules of engagement. (See Field Manual 27-10)

ATP 4-12 applies to the Active Army, Army National Guard/Army National Guard of the United States, and United States Army Reserve unless otherwise stated.

U.S. Army Combined Arms Support Command (CASCOM) is the proponent for this publication. The preparing agency is the Doctrine Division, U.S. Army Combined Arms Support Command. Send written comments and recommendations on a DA Form 2028 (*Recommended Changes to Publications and Blank Forms*) to Commander, U.S. Army Combined Arms Support Command and Fort Lee, ATTN: ATCL-TDD (ATP 4-12), 2221 Adams Avenue, Fort Lee, VA 23801, or submit an electronic DA Form 2028 via email to usarmy.lee.tradoc.mbx.lee-cascom-doctrine@mail.mil.

Introduction

Army Techniques Publication (ATP) 4-12, *Container Operations*, is the Army's doctrine for container management during operations. The doctrine discussed in this manual is nested with ADRP 4-0, Sustainment, and describes the techniques for conducting container management. Container management supports operations and ensures that unit equipment and supplies are delivered in a timely and secure manner to the intended destination. Proper container management can drastically reduce detention and demurrage charges that may burden operations.

Containers are crucial to the success of operations. Containers provide a secure means of transporting cargo, and are an effective means of in-transit storage as they prevent materiel from exposure to the weather. In a theater, containers will be used from the port to as far forward as possible and must be managed while used in theater.

Container management must be planned, synchronized and executed within operations at each level of command. Commanders at each level are responsible for managing containers within their possession or operational area. Commanders are required to know the difference between managing government owned and commercially leased containers. This is due to potential detention and demurrage charges that can be accrued on leased containers.

ATP 4-12 contains significant change from Field Manual 55-80, *Army Container Operations*. The most significant changes are the new container management principles. It also includes an added focus on container management from the strategic to tactical levels. ATP 4-12 provides updated terminology relevant to today's force along with information on current automated information systems used in container management.

ATP 4-12 contains four chapters:

Chapter 1 discusses the principles of container management and defines the roles and responsibilities of organizations involved in container management. It establishes each of the categories of three types of containers.

Chapter 2 describes the planning considerations required for using containers. This chapter explains the combatant commander's role in establishing container requirements for operations. It explains how units plan for container movement, and how containers are procured. It establishes the Army Intermodal Distribution Platform Management Office as the manager of the Army container leasing program.

Chapter 3 describes how container management is conducted in theater. This chapter describes the roles and responsibilities of the country container authority and container control officer. It also discusses how containers move the distribution and defense transportation system and return to the point of origin.

Chapter 4 describes the automated systems that are used to provide in-transit visibility and account for containers within the Army's inventory. It details the capability of each system and how they support container management.

Based on doctrinal changes, certain terms have been added, or modified for purposes of this manual. The glossary contains acronyms and defined terms.

Introductory table-1. New Army terms

Term	Remarks
theater container management	New definition
country container authority	New definition
container control officer	New definition

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Chapter 1

Fundamentals of Container Operations

Containers facilitate the movement of cargo by air and seagoing vessels by maximizing shipping and storage capacity. If not planned and managed effectively the use of containers, particularly commercial, may yield excessive cost to the government. Container cost reductions require an effective container management policy and structure. This chapter will focus on container management principles and the roles and responsibility of container managers from the strategic through tactical levels.

CONTAINER MANAGEMENT

1-1. *Container management* is the process of establishing and maintaining visibility and accountability of all cargo containers moving within the Defense Transportation System. (ADRP 4-0) In theater, container management is conducted by commanders at the operational and tactical levels.

1-2. *Theater container management involves supervision and control of containers as they move through the distribution system to ensure they are delivered, discharged and returned in accordance to the combatant commander's (CCDR) concept of operations.* Theater container management is performed by the distribution management center (DMC) of the theater sustainment command (TSC) and all commanders and units that own, transport or handle containers. It includes the necessary communications and in-transit visibility networks to track, control and handle container within a theater.

PRINCIPLES OF CONTAINER MANAGEMENT

1-3. The principles of container management establish guidelines for efficient handling and tracking of containers. These principles include standardization, deployability, continuity, tracking and accountability, cost reduction and container integrity, security and safety.

STANDARDIZATION

1-4. Standardization includes developing container policy for container configuration, container technical specifications, markings and accountability and reporting. Container standardization ensures all container managers and handlers as well as allied partners, operate in a similar fashion. Standard container configurations help users to build and pack containers in a consistent manner and facilitate the use of standard container handling equipment and transportation assets for movement. It requires container users to understand the requirements for using, leasing, and shipping containers. Standardization also applies to types and uses of containers.

DEPLOYABILITY

1-5. Containers facilitate the deployment process. Containers allow for efficient packing of materiel and efficient use of cargo space and staging areas. This enables more unit cargo to be moved on less space resulting in faster unit deployments, force closure by land, air and sea. It also enhances the distribution process as containers can be transferred from one type of conveyance onto another quickly for movement to the user.

CONTINUITY

1-6. Container management requires continuity; the uninterrupted flow of containers from source to end user. Continuity minimizes long storage or holding times and requires container managers track and maintain accountability of container data and content from the source to the end user. As containers transit the port of embarkation (POE), container data is captured in in-transit visibility systems. This enables managers to make near real time decisions on container handling and priority. Tracking container movement is essential for developing methods to reduce congestion, eliminate delays and reduce the cost of detention.

TRACKING AND ACCOUNTABILITY

1-7. Container status/in-transit visibility (ITV) provides commanders and end users with accurate near real time information. Tracking and accountability requires commanders and container managers to assume responsibility for containers within their operational area. As a result, commanders and container managers are responsible for accounting for the location and disposition of containers. Container managers are responsible for prioritizing, allocating, and rerouting resources, if required. Container managers are responsible for informing end users on location, status and disposition of containers.

COST REDUCTION

1-8. To achieve cost reduction, all commanders in theater must return containers as soon as they are emptied. Doing so ensures commercial and leased containers do not incur detention charges and other fees to the government. In some cases, commanders may be held responsible for a portion of these detention charges.

CARGO INTEGRITY, SECURITY, AND SAFETY

1-9. Cargo integrity, security and safety allow the shipping of cargo, unit equipment, sustainment stocks, and multiple vendor shipments without pilferage. The ability to lock and seal containers affords better cargo integrity, security, and safety. This is particularly important when moving Class V (both unit basic loads and resupply of ammunition).

CONTAINER MANAGEMENT ROLES AND RESPONSIBILITIES

1-10. Organizations have different roles and responsibilities in container operations. These roles ensure containers are managed, accounted for and used correctly. Organizational roles and responsibilities will be discussed in the following paragraphs.

UNITED STATES TRANSPORTATION COMMAND

1-11. The United States Transportation Command (USTRANSCOM) manages the Department of Defense (DOD) common-use container systems. They exercise command authority over all DOD container system assets, except for Service-unique or theater-assigned assets. USTRANSCOM has designated Military Surface Deployment and Distribution Command (SDDC) as the global container manager (GCM), to include the authority over execution of container policy across Services as coordinated with CCDRs.

MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND

1-12. As the GCM, SDDC ensures management and control of containers. The GCM coordinates activities and requirements with each CCDR to manage and maintain database information on containers in the area of responsibility. The GCM develops policies and procedures for container management and provides guidance for Defense Transportation System (DTS) customers. They coordinate support to Services and Joint Task Force Commanders and with the Army Intermodal Distribution Platform Management Office (AIDPMO) to verify ownership of containers.

ARMY INTERMODAL DISTRIBUTION PLATFORM MANAGEMENT OFFICE

1-13. The AIDPMO (as part of SDDC) serves as the Army “Single Manager” for the management and control of Army-owned/leased ISO containers, flat racks and other distribution platforms and to develop and implement practices/procedures that ensure the Army operates effectively and efficiently within the DOD and commercial intermodal systems. AIDPMO serves as Army’s Authorized Ordering Authority under SDDC Master Lease Streamlining Contract to include Centralized Control for all Army Leased Intermodal Equipment. AIDPMO performs the following functions in support of container management:

- Maintains Army Owned/Leased Container Inventory Worldwide.
- Maintain Oversight of Army Container Condition/Readiness.
- Maintains Management and Repositioning of all Army “Buyout“ Containers.
- Serves as Army Procurement Approval Authority.
- Maintains Centralized Maintenance Management Program.
- Projects Manager for the Army Container Asset Management System (ACAMS).
- Maintains visibility of assets while in storage, in-process and in-transit.
- Represents Army on Container Issues and at Operational Level Forums.
- Provides Operational and On-Site Support to Field Activities.
- Issuance of ISO serial numbers (all Services).

GEOGRAPHIC COMBATANT COMMANDER RESPONSIBILITIES

1-14. Geographic combatant commanders (GCCs) are responsible for the management of container assets in their area of responsibility. As such, GCCs must ensure that these vital assets receive command emphasis. GCC’s implement their container management programs through the TSC in coordination with SDDC. Container systems are managed in accordance with the policies delineated in Defense Transportation Regulation (DTR) 4500.9-R, Part VI, Joint Publication 4-09, Distribution Operations and the CCDR’s logistics concept of operations.

