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Surface Transportation

Distribution of Materiel, Distribution Platform Management, and In-Transit Visibility

By Order of the Secretary of the Army:

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Chief of Staff

Official:

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History. This publication is a major revision. The portions affected by this major revision are listed in the summary of change.

Authorities. This regulation implements provisions of DoDM 4140.01, Volume 1 and DTR 4500.9–R.

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

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

Army internal control process. This regulation contains internal control provisions in accordance with AR 11–2 and identifies key internal controls that must be evaluated (see app B).

Suggested improvements. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) via email directly to usarmy.pentagon.hqda-dcs-g-4.mbx.publications@army.mil.

Distribution. This regulation is available in electronic media only and is intended for the Regular Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve.

*This regulation supersedes AR 56–4, dated 17 September 2014 and AR 700-80, dated 30 September 2015.

SUMMARY of CHANGE

AR 56–4
Distribution of Materiel, Distribution Platform Management, and In-Transit Visibility

This major revision, dated 12 November 2024—

- Changes the title from “Distribution of Materiel and Distribution Platform Management” to “Distribution of Materiel, Distribution Platform Management, and In-Transit Visibility” (cover).

- Changes the term “Department of Defense Distribution Process Owner” to “Joint Deployment and Distribution Coordinator” (para 1–6 and throughout).

- Moves responsibilities for the Director, Defense Ammunition Center from the Commanding General, U.S. Army Materiel Command to the Commanding General, U.S. Army Training and Doctrine Command (para 1–18).

- Replaces reference to “Standard Depot System” with “Logistics Modernization Program” (para 3–7*h*).

- Adds references to the Global Combat Support System–Army (para 4–3*d*(1)).

- Moves all intermodal equipment leasing procedures, leased equipment conditions and standards, and inspection information to DA Pam 56–4 (formerly paras 4–3, 4–4, 4–5, 4–6, and 4–7).

- Moves all distribution visibility information and business rules to DA Pam 56–4 (formerly chap 6).

- Incorporates AR 700–80 (chap 6).

- Replaces reference to DD Form 836 (Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles) with DD Form 2890 (DoD Multimodal Dangerous Goods Declaration) (para 7–2).

- Replaces references to Army Force Generation model with Regionally Aligned Readiness and Modernization Model (throughout).

- Replaces reference to MIL–STD–129P with MIL–STD–129R (throughout).

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Chapter 1
Introduction

Section I

General

1–1. Purpose
This regulation prescribes Army policies, responsibilities, requirements, definitions, and management of distribution-based logistics, platform management, hazardous material (HAZMAT), automatic identification technology (AIT) and automated information systems (AIS), and customs and border clearance, as well as sets standards for implementation of the Army in-transit visibility (ITV) capability. It includes Army policies, requirements, and responsibilities for distribution platform management and accountability, distribution platform leasing, integrated logistics aerial resupply (ILAR), distribution visibility, distribution of HAZMAT, as well as distribution and customs and border clearance. This regulation also prescribes policies, responsibilities, and standards for all Army organizations and activities originating or receiving materiel and/or forces to ensure effective ITV and to enable positive pipeline control within the transportation and distribution systems. It includes Army distribution roles in Joint and combined operations.

1–2. References, forms, and explanation of abbreviations
See appendix A. The abbreviations, brevity codes, and acronyms (ABCAs) used in this electronic publication are defined when you hover over them. All ABCAs are listed in the ABCA directory located at https://armypubs.army.mil/.

1–3. Associated publications
Mandatory procedures associated with this regulation are found in DA Pam 56–4.

1–4. Responsibilities
See section II of this chapter.

1–5. Records management (recordkeeping) requirements
The records management requirement for all record numbers, associated forms, and reports required by this publication are addressed in the Records Retention Schedule–Army (RRS–A). Detailed information for all related record numbers, forms, and reports are located in Army Records Information Management System (ARIMS)/RRS–A at https://www.arims.army.mil. If any record numbers, forms, and reports are not current, addressed, and/or published correctly in ARIMS/RRS–A, see DA Pam 25–403 for guidance.

1–6. Army distribution
Army distribution is part of the larger DoD global distribution network (GDN) that includes the Office of the Secretary of Defense (SECDEF), the Joint Chiefs of Staff, the Defense Logistics Agency (DLA), U.S. Transportation Command (USTRANSCOM), other functional and geographical combatant commands (COCOMs), other Services, the General Services Administration, and commercial industry. Per DoDI 5158.06, the SECDEF designates the Commanding General (CG), USTRANSCOM as the Joint Deployment and Distribution Coordinator (JDDC). The JDDC has the responsibility to improve the overall efficiency and interoperability of distribution-related activities of deployment, sustainment, and redeployment support during peace and war and to serve as the single entity to direct and supervise execution of the strategic distribution system. Within the distribution system, the responsible commanders of Army service component commands (ASCCs) and Army activities must ensure that distribution is synchronized and integrated within the GDN and fully supports the operational requirement and the Regionally Aligned Readiness and Modernization Model (ReARMM). See DoDI 5158.06 for all responsibilities of the JDDC.

1–7. Distribution network
AIT and AIS are key tenants of Army distribution of materiel and distribution platform management. With the emergence and maturity of the Army's Global Network Enterprise Construct (GNEC), the Deputy Chief of Staff (DCS), G–6 has the responsibility and authority for prescribing and enforcing effective and

appropriate technology solutions and capabilities to achieve standardization, compatibility, interoperability, security, and fiscal discipline of the GNEC, as well as ensuring the continuity of the Army's Data Management Program. The CG, U.S. Army Cyber Command (ARCYBER) prescribes processes and procedures for the Army's GNEC; delivers a seamless, agile interoperable GNEC in support of the Army, its ASCCs, and the combatant commanders (CCDRs) of unified or specified commands; and provides trained and ready signal forces that achieve and sustain GNEC capabilities.

Section II

Responsibilities

1–8. Assistant Secretary of the Army (Acquisition, Logistics and Technology)

The ASA (ALT) will—

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

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

c. Ensure commonality and interoperability of Army-owned intermodal equipment, infrastructure, and automation systems within the Army, with the other Services, and with commercial industry. To that end, the International Organization for Standardization (ISO) specifications are the designated standards.

d. Ensure development, procurement, and logistics support of Army-owned intermodal containers are accomplished in accordance with ISO standards to assure interoperability with commercial intermodal systems.

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

f. Ensure effective and efficient management by issuing instructions to vendors to ensure all shipments entering the Defense Transportation System (DTS) comply with DoD policy on documentation and marking in accordance with MIL–STD–129R.

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

h. Provide the DCS, G–6 with the information technology (IT) requirements needed to support ITV.

i. Oversee the Program Executive Officer Enterprise Information Systems Product Lead–Logistics Information Systems (PL–LIS), who will—

(1) Provide procurement and technical expertise across Armywide systems that are essential to ITV and ensure these systems are integrated with Joint and combined asset visibility systems.

(2) Monitor the ITV servers and notify shippers and other activities of system compatibility and discrepancy issues to ensure compliance with DoD policy and this regulation.

(3) Manage ITV AIS and AIT hardware peripherals, components, and software to ensure compatibility.

(4) Maintain visibility of AIT interrogator and reader devices positioned worldwide.

(5) Coordinate with contracting agencies to ensure compliance with the Defense Federal Acquisition Regulation Supplement (DFARS).

1–9. Assistant Secretary of the Army (Financial Management and Comptroller)

The ASA (FM&C) will—

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

b. Ensure cardholders for those purchases made with a government purchase card requiring shipment using the DTS for outside the continental United States (OCONUS) delivery provide vendors with proper shipping instructions (see mandatory procedures in DA Pam 56–4).

c. Ensure commanders requiring activities for those purchases made with a government purchase card and requiring shipment using the DTS for OCONUS delivery routinely advise all cardholders making purchases for OCONUS delivery of the areas requiring the use of the DTS.

d. Ensure that training for government purchase cardholders includes the importance of providing proper shipping information to vendors when materiel is shipped using the DTS rather than door-to-door commercial transportation. Training will stress that failure to comply with MIL–STD–129R often results in DTS shipments being frustrated, delayed, or undelivered.

1–10. Deputy Chief of Staff, G–1

The DCS, G–1 will—

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

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

c. Develop the procedures for collecting personnel data to feed AIS.

d. Ensure personnel tracking in support of total force accountability.

e. Provide guidance for and maintain visibility of Army personnel distribution and redistribution in accordance with priorities established by the DCS, G–3/5/7.

1–11. Deputy Chief of Staff, G–3/5/7

The DCS, G–3/5/7 will—

a. Ensure the Army's distribution mission is fully supported and integrated with ReARMM.

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

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

d. Ensure, in coordination with the DCS, G–4, that the deployment and distribution processes that project and sustain forces are fully integrated into the Joint Operation Planning and Execution System (JOPES) and subsequent global force management process.

e. Support AIT requirements, initiatives, and efforts to enable responsive and agile ITV processes.

f. Ensure all Army-level deployment/redeployment guidance requires unit deployment data for cargo as specified in DTR 4500.9–R, Part II.

g. Develop reporting procedures for force tracking.

h. Use ITV information to facilitate reset in the ReARMM.

i. Lead coordination with U.S. Army Force Management Support Agency (USAFMSA); DCS, G–4; U.S. Army Forces Command (FORSCOM); U.S. Army Materiel Command (AMC); and U.S. Army Training and Doctrine Command (TRADOC) for all ITV force programming issues, such as tables of organization and equipment (TOEs), basis of issue plans (BOIPs), fielding plans, equipment funding, and other force structure issues.

j. Through the Commander, USAFMSA—

(1) Provide support, analysis, and discipline for ITV related plans and decisions (personnel, materiel, resource, and force managers).

(2) Document manpower and equipment requirements and authorizations for the Army using an integrated process.

