
Army Container Operations

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Preface

ATP 4-12, *Army Container Operations*, augments the sustainment principles, tactics, and procedures discussed in ADP 4-0, *Sustainment*, and FM 4-0, *Sustainment Operations*, by describing the Army's techniques for managing containers on land.

The principal audience for ATP 4-12 are all Army Soldiers and Civilians. 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.

Commanders, staffs, and subordinates ensure that their decisions and actions comply with applicable United States, international, and in some cases host-nation laws and regulations. Commanders at all levels ensure that their Soldiers operate in accordance with the law of war and the rules of engagement (see FM 6-27/MCTP 11-10C.)

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. These terms and their definitions will be in the next revision of FM 1-02.1. For other definitions shown in the text, the term is italicized and the number of the proponent publication follows the definition.

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.

The proponent of ATP 4-12 is the United States Army Combined Arms Support Command. The preparing agency is the G-3/5/7 Doctrine Division, United States Army Combined Arms Support Command. Send written comments and recommendations on a Department of the Army (DA) Form 2028 (*Recommended Changes to Publications and Blank Forms*) to Commander, United States Army Combined Arms Support Command, ATTN: ATCL-TDID (ATP 4-12), 2221 Adams Avenue, Building 5020, Fort Lee, VA 23801-1809, or submit an electronic DA Form 2028 by email to usarmy.lee.tradoc.mbx.lee-cascom-doctrine@mail.mil.

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Introduction

ATP 4-12, *Army Container Operations*, is the Army's doctrine for container management during operations. The doctrine discussed in this manual is nested with ADP 4-0 and FM 4-0. ATP 4-12 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 improves commanders' responsiveness, simplicity, economy, and continuity.

A *container* is an article of transport equipment that meets American National Standards Institute/International Organization for Standardization standards that is designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents (JP 4-01).

Note: The Internal Airlift or Helicopter Slingable Container Units (ISU) do not meet the International Organization for Standardization standards; therefore, this doctrine does not apply to those types of containers.

Containers are crucial to the success of operations. Containers provide a secure means of transporting cargo, facilitate increased responsiveness to changes across a battlefield, simplify the rapid movement of materiel across an operational area, and provide protection to materiel from 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 who successfully manage containers in their operational area will enable forward support, increase the effective carrying capacity of their units, and improve both in-transit visibility and interoperability. 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 and may decrease fluid and flexible movement.

ATP 4-12 contains significant revisions since the last publication. Changes include the addition of comprehensive container management roles from the strategic to the tactical level, categorizing container management as inter-theater and intra-theater, and updates to automated information systems.

ATP 4-12 contains three chapters:

Chapter 1 discusses the principles of container management and describes the roles and responsibilities of organizations involved in container management. It establishes and defines three categories 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 and about theater at echelon. It also discusses how containers move through the distribution and defense transportation systems and return to the point of origin.

Appendix A discusses the automated information systems involved in global container management.

Appendix B introduces a selection of container platforms used throughout the Army. It describes proper inspection, certification and recertification, and marking for Army containers.

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Chapter 1

Fundamentals of Container Operations

Container management is the process of establishing and maintaining visibility and accountability of all cargo containers moving within the Defense Transportation System (ADP 4-0). Effective container management improves standardization, deployability and re-deployability, continuity, tracking and accountability, cargo integrity, security, and safety, and reduces cost to the organization and the United States government. Container management has distinct roles and responsibilities at each of the three levels of warfare.

PRINCIPLES OF CONTAINER MANAGEMENT

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

STANDARDIZATION

1-2. 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 (CHE) 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/RE-DEPLOYABILITY

1-3. 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 and re-deployments 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

1-4. 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, container data is captured with in-transit visibility (ITV) 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

1-5. Container status/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

1-6. To achieve cost reduction, all commanders in theater must return containers as soon as they are emptied. Doing so ensures commercial 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

1-7. 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 combat and sustainment loads of ammunition).

DEPARTMENT OF DEFENSE CONTAINER POLICY

1-8. The Department of Defense (DOD) provides the overarching policy that enables the establishment of a DOD container fleet. DTR 4500.9-R designates the 20- and 40-foot containers as the standard container for sustainment and unit equipment. 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.

1-9. 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 United States Transportation Command (USTRANSCOM) universal services contract or other applicable contract.

CONTAINER CATEGORIES

1-10. The three categories of containers are government-owned, commercial carrier, and leased containers. Government-owned containers are those containers under government control and managed by each service container manager. Service container managers must be aware of the type of containers supporting their mission to avoid potential detention charges.