1-15. During the planning process, GCCs must determine the theater’s ability to handle containers in the initial phases of an operation and how far forward they will be delivered. Containers arriving too early in an operation can create backlogs and frustrated cargo. The GCC should assess the use of government owned containers versus carrier containers as a cost savings measure, and the GCC should also prioritize the return of containers in the following order: carrier owned, leased, and then DOD-owned.

THEATER SUSTAINMENT COMMAND

1-16. The GCC is overall responsible for container management, and may delegate that responsibility to the Army Service Component Command, TSC, other Service components, or designated command for joint logistics. If designated, the TSC executes theater container management in accordance to the GCC priorities through the Theater Army. Management of Army containers is guided by Army Regulation 56-4, *Distribution of Materiel and Distribution Platform Management*. The TSC advises the supported combatant commander on container issues and recommends delegation of implementing responsibilities to subordinate commands to facilitate container inspection requirements, accountability, metrics, maintenance, and distribution of containers throughout a theater.

COMMANDERS’ RESPONSIBILITIES

1-17. Commanders in theater are responsible and accountable for containers they receive. They must adhere to the container management policy set forth by the GCC. Commanders must release containers within their possession back to the theater.

DOD CONTAINER POLICY

1-18. The DOD provides the overarching policy that enables the establishment of a DOD container fleet. Defense Transportation Regulation 4500.9-R designates the 20 and 40 foot containers as the standard container for intermodal transport. These containers are required to meet the American National Standards

Institute (ANSI) and the International Organization for Standardization (ISO) standards for intermodal transport of unit equipment and sustainment. The 20-foot ANSI/ISO container serves as the standard for Class V (ammunition) and intermodal shipment.

1-19. All contingency plans and operational orders will include guidance on container management. Service components will use containers in the following order of precedence:

- Government owned containers
- Leased containers available via the Master Lease Contract
- Carrier-owned containers under the USTRANSCOM Universal Services Contract (USC) or other applicable contract.

CONTAINER CATEGORIES

1-20. The two categories of containers are DOD-owned containers and leased containers. DOD owned containers are those containers under government control and managed by SDDC. Container managers must be aware of the type of containers supporting their mission to avoid potential detention charges.

DOD OWNED CONTAINERS

1-21. Government-owned containers are those purchased by the U.S. Government with most having ISO numbers starting with USAU and are painted in recognizable tan or olive colors in accordance to ISO Standard 6346, Freight Containers – Coding, Identification and Marking. Government-owned containers typically are used to support unit deployment and redeployment where a DOD operated shipping port of debarkation is available to support Joint reception, staging, onward movement, and integration. They are also used to support transloading operations and are the preferred category of container for long-term temporary storage in the area of responsibility. Government-owned containers do not incur detention charges but can incur port storage assessments.

LEASED CONTAINERS

1-22. Leased containers support the transportation of materiel and logistical needs of military operations. These containers are generally available through two sources: ocean liner carriers as part of their intermodal service, or commercial container leasing companies for use in the DOD. These containers incur detention costs if they are not returned prior to the end of their contracted use agreement.

1-23. Carrier containers are containers owned by the international shipping companies. The Universal Service Contract will provide carrier containers to support the movement of cargo for DOD and should be returned by the DOD once cargo is emptied.

Chapter 2

Container Planning

Sustainment planners must have a clear understanding of requirements for container operations. This chapter discusses container planning at the theater and unit level, ammunition container planning and procurement of containers.

PLANNING CONSIDERATIONS

2-1. The CCDR's role during container planning includes developing container requirements and working with SDDC and the TSC to improve the distribution system. Container users must define requirements for time-phased force and deployment data (TPFDD) planning and development. The CCDR and TSC commander assess required infrastructure, materiel handling equipment/container handling equipment (MHE/CHE) availability, and port throughput capabilities to support incoming container requirements.

2-2. Containerized cargo shipments should be identified in operational plans. Identifying containerized cargo will allow for the proper planning in the Joint Operation Planning and Execution System. This data enhances the planning process and assist receiving and shipping activities. Failure to accurately identify containerized cargo requirements results in inadequate or inefficient sourcing of required lift.

2-3. Service components must plan for container reception, staging, onward movement, and integration. They must include in their plans, methods for container and pallet management and control. When planning to use government owned, leased, and commercial containers, the following factors must be considered:

- Availability and location of containers
- Time, transportation and storage resources required
- Load out capability
- Availability of MHE/CHE at shipping point and at destination
- Tracking capability, labeling and marking of owner/addressee and destination
- Method of securing container (lock or serial band)

2-4. Container managers must consider a commander's ability to handle containers. During initial stages of an operation, commanders in forward areas may not have the MHE/CHE needed to receive or move containers. Sending containers too far forward during the initial stages of an operation may result in congestion or impact a commander's ability to move.

OPERATIONAL ENVIRONMENT

2-5. Container managers must consider the operational environment and a commander's capability to receive containers prior to sending materiel. The operational environment determines to what extent and how containers will be used in an operation. The operational area may contain a well developed road network with modern ports that allow for unrestricted container movement. It may also be an austere area where there is a limited road network and no ports.

CONTINGENCY OPERATIONS

2-6. Government containers should be used in contingency operations that are 6 months or less. They can be used indefinitely in these operations without consideration for detention fees. If a contingency is expected to exceed 6 months, the use of government containers should be directed during the initial stages of the contingency. They provide necessary storage until storage facilities are constructed and can be sent forward while establishing the theater distribution system.

2-7. Commercial/leased containers should not be used in the initial phase of an operation. These types of containers may get sent to a forward location and not returned prior to the expiration of their contract. Detention fees can rapidly accrue if commercial containers are not returned in a timely manner.

2-8. During CONUS based crisis action events, such as Humanitarian Assistance/Disaster Relief, Army North (ARNORTH) serves as the Executive Agent for Theater Container Management. Containers delivered to a DOD base support installation will be managed and reported by the base support installation per their Service policy and procedures. ARNORTH will assume theater container management duties for containers delivered to non-DOD locations. When designated, 167th Theater Sustainment Command will be delegated container management authority by ARNORTH. Theater container management capabilities will be sourced through the Joint Operation Planning and Execution System/Global Force Management process as needed.

PORT AVAILABILITY

2-9. Container managers must consider the availability and types of ports in the operational area before using containers. Ports with commercial facilities easily facilitate container off-load and transport to staging areas. Austere or degraded port facilities may not have the infrastructure in place to support container movement through the facility.

2-10. Logistics over-the-shore (LOTS) provides a critical capability for bringing containers and cargo into a theater with degraded or austere port facilities. It includes all actions from the in-stream discharge through the off-loading, and arrival of equipment at inland staging and marshalling areas. LOTS can also be used to supplement existing port facilities. The Army can conduct its own LOTS operation, or it can be done in conjunction with the Navy. When done with the Navy it is called joint logistics over-the-shore.

UNIT CONTAINER PLANNING

2-11. Units must determine their container requirements as part of unit deployment planning. During container planning, all unit equipment and cargo suitable for containerization should be identified and included in the unit load plan. Units should identify equipment which can be containerized or moved on commercial/military flatracks. To ensure load plans are accurate and sufficient for use, commanders should inspect load plans.

2-12. Unit load planning should account for materiel used for blocking, bracing and tie-down of cargo in the container. Load plans should be validated so the appropriate number of containers and transport assets are ordered. The items to be loaded in the container should be laid out in a manner considering weight, proper space utilization, and what will be needed first as you unload the container. Once loaded and properly documented, the installation transportation office coordinates for the containers to be delivered to a truck, rail, air, or sea terminal for staging and embarkation.

CALCULATING CONTAINER REQUIREMENTS

2-13. There is no standard formula for calculating the number of containers required for a unit. However, SDDC publishes a Deployment Planning Guide which provides an estimate of containers required for movement of Army units based on unit composition and equipment type. To estimate container requirements for equipment and cargo (less Class VII), first determine the total weight in short tons of the cargo and equipment to be loaded. If containerized roll-in/roll-out platforms (CROPS) are used to place cargo and equipment inside the 20-foot container requirement, the total weight in short tons becomes the weight of the CROPS plus the weight of the cargo and equipment.

2-14. To estimate 20-foot container requirements for ammunition (Class V), first determine the total weight in short tons of the ammunition. If CROPS are used, the total weight in short tons will be the weight of the CROP and ammunition. SDDC can provide planning assistance to unit commanders to facilitate deployment by intermodal containers.

CONTAINER AND CARGO DOCUMENTATION

2-15. For unit deployments or redeployments, cargo is documented by using a DD Form 1387 (Military Shipment Label). The military shipping label consists of a bar coded information that contains a transportation control number. The transportation control number helps to locate the unit manning document and unit equipment list.