1–12. Deputy Chief of Staff, G–4

The DCS, G–4 will—

a. Perform Headquarters, Department of the Army (HQDA) oversight of Army distribution.

b. Advise on the development of Army distribution policies and programs, to include the Army distribution role in Joint and combined operations. Plan, supervise, review, and assess the execution of the Army distribution policies and programs.

c. Promulgate logistics information system requirements relating to distribution.

d. Assist in the development of policies addressing management, accountability, and tracking of distribution platforms and serve as the Army Staff proponent for distribution platforms and container management.

e. Provide oversight of ILAR initiatives.

f. Assist in the development of Army policy on packaging, storage, and transportation of HAZMAT.

g. Provide, in collaboration with the DCS, G–6, inputs to HQDA and Office of the SECDEF science and technology plans that promote technological enhancements or demonstrations of the overall distribution system.

h. Develop the distribution component of the Army Power Projection Program master plan and action plan.

i. Identify, program, and secure funding for distribution capabilities and platforms in coordination with the DCS, G–8.

j. Assist in the development of Army policy on ITV and radio frequency identification (RFID) tagging technologies and applications, to include implementation and application of AIS and AIT required for ITV during distribution operations.

k. Ensure, in coordination with the DCS, G–3/5/7, that the deployment and distribution processes that project and sustain forces are fully integrated into the JOPES and in the request for forces process.

l. Ensure Army ITV policy meets DoD and Joint guidance and supports force visibility and asset visibility.

m. Serve as the Army's functional proponent for AIT in support of ITV.

n. Provide centralized management to synchronize and coordinate Army visibility requirements and processes with current and emerging AIS/AIT in order to provide reliable ITV.

o. Advise the ASA (ALT) on the development of ITV enabling business practices and policies to support established DoD policy for AIT and item unique identification (IUID) and the method of identifying requirements, allocations, and cost expenditures against respective systems, including the identification of non-system specific requirements.

p. Synchronize Army AIT business processes with ITV and AIT policies by working with USTRANSCOM as the DoD JDDC.

q. Coordinate DTR 4500.9–R updates with the CG, AMC; the Army representative on the DTR 4500.9–R Oversight Working Group; and the Advisory Council Working Group, as identified in DTR 4500.9–R.

r. Oversee and manage the management decision package (MDEP) for AIT and RFID in cooperation with the DCS, G–8.

1–13. Deputy Chief of Staff, G–6

The DCS, G–6 will—

a. Align Army distribution of materiel and distribution platform management enterprise information strategic goals, tasks, priorities, and initiatives with those in the Army strategy. The DCS, G–6 is responsible and accountable to deliver structured, controlled, repeatable, and measurable processes that drive accountability and compliance for the management of the Army's enterprise information. See also paragraph 1–7.

b. Oversee the Army distribution of materiel and distribution platform management's information resources management activities, to include the allocation and obligation of the Army's IT capital assets in fulfillment of Title 40, United States Code, Subtitle III (40 USC Subtitle III), 44 USC Chapter 35, and 44 USC Chapter 36, including:

(1) Advising on the development of strategies, policies, and objectives.

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

c. Supervise the execution of and implement the Army distribution of materiel and distribution platform management related cyber and data security strategies, policies, architecture, and compliance Armywide, including:

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

(2) Information assurance programs and activities.

(3) IT security solutions; define, assess, resolve, and maintain security requirements and strategies.

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

d. Provide IT service portfolio management services and resources relating to Army distribution of materiel and distribution platform management.

e. Develop procedures and standards for information management processes that support ITV.

f. Ensure seamless information network connectivity and capabilities at installations and expeditionary forces operational locations to support ITV.

g. Provide support and processing for the spectrum certification of RFID, active radio frequency identification (aRFID), and passive RFID (pRFID) system acquisitions and conduct host nation coordination as required.

h. Deliver LandWarNet (LWN) capabilities and services to Army leadership and warfighters.

1–14. Deputy Chief of Staff, G–8

The DCS, G–8 will—

a. Provide necessary funding as validated requirements by the DCS, G–3/5/7.

b. Ensure all Army-level disposition instructions include the requirement for units shipping equipment to comply with guidance as specified in DTR 4500.9–R, Part II.

c. Oversee and manage the MDEP for AIT/RFID funding in concert with the DCS, G–4 (see para 4–4 for more information).

d. Secure funding for present and future distribution capabilities, force structure, and combat and materiel development.

1–15. The Surgeon General

TSG will—

a. Serve as the integrator for medical functions, to include medical capability development.

b. Ensure linkage into Joint systems for ITV during the evacuation process for medical evacuation command and control, patient regulation between theater, and supporting base hospitals.

c. Integrate doctrine and procedures relating to patient and medical supply ITV by ensuring compliance with JP 4–0 and AR 40–61.

d. Establish a container control officer (CCO) network to manage and account for intermodal containers, shipping platforms, as well as acquired system 463L pallets and assets, as applicable.

1–16. Commanders of Army commands

Commanders of ACOMs will—

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

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

c. Use distribution platforms (containers, flatracks, and container roll-in/roll-out platforms (CROPs)) for unit deployments, as well as loading and handling capability outloading facilities, and conduct related training.

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

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

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

g. Provide information concerning inventory, movement, and readiness condition of Army-owned and/or -leased intermodal distribution platforms (less flatracks and CROPs) to the Army Intermodal and Distribution Platform Management Office (AIDPMO) through the Joint Container Management (JCM) System. Army organization personnel must upload a copy of the International Convention for Safe Containers (CSC) inspection report to the container record in JCM.

h. Provide information concerning inventory, movement, and readiness condition of Army-owned flatracks and CROPs to the AIDPMO.

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

j. Carry out additional responsibilities listed throughout this regulation.

1–17. Commanding General, U.S. Army Forces Command

In addition to the responsibilities prescribed in paragraph 1–16, the CG, FORSCOM will—

a. Execute and accomplish distribution platform management in a manner that provides accurate and complete accounting and control of surface and ILAR delivery platform assets.

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

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

d. Integrate distribution units, equipment, assets, and sustainment stocks into time-phased force and deployment data (TPFDD) and serve as responsible agent for ReARMM.

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

f. Establish a CCO network to manage and account for intermodal containers, shipping platforms, as well as acquired system 463L pallets and assets, as applicable.

g. Provide inventory, movement, and readiness condition of Army-owned containers and flatracks to AIDPMO through the JCM System, per paragraph 4–4 of this regulation.

h. Develop training schedules that exercises distribution capabilities to include ILAR usage.

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

j. Develop internal ITV policy and procedures that will ensure compliance with this regulation, and ensure unit movement reporting, tagging, and labeling of unit equipment.

k. Develop accurate source data in deployment AIS for use in TPFDD development and refinement, ensuring that the appropriate AIT is applied to unit equipment and supplies, and reporting information through AIS to enable ITV.

l. Ensure units have the appropriate AIS/AIT to conduct unit moves in accordance with this regulation.

1–18. Commanding General, U.S. Army Training and Doctrine Command

In addition to the responsibilities prescribed in paragraph 1–16, the CG, TRADOC will—

a. Develop and publish Army doctrine to support distribution-based logistics in a theater of operations that clarifies Army tactics, techniques, and procedures (TTPs) and is coordinated with other DoD components and Joint processes for sustainment, distribution to the end user, and retrograde. Develop and publish Army TTPs for all distribution platforms (for example, containers, flatracks, CROPs, and system 463L platforms) and equipment (leased and owned), to include how they are managed, acquired, deployed, tracked, maintained, reported, inventoried, stored, and retrograded in coordination with AIDPMO.

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

c. Incorporate distribution concepts and capabilities as part of Army combat service support doctrine to accomplish distribution-based logistics.

d. Develop Army concepts and requirements for ISO containers and other distribution platforms, including required unit equipment, in coordination with AIDPMO.

e. Develop, in collaboration with the DCS, G–6, IT concepts and requirements for the Army distribution system, including integration with USTRANSCOM, and Joint-level distribution AIS.

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

g. Develop and promulgate container operations and maintenance manuals and other container and distribution-related publications, in coordination with AIDPMO.

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

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

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

k. Develop Army ITV training and doctrine consistent with DTR 4500.9–R and this regulation.

l. Identify, validate, and assess future ITV enablers.

m. Develop TOEs, BOIPs, and fielding plans in conjunction with the DCS, G–3/5/7 to support ITV enablers across the Army.

n. Develop ITV enabling procedures to support established DoD and Army policy for AIT and IUID in accordance with AR 700–145.

o. Develop the method of identifying requirements, allocations, and cost expenditures against respective systems, including the identification of nonsystem specific requirements.

p. Through the Director, Defense Ammunition Center, provide the Intermodal Dry Cargo Container CSC Reinspection Course.

q. Provide inventory, movement, and readiness condition of Army-owned containers and flatracks to AIDPMO through the JCM, per paragraph 4–4 of this regulation.

r. Establish a CCO network to manage and account for intermodal containers, shipping platforms, as well as acquired system 463L pallets and assets, as applicable.