GOVERNMENT-OWNED CONTAINERS

1-11. **Government-owned containers are those purchased by the U.S. Government identified by ISO numbers starting with USAU or USAX.** Government-owned containers are registered in the DOD ISO registry within Joint Container Management system (JCMS). JCMS is the authoritative source for container ownership. Government-owned containers 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 transload operations and are the preferred category of container for long-term temporary storage in a theater of operations. Government-owned and -leased containers do not incur detention charges but can incur port storage assessments.

LEASED CONTAINERS

1-12. Leased containers support the transportation of materiel and logistical needs of military operations. Intermodal equipment is obtained by utilizing the Military Surface Deployment and Distribution Command (SDDC) master lease streamlining contract. Army Intermodal Distribution Platform Management Office (AIDPMO) is the Army centralized ordering agency for all DA intermodal equipment and serves as the

Army's authorized ordering agent for ISO container leasing. Local leasing of intermodal equipment is not authorized without AIDPMO approval.

COMMERCIAL CARRIER CONTAINERS

1-13. 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. These containers incur detention costs and should be returned by the DOD once cargo is emptied.

CONTAINER MANAGEMENT ROLES AND RESPONSIBILITIES AT THE STRATEGIC LEVEL OF WARFARE

1-14. At the strategic level of warfare, container management involves establishing the programs and systems, coordinating with national and strategic partners, and the resourcing necessary to achieve the joint force commander's end state. For the organization of this publication, the following units, roles, and responsibilities execute container management at the strategic level but may influence or act within other levels of warfare.

UNITED STATES TRANSPORTATION COMMAND

1-15. USTRANSCOM is the combatant command responsible for providing and managing strategic common-user airlift, sealift, and terminal services worldwide. USTRANSCOM is responsible for integrating and synchronizing strategic and theater deployment execution and inter-theater distribution operations into each AOR. It ensures that military deployment and redeployment requirements are met through the use of both military and commercial transportation assets based on supported commander business rules and best business practices. USTRANSCOM's major subordinate commands include Air Mobility Command as the Air Force component command, Military Sealift Command as the Navy component command, and the SDDC as the Army Service component command. The focus of ATP 4-12 is on SDDC.

1-16. The role of USTRANSCOM as detailed in the DTR 4500.9-R is the DOD single manager for government-owned, -leased, or -controlled containers moving in the Defense Transportation System (DTS) and for providing container management services. USTRANSCOM's responsibilities include managing, monitoring, and tracking all containers moving into, within, and out of an AOR. This responsibility includes assisting with validation of detention, port storage, refrigerated container (REEFER) maintenance claims, invoices submitted by commercial transportation service providers, and a process to identify, control, and manage government-owned containers authorized for non-transportation purposes.

1-17. As the DOD single manager for government-owned, -leased, or -controlled containers moving in the DTS, USTRANSCOM recommends development of global container technology investments and tracking systems for containers in the DTS. They exercise command authority over all DOD container system assets, except for Service-unique or theater-assigned assets. USTRANSCOM has designated SDDC as the global container manager (GCM) to include the authority over execution of container policy across Services as coordinated with combatant commanders (CCDRs).

COMBATANT COMMANDER

1-18. CCDRs are responsible for the management of container assets in their area of responsibility. As such, CCDRs must ensure that these vital assets receive command emphasis. CCDRs implement their container management programs through the theater sustainment command (TSC) in coordination with SDDC. Container systems are managed in accordance with the policies delineated in DTR 4500.9-R, Part VI, JP 4-09, *Distribution Operations*, and the CCDR's logistics concept of operations. For the United States Northern Command AOR, DOD Components are responsible for container management operations (DODI 4500.57).

1-19. During the planning process, CCDRs 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 CCDR should assess the use of government-owned containers versus carrier-owned containers as a cost savings measure, and the CCDR should also prioritize

the return of containers in the following order: carrier-owned, leased, and then government-owned. The CCDR designates the theater container manager.

MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND

1-20. 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. SDDC provides DOD with inventory, accountability, tracking, and visibility services and support. The GCM develops policies and procedures for container management and provides guidance for DTS customers. They coordinate support to Services and joint force commanders and with the AIDPMO to verify ownership of containers. SDDC serves as the DOD single manager for the DOD Master Lease Contract.