2-16. Prior to receipt of the movement order, the commander submits movement data to the chain of command through the unit equipment list. When the commander determines deploying equipment, it is moved from the unit equipment list and placed on the unit deployment list in Transportation Coordinator's Automated Information for Movement System II (TC-AIMS II). TC-AIMS II allows equipment to be aligned with the container it is being shipped in for tracking purposes. When the movement order is received, the unit commander submits a final unit deployment list to the installation transportation office. The installation transportation officer will print military shipping labels and radio frequency identification (RFID) tags for equipment on the unit deployment list and submit the updates to SDDC.

2-17. The deploying unit affixes shipping labels and RFID tags to the unit cargo and containers. Interrogators and/or barcode scanner reads the label as each piece of cargo passes through the various segments of the transportation pipeline. The data collected from interrogators and/or barcode scanners is used to manage, control, and provide ITV of the cargo.

2-18. A packing list in weatherproof envelopes is required on the inside and the outside of the container door. An example is an inventory of tools or a parts list and contents of boxes or anything that is not visible when the container door is opened. Classified and sensitive materiel should not be listed in the packing lists on the containers. Distribute copies of the packing list as follows:

- One copy is filed in the movement plan and retained by the unit movement officer.
- One copy is put on the outside of the shipment unit where it is easily visible or accessible (this copy is put inside a weatherproof covering).
- One copy is put inside the shipment unit (this copy should be placed so that it is visible and accessible to personnel who first open the container doors).
- One copy is prepared for the unit representative (liaison team or supercargo).
- One copy is retained by the hand receipt holder.

2-19. Once unit equipment arrives at a SPOE, it is entered into Worldwide Port System by scanning the military shipping label. Ship stow planners then use this data and unit deployment list reported to SDDC to stow plan the vessel using the Integrated Computerized Deployment System. As unit equipment is loaded, the military shipping labels are scanned to record actual stowage location and this data is added to the Worldwide Port System databases. The Worldwide Port System data will be used to electronically transmit a detailed ocean cargo manifest to the port of debarkation for offloading and onward movement planning. Unit representatives can also obtain information on which ship and in what stow location the unit equipment has been loaded by accessing Worldwide Port System or Integrated Computerized Deployment System.

CONTAINERIZED AMMUNITION

2-20. The Joint Munitions Transportation Coordinating Activity is a key component in the container management movement support. It consolidates all containerized munitions movement requests for shipment aboard common-use sealift vessels outside of the continental United States. Joint Munitions Command primarily uses lease containers to support ammunition operations and exercises. The Army is responsible for maintenance, repair and disposal of Containerized Ammunition Distribution Systems (CADS). SDDC is responsible for funding all CADS repair.

2-21. SDDC supervises the CADS fleet of containers that is certified to meet international standards for the shipment of hazardous cargo. The CADS fleet contains the following ANSI/ISO container types:

- Restraint containers
- Commercial end opening and side opening containers
- Flatracks

- Support equipment such as the CROP

2-22. Ammunition shipments are normally planned for delivery through military ammunition ports. However, to meet deployment requirements, ammunition may be moved through a commercial port. Most ammunition is containerized, but some may be moved as break-bulk or palletized. If a unit is deployed through a commercial seaport and must carry basic load with them, the SDDC manager for the port must be notified of the intent to ship ammunition. Some of the required information that the unit must send through the installation transportation officer for movement planning is listed below:

- The DOD ammunition code
- Department of Transportation proper shipping name
- Total net explosive weight in pounds
- Weight of each package in pounds
- United Nations identification number
- Classification code consisting of hazard class and division number followed by compatibility group letter

CONTAINER PROCUREMENT

2-23. Defense Logistics Agency and Tank-automotive and Armaments Command purchase new containers and intermodal equipment used in day-to-day service. The requesting activities are obligated to abide by their services regulations and procedures. Army Units, Activities and Programs must comply with ALARACT 102/2008, Subject: Department of the Army Interim Guidance for Procuring General Cargo Containers and other than General Cargo Containers. The time to procure equipment varies. Used equipment, depending on availability, can be procured in a matter of days. New ANSI/ISO containers can typically be procured in 90 days or less for orders under 50.

2-24. SDDC is responsible for coordinating the lease of intermodal equipment needed to support peacetime and contingency operations on a global basis. It has a requirement for program management, intermodal equipment leasing services, leased prepositioned container pools, information technology and related container support functions.

CONTAINER LEASING

2-25. USTRANSCOM establishes universal service contracts (USC) for contracting commercial containers and carriers for international transportation and distribution services. The universal service contract delivers containers from seaports of embarkation to the seaport of debarkation.

2-26. AIDPMO manages the Army container leasing program and acts as the authorized ordering authority for containers and intermodal equipment. The authorized ordering authority leases new or used containers and intermodal equipment used in day-to-day common-use service. The requesting organization must supply detailed information to AIDPMO, and AIDPMO will ensure that the equipment is leased at minimal cost to the government within the time required. Organizations should coordinate with AIDPMO at least 30 days prior to the required delivery date. Information required (contact AIDPMO for additional information) for a lease includes:

- Detailed description/type of container or intermodal equipment needed.
- Number of containers for unit equipment and method of payment.
- Term of lease (number of days equipment will be leased).
- Projected required delivery date window at requester's facility. Give location, hours of operation, address, points of contact, and telephone numbers.
- Ship on which intermodal equipment will be loaded, date ship will be at berth, and location.

2-27. Upon receipt of the requirement, AIDPMO will estimate lease cost and request a military purchase request or fund site to cover contracting action. Estimated lease cost will include lease per diem, estimated repair cost, drop-off charges, funds for special items, on-hire/off-hire inspection fees, and any line haul/drayage fees. Anticipate additional charges for expedited service.

2-28. Common-use containers are leased, procured, or made available from government owned inventories to support the intermodal transportation requirements of all Services. These containers are managed and controlled, through SDDC, by USTRANSCOM while they are in the DTS.

2-29. Special containers designed to support Service/program-unique mission requirements include the Navy's Deployable Medical System containers and the Army's contingency containers dedicated to a particular need, such as refrigerated containers for mortuary requirements. These containers are also managed and controlled by USTRANSCOM while in the DTS.

DETENTION FEES

2-30. Detention fees are charges made on a carrier or commercial container held beyond the allowable free time for loading or unloading, or for any other purpose authorized by the end user. Fees for detention are in addition to all other transportation and storage fees. With respect to a vessel charter, it is the amount owed by the DOD to the vessel owner for actions of the DOD for detaining the owner's ship, container or other equipment beyond the time allowed when demurrage charges are not applied. SDDC is responsible for the verification of detention bills. The Services are responsible for budgeting and funding for leased containers acquired by them and/or under their control.

2-31. Container detention and related charges are to be billed separately from ocean charges and assessed in accordance with Office of Secretary of Defense policy. Current policy directs billing against the lead Service in the area of responsibility where container detention occurs. Designated executive agents will be billed for container detention charges. For example, the Army, as Executive Agent for Army and Air Force Exchanges Service, pays detention fees for their containers. Contractors shipping containers to an area of responsibility are responsible for their own use and assume responsibility for any container detention costs.

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Chapter 3

Theater Container Management

This chapter discusses theater container management within the distribution system. The container system must have sufficient capability to meet required delivery dates and requirements for mobilization, deployment, employment, distribution, sustainment, and redeployment. Containers facilitate and optimize cargo carrying capabilities via intermodal transport without intermediate handling of the container's contents. This method of cargo distribution provides fast and flexible preparation, employment, deployment, sustainment of forces in a theater of operations and extends operational reach.

CONTAINER MANAGEMENT IN THEATER

3-1. The DMC establishes the procedures for Army container management and sets priorities for container movement control within a theater. It maintains information on the location, status, type (government, leased, carrier) and condition of containers within the theater. The DMC coordinates with sustainment brigades, the movement control battalion (MCB) and their movement control teams (MCT) on container movement and location at nodes within the distribution system. The MCTs provide visibility on containers that are ready to be returned to the theater for reuse.

3-2. Commanders throughout a theater are responsible for management of containers within their possession. They must plan and synchronize use and movement of containers in accordance with the procedures from the TSC distribution management center (DMC). Commanders are required to return commercial/carrier containers once they have been emptied. Failure to return these containers may result in detention charges against an organization with leased or commercial container past their allowable time for use.

3-3. Commanders are responsible for the timely and accurate reporting of container event information. Container event information includes:

- When the container was delivered.
- When the container was discharged.
- When the container was released to the container owner.
- When the container was picked up by the container owner.
- When the container status changes (empty/full).
- When the container is exported.
- When the inventory status is updated.
- When a notification to the carrier that the container is available for pickup.

3-4. The purpose of having visibility of container events is to ensure that cargo is delivered to the consignee as rapidly as possible and returned to the distribution system in a timely manner. Return of containers within the contracted period eliminates detention charges to the government. Maintaining visibility also reduces the diversion of containers for other purposes such as permanent storage.