1–19. Commanding General, U.S. Army Materiel Command

In addition to the responsibilities prescribed in paragraph 1–16, the CG, AMC will—

a. Provide guidance for distribution of AMC-owned or -managed materiel, to include effective stock positioning.

b. Monitor materiel to ensure stock levels are consistent with demand and the ability to distribute to the customer.

c. Develop, maintain, implement, and promulgate the Containerized Ammunition Distribution Plan for use by all Services through the Joint Munitions Command.

d. Coordinate materiel distribution requirements with deployment requirements in planning and execution for contingencies and war.

e. Develop and implement, in coordination with TRADOC, policy and recommendations on the aerial delivery of materiel, to include HAZMAT.

f. Provide inventory, movement, and readiness condition of Army-owned containers and flatracks to AIDPMO through the JCM, per paragraph 4–4 of this regulation.

g. Provide life-cycle support for Army-owned ISO containers and distribution platforms.

h. Provide management support for Army-owned ISO containers and distribution platforms.

i. Provide technical advice and recommendations on loading, outloading, and intermodal operations required for Class V (ammunition) applicable to vehicle flatrack and ISO container movement and storage.

j. Develop concepts and procedures for management and control of all Army-owned ISO containers, in conjunction with TRADOC and AIDPMO.

k. Assist and support installation materiel support.

l. Incorporate ITV procedures into AMC business processes.

m. Maintain AMC-managed installation and garrison AIS/AIT related hardware, software, supplies, and infrastructure to support deployment and sustainment operations.

n. In concert with the PL–LIS, ensure Army depots obtain, install, operate, and maintain a sufficient number of interrogators to capture ITV data.

o. Ensure vendors comply with DFARS as it relates to this regulation.

p. Ensure web-enabled Army Enterprise Systems Integration Program (AESIP) data are integrated with USTRANSCOM's Integrated Data Environment/Global Transportation Network Convergence (IGC) and/or subsequent system.

q. Coordinate, in collaboration with the DCS, G–4, updates to DTR 4500.9–R relating to ITV.

r. Provide AIT interrogator locations to the ASA (ALT).

s. Oversee the CG, U.S. Army Sustainment Command (ASC), who will—

(1) Serve as Lead Materiel Integrator for Army-owned flatrack and CROPs to include distribution, redistribution, and divestiture.

(2) Identify and redistribute excess Army-owned flatracks/CROPs to fill requirements between army commands (ACOMs)/ASCCs.

(3) Review and approve or disapprove requests for redistribution of Army-owned flatracks/CROPs between ACOMs/ASCCs.

(4) Redistribute Army-owned flatracks and CROPs between ACOMs/ASCCs during contingencies to satisfy urgent mission-essential requests.

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

(6) Identify any shortage or contingencies that warrant the acquisition of additional flatracks and/or CROPs to the item managers.

(7) Establish a CCO network to manage and account for intermodal containers, shipping platforms, as well as acquired system 463L pallets and assets, as applicable.

(8) Provide container management support to the AIDPMO container programs.

(9) Oversee the Director, Packaging, Storage, and Containerization Center who will—

(a) Serve as the Army administrator for Army participation in the DoD shelf-life program pertaining to the use of distribution platforms.

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

(c) Serve as the Army operational coordinator and transportation focal point for Army participation in the DoD Hazardous Materials Information Resource System (HMIRS), in accordance with AR 700–141.

(d) Serve as the Army Storage Space Reporting Administrator.

(e) Manage the Army's packaging applications testing facility for designated items assigned by DoD per AR 700–15/OPNAVINST 4030.2/AFMAN 24–206/MCO 4030.33F/DLAR 4145.7/DCMA–1101; serve as the Army entry point for industry-developed materials handling equipment (MHE), packaging equipment and materiel, methods, procedures, and Service-wide application; and conduct packaging design validation testing required for shipping containers used to ship Army materiel, including performance oriented package testing used in the certification of HAZMAT packaging.

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

(g) Provide inventory, movement, and readiness condition of Army-owned containers and flatracks to the AIDPMO through the JCM, per paragraph 4–4 of this regulation.

t. Oversee the CG, U.S. Army Tank-Automotive and Armaments Command (TACOM), who will—

(1) Provide procurement management for all Army Non-ISO flatrack and CROPs.

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

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

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

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

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

(7) Provide life-cycle support for flatrack and CROP use as Army unit equipment and/or Army-owned equipment.

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

(9) Establish a CCO network to manage and account for intermodal containers, shipping platforms, as well as acquired system 463L pallets and assets, as applicable.

u. Oversee the CG, Military Surface Deployment and Distribution Command (SDDC), who will—

(1) Serve as the Army surface distribution manager supporting the Army and DoD worldwide during peace and war with responsive planning, crisis response actions, terminal operations, integrated surface transportation systems, and global container management.

(2) Establish and enforce tracking mechanisms for movement and/or transportation data on DoD freight and cargo moving in the DTS through surface means.

(3) Serve as the global container manager (GCM) as designated by USTRANSCOM (DoD JDDC). Authority includes directive authority over the use of all ISO cargo containers in the DTS and in coordination with the CCDR when outside the DTS in a theater of operations. Use of such containers in a theater, when owned or leased by a Service, remains under the control of the Service unless emptied and released to a theater control office or to SDDC for use as a DoD-owned container.

(4) Manage, monitor, report, and provide asset visibility of DoD-owned and -leased and commercial intermodal surface shipping platforms and containers while in the DTS or within a theater of operations, based on coordination with the theater CCDR (see specific SDDC responsibilities for DoD container management in DTR 4500.9–R, Part VI).

(5) Recommend for the approval of the Services, overall DoD ISO container requirements, inventory, and asset availability to meet contingency, mobilization, deployment, and training requirements.

(6) Provide data and expertise to the Army for determining container and container handling equipment (CHE) requirements (types and numbers) to support Army and Joint forces contingency, exercise, and peacetime operations.

(7) Coordinate procedures so materiel, when called to port, is prepared for shipment aboard the type of vessel (roll-on, roll-off, break bulk, or containership) designated for shipment. This includes guidance on containerizing wheeled vehicles.

(8) Provide operations analysis and transportation engineering support for Army distribution platforms, containerization, and intermodal activities.

(9) Assist in identifying weight and dimensions in the equipment characteristics file for Army unit and support activity equipment and vehicles that will be put in containers.

(10) Provide transportation engineering data and expertise for the Army in the determination of container and CHE requirements (types and numbers) to support Army and Joint forces contingency, exercise, and peacetime operations.

(11) Provide ITV of Army-owned and/or -leased and commercial intermodal equipment in the DTS through the IGC and the Single Mobility System.

(12) Obtain, operate, and maintain a sufficient number of interrogators at Army ports to capture ITV data of deploying forces and sustainment.

(13) Obtain, operate, and maintain a sufficient number of interrogators at other continental United States (CONUS) and OCONUS ports to capture ITV data of deployment and sustainment.

(14) Ensure vendors comply with DFARS as it relates to this regulation.

(15) Validate that sufficient 20-foot containers and chassis (commercial and government-owned) are available to support warfighter requirements and ReARMM.

(16) Represent DoD before the Equipment Interchange Association on coding, marking, international CSC plating, and reinspecting ISO containers.

(17) Negotiate intermodal rates and procure related services to meet DoD intermodal equipment and transportation requirements.

(18) Manage and provide administrative support to the DoD container inventory process and promulgate inventory procedures.

(19) Manage and control for DoD all commercial ocean carrier containers from origin to final destination, to include return or allocation of empty containers within a theater of operations.

(20) Perform global DoD container database management utilizing automated systems to provide inventory, accountability, tracking, visibility services, and support.

(21) Provide standard reports for providing information to all activities concerning container status.

(22) Monitor the Army's 463L Pallet and Net Program.

(23) Provide advance notification of all containers inbound and outbound, including disposition information, to AIDPMO for deployment/redeployment, retrograde shipments, and any shipment using Army-owned containers.

(24) Develop procedures for use by CCDRs in reporting and turning in empty containers for use in theater or to carry retrograde cargo. Coordinate procedures with the Service container managers when Service-owned containers are involved.

(25) Coordinate with Service owners and DoD activities and agencies in their areas of responsibility to establish and manage theater container pools. Contract for and maintain container leasing capabilities to meet intermodal equipment requirements needed to support peacetime and contingency operations globally.

(26) Establish a CCO network to manage and account for intermodal containers, shipping platforms, as well as acquired system 463L pallets and assets, as applicable.

(27) Oversee the Chief of AIDPMO who will—

(a) Serve as the DA "single manager" for management and control of all Army-owned and -leased ISO containers and other distribution platforms, as required, including triple containers (TRICONs) and quadruple containers (QUADCONs).

(b) Exercise directive authority over centrally managed fleet (CMF) containers.

(c) Develop concepts, practices, and procedures for proper management of all Army-owned and -leased ISO containers and other distribution platforms.

(d) Develop and implement procedures and practices that ensure the Army operates effectively and efficiently within the DoD and commercial intermodal systems.

(e) Maintain and provide to HQDA accountability data and readiness of distribution platform assets required to meet Army and DoD movement requirements.

(f) Coordinate with installations and appropriate commands to issue and redistribute assets within the Army to meet deployments, redeployments, and other Army mission requirements.

(g) Maintain data on inspection and maintenance of Army-owned containers, tactical shelters, and ISO equipment to ensure compliance with the International CSC of 1972; Title 49, Code of Federal Regulations (49 CFR); and International Maritime Dangerous Goods (IMDG) code.

(h) Manage and maintain the DoD ISO Register.

(i) Register and assign DoD ISO serial numbers for new procurement and re-stenciling Army-owned or DoD-owned containers.

(j) Maintain a central repository in JCM for CSC inspections reports on all Army-owned containers.

(k) Ensure Army organizations submit the latest CSC inspection to AIDPMO through JCM. Inspection results must include the ISO container serial number, the date of last examination and a means of identifying the CSC examiner and/or official, the name and location of the organization where the inspection was conducted, results of the inspection, and the CSC expiration date.

(l) Initiate, reconcile, and maintain periodic inventories of all Army-owned and -leased ISO containers and other distribution platforms.

(m) Provide disposition of carrier-owned equipment reported through the inventory process.

(n) Maintain an inspection and recertification program for all Army-owned ISO containers.

(o) Ensure tracking and reporting requirements are accomplished.

(p) Establish container working groups, workshops, and conferences.

(q) Provide field assistance and management services to Army units and activities, as needed, to maintain accountability and readiness condition of ISO containers, including theater-assigned containers, in coordination with the responsible ASCC commander and/or theater commander.