ARMY INTERMODAL DISTRIBUTION PLATFORM MANAGEMENT OFFICE

1-21. The AIDPMO (a subordinate organization 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. AIDPMO manages, owns, and controls the Centrally Managed Fleet and serves as the 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 additional functions in support of container management:

- Maintains Army-owned/-leased container inventory worldwide.
- Develops and implements practices/procedures that ensure the Army operates effectively and efficiently within the DOD and commercial intermodal systems.
- Issues ISO serial numbers (all Services).
- Maintains Army-owned/-leased container inventory worldwide.
- Maintains oversight of Army container condition/readiness.
- Maintains management and repositioning of the Centrally Managed Fleet containers.
- Maintains Centralized Maintenance Management Program.
- Manages DD Form 2282 (*Reinspection Decal Convention for Safe Containers* (all Services)).
- Represents Army on container issues and at operational level forums.
- Serves as Army Procurement Approval Authority.

CONTAINER MANAGEMENT ROLES AND RESPONSIBILITIES AT THE OPERATIONAL LEVEL OF WARFARE

1-22. At the operational level of warfare, container management involves synchronization, supervision, and control of containers in the distribution system and the enforcement of container policy. For the organization of this publication, the following units, roles, and responsibilities execute container management at the operational level but may influence or act within other levels of warfare.

THEATER SUSTAINMENT COMMAND

1-23. The theater Army is the Army Service component command to a combatant command. The TSC is generally assigned to the theater Army and is the Army's command for integration and synchronization of sustainment in the AOR. The TSC typically serves as the theater container manager in this role. For more information on the TSC, see ATP 4-94.

1-24. **Theater container management involves 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.** Theater container management is performed by the TSC distribution management center's (DMC's) transportation operations branch and all commanders and units that own, transport, or handle containers. It includes the necessary communications and ITV networks to track, control, and handle containers within a theater.

EXPEDITIONARY SUSTAINMENT COMMAND

1-25. The nature of an operation will dictate the role of a corps. A corps can perform many roles, ranging from the senior Army tactical formation in large-scale ground combat to the joint force land component. The expeditionary sustainment command assigned to a corps provides operational-level sustainment to Army and unified action partners conducting operations across a multi-domain extended battlefield. An expeditionary sustainment command supporting an Army Service component command and deployed to a joint operations area and/or AO without a TSC serves as the joint operations area and/or AO container manager, coordinates all aspects of intermodal container use and manages container operations to include synchronized support to retrograde operations. The expeditionary sustainment command's DMC serves as the joint operations area and/or AO container manager in these roles. For more information on the expeditionary sustainment command, see ATP 4-94.

1-26. Joint operations area and/or AO 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 corps commander's concept of operations. Joint operations area and/or AO container management is performed by the transportation operations branch of the expeditionary sustainment command's DMC and all commanders and units that own, transport, or handle containers. It includes the necessary communications and ITV networks to track, control, and handle containers within a joint operations area and/or AO.

COUNTRY CONTAINER AUTHORITY

1-27. ***Country container authority is the appointed staff element that is responsible for enforcement of theater container management policy and procedures established by the combatant commander.*** Service components and/or joint force commanders may establish a country container authority (CCA) to assist in providing theater container management. The CCA works with the TSC and/or ESC in managing the container control officers (CCOs) throughout the theater.

CONTAINER MANAGEMENT ROLES AND RESPONSIBILITIES AT THE TACTICAL LEVEL OF WARFARE

1-28. At the tactical level of warfare, container management involves coordination, movement, maintaining ITV, and accountability of containers moving through the DTS and at their final destination. For the organization of this publication, the following units, roles, and responsibilities execute container management at the tactical level.

DIVISION G-4 TRANSPORTATION

1-29. Division G-4 Transportation assists commanders in coordinating, scheduling transportation assets, and maintaining ITV of containers moving through the DTS. Division G-4 Transportation serves as the division container manager in this role. For more information on the Division G-4 see FM 4-0 and FM 6-0.

1-30. Division 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 division commander's concept of operations. The Division G-4 transportation mobility officer and all commanders and units that own, transport or handle containers perform division container management. It includes the necessary communications and ITV networks to track, control and handle containers within a division's AO.

BRIGADE S-4

1-31. Brigade S-4 assists commanders in coordinating, scheduling transportation assets, and maintaining ITV of containers moving through the DTS. Brigade S-4 serves as the brigade container manager in this role. For more information on the brigade S-4, see FM 6-0.