JOINT DEPLOYMENT AND DISTRIBUTION OPERATIONS CENTER

3-5. The CCDR may decide to establish its joint deployment and distribution operations center (JDDOC) to assist with information management and container control in theater. The JDDOC provides the CCDR with critical information on container movements within the distribution system. It provides assistance with containers and intermodal assets entering and leaving the theater. The JDDOC provides assistance in receiving,

diverting, and staging of container within the theater. It supports the CCDR requirements by working with MCTs to de-conflict container movement priorities in theater.

COUNTRY CONTAINER AUTHORITY

3-6. The *country container authority (CCA)* is the appointed staff element that is responsible for enforcement of theater container management policy and procedures established by the CCDR. Service Component and/or Joint Task Force commanders may establish a CCA to assist in providing theater container management. The CCA works with the TSC and/or expeditionary sustainment command in managing the container control officers (CCOs) throughout the theater.

CONTAINER CONTROL OFFICER

3-7. The *container control officer (CCO)* is a designated official (E6 or above or civilian equivalent) within a command, installation, or activity who is responsible for control, reporting, use and maintenance of all Department of Defense –owned and controlled intermodal containers and equipment. This officer has custodial responsibility for containers from time received until dispatched. The CCO is responsible for control, reporting, use, maintenance and custodial control of intermodal containers and equipment in the Army Container Asset Management System (ACAMS). The CCO is an additional duty within an organization or unit. The position may be best suited for a property book officer and supply or maintenance sergeants. The CCO must have an account within the Army Container Asset Management System (ACAMS) and the Integrated Booking System-Container Management Module (IBS-CMM) to assist with recording and reporting container events within 48 hours. The CCO is responsible for reporting container receipt and shipment events in ACAMS.

3-8. The CCO's greatest responsibility is conducting and assisting in inventories of containers within their area of responsibility. Inventory information is passed through the chain of command and directly to the CCA for theater container accountability. The CCO must update container condition code information within ACAMS and assist in deployment/redeployment planning. This information assists the CCA in maintaining a container status for containers in theater. It also provides visibility of commercial/leased containers that have moved forward in theater.

CONTAINER OPERATIONS WITHIN THE DISTRIBUTION SYSTEM

3-9. Unit equipment can be transported using 20-foot containers and flatracks. The goal is to deliver unit equipment directly to units in their assembly areas. This is dependent on the desired destination in theater and the arrival of the unit. Unit equipment might transit the same channels as sustainment on the way to the assembly area. Sustainment shipments in containers may be sent directly to its final destination (supply support activity or unit). Ammunition shipments are sent directly from the port of debarkation (POD) to the theater storage area. The ammunition is then broken down and sent to forward areas, as required.

PORT OF DEBARKATION

3-10. SDDC and/or a terminal battalion execute the CCDR's plan for ship arrival, discharge, and onward movement of containers and cargo arriving at seaport of debarkation (SPODs) in theater. As containers are discharged, they are scanned into container tracking and in-transit visibility systems prior to movement to the container marshalling yard. The MCT supports a container marshalling yard for receiving containers and coordinating transportation requirements. The MCT will arrange for onward movement of containers to receiving units and supply support activities in theater. The MCT will maintain documentation of containers and cargo discharged at the POD. At a minimum, the MCT will:

- Provide inbound container information to consignees.
- Report the receipt of unscheduled containers to the theater.
- Release empty containers and coordinate the pickup.

CONTAINER DISCHARGE OPERATIONS

3-11. Container discharge operations occur in fixed-port facilities with equipment to facilitate discharge operations, or in austere environments where there is no port or the port facilities have been seriously degraded. Fixed-port terminals provide facilities and CHE to off-load containers. Austere or degraded ports require additional CHE to facilitate container discharge and may operate at a slower pace than at fixed ports. Discharged containers are transferred to users, supply support activities or nodes within the distribution system. These nodes can be hub-and-spoke systems, railheads, or trailer transfer points. Fixed-port facilities will be used to the maximum extent possible because large numbers of containers can be processed rapidly. Off-loading containers in-the-stream can be used in conjunction with fixed-port operations.

3-12. Logistics Over-the-Shore operations are another means of providing support when established ports are not available or are not adequate, berthing space is limited, the port has been damaged, or deep draft approach channels have been blocked. Logistics Over-the-Shore operations involve discharging ships anchored offshore using Army lighterage and bringing the cargo over the beach or through a degraded port. These operations are inherently less efficient than fixed-port operations. Refer to Joint Pub 4-01.6, Joint Logistics Over-the-Shore for joint capabilities, equipment, and systems.

CONTAINER MARSHALING YARD OPERATIONS

3-13. The MCT designated to support POD operations is responsible for operating the container marshaling yard. The container marshaling yard provides a location to hold and process cargo awaiting further movement. Use of a marshaling area allows rapid clearing of the pier or beach. It reduces pier congestion, thus reducing the potential for work slowdowns or stoppages in discharge operations. Ideally, containers and other cargo should go from the vessel directly onto line-haul for movement inland. However, this is not always possible because of the following:

- The consignee's reception capacity maybe limited.
- The consignee may move, causing some delay.
- Containers may require segregation by destination or priority.
- Containers may require re-documentation before further movement.
- Containers found with broken seals or apparent pilferage must be inventoried and a new seal applied before onward movement.

3-14. The MCT maintains strict control of incoming and outgoing traffic in the marshaling yard. It establishes procedures for customer pick-up, security and control of containers. The MCT restricts vehicular traffic entering or exiting the container stacking area to container transport equipment, MHE, and mobile scanning equipment. It also establishes a single control point (gate) for vehicular traffic entering or exiting the container stacking area. Control of the vehicular control point includes preventing entry of unauthorized vehicles and inspecting inbound and outbound containers. This inspection includes container condition, presence and condition of container seal and/or lock, accounting for all containers and verifying recipient documentation.

3-15. Containers with missing documentation or broken seals become frustrated cargo. Frustrated cargo is cargo bound for a unit or another location in theater and becomes delayed for a variety of reasons. Due to the pace of activities at the POD, the MCT may not have time to research documentation for frustrated cargo. Units with missing containers should check frustrated cargo at the port.

AMMUNITION

3-16. Ammunition is delivered in 20-foot ammunition grade containers to the theater storage area and ammunition storage points. Ordnance ammunition companies working in these storage areas receive strategic configured loads and build mission configured loads for onward movement to the ammunition storage points (ASP)s and ammunition transfer holding points. The CROP is pulled from the container at the ASPs by a Palletized Load System truck and the CROP flatrack moves forward loaded with ammunition.

CENTRALIZED RECEIVING AND SHIPPING POINT OPERATIONS

3-17. The mission of the centralized receiving and shipping point (CRSP) is to provide a centralized supply distribution operation within an operational area where cargo is delivered and backhaul is picked up. When task organized, a sustainment brigade can provide theater distribution capabilities to operate a CRSP. This mission is accomplished using regular logistics deliveries between forward areas and CRSPs employing the “hub and spoke” concept. The intent is to maximize vehicle loads, minimize trans-loading time, minimize time spent at the CRSP, and reduce the number of convoys moving in the AO.

3-18. A CRSP is established near a port operations area or close to a major node and usually operated by a sustainment brigade or designated logistics activity. Strategic airlifts arrive at an airfield, vessels reach a port, or cargo arrives at a node to offload cargo, and move forward to a main CRSP for further movement to other CRSPs or forward operating bases (FOB)s.

3-19. CRSPs accommodate a great volume of sustainment from theater and due to the continuous flow, increased accountability is required. The DMC/MCB should have complete visibility of all containers moving to and from the CRSP and provide input to the Army Container Asset Management System (ACAMS).

CONTAINER COLLECTION POINTS

3-20. Container collection points are used to support container operations. They can support the onward movement and retrograde of containers. Container collection points can be established if CRSP yards become full or overwhelmed. They can be used to consolidate less than container loads of sustainment cargo. This requires reconfiguring of container loads and consolidating cargo bound for the same destination. They can also be used for the collection and redistribution of empty containers or containers awaiting return / pick-up by an ocean carrier.

RETROGRADE OPERATIONS

3-21. All retrograde plans should include policies and procedures for the use of empty containers. There should be provisions to establish a CRSP near the base receiving the containers. These would likely be near seaports and corps storage areas to facilitate redeployment or redistribution of containers. If the number of containers forwarded to the division supply support activity is significant, then a hasty CRSP might be established for delivery to the sustainment brigade.

3-22. Containers can be used for retrograde cargo shipment. Military shipping labels and container packing lists are required in the same manner for retrograde as in onward movement and delivery. Military shipping labels ensure containers are sent to their destination with minimum handling. Container packing list provide quick inventories of the contents of the container. Containers used for retrograde should be coordinated by the TSC and MCTs.

3-23. MCTs support retrograde operations by coordinating transportation and tracking movements of containers being retrograded. MCT responsibilities for retrograde operations include:

- Supporting retrograde cargo that requires movement or receive transportation requests from customers.
- Forwarding container retrograde requests through their MCB.
- Coordinating movement of empty containers to a consolidated container collection point.
- Coordinating for CHE/MHE as needed.
- Supervising loading of containers when required.
- Tasking the appropriate mode operator to transport containers.