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

(s) Incorporate ISO container management policies and guidelines in applicable Army regulations, Army techniques publications, and other Army publications in accordance with DTR 4500.9–R, Part VI and DoD global container management guidance.

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

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

(v) Manage and issue DD Form 2282 (Reinspection Decal Convention for Safe Containers) for the recertification of DoD-owned containers and intermodal equipment.

(w) Maintain collaboration and coordination with other key players (SDDC, ASC, and program managers).

(x) Provide proper management of Army-owned ISO containers and intermodal platforms in accordance with Army regulations, policies, publications, pamphlets, and DTR 4500.9–R, Part VI.

(y) Serve as the Army's procurement approval authority for all Army-owned and/or -procured intermodal distribution platforms. All requests for procurement of ISO intermodal equipment must receive prior approval from AIDPMO.

(z) Review and process Army organizations ISO container requests to determine the most efficient and cost-effective solution (lease, buy, or use available CMF) to meet requirements.

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

(bb) Develop and implement concepts and practices to ensure compliance with efficient management of Army distribution platforms, in coordination with the ASA (ALT); CG, TRADOC; DCS, G–4; CG, FORSCOM; Commander, DLA; CG, USTRANSCOM; CG, U.S. Army Medical Command; and CG, SDDC.

(cc) Provide management support services for all Army-owned and/or -leased containers, including theater-assigned containers as agreed to by CG, SDDC; CG, USTRANSCOM; and the ASCC commander or theater commander concerned.

(dd) Program, budget, and fund life cycle costs of the CMF in support of ReARMM.

(ee) Provide asset management and control (including pre-positioning, inspection, certification, maintenance, repair, disposal, and replacement) of Army-owned containers to meet container requirements in peacetime and during contingencies.

(ff) Coordinate with all Army organizations and provide disposition instructions for Army-owned or -leased, commercial, or unknown ownership.

(gg) Serve as the Army Service Component for the 463L Pallet and Net Program Manager.

1–20. Commanders of Army service component commands and direct reporting units

Commanders of ASCCs and DRUs will—

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

b. Advise the DCS, G–4 of distribution responsibilities assigned by the geographic COCOM to the ASCC.

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

d. Conduct distribution planning and training, to include the training associated with ILAR, AIS, and AIT.

e. Provide oversight of all distribution platforms in an area of operations (AO), to include managing, circulating, inventorying, tracking, funding, demurrage and/or detention, and retrograding.

f. Establish a CCO network to manage and account for intermodal containers, shipping platforms, as well as acquired system 463L pallets and assets, as applicable.

g. Provide inventory, movement, and readiness condition of Army-owned and/or -leased ISO containers and intermodal distribution platforms to AIDPMO through JCM. Army organization personnel must upload a copy of the CSC inspection report to the container record in JCM.

h. Report information concerning inventory, movement, and readiness condition of Army-owned flatracks and CROPs to AIDPMO.

i. Ensure the proper maintenance of all Army-owned and -leased containers and flatracks.

j. Provide retrograde of excess flatracks and CROPs per AIDPMO instructions.

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

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

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

n. Develop internal ITV policy and procedures that—

(1) Ensure compliance with Army ITV policy and guidance.

(2) Ensure unit movement reporting, tagging, and labeling of unit equipment.

o. Develop accurate source data in deployment AIS for use in TPFDD development and refinement, ensuring that the appropriate AIT is applied to unit equipment and supplies, and reporting information through AIS to enable ITV.

p. Develop and implement plans to—

(1) Create and maintain an ITV program to support the theater consistent with this regulation.

(2) Ensure units have a sufficient quantity of AIT hardware to support deployment/redeployment operations and ensure that installations maintain operational ITV server connectivity so that deploying unit equipment is captured in the ITV system upon movement from the installation to the port of embarkation.

(3) Assist deploying/redeploying units in populating tags with data.

(4) Ensure AIS supports ITV of inbound and outbound sustainment cargo.

(5) Maintain oversight of the theater ITV program.

(6) Provide AIT interrogator locations to the ASA (ALT).

q. Ensure commanders of units and unit movement officers—

(1) Incorporate ITV requirements in their unit deployment plan.

(2) Ensure the organizational equipment list is current and accurate.

(3) Label and tag deploying equipment properly to provide ITV.

(4) Ensure Soldiers have a current common access card.

(5) Ensure accurate source data is fed to deployment AIS and that all unit equipment and supplies are accurately marked by application of the appropriate AIT and shipping labels.

(6) Use, account for, recover, and return AIT hardware per supply accountability procedures.

(7) Track movement of unit equipment throughout deployment via the national radio frequency (RF) ITV server, the IGC, or subsequent system and report discrepancies and/or loss of ITV immediately.

(8) Provide AIT interrogator locations to the ASA (ALT).

(9) Use the Transportation Coordinator's Automated Information for Movement System II (TC–AIMS II) to create an accurate organizational equipment list that identifies all personnel, equipment, and supplies assigned to their unit identification code (UIC) and any derivative UICs.

(10) Ensure data is accurately reflected in the appropriate AIT device and AIS.

1–21. Commanding General, U.S. Army Cyber Command

In addition to the responsibilities prescribed in paragraph 1–20, the CG, ARCYBER will—

a. Plan, coordinate, integrate, synchronize, direct, and conduct Army cyberspace operations.

b. Operate, maintain, and defend all Army networks as part of the GNEC, including all activities involving service delivery, service operations, infrastructure management, information assurance execution, network defense, and content management. See also paragraph 1–7.

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

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

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

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

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

Chapter 2
Distribution of Materiel

Section I

Distribution of Materiel–Definition and Goals

2–1. General

Distribution of materiel must be conducted in accordance with DoDM 4140.01, Vol. 1 and DTR 4500.9–R. This chapter focuses on distribution or the delivery of materiel on time, every time. This regulation recognizes that the deployment process and the distribution process must be synchronized. Both processes often require the simultaneous use of the same assets and infrastructure. Army distribution requires active engagement with the Joint distribution network, supported commanders, host nation providers, and commercial contractors and vendors. The purpose of distribution is to provide materiel reliably to the warfighter (or other designated end users) with the time, place, and condition utility required to ensure readiness in peace predictably and continuous combat effectiveness during war and contingency operations. Effective distribution synchronizes all elements of the logistics system to deliver the right things to the right place at the right time to support the geographic CCDR. This requires the positive control of an end-to-end (E2E) system; focused doctrine and processes; and full integration across the strategic, operational, and tactical levels of logistics.

2–2. Distribution of materiel defined

Distribution is an E2E Joint capability that uses standard business practices to provide materiel and information worldwide from the supply source to the point of consumption or use, to include the last tactical mile (unit formations that come directly into contact with enemy forces) and retrograde. Distribution includes the integrated flow of materiel and information, process and financial management, transportation, transportation mode selection, node operations, visibility to the required level of detail enabled by AIT and AIS, materiel handling, and protective packaging. It also includes the capability to meet surge requirements, to redirect materiel en route, and to maintain full synchronization with the force deployment process. Speed alone is not the desired result: it is the reliable, predictive, rapid, and precise delivery of materiel when and where required. Success is measured by the commander-validated resource requirement being met.

2–3. Distribution of materiel goals

The distribution goals include:

a. Gaining and maintaining logistician and warfighter confidence in the distribution system through demonstrated reliable and predictable worldwide time-definite delivery (TDD) of materiel, including the last tactical mile.

b. Reducing the distribution footprint.

c. Reducing costs while maintaining warfighter capabilities and readiness.

d. Conducting efficient distribution operations at strategic levels and effective distribution operations at operational and tactical levels.

e. Synchronizing fully the distribution process with the deployment process.

f. Synchronizing fully the theater distribution process to the theater logistics requirements.

g. Defining and achieving performance metrics.

h. Conducting effective and efficient retrograde of materiel.

i. Attaining visibility of all materiel in the distribution system to the needed level of detail using AIT-enabled information systems, coupled with the capability to redirect materiel effectively en route.

j. Ensuring sufficient commercial and organic distribution platforms are available to meet warfighter surge and follow-on requirements.

k. Conducting effective distribution platform circulation and retrograde operations.

l. Ensuring contracts for materiel acquired through government purchase card, direct vendor delivery, and weapon system contractor logistics support provide for shipment to combat and contingency areas of operations, as directed by the warfighter, by either organic or commercial transportation.

m. Preventing delays and misdirected cargo through proper documenting, marking, and labeling of shipments.

n. Identifying, funding, and implementing high-payoff distribution enablers.

o. Accomplishing continuous process improvement by exploiting and incorporating current and emerging technology and best practices.

2–4. Distribution of materiel and force projection

As the distribution system can require the same assets simultaneously, distribution and deployment must be fully synchronized to ensure that available lift, port reception, staging, and delivery capabilities are fully exploited to best meet warfighter requirements. The execution of deployment and redeployment of forces is a distribution event.

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

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

2–6. Strategic distribution of materiel

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

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

b. Strategic physical distribution is the two-way interaction between all strategic nodes, modes, and lines of communication. It spans all the transportation and materiel management activities from the first strategic mile to the theater. Distribution platforms support the interoperability of the physical movement of cargo between modes to deliver the required materiel reliably.

2–7. Theater distribution
Theater distribution is the E2E capability that delivers timely, dependable, accurate, and consistent sustainment from within the theater to the point of need. It comprises four mutually supportive networks: physical, financial, information, and communications. The distribution system is successful when it delivers a reliable and predictable level of support that has the confidence of both the warfighter and the logistician. Achieving this will require a transformed distribution system that integrates new organizations, new processes (some adapted from industry), and an infrastructure that shares data from the Soldier operating at the last tactical mile to the industrial sustainment base. This system requires 24-hour-a-day communication and demands shared distribution information across the enterprise. Communications must be reliable and have tracking capabilities embedded into distribution platforms as a part of an essential, modern theater distribution system. A successful modernized theater distribution system must—

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

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

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

d. Provide rapid and precise TDD using effective and efficient processes that are in complete harmony with the JDDC.

e. Ensure processes are in place that provide E2E total asset visibility.