1-32. Brigade 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 brigade commander's concept of operations. The brigade S-4's mobility officer and all commanders and units that

own, transport or handle containers perform brigade container management. It includes the necessary communications and ITV networks to track, control, and handle containers within a brigade's AO.

CONTAINER CONTROL OFFICER

1-33. The *container control officer* 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 from the time received until dispatched within their AOR in the JCMS (JP 4-09). The officer has custodial responsibility for containers from the time received until dispatched.

1-34. The CCO must register for a JCMS account and is responsible for updating the container record in the system within 48 hours of an event. A CCO can register for an account under Business Support and Container Management located within the Transportation Enhanced Access Management System portal website.

1-35. The CCO's greatest responsibility is conducting and assisting in inventories of containers within an 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 the JCMS and assist in deployment/redeployment planning. This information assists the CCA maintaining a container status for containers in theater. It also provides visibility of leased containers that have moved forward in theater.

1-36. CCOs may be present through the levels of container management when it is necessary to designate someone for custodial responsibility, maintenance, or any of the other CCO duties. Battalions shipping, holding, or receiving containers will designate a CCO as the coordination, inspection, and accountability authority for containers moving through the DTS. The battalion CCO(s) coordinates with the brigade S-4 for container management.

COMMANDERS

1-37. Commanders in theater are responsible and accountable for containers they receive. They must adhere to the container management policy set forth by the supported CCDR. Commanders must release containers within their possession back to the theater.

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 planning and development. The Commander, USTRANSCOM, supported CCDR, and TSC commander assess required infrastructure, materials 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 assists 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 and/or CHE at point of embarkation/point of debarkation and final 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 and/or 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 many 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. They can be used indefinitely in these operations without consideration for detention fees. If a contingency is expected to exceed six 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 only be used in lieu of government-owned containers during the initial phase of an operation and not to exceed six months. These types of containers may be 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 continental United States based crisis action events, such as humanitarian assistance or disaster relief, U.S. Army North serves as the executive agent for theater container management. Containers delivered to a DOD base support installation will be managed and reported per their Service policy and procedures. U.S. Army North will assume theater container management duties for containers delivered to non-DOD locations. When designated, 167th TSC will be delegated container management authority by U.S. Army North. 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 discharge 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 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. Logistics over-the-shore can also be used to supplement existing port facilities. The Army can conduct its own Logistics over-the-shore operation, or it can be done in conjunction with other services; which is called joint logistics over-the-shore (commonly known as JLOTS).

UNIT CONTAINER PLANNING

2-11. Unit container planning is enabled by the Deployer's Toolbox website. The Deployer's Toolbox provides in depth, open-source information about containers, container planning, and example standard operating procedures for container management.

2-12. 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 that can be containerized or moved on commercial/military flatracks. To ensure load plans are accurate and sufficient for use, commanders should inspect load plans.

2-13. 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 or an appointed transportation agency coordinates for the containers to be delivered to a truck, rail, air, or sea terminal for staging and embarkation.

CALCULATING CONTAINER REQUIREMENTS

2-14. There is no standard formula for calculating the number of containers required for a unit. To estimate container requirements for equipment and cargo (less class VII); determine the total weight in short tons of the cargo and equipment to be loaded. If containerized roll-in/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.

2-15. To estimate 20-foot container requirements for ammunition (class V), first determine the total weight in short tons of the ammunition. The packaging dimensions and compatibility groups in accordance with DA

PAM 385-64, *Ammunition and Explosives Safety Standards*, should also be considered to determine the amount of required containers. 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

2-16. For unit deployments or redeployments, cargo is documented by using a DD Form 1387 (*Military Shipment Label*) or the MIL-STD-129 (*Military Marking for Shipment and Storage*) label. Both shipping labels provide a transportation control number, which is used to track or locate the container while in-transit.

2-17. Subsequent to the warning order and in order to receive the movement order, the unit movement officer submits the organizational equipment list to the chain of command using the Transportation Coordinator's Automated Information for Movement System II (TC-AIMS II). When the commander determines deploying equipment, the unit deployment list is then generated from the organizational equipment list in TC-AIMS II. TC-AIMS II enables the user to associate equipment 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 unit movement officer in conjunction with the installation transportation office will print military shipping labels and program radio frequency identification (RFID) tags for containers on the unit deployment list and submit the updates to SDDC.

2-18. 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.

2-19. A packing list, DD Form 1750 (*Packing List*), in a weatherproof envelope 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 specifically listed in the packing lists on the outside of 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.