REDEPLOYMENT

3-24. Units scheduled for redeployment are required to inventory, inspect, and process containers and equipment for turn-in or transfer; load containers; prepare documentation; conduct U.S. Customs inspections; finalize unit movement data; and plan for movement to a POE. Units update their unit deployment lists and generate documentation and military shipping labels using Transportation

Coordinator's Automated Information for Movement System II. Containers moving from the assembly area to the POE must have military shipping labels applied prior to loading. Documentation includes hazardous shipping declarations, labels, placards, secondary load plans/cards, packing lists, and military shipping labels. Additional requirements for redeployment can be found in FM 3-35, *Army Deployment and Redeployment*.

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Chapter 4

Automated Information Systems

Container operations are managed through the automated systems that provide in-transit visibility and container status to container managers and planners. It is through these systems that container managers and planners track and act on the changing status of containers within the distribution system. This chapter provides information on the automated systems used in container management.

GENERAL

4-1. As an essential component of distribution management, automated information systems provide the means to obtain visibility and determine if the distribution pipeline is responsive to customer needs. Timely and accurate visibility gives logisticians the necessary information to distribute assets on time. Furthermore, theater distribution planning is supported by the timely transmission of essential visibility data from theater field activities.

4-2. Container status and ITV of cargo are essential for effective and efficient use of intermodal platforms. GCCs and their components need to know where their critical resources are and when those resources will arrive. This provides situational awareness required to execute or modify course of action (COA), concept of operations, and schemes of maneuver during operations. ITV data is primarily drawn from the network of ITV servers worldwide. Based on continuous updates from the satellite based transceivers, ITV is provided by satellite-based tracking sensors and transponders. This data is fused with detailed supply information to quickly and easily identify the location of supplies and parts in the pipeline. ITV provides the commander the capability to visually track and act on information regarding the location, quantity, condition, and movements of assets being shipped by ground, air, and water. With access to this information, maneuver sustainment commanders have the capability to visualize and impact ITV movement, location, and distribution within the area of responsibility. Commanders can assess the impact of assets due-in on the current and future running estimates, by having at least a rough estimate of where a critical part is located and when it is expected to be received.

4-3. ITV provides commanders with accurate near real-time logistics information capabilities vital to the GCCs concept of operations. The visibility of all containers moving in the DTS and their contents must be available to combatant commands, services, and supporting components via an automated capability. This includes containers that contain excess property which is available for redistribution in the theater. Identification and status information should include type of ISO container, location, and status (loaded or empty). DOD has developed and continues refining IT systems to provide ITV capability. These must be interoperable with commercial systems and other DOD supply, transportation, and in-theater systems supporting movement of materiel from origin outload, through distribution operations, to the end user in theater.

ASSET VISIBILITY SYSTEMS

4-4. Asset visibility begins at the point where materiel is stored prior to its movement. ITV then provides the necessary means to track the identity, status, and location of DOD unit and non-unit cargo, passenger, patients, and lift assets from origin to destination, in peacetime, contingencies, and war. In order to accomplish this, information must be captured and subsequently entered into the information network where it becomes critical to have the capability to dynamically update that source data with information from logistic systems in relation to the transport, storage, maintenance, or supply status of any particular item or shipment until it is received by the ultimate in-theater consumer. This information must be accessible to all defense distribution systems users regardless of Service or echelon of command.

PIPELINE ASSET TOOL

4-5. The Pipeline Asset Tool is an SDDC developed tracking and inventory database providing users with the web-based ability to obtain container information using multiple sources. Container data is drawn daily from the Integrated Booking System (IBS), Integrated Booking System-Commercial Sealift Solution, GATES-SURFACE, and IBS-CMM. The data is integrated by key fields such as container number, carrier booking number, port call file number, lift date, arrival date. Within each main search category are subcategories from which users may choose to obtain additional information on ITV history, world-wide, basic booking information, vessel schedules, and container lifecycle summary.

GLOBAL AIR TRANSPORTATION EXECUTION SYSTEM

4-6. TC-AIMS II receives advanced ocean cargo manifest data from Global Air Transportation Execution System at the POE by means of the File Transfer Protocol (FTP) prior to a vessel's arrival at a SPOD. Arriving cargo information is then formatted into a report, sorted by consignee and forecasted to the appropriate supply or materiel management center. Once cargo arrives at a SPOD, TC-AIMS II is notified again that the vessel has been discharged or if the port needs mode assets to move the cargo to the consignee. The movement record is updated one final time when the cargo departs the port and is delivered to the consignee.

INTEGRATED GLOBAL CONVERGENCE

4-7. The Integrated Global Convergence (IGC) is the primary reference tool for the tracking of shipments through the DTS. Container ID numbers associated with each shipment's transportation control number may be visible in IGC. RFID tag information may also contain associated container ID numbers that are sent to IGC.

RADIO FREQUENCY IDENTIFICATION

4-8. The automatic information technology radio frequency identification (AIT RFID) tags will be attached to containers or flatracks being moved in the DTS. RFID provides visibility of containers and its contents as material is in transit. Information on tags will include the following:

- General characteristics of the container or flatrack
- Intermodal asset serial number (if used)
- Commodity, and transportation control and movement document information about the equipment and supplies being transported

4-9. The information from the RFID tag on the container or flatrack will be automatically sent to the regional ITV server, to the integrated global convergence, and to the logistical pipeline. It will also be input to the Logistics Support Activity for Army total asset visibility. RFID technology should not be used as the primary management tool for container tracking. The RFID system only provides tracking information for containers identified as shipment in the DTS. Therefore, the RFID tracking information cannot be relied upon for complete container location information because visibility terminates when the cargo is at its final destination.

INTEGRATED BOOKING SYSTEM-CONTAINER MANAGEMENT MODULE

4-10. IBS-CMM is the primary tool of SDDC for tracking the location, usage, free time, and in transit data of carrier containers. This database management system is contracted by SDDC. This contracted system is the primary system used for the management of carrier container detention and location tracking within the theater of operations.

BATTLE COMMAND SUSTAINMENT SUPPORT SYSTEM

4-11. The Battle Command Sustainment Support System (BCS3) provides a common operating picture that is tailored to meet the logistics needs of the sustainment commander. The common operating picture ensures that commanders have all the latest available information, including enemy, weather, terrain, their

own running estimate, and other essential elements of information before making a decision. The more detailed logistics portion of the BCS3 common operating picture can be used to fuse the supply and maintenance data with “near real time” ITV and asset visibility data in order to provide a complete picture of the current area of responsibility, projected status, status of parts and supplies, and when ordered assets are projected to be received. BCS3 receives asset visibility and readiness data from an array of data sources to provide commanders a centralized source of information derived from numerous data providers without having to look at each source system for overall information. While BCS3 provides a graphics-based common operating picture, each command/section has to establish their unique views and data filters, based on their specific interests and requirements; such as the tracked items list or commander’s critical information requirements; or individual item queries in order to view targeted data pertinent to their mission.

SHIPMENT MANAGEMENT MODULE

4-12. The shipment management module provides both shipment visibility and controlled movements capabilities. Within shipment visibility, is the capability to receive and process ocean cargo data, forecast shipment delivery, and maintain voyage information. The controlled move capability enables the user to process trace, hold, divert, expedite, and recognize requests and responses. The controlled move capability can also record specified cargo movement events, record and report controlled move transactions, and process query requests and responses. It provides the automated capability to forecast the arrival of inter-theater cargo and containerized shipments. This module also maintains visibility of inter-theater command interest cargo as well as import cargo arriving and departing from water ports of debarkation to the customer. The shipment management module also produces management reports that can be transmitted to transportation controllers throughout the theater of operations.

ARMY CONTAINER ASSET MANAGEMENT SYSTEM

4-13. Army container inventory data will be captured in ACAMS, and all updates and/or adjustments to the inventory and related data element will be processed in ACAMS. ACAMS provides the ability to effectively manage and track government owned/leased assets. ACAMS is considered to have functionality as a durable hand receipt for accountability purposes. Additionally, ACAMS is the primary reference of ownership of US Government-owned containers.

INTEGRATED MISSION SUPPORT FOR SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND

4-14. The Integrated Mission Support for Surface Deployment and Distribution Command (ISDDC) system is designed to provide the Military Surface Deployment and Distribution Command (SDDC) with a Business Intelligence and Decision Support capability. It supports the Command’s goal of optimizing its information architecture and producing consolidated data outputs at the Command level for consumption by a wide variety of audiences. ISDDC provides access to a large range of transportation related data and metadata (data attributes) never previously available from a single, integrated, centralized source. Both transaction- and summary-level transportation related information originating from SDDC program-level transaction based systems and other surface distribution systems are available for query and reporting using different methods. ISDDC is SDDC’s single source for surface transportation data.

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Appendix A

Container and Distribution Platforms

GENERAL

A-1. Distribution platforms enable the flow of materiel through the distribution system, minimize handling, and reduce materiel handling equipment (MHE) and/or container handling equipment (CHE) requirements. These platforms are used to deliver all classes of supply except Class III bulk petroleum and large Class VII major end items. Their effectiveness depends primarily on a fluid distribution system, loads configured to user's needs; plus, adequate MHE and/or CHE, and load handling systems embedded on vehicles.