2–8. Theater distribution single control element
Theater distribution requires positive control and visibility of the materiel flow from the point of origin in the theater through delivery to the last tactical mile, to include retrograde. This requires a unity of effort with a single control element; that is, a single distribution owner who has positive control E2E in the theater and is responsible for guaranteeing theater delivery on time, every time. This unity of effort is provided by the Joint task force commander through Service component commanders.

2–9. Distribution and supply chain management
To be effective and make the best use of fiscal resources, distribution must be conducted within a supply chain framework. Distribution is a component of supply chain management. Within the supply chain, distribution influences acquisition, sourcing, and stock positioning.

a. The distribution function within the supply chain starts after the materiel release order is cut, and a product is identified for shipment. At a commercial site, distribution starts when a product is made available for shipment at a vendor dock based on a validated request/order.

b. Pre-positioning of stock within a supply chain management framework is critical to an effective distribution process that meets warfighter requirements for reliable distribution. Time, space, and cost considerations may require pre-positioning materiel in forward areas in lieu of deploying materiel from CONUS at the time of need. Army prepositioned materiel, ammunition, and war reserve stocks (afloat and ashore through the Army pre-positioned stock program) provides a warfighting capability forward and shifts mobility requirements from strategic lift to operational lift. Application of afloat pre-positioning for other classes of supplies to create floating mini-depots in proximity to a theater may be considered in providing forward-based distribution.

2–10. Distribution metrics
a. Success of the distribution system is not measured by speed alone but rather by consistently meeting warfighter delivery requirements. Logistics response time (the total elapsed time between the issuance of a customer order and satisfaction of the order) is the principal metric to measure the responsiveness of the distribution system. The principal metric to measure consistency of the distribution system is TDD, which is the concept that within a specified degree of probability (for example, 85 percent), the logistics system is capable of delivering materiel to the customer within a given period. TDD standards are regionalized with each COCOM by segment (source, supplier, transporter, and theater) and are the common set of standards used to assess performance across the Joint Development and Distribution Enterprise. These supply chain performance metrics measure the complete cycle time to satisfy a requirement at the end user level within specified delivery times (total logistics response time). Measurement begins when the requirement is established in the Army supply system (that is, Unit Level Logistics System

and/or Standard Army Maintenance System) and ends when receipt acknowledgment is recorded. These metrics extend to vendor shipments outside DTS.

b. The Army will use TDD standards to measure logistics response time and will rate that response against established standards. The Army metric reports provide the amount of time used by each source of fill and by segment of the supply chain. Army commanders with responsibility for distribution segments will compare their units' performance to the supply chain standards. TDD standards are posted in the Distribute.mil portal at https://www.distribute.mil in the Distribution Performance Analysis community, in the library folder.

2–11. Distribution during peace, contingency, and war

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

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

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

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

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

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

f. The Army anticipates future operations characterized by little or no notice, indefinite duration, little or no infrastructure, and unsecured lines of communication. When supporting this type of operation, the container becomes the warehouse. Experience has shown that the commercial practice of delivering a container provided by an ocean carrier to the consignee (Army unit) and having the container unstuffed and returned to the carrier within the allotted free time does not work in early stages of any large-scale combat operations. When operationally feasible and cost effective, Army-owned or Army-leased containers can be used in the early stages of an operation or contingency. The buyout of ocean carrier-provided containers may be the most cost effective option. As the theater matures and the theater commander approves, a trans load operation may be an additional option to consider. In any mature operation, ocean-carrier-provided containers can be used and returned to the carrier, and this should happen as soon as practical in order to reduce buyout (and/or detention) costs, and to avoid the growth of unnecessary "steel mountains" which may eventually hinder operations and result in additional costs and disposition challenges at the end of the operation. In many cases a limited amount of detention cost can be the cheapest alternative when storage or other operational requirements dictate. Theater container managers (TCMs) must be in tune to these operational and cost considerations from an overarching and long-term perspective.

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

2–12. Retrograde of materiel

a. Retrograde of materiel operations must be in accordance with DTR 4500.9–R, Part V; AR 700–15/OPNAVINST 4030.2/AFMAN 24–206/MCO 4030.33F/DLAR 4145.7/DCMA–1101; AR 710–2; and ATP 4–35.1.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(6) Ensure that the provisions outlined in the USDA Animal and Plant, Health Inspection Service importation regulations, and DoD 4140.65 are followed. ISPM–15 calls for wood to meet the required wood treatment parameters for heat-treated, or fumigated with methyl bromide, or sulphuryl fluoride and marked with an approved international mark certifying treatment. The treatment certification mark harmonizes the regulations and replaces country-by-country certifications.

Section II

Distribution of Materiel Procedures

2–13. Army vendor shipments using the Defense Transportation System

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

b. The DTS includes transportation managed by USTRANSCOM component commands; Service-operated ocean and aerial ports and facilities; Defense consolidation and containerization facilities; and DLA Disposition Services Office.

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

d. Contracting officers, and contracting officer representatives confirm vendor shipments entering the DTS—

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

(2) Include a “mark” for an in-the-clear delivery address, which includes ultimate consignee’s name, organization, unit and/or departmental name, office symbol, telephone number, and consignee’s Department of Defense Activity Address Code (DoDAAC). The in-the-clear delivery address must also include, if applicable, the host country geographic address.

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

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

(5) Comply with 49 CFR, AR 700–143/DLAR 4145.41/NAVSUPINST 4030.55D/AFMAN 24–210_IP/MCO 4030.40C, IMDG, and International Civil Aviation Organization in that all packages of HAZMAT must include hard copies of applicable emergency response guidebook pages secured inside the packing slip.

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

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

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

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

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

e. The designated contracting officer representative will ensure compliance with these documentation requirements, identify any deficiencies to the contractor for correction, and, if not adequately addressed

by the contractor, report any deficiencies to the contracting officer and/or chain of command, as appropriate.

2–14. Army purchase card vendor shipments using the Defense Transportation System

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

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

(1) Adhere to military standard documentation and marking in accordance with MIL–STD–129R, to include but not limited to, military shipping label and bar-coding requirements. MIL–STD–129R can be accessed at https://quicksearch.dla.mil/.

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

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

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

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

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

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

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

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

c. If a shipment requires delivery through the DTS because it cannot be delivered using commercial door-to-door transportation and/or the vendor requirements stated in paragraph 2–14*b* cannot be met, then the government purchase card will not be used in making the purchase.

d. All acquisition training for government purchase cardholders must include the importance of providing the above stated shipping information and transportation requirements to vendors when items are to be shipped using the DTS instead of door-to-door commercial delivery.

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

2–15. Special category shipping requirements

Processing requirements for special category DTS shipments are as follows:

a. Shipment and documentation of classified and sensitive materiel. Shipments of classified materiel will conform to applicable requirements established by DoDM 5200.01, Volume 1 and DoD 5220.22–M.

Access by U.S. border crossing agency officials to aircraft and vessels arriving from foreign countries may not be denied because of cargo security classification.

(1) Shipment of sensitive conventional arms, ammunition, and explosives will conform to the requirements of DoDM 5100.76.

(2) Standards for commercial carrier transport of classified materiel, arms, ammunition, and explosives will conform to the requirements of DTR 4500.9–R.

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

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

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

2–16. Pure packing of materiel

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

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

(1) In order to optimize throughput distribution to the SSA level, all cargo (less HAZMAT, outsized cargo, and other exceptions specified in DTR 4500.9–R, Part II for each routing indicator code (RIC) and/or DoDAAC shipped using 463L air cargo pallets or intermodal containers) is segregated at the supporting CCP. The CCP will segregate cargo by RIC/DoDAAC onto separate 463L pallets or ISO containers in accordance with the theater route plan. During consolidation operations, DoDAAC, RIC, and SSA are synonymous; pure pack pallets/ containers are by SSA DoDAAC.

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

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

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

(3) In accordance with AR 56–4, each ASCC commander implements the pure packing of air lines of communications 463L cargo pallets and sea lines of communications ISO containers. Implementation includes—

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

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

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

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

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

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

(g) In accordance with AR 725–50, notifying the supporting CCP as soon as possible of SSA changes, SSA DoDAAC handoffs upon redeployment, or supported customer location (Standard Army Maintenance System–Level) address changes through the Army Sustainment Command (ASC) Army Central Service Point. Notification of an SSA change is critical for the CCP to maintain accurate records and ensure supported customer unit requisitions are delivered to the correct SSA.

Chapter 3
Distribution Platform Management and Accountability

3–1. Purpose
This chapter prescribes Army policy for use of ISO containers. It also includes container and U.S. Air Force System 463L platform policies and responsibilities set forth in detail in DTR 4500.9–R, Part VI. Additionally, this chapter establishes policies on the management of flatracks and CROPs.

3–2. Distribution platforms
This chapter also focuses on general cargo distribution platforms. These platforms include Army-owned or -leased intermodal ISO containers and shipborne flatracks and CROPs, vehicular flatracks (M1, M1077, M3, M3A1), 40-foot trailers, international airlift or helicopter slingable container units, TRICONs and QUADCONs, and U.S. Air Force System 463L pallets. Other Army-owned modified table of organization and equipment (MTOE) such as trucks, watercraft, causeways, and MHE or CHE are not considered distribution platforms.