2-20. Once unit equipment arrives at a seaport of embarkation, it is entered into Global Air Transportation Execution System (GATES) 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 (commonly known as ICODES). As unit equipment is loaded, the military shipping labels are scanned to record actual stowage location and this data is added to GATES. Information uploaded into the GATES database will allow the users at the port of debarkation to access a detailed ocean cargo manifest 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 Integrated Computerized Deployment System.

CONTAINERIZED AMMUNITION

2-21. 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 government-owned and -leased containers to support ammunition operations and exercises.

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. All procurement of intermodal containers must receive AIDPMO approval prior to purchase. Utilization of local contracting agencies for procurement is not authorized without AIDPMO approval. 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. 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 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 by DD Form 448 (*Military Interdepartmental 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 REEFERS for mortuary requirements. These containers are also managed and controlled by USTRANSCOM while in the DTS.

DETENTION

2-30. ***Detention is a charge made on a carrier conveyance held by or otherwise delayed through the cause of the United States Government.*** 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 Exchange 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

Container Management

This chapter discusses container management throughout 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.

INTER-THEATER CONTAINER MANAGEMENT

3-1. Inter-theater container management is the process of establishing and maintaining visibility and accountability of all cargo containers moving within the Defense Transportation System from port of embarkation to entry into theater. The following describes some of the common activities and key actors taking part in container management before and into theater.

PORT OF EMBARKATION

3-2. The single port manager performs those functions necessary to support the strategic flow of deploying and redeploying forces, unit equipment, and sustainment supply in ports of embarkation and hand-off to the CCDR in ports of debarkation. SDDC performs single port manager functions for seaports of embarkation. Air Mobility Command performs single port manager functions for aerial ports of embarkation. For additional information, see JP 4-01.5, *Joint Terminal Operations*. Using the information systems listed in appendix A, the single port manager provides accountability and handling of containers to owning units and organizations within the defense distribution system.

PORT OF DEBARKATION

3-3. 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 in theater. As containers are discharged, they are scanned into container tracking and ITV systems prior to movement to the container marshalling yard. The movement control team (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 port of debarkation (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.
- Maintain records for containers that are inbound and for those that have arrived.
- Monitor retrograde operations to minimize retrograde backlog.

CONTAINER DISCHARGE OPERATIONS

3-4. 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.

3-5. 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 JP 4-01.6, *Joint Logistics Over-the-Shore*, for joint capabilities, equipment, and systems.

CONTAINER MARSHALING YARD OPERATIONS

3-6. 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 or capabilities 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 by the owning unit and a new seal applied before onward movement.
- Missing/Improper documentation.

3-7. 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.

3-8. 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.

INTRA-THEATER CONTAINER MANAGEMENT

3-9. 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, category (government-owned and -leased) and condition of containers within the theater. The DMC coordinates with sustainment brigades, the movement control battalion and their MCTs 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.

3-10. 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 DMC. Commanders are required to return leased containers once they have been emptied. Failure to return these containers by the return date may result in detention charges against an organization.

3-11. 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.
- When the container serviceability status change.

3-12. 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.

3-13. 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 POD to the theater storage area for future distribution.

JOINT DEPLOYMENT AND DISTRIBUTION OPERATIONS CENTER

3-14. The CCDR may decide to establish its Joint Deployment and Distribution Operations Center (commonly known as the JDDOC) to assist with information management and container control in theater. The Joint Deployment and Distribution Operations Center 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 Joint Deployment and Distribution Operations Center 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.

CENTRALIZED RECEIVING AND SHIPPING POINT OPERATIONS

3-15. 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.

3-16. 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 base support areas.

3-17. CRSPs accommodate a great volume of sustainment from theater and due to the continuous flow, increased accountability is required. The DMC and/or movement control battalion should have complete visibility of all containers moving to and from the CRSP and provide input to JCMS.

CONTAINER COLLECTION POINTS

3-18. 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. An ocean carrier can also use them for the collection and redistribution of empty containers or containers awaiting return/pick-up.

RETROGRADE OPERATIONS

3-19. All plans for retrograde of materiel 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.

3-20. 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 lists provide quick inventories of the contents of the container. Containers used for retrograde of materiel should be coordinated by the TSC and MCTs. For more information on retrograde of material, see ATP 4-0.1, *Army Theater Distribution*.

3-21. 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 movement control battalion.
- Coordinating movement of empty containers to a consolidated container collection point.
- Coordinating for MHE and/or CHE as needed.
- Supervising loading of containers when required.
- Tasking the appropriate mode operator to transport containers.