A-2. Intermodal containers are transportation assets designed to improve cargo throughput with minimum handling of cargo at mode transfer points. Intermodal containers used within the airlift system conform to the military 463L pallet standard. These include both pallets and containers. The key to using intermodal containers is the establishment and compliance with commercially approved, common standards.

A-3. The standards ensure that size, structural capabilities, and interoperability are maintained. These standards serve to ensure interoperability in the movement of containers between modes and countries, increase efficiency and effectiveness, and foster a seamless flow of cargo. Intermodal containers are employed to support common-user transportation requirements, Service and/or program unique mission requirements, unit deployment, and sustainment.

A-4. The Carriage of Dangerous Goods subcommittee of the international maritime organization publishes and maintains the international maritime dangerous goods code. The international maritime dangerous goods code specifies requirements for containers used for carrying hazardous materials, including ammunition and other military explosives. The following are descriptions of military specifications for dry cargo and refrigerated containers:

- MIL-C-52661. This specification covers nominal 20-foot containers for transportation, distribution, and storage of military supplies.
- MIL-C-52788. This specification covers nominal 20-foot (length) container equipped with a 9,000 British Thermal Units per hour electric motor-driven refrigeration unit powered by a self-contained 10-Kilowatt diesel engine generator or external power source.

CONTAINER TYPES

A-5. Containers come in a variety of types. These different container types allow for a variety of uses. The information below describes the different container types and discusses their uses.

ANSI/ISO END OPENING 20-FOOT CONTAINER

A-6. The 20-foot end-opening container can be used to transport munitions or general cargo. As there is no permanent restraint system, wooden blocking and bracing is used to restrain munitions.

A-7. End-opening dry cargo units are the most common intermodal containers in the inventory. The large majority of these containers open only at one end. These containers permit more rapid loading and unloading operations (at either origin or destination) for vehicles. They are DOD-owned and available for purchase from commercial sources. End-opening containers come in various lengths but the DOD mainly uses the 20-foot variation. The 40-foot variation has been used by DOD in the past but has since been removed from inventory to standardize support resources available to transport, store, and handle containers.

CONTAINER TYPES

A-8. The general cargo container is made of steel, with hardwood flooring and plywood lined walls and is capable of transporting 40,100 pounds of general cargo. The tare weight of this container is 4,700 pounds. The total gross weight per container is 44,800 pounds.

A-9. The ammunition restraint container is made of steel, with wood flooring and walls and is capable of transporting 39,015 pounds of ammunition. The average tare weight of this container is 5,785 pounds. The resulting total gross weight per container is 44,800 pounds although the maximum recommended total container weight limit is 44,000 pounds. It has an internal restraint system of eight slotted steel rails permanently installed on each side wall with 25 adjustable crossbars that can be inserted into the slots.

A-10. Refrigerated containers (REEFERs) are owned by DOD and are available through commercial sources. REEFERs provide the capability to transport, temporarily store, and distribute temperature-sensitive cargo such as food or blood. Military-owned REEFERs include a refrigeration unit with a 10-kW generator. They can be plugged into an external power source or run off of their own generators. Most ships are equipped with a power source into which the containers can be plugged. Commercial REEFERs are available with their own generator installed in the front wall of the container with the refrigeration unit. Some commercial REEFERs are plugged into a separate generator which fits into an adjoining container cell. REEFERs have outer dimensions of ANSI/ISO containers and meet all ANSI/ISO requirements for intermodal shipments.

A-11. Twenty-foot side-opening containers are DOD-owned and are available through commercial sources. They are ANSI/ISO containers with two double doors located on one side. These doors open to allow easy access to the container's contents. The side-opening container can be lifted and transported by commercial and military conveyances. Military versions have internal tie-down rings which can be used to secure cargo during shipment. The military often uses side-opening containers for transporting munitions.

A-12. The open top container is used primarily by commercial industry to transport cargo items that are too high and bulky for standard containers. An open top container can be loaded from the top, or one end can be opened and it can be loaded from this position. It has ANSI/ISO standard corner fittings at the top and bottom and commercial and military handlers and conveyances can readily lift and transport the open top container. Open top containers require tarpaulins for cover during shipping and storage. Open top containers cannot be used for sensitive items requiring high security and may also have agricultural restrictions.

A-13. Commercial tank containers are used to haul liquids, gases, and dry bulk cargo. They can be pressurized or non-pressurized. They can be used for intermodal transport of liquids such as Class III and other liquids and gases. They are a half height design. Tank containers are only available through commercial sources. If sent by air, tank containers with cargoes must be certified for air transport to prevent dangerous changes in aircraft center of gravity.

EQUIPMENT DEPLOYMENT AND STORAGE SYSTEM

A-14. Equipment deployment and storage system containers are designed to support unit deployments. This category includes the quadruple container (QUADCON), the triple container (TRICON), and the internal airlift/helicopter slingable container unit (ISU) containers. QUADCONs and TRICONs are primarily for ground and sea transport and internal airlift/helicopter slingable container units are intended for air transport.

A-15. Quadruple containers (QUADCONs) have ANSI/ISO corner fittings to allow for coupling of the QUADCONs into arrays of up to four units. An array of four QUADCONs has the same external length and width as a 20-foot ANSI/ISO container and is designed to be lifted as a 20-foot unit and/or moved as a 20-foot unit in ocean shipping. The QUADCON is certified to meet all ANSI/ISO standards and International Convention for Safe Containers (CSC) approvals. Each has four-way forklift pockets and lockable double doors on each end that provide full access to the contents. To accommodate smaller items, a small item storage cabinet can be installed or removable inserts may be placed as shelves inside the QUADCON.

A-16. Triple containers (TRICONS) are lockable, watertight, and made of steel construction. TRICONS have standard ANSI/ISO corner fittings and 3-way forklift pockets on the side and back. The TRICON has ANSI/ISO corner fittings to allow for coupling into arrays of up to three units. An array of three TRICONS has the same external length and width dimensions as a 20-foot ANSI/ISO container and is designed to be lifted as a 20-foot unit in ocean shipping. Two styles of containers have been procured: bulk and configured. Bulk containers do not have drawers, shelves, or rifle racks. Configured containers consist of cabinets with drawers, shelves, rifle racks, or a combination thereof.

A-17. The ISU (-60, -90, and -96) containers provide weather resistant storage and transport but do not meet ANSI/ISO structural standards. CSC restrictions do not apply to containers specially designed for air transport; however, they are certified for internal or external helicopter transport and for all AMC transport aircraft. If transported aboard a ship, they would be carried as secondary loads. A number of these units have been procured by US Army Airborne and Air Assault units. ISU has multiple configurations, depending upon the doors and internal dividers. The ISU-96 is a refrigeration model used primarily to transport medical supplies.

FLATRACKS

A-18. Flatracks are owned by DOD or are available through commercial sources. Flatracks enable containerships to transport bulky items such as lumber, steel products, and piping (regular flatrack) and heavy or oversized cargo such as tanks and armored vehicles (heavy-duty flatrack). The flatrack is a structural steel frame, decked over and fitted with tie-down points. One can be used as an individual intermodal container unit or several can be placed side-by-side in a container cell to create a false deck. Some flatracks have corner posts while others have end walls. The corner posts/end walls on most flatracks fold down to facilitate stacking and storage.

CONTAINER ROLL-IN/ROLL-OUT PLATFORM

A-19. The CROP is a PLS flatrack that fits inside an ANSI/ISO standard 20-foot container. The CROP is similar in function to the standard M1077 Palletized Load System flatrack except its dimensions: the CROP is 91.5" wide and 230" long so it fits securely inside the ANSI/ISO container. A benefit of using the CROP is that of external protection of ammunition versus tarps. The CROP does not require additional blocking and bracing or materials and only the palletized load system truck is required to unload in the theater storage area (TSA). Once the CROP is unloaded in the TSA from its ANSI/ISO container, only the CROP flatrack must move forward to ammunition supply/transfer points.

INSPECTION CRITERIA

A-20. Military Standard 3037, provides inspection criteria for visually examining DOD-owned or leased containers. Following the criteria and procedures contained therein will enable certified personnel to identify containers that are serviceable and safe for loading and unloading. Containers may not be offered for the carriage of any type of cargo unless the container is structurally serviceable, inspected and has a CSC safety approval plate.

CERTIFICATION AND RECERTIFICATION

A-21. Containers require recertification in the 60th month (5 years) after manufacture. Containers should also be recertified every 30 months or after any major maintenance/repair. Most commercially-owned containers are certified under an Approved Continuous Examination Program and are marked "ACEP/USA/(year)" on the CSC Safety Approved Plate (Builders Plate). Any container, 58 months or older without this marking should have a decal or sticker indicating the date it was recertified. Certification/recertification of containers must be performed by certified inspectors. Army and contractor personnel will be certified by successfully completing the Intermodal Dry Cargo Container CSC Re-inspection Course provided by the U.S. Army Defense Ammunition Center.