3–3. Dedicated program use platforms
Dedicated program use platforms are intermodal configured modular systems modified for a specific purpose and dedicated use at a destination. These platforms are not reusable general purpose cargo containers but are configured into intermodal transportation standards to expedite mobilization and deployment and must meet regulatory requirements, to include CSC certification. They may be machine shops, food preparation facilities, hospital units, or components of end item modules that assemble into specific platforms, such as force provider. These platforms also include modular causeway systems, petroleum and water distribution systems, containerized maintenance facilities, and harbor master command and control systems. Each proponent of special use modules designed with the intent of meeting ISO container transportability standards will be responsible for meeting design and test criteria to achieve CSC certification. This effort is a collaborative process with the U.S. Coast Guard. The proponent for the equipment will develop a maintenance program tailored to the particular item. The item must meet and pass a

CSC inspection in accordance with MIL–STD–3037 and be inspected in accordance with DTR 4500.9–R, Part VI to ensure safe transportability. The method of achieving and controlling inspector qualifications must be developed in coordination with the U.S. Coast Guard.

3–4. Distribution platform goals and objectives

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

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

b. During contingency operations, intermodal containers will be used in the order prescribed in DoDI 4500.57. A 20-foot container is the primary size-type to support deployment and sustainment operations. Other containers (double container (BICON), TRICON and QUADCON) are acceptable. No containers larger than 20-foot ISO containers will be sent to a combat theater unless specifically authorized by the theater commander. The theater's capability to handle and transport larger containers will be the overriding consideration.

c. Accomplish rapid forward unloading and rapid return of containers, flatracks, and CROPs.

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

e. Maintain serviceability and inspect ISO containers and distribution platforms in accordance with MIL–STD–3037 and the master lease contract lease to ensure safety and compatibility while moving through DTS or commercial transportation system.

f. Procure or lease containers and distribution platforms through AIDPMO under conditions established in DTR 4500.9–R, Part VI, the AIDPMO procurement and intermodal equipment lease guidelines, and the USTRANSCOM/SDDC master lease contract.

g. Use Army-owned containers in peacetime for transition to war and training exercises to reduce leasing and transportation costs.

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

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

3–5. Theater container management

Theater container management requires commanders to designate authorities at the strategic, operational, and tactical level to synchronize movement management and control with container accountability to ensure E2E management of containers in support of the theater requirements. The theater commanders determine the level of management in theater based on the complexity of the theater distribution environment and volume of containers to support the theater.

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

(1) The Chief, AIDPMO is responsible for the management and control of Army-owned/leased ISO containers and other distribution platforms, as well as for the development and implementation of practices and procedures that ensure the Army operates effectively and efficiently within the DoD and commercial intermodal systems.

(2) COCOM deployment and distribution operations centers are partnered with USTRANSCOM and, along with DLA, coordinate and schedule intratheater movement of all commodities and personnel via ground, sea, and air within the COCOM AOR.

(3) Two strategic units that operate in the operational environment are the terminal transportation brigade, which manages port operations in theater, and the container management element (CME),

provided by SDDC terminal transportation battalions. The CME may use the DoD, Army, or theater approved automation system to monitor visibility of containers. The CME may be tactical control to the ASCC.

b. Theater-level authorities. The CCDRs are TCMs.

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

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

c. Operational-level authorities. A Service component commander or Joint task force commander establishes a country container authority (CCA) as required. See ATP 4–12 for more information. It is recommended that CCA responsibility not be delegated below the expeditionary sustainment command (ESC) or Service-specific equivalent level. CCAs are responsible for all container management operations for their respective country. The distribution management of containers must be managed at the combined/Joint and theater sustainment command (TSC)'s or ESC's distribution movement centers.

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

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

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

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

e. Reports. Theater commanders and senior commanders will determine the container report process and frequency. CCOs will provide container reports to their CCAs, who will forward them to the CME and container management executing agent (CMEA). The CMEA will review and forward the reports to the TCM. After their review, the TCM sends the final container report to GCM.

3–6. Container and flatrack management

The E2E management of containers, flatracks, and supporting equipment is essential to an effective distribution process. Management includes accounting for assets, maintaining visibility of assets in the distribution system, positioning assets where and when needed, and providing for maintenance and inspections when required. The Chief, AIDPMO is the single manager or point of contact for all Army-owned and/or -leased intermodal containers. AIDPMO approval is required to purchase or lease containers for peacetime and full spectrum operations, including contingency operations. These operations focus on deployments, redeployments, special missions, and exercises. The CG, ASC is the Army's Lead Materiel Integrator for Army-owned M1077 Series palletized load system (PLS) flatracks and/or M3 or M3A1 Series CROPs, including development of reporting procedures and implementation of the reporting process for worldwide management and accountability of flatracks and/or CROPs in both peacetime and contingency operations. Commanders at all levels will ensure accountability, efficient handling, inspections, maintenance, as well as rapid turnaround of all distribution platforms, to include coordination with AIDPMO to meet all ISO container requirements in support of, but not limited to, deployments, redeployments, storage, special mission requirements, and so forth.

3–7. Flatrack and container roll-in/roll-out platform management

a. Shipping and delivery platforms (flatracks). Shipping and delivery platforms (flatracks) listed in paragraphs 3–7*a*(1) through 3–7*a*(3) have the same purpose—movement of materiel through the DTS as far forward as possible with limited handling. Their effective use depends on ITV and control systems, efficient handling, and rapid turnaround. There are three types of Army-owned flatracks; all are suitable for the Army's concept of moving materiel as far forward as possible. However, to be effective, the vehicle-mounted LHS, currently found on the PLS and heavy expanded mobility tactical truck (HEMTT) LHS, is

required. Such self-loading and/or unloading trucks can carry the platform to the proximity of the ultimate user and reload empty flatracks. The goal of the system is fluid motion and rapid turnaround.

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

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

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

b. Flatrack tracking.

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

(2) TC–AIMS II is the movement control system used to manage theater transportation operations, with an integrated suite of RF AIT. The TC–AIMS II provides vehicle and asset management functions for transportation mode operators.

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

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

(b) Information from the Standard Army Management Information System will be used to write an RFID tag on the cargo, container, or flatrack.

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

(4) The AIT aRFID tags will also be attached to all flatracks.

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

(b) The information from the aRFID tag on the flatrack will be automatically sent to the regional ITV server, the IGC, and the logistical pipeline.

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

c. Flatrack and container roll-in/roll-out platform management structure.

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

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

(3) During a contingency, the supported ASCC works with ASC, TACOM, Joint Munitions Command, and CONUS depots to determine retrograde requirements for flatracks/CROPs deployed to their supported theater of operation. ASC works with the field commanders to determine the best return policy.

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

d. Flatrack and container roll-in/roll-out platform maintenance.

(1) The maintenance standard for flatracks can be found in the equipment-specific technical manuals (TM 10 series and TM 20 series). The TM 10 series and TM 20 series provide operator-level information to maintain equipment in safe and serviceable condition.

(2) Flatracks and CROPs in CONUS or OCONUS requiring depot-level sustainment maintenance will be repaired through processes established through each installation's Army field support battalion (AFSBn) to transfer and ship equipment to the respective TACOM depot for repair and/or replacement.

(3) Flatracks and CROPs within a theater of operations during contingency operations will be repaired at ASCC designated locations. If unable to repair, the supported ASCC will seek disposition instructions from ASC. Supported ASCC commanders are responsible for developing any theater-specific management and repair procedures for flatracks and CROPs. These procedures will be in line with contingency procedures in place by TACOM and ASC.

e. Flatrack and container roll-in/roll-out platform accountability.

(1) Accounting of all flatracks and CROPs will comply with the accountability policies found in AR 710–4 and AR 735–5. Flatracks and CROPs will move from depots and ammunition plants to designated consignees and retrograded back as operational requirements dictate. Flatracks and CROPs will be tracked to consignees to establish pre-positioned assets in sufficient quantities at various Army or theater areas to assure proper worldwide distribution to meet mission needs.

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

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

(4) Total numbers of flatracks and CROPs will be tracked and accounted for by supported ASCC in a theater of operations and Joint operations area down to an including the brigade level.

f. Army service component commands and Army forces flatrack and container roll-in/roll-out platform functions.

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

(2) ASCC personnel will notify TACOM concerning any maintenance needed on flatracks and/or CROPs above the unit level.

g. Army depots, storage activities, and field support command flatrack and container roll-in/roll-out platform functions. Personnel will—

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

(2) Transmit flatrack and CROP serial numbers to supported ACOM/ASCC receiving Army pre-positioned flatracks and CROPs in a theater of operations. Provide semi-annual maintenance feedback concerning flatracks and CROP onsite inventory to TACOM.

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

(4) Provide redistribution of Army-owned flatrack and CROP assets in accordance with AIDPMO instructions.

(5) Provide maintenance of flatrack and CROPs assets in accordance with TACOM and local maintenance capabilities.

(6) Provide ITV of shipped flatracks and CROPs using RF AIT to feed data to supported ASCC through ITV choke points and TC–AIMS II data.

h. Flatrack and container roll-in/roll-out platform movement requirements.

(1) Activities (regardless of command, location, or Service) that ship flatracks from depots, installations, or theaters of operation report movement using movement control and ITV reporting or manual systems to the receiving activity (command, location, service) within 2 working days.

(2) Movement requirements report includes basic shipping information; that is, how the flatrack is being shipped (loaded with cargo in a container, loaded with cargo, empty, or a container loaded with flatracks), the shipping destination, and the quantity shipped.

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

(4) Depots will track receipt, storage, and shipment of Army-owned flatracks and CROPs using the Logistics Modernization Program reporting procedures.

i. Flatrack and container roll-in/roll-out platform management and objective tracking requirements overview.

(1) Commanders of units and activities (depots) that possess flatracks and/or CROPs as items accounted for on a property book in an accountable property system of record are responsible for their management during peacetime and contingency operations.

(2) In a theater of operations during a contingency or an operation with a duration of over 60 days, the TSC or ESC distribution management center (DMC) (either Maintenance Management Branch Chief or Distribution Integration Branch/Mobility Branch Chief with the assistance of the Theater Movement Control Element's Container Management Section) is responsible for the theater management of flatracks/CROPs arriving from CONUS depots with essential containers and materials to be received and reconfigured for onward movement to a tactical unit.