REDEPLOYMENT

3-22. 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 port of embarkation. Units update their unit deployment lists and generate documentation and military shipping labels using TC-AIMS II. Containers moving from the assembly area to the port of embarkation 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 ATP 3-35, *Army Deployment and Redeployment*.

AMMUNITION

3-23. Ammunition is delivered in 20-foot ammunition grade containers to the theater storage area and ammunition supply points. Ordnance ammunition companies working in these supply areas receive strategic configured loads and build mission configured loads for onward movement to the ammunition supply points and ammunition transfer holding points. The CROP is pulled from the container at the ammunition supply points by a palletized load system (PLS) truck and the CROP flatrack moves forward loaded with ammunition. The empty container will be put back into the distribution system for future use.

Appendix A

Automated Information Systems

Container operations are managed through the automated systems that provide ITV 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-information systems used in container management.

GENERAL

A-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.

A-2. Container status and ITV of cargo are essential for effective and efficient use of intermodal platforms. CCDRs 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, concept of operations, and schemes of maneuver during operations. ITV data is primarily drawn from the network of ITV servers worldwide. These servers receive continuous digital updates from container transponders through satellite-based tracking sensors in near real-time. 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.

A-3. ITV provides commanders with accurate near real-time logistics information capabilities vital to the CCDR's 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 that 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 to refine automated information 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, through distribution operations, to the end user in theater.

ASSET VISIBILITY SYSTEMS

A-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 consignee. This information must be accessible to all defense distribution systems users regardless of Service or echelon of command.

PIPELINE ASSET TOOL

A-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 and GATES-Surface. 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

A-6. TC-AIMS II receives advanced ocean cargo manifest data from GATES-Surface at the seaport of embarkation by means of the File Transfer Protocol (commonly known as FTP) prior to a vessel's arrival at a seaport of debarkation. 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 seaport of debarkation, 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.

A-7. TC-AIMS II receives advanced air cargo manifest data from GATES-Air at the aerial port of embarkation by means of the File Transfer Protocol prior to an aircraft's arrival at an aerial port of departure. 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 an aerial port of departure, TC-AIMS II is notified again that the aircraft has been offloaded or if the air terminal needs mode assets to move the cargo to the consignee. The movement record is updated one final time when the cargo departs the airfield and is delivered to the consignee.

INTEGRATED GLOBAL CONVERGENCE

A-8. The Integrated Data Environment/Global Transportation Network Convergence 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 Integrated Global Convergence. RFID tag information may also contain associated container ID numbers that are sent to Integrated Global Convergence.

RADIO FREQUENCY IDENTIFICATION

A-9. The automatic identification technology RFID tags will be attached to containers or opened frame/rack ISO container 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 opened frame/rack ISO container.
- Intermodal asset serial number (if used).
- Commodity and transportation control and movement document information about the equipment and supplies being transported.

A-10. The information from the RFID tag on the container or opened frame/rack ISO container 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

A-11. Integrated Booking System (also known as IBS) is the primary tool of SDDC for booking, 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.

GLOBAL COMBAT SUPPORT SYSTEM – ARMY

A-12. Global Combat Support System – Army (commonly known as GCSS-A) subsumed multiple legacy Standard Army Management Information Systems to combine ground maintenance, unit supply, property management, warehouse management, and finance into an enterprise resource planning system. As such, it is the principal warfighting system for logisticians to achieve readiness and support operations across multiple domains. Having a consolidated, integrated database for those functions gives both sustainers and supported commander's up-to-date visibility of the resources that can be used to weight the operation. Global Combat Support System – Army uses a commercial off-the-shelf system run on system applications and products based software. Global Combat Support System – Army meets congressionally mandated auditability requirements and provides the logistician with the total tactical-level supply chain and equipment health visibility. The product has been fully fielded but continues to add improved functionality to the baseline. Sustainment Automation Support Management Offices provide tactical support to Global Combat Support System – Army systems.

ARMY READINESS COMMON OPERATING PICTURE

A-13. The Army Readiness Common Operating Picture (commonly known as the AR-COP) is a command and control information capability that quickly provides shareable, actionable, tailorable, near real-time, and accurate integrated information to meet the visibility requirements of commanders, sustainers, and operators at all echelons. It is a tool commanders use to understand, visualize, and describe the sustainment status in their operational area allowing better and timely decision-making. It supports staff and command activities within the organization and enables users to participate in and support activities external to the command. All components, inter-organizational, and supporting agencies have access to this common operating picture.