MARKINGS AND DATA PLATES

A-22. A container must bear legible ISO markings conforming to ISO Standard 6346. The ISO number consists of 11 characters; a four-letter prefix (consisting of a three digit ownership code and a one digit equipment category code), followed by a six-digit serial number, and a check digit. The stenciled prefix, serial number, and check digit letters and numbers will be not less than four inches high. Maximum gross and tare weight letters and numbers will be not less than two inches high. All characters will be of proportionate width and thickness and will be durable and of a contrasting color. The maximum gross and tare weight figures will be displayed in both kilograms and pounds, consisting of five and four characters respectively.

A-23. The ISO number will be placed on the upper-right section of all four-container sides. The number will be horizontal, if possible. If construction of the container does not permit easy application of horizontal numbers on the sides, (such as flatracks), the number may be placed on the top rail or may be placed vertically. The ISO number will also be placed at each end of the roof with the bottom of each character toward the associated end.

A-24. A container must also bear a legible CSC safety approval plate or a consolidated data plate marketed in accordance with CSC format requirements. Mandatory ISO operational markings (i.e., maximum gross weight and tare weight) must appear on at least one location such as on the door. Mandatory ISO identification markings (i.e., owner code, serial number and check digit) must be located on all 4 sides, and top. The CSC safety approval plate may be securely affixed at a readily visible place on the container, where it is not easily damaged. All maximum gross weight markings on the container must be consistent with the maximum gross weight on the CSC safety approval plate.

ALTERNATIVE USES OF CONTAINERS

A-25. Containers, while primarily used for shipping, may be used in alternative ways. Containers are often used as permanent storage facilities, offices, sleeping quarters, bunkers/shelters, barriers and in many other creative ways. Commanders must obtain approval from container management authorities prior to any alternative uses of containers. Government owned containers are the only containers that should be considered for alternative uses.

A-26. In austere environments where operations are expected to exceed six months, planners should direct the use of DOD-owned containers during the initial stages of an operation. The use of commercially owned/leased containers can be contracted to begin after the initial stages of an operation. These containers should not move past the theater base and their cargo should be placed into government containers to continue to their final destinations. This prevents/limits the use of leased or commercial containers in a method other than shipping.

Appendix B

Reporting and Reconciliation of ISO Containers during Drawdown Operation Sample Standard Operating Procedure (SOP)

1. PURPOSE:

To provide procedural guidelines for reporting/documentation of International Organization of Standardization (ISO) containers required to support the decision process in providing applicable disposition instructions in an expedited manner.

2. APPLICABILITY:

This SOP applies to personnel assigned to manage and/or who are responsible for the accountability and reporting of ISO containers. This SOP is intended to expedite the processing of container disposition and can be used as a guide to support daily operations.

3. REFERENCES:

- a. AR 56-4
- b. Combatant Command Letter of Instruction (LOI)
- c. FORSCOM 55-1
- d. DOD 4500.9-R, Part VI

4. RESPONSIBILITIES:

- a. Army Intermodal and Distribution Platform Management Office (AIDPMO) is responsible for:

- (1) Management, control, and accountability of all Army-owned and -leased ANSI/ ISO containers and other distribution platforms, including TRICONS and QUADCONs as designated as the Department of the Army "single manager".

- (2) Providing disposition approval instructions for Army-owned and leased ISO containers. For other service owned containers reported, AIDPMO will coordinate with appropriate service level component managers to provide applicable disposition instructions.

- (3) Coordinate applicable disposition instructions with designated theater Container Management Community personnel to ensure proper communication amongst all parties.

- (4) Maintaining the DOD ISO register within the Army Container Asset Management System (ACAMS).

- b. Container Control Officer(s) or assigned theater personnel are responsible for:

- (1) Maintaining accountability and reporting of all ISO containers in IBS-CMM and ensuring required coordination with their designated CCA as directed under the combatant command letter of instruction.

- (2) Conducting and maintaining 100% inventory of all ISO assets within their assigned area.

5. REPORTING:

In an effort to streamline the process and ensure expedited disposition approval is provided the following guidelines for reporting ISO container numbers is provided. (NOTE: These procedures do not eliminate the need for following reporting requirements in IBS CMM but are provided to assist in the inventory process and when requesting disposition instructions, such as, approval for disposal and or transfer of assets under the Foreign Excess Personal Property (FEPP) disposition procedures.)

a. ISO Number Composition: Ensure all containers are reported with a complete ISO number. The complete ISO number consists of 11 characters; a three-letter ownership code registered at the Bureau of International des Containers, an equipment category identifier, followed by a six-digit serial number, and a check digit illustrated below. The check digit is a mathematical algorithm based on the four-letters and six-digit serial number.

b. Department of Defense (DoD) ISO Number: DoD ISO numbers are registered in the Army Container Asset Management System (ACAMS) as the DoD ISO registry by Owner Department of Defense activity address code (DODAAC), Location DODAAC, Asset Type and Contract or Purchase Order number. All registered DoD ISO numbers will pass the algorithm test.

c. Verify ISO Serial Number Stencil on Container:

- (1) Ensure the ISO Serial Number stenciled is 11 characters.
- (2) Ensure the identical ISO Number is Stenciled (check all Locations).
- (3) Record the ISO Marking.

d. Check CSC Safety Approval data plate (line 3 – Identification No.) for engraved ISO Serial Number.

(1) If the ISO Serial Number on the data plate is different than the ISO Serial Number stenciled on the container, annotate accordingly.

(2) Record if CSC Safety Approval data plate is missing/removed.

e. List all ISO Serial Number markings and there locations in electronic format (Excel):

(1) Check CSC Safety Approval data plate (Record if missing) or note if engraved ISO Serial Number is different than container stenciled number.

(2) Check Inside, on Top (if possible) and sides of container for ISO Serial Number markings, and annotate if different.

(3) Record the ISO Serial Number and the locations.

f. Include the “Use” of the container (For example, office, storage, or dedicated program; force provider, modified for an office).

g. Include the condition (For example, serviceable, repairable, beyond economic repair, converted to and other then transportation asset).

6. DISPOSITION:

a. AIDPMO will review container inventory list and provide disposition instruction according to ownership and condition.

(1) Containers with missing CSC Safety Approval data plates and/or incomplete ISO numbers will be processed for disposal or submitted as candidates under the FEPP. AIDPMO will provide a memorandum with a listing of containers by ISO Serial Numbers, by container number(s) provided, and/or by quantity of containers approved for disposal or other theater requested use. In addition, AIDPMO will coordinate with SDDC GCM to ensure IBS-CMM is updated.

(2) Containers with unknown ownership in the area of responsibility will be reviewed for any potential identification of ownership; if ownership cannot be identified containers will be brought to record as Found on Installation (FOI) and registered in ACAMS. AIDPMO will provide a memorandum advising theater personnel of this action. Once registered in the DoD ISO registry, these containers may be used to support mission requirements and or appropriate action taken for disposal or processing of containers under the Foreign Excess Personal Property (FEPP) directives. If assets are determined beyond economical repair then disposal instructions will be provided.

(3) AIDPMO will take appropriate action to coordinate required action and updating of records in IBS CMM and SDDC GCM.

b. For containers processed for physical turn-in to the local DRMO, a copy of the turn-in document, DD Form 1348-1, will be provided to the AIDPMO for proper adjustment of accountability records.

(NOTE: This process does not eliminate the requirements directed by the theater for reporting of containers for processing by local authority directives. For example, containers excess to units/installation/base requirements, containers located with excess materials requiring turn in to retrograde process assistance team yards. All container requirements to meet theater mission and drawdown requirements will be reported and processed as directed by the theater authorities.)

7. FEPP – DISPOSITION/APPROVAL PROCESS

a. Initial Request – Unit/CCO verifies containers in IBS-CMM

- Unit/CCO verifies container in IBS-CMM and sends Container Worksheet with FEPP list.
- Worksheet must be verified and signed by Unit CCO. If there is no CCO established, CCA will verify.

b. J4 FEPP Approval – J4 screens and validates FEPP list.

- J4 FEPP Manager sends Container Worksheet to CCA for AIDPMO initial coordination
- Normal vetting process to ensure containers are excess to theater requirements
- Notifies theater of intent to FEPP containers
- Receive theater declaration of excess

c. Container Clearance – Removal of containers from all tracking systems

- J4 FEPP Manager sends approved FEPP packet and Container Worksheet to:
- Army Intermodal and Distribution Platform Management Office (AIDPMO)
- SDDC, Global Container Management (GCM)
- Container Control Authority(CCA)
- Containers will be removed from systems
- Army Container Asset Management System (ACAMS)

- Integrated Booking System Container Management Module (IBS-CMM)

d. Revised Container Worksheet

- Unit verifies container in IBS-CMM and submits Container Worksheet with FEPP list.
- Worksheet must be verified and signed by Unit CCO,
- Containers will be separated into one of three categories:
- Identifiable Containers in IBS-CMM
- Identifiable Containers NOT in IBS-CMM
- Un-Identifiable Containers

Appendix C

Turn-in and Re-issue of Excess ISO Containers Sample Standard Operating Procedure (SOP)

1. PURPOSE:

To provide procedural guidelines for turn-in and re-issue of Army/DOD owned International Organization of Standardization (ISO) containers required to support the deployment and or redeployment operations whereby ensuring continuous accountability.