(3) CONUS activity commanders and their movement managers are responsible for the shipping and tracking of flatracks/CROPs to the end-destination.

(4) SDDC acts as the intermediary consignee responsible for the shipment of flatracks/CROPs and associated essential materials loaded on them and validates the items received from the consigner (shipper) which includes the serial numbers of the flatracks/CROPs and tracks movement from point of origin to destination.

(5) The gaining activity, command, or unit receives the flatrack/CROP and personnel will report receipt of flatrack/CROP through the chain of command to the TSC/ESC DMC. The TSC/ESC DMC personnel will track movements of flatracks/CROPs utilizing in-theater ITV systems and TC–AIMS II. Regardless of origin (unit and depot), flatracks can be used by the TSC/ESC DMC to support all transportation and distribution requirements in a theater of operation.

(6) To ensure uninterrupted velocity of distribution, all unit flatracks/CROP serial numbers will be transferred to the TSC DMC's derivative UIC for theater-wide management and will ensure original quantity of flatracks/CROPs are returned to redeploying units for follow-on missions.

j. Management in the theater area of operations.

(1) The TSC DMC commander (or the ASCC designated distribution management activity commander when an Army theater support command is not deployed) has responsibility for the management of all types of flatracks throughout the theater of operations. Unit-owned flatracks/CROPs that arrive in theater through a seaport of debarkation (SPOD) will not have serial numbers transferred from the deploying unit's derivative UIC until all equipment has been accounted for.

(2) The TSC DMC commander will not transfer or shift any unit-owned flatracks/CROPs arriving at a SPOD until the unit has re-established accountability and prepares for serial number transfer to the TSC DMC. Unit personnel will retain total quantity of flatracks/CROPs deployed with to utilize for rapid exchanges between support echelons during the progress of operations.

(3) The TSC DMC sets flatrack/CROP quantities for each supported echelon based on mission requirements. As flatracks arrive in theater through the SPOD, the MCT personnel at that location will transmit flatrack serial numbers to the movement manager in the TSC DMC. The ITV choke points will report movements and location to the ITV system. Flatracks arriving in theater with sustainment supplies will be managed by the TSC DMC, which will coordinate delivery and track arrival at destination using the theater ITV system. All flatracks must be reconciled as to location, status, and condition on a daily basis for accurate recordkeeping.

(4) The TSC DMC commander will manage on-hand balances at all echelons through receipt of daily reports from movement managers on flatrack status, condition, and location. The TSC DMC commander will shift flatracks across supported echelons to balance mission requirements.

(5) The TSC DMC commander will set retrograde priorities throughout the theater of operations for flatracks to ensure adequate quantities are returned to CONUS for reuse at depots. AIDPMO personnel will determine the quantities required by location for retrograde requirements.

(6) The TSC DMC commander will manage flatrack quantities arriving in theater (unit and depot) and ensure accurate recordkeeping on flatracks requiring retrograde to CONUS. A flatrack control point will be established at the distribution terminal in the theater hub for consolidation of flatracks for operations in the theater echelon or final preparation for retrograde operations back to CONUS. As units redeploy to homestations, they will pick-up flatracks from locations as established by the TSC DMC based on the total quantity the unit deployed to the theater with and/or required to support retrograde operations.

3–8. System 463L equipment management

The DoD airlift capability is built around the 463L air cargo handling system and its unique components, including MHE, air cargo pallets and nets, and the aircraft air cargo restraint system. Failure or weakness in any one of these critical components can cause disruptions in the flow of cargo to its destination. The availability of air cargo pallets, nets, and tie-down equipment for the palletization of cargo during

contingencies is assumed in the logistics distribution planning process. Consequently, their nonavailability could totally disrupt the scheduled airlift flow of cargo and ultimately impact the outcome of the operation.

a. System 463L pallet and net inventory objectives are based on the timely return of serviceable assets from the supported theater. Deployed organization personnel must break down pallets as soon as practical and return them to the airlift system. Commanders at all levels will advise their deploying units of this crucial responsibility. During contingencies and major deployments, the ASCC commander is responsible for establishing and enforcing an effective pallet and net return program.

b. Using pallets and nets for any purpose other than pre-palletizing and transporting cargo for airlift is prohibited. Contingencies do not change this fundamental policy. Pallets and nets interface with the aircraft's cargo restraint system with extremely close tolerances. They are easily damaged when used for other than their intended purposes. If over-the-road movement of loaded and/or built up pallets is authorized (that is, to and from an SSA and/or an airfield), in accordance with DTR 4500.9–R, transporters must ensure adequate 3-point dunnage is used as outlined in U.S. Air Force TO 35D33–2–3–1 and TO 35D33–2–2–2. In accordance with DTR 4500.9–R, unit and activity personnel must de-palletize the cargo immediately upon receipt and return the pallets and nets (cleaned and stacked in accordance with TO 35D33–2–3–1 and TO 35D33–2–2–2) to the nearest airlift site as soon as possible. Organization personnel must also de-palletize routine cargo built up on 463L pallets if those pallets are diverted for movement between locations via a surface mode of transportation. Cargo may remain palletized if the built-up pallets of cargo are being moved over the road to another location for eventual airlift.

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

d. ASCC commanders will implement communication plans for pure packing of materiel (see DA Pam 56–4 for mandatory procedures). Commanders using system 463L equipment must—

(1) Ensure system 463L pallet management and control.

(2) Provide for control, expeditious download, and return of system 463L pallets, nets, and tie-down equipment entering the theater.

(3) Control, maintain, and report operational and WRM pallet and net assets in accordance with the guidelines and procedures established in DTR 4500.9–R, Part VI, TO 35D33–2–3–1, and TO 35D33–2–2–2.

(4) Develop and publish instructions for system 463L equipment control, to include cleaning of pallets and nets.

(5) Revalidate and revise operational and WRM pallet and net requirements. Headquarters, SDDC AIDPMO Chief serves as the DA responsible official for managing the WRM 463L Pallet Program. This includes establishing Army pre-positioned requirements for deployments and providing requirements annually to the U.S. Air Force to justify U.S. Air Force budget allocations for maintenance and procurement. Reporting and control of on-hand inventories is managed by Headquarters, SDDC AIDPMO and the installations. DLA manages WRM sustainment pallets and calculates requirements.

(6) Comply with directives pertaining to the responsibility for loss, damage, and destruction of government property in management, control, and use of 463L pallets and nets. In accordance with DTR 4500.9–R, ensure unit pallet and net managers comply with TO 35D33–2–3–1 and TO 35D33–2–2–2 and take action if pallets and nets are damaged or destroyed due to negligence.

(7) Perform spot checks to evaluate fully a subordinate activity's pallet and net requirements determination process.

(8) Follow up on inspection or audit findings on pallet and net management and take corrective action.

(9) Compile and submit at the onset of a conflict or contingency an immediate baseline inventory of system 463L assets.

(10) Be prepared during a conflict or contingency to release system 463L assets to support increased worldwide airlift requirements.

(11) Take action during a conflict or contingency to ensure deployed organizations return pallet and net assets to the airlift system as soon as practical upon arrival at their final deployed destination.

(12) In accordance with DTR 4500.9–R, conduct inspections to ensure proper use and storage of WRM-managed pallets and nets, as required in TO 35D33–2–3–1 and TO 35D33–2–2–2.

(13) Ensure that unit personnel are aware that WRM-managed pallet and net assets must be returned to the airlift system immediately upon arrival at the final deployed destination.

Chapter 4
Container Management

4–1. Accountability

Army-owned ISO containers are accountable items registered in the DoD ISO registry and managed by an ISO serial number. Accountability of Army-owned containers in the JCM system is essential whether in transit or on location. The DoD ISO registry resides within the JCM system and is the authoritative source for container ownership. Containers are used to move unit equipment, sustainment materials, and supplies to and from depots, installations, and other activities to support operational requirements. Army-owned containers and distribution platforms are Class II nonexpendable items. They are accounted for in the JCM system and on organization property books if registered under their ownership in the DoD ISO registry.

a. ISO containers are accountable items and classified with an accountability requirements code of nonexpendable.

b. The Federal Supply Classification for a distribution ISO general cargo container is 8150. Specific purpose containers are assigned Federal Supply Classifications other than 8150.

c. Commanders of Army units and activities will process financial liability investigations of property loss in accordance with AR 735–5 for lost or damage.

d. Containers are accounted for and tracked by their registered and stenciled 11-digit alphanumerical number (owner code, equipment category identifier, serial number, and check digit). When recording on a property book, the 11-digit alphanumerical number is the item serial number and is entered with no spaces (for example, USAU1234567).

4–2. Container control officers

Commanders at each ACOM, ASCC, DRU, Amy field support brigade (AFSB)/AFSBn, logistics readiness center (LRC), Army depot, and other organizations in possession of ISO containers and intermodal equipment will designate a primary and alternate CCO.

a. The CCO will be a designated official, appointed in writing, in the grade of E–6 or above or civilian equivalent within the command, installation, or organization. See DA Pam 56–4 for a sample CCO appointment order memorandum.

b. Government contractors cannot be designated as the unit, organization, or activity CCO.

c. The CCO is responsible for controlling, reporting, and maintaining all DoD-owned and controlled intermodal containers and equipment at his/her command, installation, or activity. The CCO has custodial responsibility for containers from time received until the CCO leaves his/her installation/activity.

d. CCOs are responsible for containers under their assigned DoDAACs.

e. The CCO has custodial responsibility for ISO containers and intermodal equipment while they are in their AOR. A CCO is responsible for controlling, reporting, and maintaining all ISO containers and intermodal equipment at their location.

f. Commanders of units, organizations, and activities that request containers and intermodal equipment from AIDPMO must have a command appointed CCO and a copy of the appointment letters on file with SDDC G6 JCM Help Desk. The appointment letter must include the scope of responsibilities and the appointment's expiration date. The appointment letter must be updated annually, not later than 30 September each calendar year or sooner if there is a change in personnel.

g. New and updated CCO appointment letters must be submitted to the SDDC G6 JCM Help Desk via email at usarmy.scott.sddc.mbx.g6-jcm-helpdesk@army.mil to obtain a JCM account.