JOINT CONTAINER MANAGEMENT SYSTEM

A-14. The Joint Container Management System (JCMS) provides the ability to effectively manage and track government-owned/-leased assets. Army container inventory data will be captured in the JCMS, and all updates and/or adjustments to the inventory and related data element will be processed in JCMS. JCMS is considered to have functionality as a durable hand receipt for accountability purposes and is the primary reference of ownership of U.S. Government-owned containers.

INTEGRATED MISSION SUPPORT FOR SURFACE DEPLOYMENT AND DISTRIBUTION CARGO

A-15. The Integrated Mission Support for Surface Deployment and Distribution Cargo (commonly known as ISDDC) system is SDDC's single source for surface transportation data. As SDDC's 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. Integrated Mission Support for Surface Deployment and Distribution Cargo 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.

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Appendix B

Container and Distribution Platforms

Container and distribution platforms enable the flow of materiel through the distribution system, minimize handling, and reduce MHE/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.

GENERAL

B-1. 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.

B-2. 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.

B-3. The Carriage of Dangerous Goods subcommittee of the International Maritime Organization publishes and maintains the International Maritime Dangerous Goods (IMDG) Code. The IMDG code specifies requirements for containers used for carrying hazardous materials, including ammunition and other military explosives.

CONTAINER TYPES

B-4. 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

B-5. 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.

B-6. 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 government-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

B-7. 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.

B-8. 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.

B-9. Twenty-foot side-opening containers are government-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.

B-10. 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.

B-11. 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

B-12. Equipment deployment and storage system containers are designed to support unit deployments. This category includes the quadruple container (also known as QUADCON), the triple container (also known as TRICON), and the internal airlift or helicopter slingable container unit (ISU). Quadruple containers and triple containers are primarily for ground and sea transport and ISU containers are intended for air transport.

B-13. Quadruple containers have ANSI/ISO corner fittings to allow for coupling of the quadruple containers into arrays of up to four units. An array of four quadruple containers 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 quadruple container 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 quadruple container.

B-14. Triple containers are lockable, watertight, and made of steel construction. Triple containers have standard ANSI/ISO corner fittings and 3-way forklift pockets on the side and back. The triple container has ANSI/ISO corner fittings to allow for coupling into arrays of up to three units. An array of three triple containers 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.

B-15. 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 Air Mobility Command transport aircraft. If transported aboard a ship, they would be carried as secondary loads. 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

B-16. 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 outsized 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

B-17. 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 PLS 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 PLS truck is required to unload in the theater storage area. Once the CROP is unloaded in the theater storage area from its ANSI/ISO container, only the CROP flatrack must move forward to ammunition supply/transfer points.

INSPECTION CRITERIA

B-18. MIL-STD-3037 provides inspection criteria for visually examining government-owned containers. Following the criteria and procedures contained therein will enable certified inspectors 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

B-19. All ISO-configured containers, tactical shelters, and equipment that move in the DTS or commercial transportation system must be certified to meet Title 49, Code of Federal Regulations (49 CFR) and Chapter 805, Title 46, United States Code (46 USC Ch 805), *Safe Containers for International Cargo*, requirements.

B-20. In accordance with Part 452 of 49 CFR, ensure containers are examined for serviceability by certified school-trained and appointed inspectors every 30 months from the fifth year from the date of manufacture, or after any significant repairs to meet CSC and 46 USC Ch 805 or IMDG Code standards. Ensure all inspections are accomplished in accordance with MIL-STD-3037 for recertification and attach all inspection documentation in JCMS.

B-21. Certified DOD or contractor personnel must perform inspections and reinspections according to MIL-STD-3037. DOD personnel will and contractor personnel may be certified by attending the Intermodal Dry Cargo Container CSC Reinspection Course conducted by the United States Army Defense Ammunition Center, McAlester, Oklahoma. As an option to the resident course, the formal computer-based training module may be used. DOD inspectors must be recertified every 48 months through the completion of the resident or computer-based training course.

ISO MARKINGS AND CSC DATA PLATES

B-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 (See Figure B-1 on page B-4).