2. APPLICABILITY:

This SOP applies to unit personnel and personnel assigned to manage and/or who are responsible for the accountability and reporting of ISO containers. This SOP is intended to provide procedural guidance on managing and maintaining accountability for ISO containers requiring turn-in as excess by deployed units.

3. REFERENCES:

- a. AR 56-4
- b. Combatant Command Letter of Instruction (LOI)
- c. FORSCOM 55-1
- d. DOD 4500.9-R, Part VI

4. RESPONSIBILITIES:

- a. The Army Intermodal and Distribution Platform Management Office (AIDPMO) is responsible for:

- (1) Management, control, and accountability of all Army-owned and -leased ANSI/ ISO containers and other distribution platforms, including TRICONS, QUADCONs, and BICONS as designated as the Department of the Army "single manager".

- (2) Providing disposition and redistribution instructions for Army-owned and leased ISO containers. For other service owned containers reported, AIDPMO will coordinate with appropriate service level component managers to provide applicable disposition instructions.

- (3) Coordinate applicable disposition instructions with designated theater Container Management Community personnel to ensure proper communication amongst all parties.

- (4) Maintaining the DOD ISO register within the Army Container Asset Management System (ACAMS).

- b. The Container Country Authority is responsible for:

- (1) All container management operations, to include accountability, for their respective area (country) of responsibility.

- (2) Acceptance of turn-in and processing of excess unit containers.

(3) Coordination with AIDPMO on the processing of excess ISO containers turned-in by deployed/redeploying units to ensure proper transfer of ownership and updating of required accountability records.

c. Deployed Unit Container Control Officer(s) (CCO) or designated unit point of contact will prepare a list of containers deemed to be excess and process through the CCA for turn-in.

5. TURN-IN:

In an effort to streamline the turn-in process while maintaining asset accountability for excess ISO containers turned-in in a deployed theater of operations the following guidelines are provided.

a. The unit will turn in excess containers: Containers that are deemed excess by a deployed or redeploying unit are deemed excess by virtue the containers are no longer required to ship cargo and could only be shipped empty. Excess containers will be turned in the soonest to the CCA utilizing a memorandum of record. The memorandum of record should include the unit's name, DODAAC, unit identification code (UIC), and a list of all ISO containers by complete ISO number consisting of 11 characters. The memorandum will state that AIDPMO will be the owner of record and the unit's property book officer (PBO) will be instructed by AIDPMO to remove the container from the property book when appropriate.

b. The CCA will: Take stock control of the container asset and plan the reuse to meet future unit redeployment requirements. Only containers determined to support continuous local mission requirements should be placed in theater provided equipment. The CCA will notify AIDPMO of any unit reissuance.

c. AIDPMO will:

(1) Instruct the PBO of the losing unit's to remove the container from the property book when appropriate.

(2) Provide disposition and/or redistribution instructions to the gaining unit upon conclusion of the redeployment.

(3) Process required ownership changes in ACAMS and assist in the reconciliation of theater container accountability.

(4) Point of contact for this action is AIDPMO.

6. SAMPLE TURN-IN MEMORANDUM FOR EXCESS CONTAINERS

Office Symbol

Date

MEMORANDUM FOR RECORD

SUBJECT: Request to Turn-in Excess/Unserviceable Containers

1. The attached list of containers are currently on (Units Name, UIC, DODAAC) (TPE or Unit) property book and or hand-receipt and are deemed as () excess () unserviceable and will be turned into the Country Container Authority (CCA).

2. The containers listed will not be needed for redeployment.

3. I understand that upon approval of this memorandum I will be responsible for movement of these directly to the nearest container control point.
4. Upon the signing of this memorandum by both the losing unit POC and the gaining CCA, the Army Intermodal and Distribution Platform Management Office (AIDPMO), as the Army designated single manager for management and control of Army owned intermodal distribution platforms will direct the removal of the losing units assets from the unit property book records or hand-receipt and become the owner of record.
5. POC for this memorandum is Rank/name/title/phone number/email.
6. A copy of this memo should be forwarded to AIDPMO

SIGNATURE BLOCK
Approved by (losing Unit POC)

SIGNATURE BLOCK
Approved by (Gaining CCA)

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Glossary

The glossary lists acronyms and terms with Army or joint definitions. Where Army and joint definitions differ, (Army) precedes the definition. Terms for which ATP 4-12 is the proponent are marked with an asterisk (*).

SECTION I – ACRONYMS AND ABBREVIATIONS

ACAMS	Army Container Asset Management System
AIDPMO	Army Intermodal Distribution Platform Management Office
AIT	automatic information technology
AMC	Air Mobility Command
ANSI	American National Standards Institute
APOE	aerial port of embarkation
APOD	aerial port of debarkation
ARFOR	Army Force
ARNORTH	Army North
ASP	Ammunition storage point
BCS3	Battle Command Sustainment Support System
CADS	Containerized Ammunition Distribution System
CCA	Country container authority
CCO	Container control officer
CCDR	Combatant Commander
CHE	container handling equipment
CONUS	continental United States
CROP	containerized roll-in/out platform
CRSP	centralized receiving and ship point
CSC	international convention for safe containers
DA	Department of the Army
DLA	Defense Logistics Agency
DMC	distribution management center
DOD	Department of Defense
DOT	Department of Transportation
DODAAC	Department of Defense activity address code
DPO	distribution process owner
DTR	Defense Transportation Regulation
DTS	Defense Transportation System
ESC	expeditionary sustainment command
FEPP	foreign excess personal property
GCC	geographic combatant commander
GCM	global container manager
GPM	global pallet manager
HM	hazardous material

HN	host nation
IAW	in accordance with
IBS-CMM	Integrated Booking System-Container Management Module
ICODES	Integrated Computerized Deployment System
ISO	international organization for standardization
ITO	installation transportation office
ITV	in-transit visibility
JDDOC	joint deployment and distribution operations center
JP	joint publication
LOTS	logistics over-the-shore
MCB	movement control battalion
MCT	movement control team
MHE	material handling equipment
PBO	property book officer
POD	port of debarkation
POE	port of embarkation
QUADCON	quadruple container
REEFER	refrigerated container
RFID	radio frequency identification
SDDC	Military Surface Deployment and Distribution Command
SPOD	seaport of debarkation
SPOE	seaport of embarkation
TC-AIMS II	Transportation Coordinator's Automated Information for Movement System II
TPFDD	time –phased force and deployment data
TRICON	triple container
TSA	theater storage area
TSC	theater sustainment command
UIC	unit identification code
U.S.	United States
USACASCOM	United States Army Combined Arms Support Command
USAMC	United States Army Materiel Command
USC	Universal Services Contract
USTRANSCOM	United States Transportation Command

SECTION II – TERMS

Carrier-owned containers

Containers owned or leased by the ocean liner carrier for the movement of intermodal cargo. (ATP 4-12)

Container control officer

A designated official (E6 or above or civilian equivalent) within a command, installation, or activity who is responsible for control, reporting, use and maintenance of all Department of Defense –owned and controlled intermodal containers and equipment. This officer has custodial responsibility for containers from time received until dispatched. (JP 4-09)

Container management

The process of establishing and maintaining visibility and accountability of all cargo containers moving within the DTS. (ADRP 4-0)

***Country container authority**

The appointed staff element that is responsible for enforcement of theater container management policy and procedures established by the combatant commander. (ATP 4-12)

Detention

A charge made on a carrier conveyance held by or otherwise delayed through the cause of the United States Government. (ATP 4-12)

Government-owned containers

Containers purchased by the U.S. Government identified by ISO numbers starting with USAU or USAX. (ATP 4-12)

In-transit visibility (ITV)

The ability to track the identity, status and location of Department of Defense units and non-unit cargo (excluding bulk petroleum, oils and lubricants) and passengers; patients and personal property from origin to consignee or destination across the range of military operations. (JP 4-01.2)

Standardization

The process by which the Department of Defense achieves the closest practicable cooperation among the Services and Department of Defense Agencies for the most efficient use of research, development, and production resources, and agrees to adopt on the broadest possible basis the use of: a. common or compatible operational, administrative, and logistics procedures; b. common or compatible technical procedures and criteria; c. common, compatible, or interchangeable supplies, components, weapons, or equipment; and d. common or compatible tactical doctrine with corresponding organizational compatibility. (JP 1-02)

***Theater container management**

The supervision and control of containers as they move through the distribution system to ensure they are delivered, discharged and returned in accordance to the combatant commander's concept of operations. (ATP 4-12)

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REQUIRED PUBLICATIONS

These documents must be available to intended users of this publication.

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JP 1-02, *Department of Defense Dictionary of Military and Associated Terms*, 8 November 2011

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