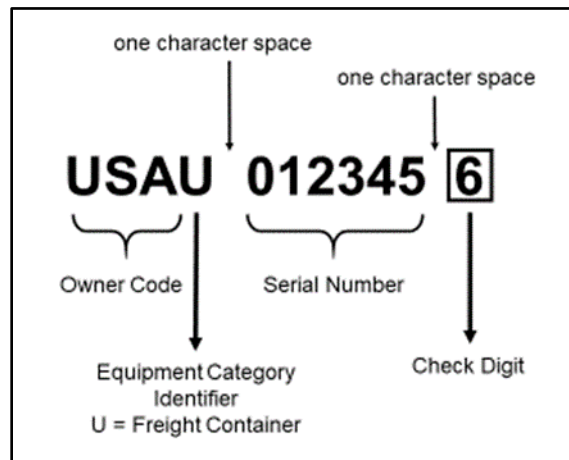


Figure B-1. Example International Organization for Standardization serial number

B-23. The ISO serial numbers (prefix, serial number, and check digit) are located in the upper-right section of all four container sides and on top. All characters will be not less than four inches (100mm) high and shall be in a proportionate width and thickness and in a color contrasting with that of the container.

B-24. The size and type code is a mandatory marking and consist of four alphanumeric characters (e.g., 10G1, 22G1, and 42G2). Depending on the placement of the ISO serial number, the code may be horizontal (underneath) or vertical (beside) the ISO serial numbers on all four sides of the containers. The size type codes are optional on the roof. All characters will be not less than four inches (100mm) high and shall be in a proportionate width and thickness and in a color contrasting with that of the container.

B-25. All maximum gross weight markings on the container must be consistent with the maximum gross weight on the CSC safety approval plate. The maximum gross and tare weight figures will be displayed in both kilograms and pounds, and numbers will be not less than two inches (50mm) high. All characters will be not less than four inches (100mm) high and shall be in a proportionate width and thickness and in a color contrasting with that of the container.

B-26. A container must also bear a legible CSC safety approval data plate marketed by the CSC format requirements and is securely affixed in a readily visible place by the manufacturer. Typically, the CSC plate is attached to the outside of the left door of the container.

ALTERNATIVE USES OF CONTAINERS

B-27. 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. No container is authorized for alternative use unless approved by AIDPMO or the container management authority, if located in a theater of operation. Government-owned containers are the only containers that should be considered for alternative uses.

B-28. In austere environments where operations are expected to exceed six months, planners should direct the use of government-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.

CONTAINER DISPOSAL

B-29. Only a certified container inspector can perform a CSC inspection to determine container serviceability. Containers that exceed the maintenance expenditure limit or are determined to be beyond economical repair are reported to AIDPMO for disposal approval before the container is eligible for turn-in

to the Defense Logistics Agency Services. The utilization of local disposal agencies or services is not authorized without AIDPMO approval. Approved containers for disposal are not permitted to support the local community's requirements such as schools, fire and police departments, Reserve Officers' Training Corps programs, or Boy Scouts. Disposed containers may support temporary or long-term storage requirements.

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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

AIDPMO	Army Intermodal Distribution Platform Management Office
ANSI	American National Standards Institute
CCA	country container authority
CCO	container control officer
CCDR	combatant commander
CHE	container handling equipment
CROP	containerized roll-in/-out platform
CRSP	centralized receiving and shipping point
CSC	International Convention for Safe Containers
DMC	distribution management center
DOD	Department of Defense
DTR	Defense Transportation Regulation
DTS	Defense Transportation System
GATES	Global Air Transportation Execution System
GCM	global container manager
ISO	International Organization for Standardization
ISU	internal airlift or helicopter slingable container unit
ITV	in-transit visibility
JCMS	Joint Container Management system
MCT	movement control team
MHE	materials handling equipment
PLS	palletized load system
POD	port of debarkation
REEFER	refrigerated container
RFID	radio frequency identification
SDDC	Military Surface Deployment and Distribution Command
TC-AIMS II	Transportation Coordinator's Automated Information for Movement System II
TSC	theater sustainment command
USTRANCOM	United States Transportation Command

SECTION II – TERMS

container

An article of transport equipment that meets American National Standards Institute/International Organization for Standardization standards that is designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents. (JP 4-01)

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 Defence Transportation System. (ADP 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.

***detention**

A charge made on a carrier conveyance held by or otherwise delayed through the cause of the United States Government.

***government-owned containers**

Containers purchased by the U.S. Government identified by ISO numbers starting with USAU or USAX.

in-transit visibility

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 3-17)

retrograde of materiel

An Army logistics function of returning materiel from the owning or using unit back through the distribution system to the source of supply, directed ship-to location, or point of disposal. (ATP 4-0.1)

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 4-02)

***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.

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12 February 2021

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