4–3. Systems

a. JCM is the system of record for life-cycle container management and accountability. JCM maintains the DoD ISO register and is utilized by all Service/agency owners of intermodal distribution assets. JCM is the system of record for the DoD biennial ISO container inventory, as directed by the CG, USTRANSCOM.

b. CCOs are required to have a JCM account. Registration for a JCM account can be accessed at https://eta-teams.transport.mil/teams/login.

c. All containers, including unit-owned, will be maintained in JCM for life-cycle management (location, condition, maintenance, inspection, and disposal) by the designated unit CCO.

d. Unit-, theater-, or program-owned specialty containers (for example, field pack units, ISO-configured shelters, and dedicated program) are on unit-, program-, or theater-level property books and reported to AIDPMO through the JCM.

(1) Unit-owned containers are accountable on the unit property book within the Global Combat Support System–Army (GCSS–A), maintained and reported to AIDPMO through the JCM system.

(2) Theater-provided containers as designated/authorized by the theater CCDR will be maintained on the theater-provided equipment property book and reported to AIDPMO and maintained/reported in JCM.

(3) Unit deployment containers left in theater must be transferred to the theater-provided equipment property book and reported to AIDPMO. The unit CCO will maintain a copy of the theater turn-in document for adjustment to the appropriate accountable record (for example, GCSS–A and JCM).

4–4. Reporting

CCOs are responsible for the oversight of reporting (location, condition, maintenance, inspection, and disposal) all containers and intermodal equipment under their assigned DoDAACs and AOR.

a. Container movement reports. CCOs at every Army organization that owns, leases, or handles ISO container and distribution platforms will report the receipt and shipment of ISO containers (government or commercially-owned) within 48 hours of the event in JCM.

b. No record in the Joint Container Management System. CCOs of Army organizations will report containers with no record in the JCM System to AIDPMO via email to usarmy.scott.sddc.mbx.g4-aidpmo-inventory@army.mil. See DA Pam 56–4 for registering and re-stenciling procedures.

c. Department of the Army biennial container inventory. CCOs of every Army organization that owns, leases, or handles ISO container and distribution platforms will report/verify the ownership and on-hand of assets in JCM as directed by the CG, USTRANSCOM and additional requirements as specified by DCS, G–4.

(1) Inventory of all ISO containers and distribution platforms will be performed during the second and third quarters of even-numbered years and at other times as necessary to ensure authorizations are correct, accountability is maintained, and the DoD ISO register is accurate. Maintaining an up-to-date ISO container register improves management decisions and provides a base to project future Army container purchase requirements. The inventory also supports the Army's broader effort to increase Army force projection capability to meet the requirements of the national defense strategy and the Army's capacity to conduct rapid deployment operations in support of COCOM, limited notice large-scale combat operations, or emergent operations plan driven requirements.

(2) Unit-owned containers that cannot be located during inventory will require the initiation of appropriate property book adjustments and report to AIDPMO for removal from the DoD ISO register.

(3) Activity CCOs will add and/or update in JCM on-hand containers not resident in JCM or not assigned to the reporting location. Proper information includes ownership, the current location by DoDAAC, and the type and condition of each ISO asset.

(4) For container assets inaccurately identified at a location, the activity CCO will provide the date the container moved, the final consignee, and the transfer document number (TCN).

d. Condition.

(1) CCOs of Army organizations must report on-hand ISO containers and distribution platforms condition, inspection grade, date of manufacturer/year built, manufacturer serial number, and CSC expiration date in JCM.

(2) CCOs of Army organizations will document on DA Form 2404 (Equipment Inspection and Maintenance Worksheet) ISO containers and distribution platforms CSC inspections and upload a copy of the inspection report to the container record in JCM. In addition to listing any major deficiencies, the CSC inspection report must include the CSC expiration date, asset type/category name, date manufactured/year

built, inspection grade general cargo (non-IMDG) or ammunition (IMDG), manufacturer serial number, and the identity/signature of the certified container inspector information. See DA Pam 56–4 for an example of a filled DA Form 2404.

(3) CCOs of Army organizations will report and process unserviceable and damaged beyond economical repair ISO containers and distribution platforms to AIDPMO with documentation of the major defects uploaded to the container record in JCM. The Chief, AIDPMO is the approving authority for all unserviceable and damaged Army-owned ISO containers and distribution platforms beyond economical repair. AIDPMO personnel will provide disposal approval/disapproval and instructions to the reporting location. See DA Pam 56–4 for a disposal flow chart.

e. Registering and re-stenciling. Army organization personnel will report containers requiring registering and re-stenciling to AIDPMO (see para 4–8).

f. Requirements/excess. Activity personnel will notify AIDPMO of container requirements and/or on-hand containers that are excess to requirements.

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

4–5. Container use

a. ASC AFSB, ASFBn, and LRC CCOs and other container receiving installations/activities will maintain, repair, and reposition containers in coordination with AIDPMO, and hand receipt containers to units for deployment.

b. Army unit/organization personnel will return containers to the AFSB, ASFBn, LRC, or other receiving installations/activities to clear their hand receipts within 60 days of redeployment.

c. Army unit/organization personnel in control of ISO containers and distribution platforms assets not registered under their ownership in the JCM system or leased by the organizations will report and coordinate disposition/utilization instructions with AIDPMO.

d. Use of CMF containers for storage is not authorized without approval from AIDPMO. Requests will be submitted to AIDPMO via email at usarmy.scott.sddc.mbx.g4-aidpmo-inventory@army.mil and will include container ISO serial number(s), container(s) condition, and justification for storage use. AIDPMO personnel will review requests and adjust records accordingly in JCM and the DoD ISO register if approved.

e. With AIDPMO written approval, AFSB/AFSBn and LRCs CCOs may issue CMF containers for Component 1 (Regular Army) training exercises.

f. ASC AFSB, ASFBn, LRC, and other container-receiving installations/activities will issue DD Form 2282 to tenant units on their installations and/or within their AOR. See DA Pam 56–4 for mandatory procedures.

4–6. Container procurement

a. The Chief, AIDPMO is the procurement approval authority for the purchase of all new or used ISO containers and distribution platforms. See DA Pam 56–4 for mandatory procurement procedures.

b. DLA and TACOM are the authorized sources of supply for container procurement.

c. Per DTR 4500.9–R, Part VI, all containers that move in the DTS or commercial transportation system must be CSC certified.

4–7. Container inspection/inspectors

a. There are two categories of CSC inspections for ISO containers and distribution platforms.

(1) *Periodic recertification.* In accordance with 49 CFR 452, ISO containers and distribution platforms are examined for serviceability by certified school-trained inspectors every 30 months from the fifth year of manufacture date or after a major repair. DD Form 2282 is applied if a container passes.

(2) *Pre-load/prior to loading.* ISO containers and distribution platforms are examined for serviceability by certified school-trained inspectors prior to stuffing.

b. Use of DD Form 2282 is as follows:

(1) Does not apply to master lease contract leased and commercially-owned containers.

(2) AIDPMO personnel will obtain, maintain, and issue DD Forms 2282.

(3) AIDPMO personnel will ensure CSC decal issuing organizations have sufficient CSC decals on-hand.

(4) Army organization personnel will request DD Forms 2282 per DA Pam 56–4.

c. ISO containers with less than 60 days remaining on the DD Form 2282 require recertification before loading and transporting.

d. CSC inspections and recertifications are performed in accordance with MIL–STD–3037.

e. All CSC inspection and recertification results are attached to the container record in JCM system.

f. Periodic recertification and pre-load inspection may be performed at the same time.

g. Military personnel, DA Civilians, and government contractor personnel are qualified to perform CSC inspection on ISO containers by completing the Intermodal Dry Cargo Container CSC Reinspection Course.

h. Army CSC inspectors must be recertified every 48 months by completing the resident or computer-based training course.

i. There are two types of the CSC certified container inspections:

(1) *Qualified inspectors.* Personnel who have completed the CSC Reinspection Course for Intermodal Dry Cargo Containers.

(2) *Certified inspectors.* Personnel who have completed the CSC Reinspection Course for Intermodal Dry Cargo Containers. They are also appointed in writing by the commander or activity supervisor as the ISO container recertification inspector. Certified inspectors are authorized to apply the new DD Form 2282 to the CSC safety approval data plate. See DA Pam 56–4 for a sample certified inspector appointment order memorandum.

(3) *Both qualified and certified inspectors.* Both qualified and certified inspectors are authorized to sign the CSC inspection report. All CSC inspection reports will be attached to the record in JCM per 49 CFR 452.3.

j. Leased containers are inspected in accordance with MIL–STD–3037. Do not apply DD Form 2282 on leased or commercially-owned containers.

4–8. Registering and re-stenciling of Army-owned containers

a. All containers owned by an Army organization or laterally transferred from another Service require registering into the DoD ISO registry and stenciled with an Army owner code (Bureau International des Conteneurs (BIC)) in accordance with MIL–STD–3037.

b. Army organization personnel will report containers requiring registering into the DoD ISO register to AIDPMO.

c. Army organization personnel must request ISO serial numbers for re-stenciling commercially stenciled or unmarked containers. See DA Pam 56–4 for requesting ISO serial numbers.

4–9. Intermodal container management in operational areas

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

a. Intermodal containers are obtained by three general methods:

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

(2) *Leasing from commercial vendors.* The vendor provides the container through a contractual agreement for a specific period of performance but does not provide the over ocean transportation or tracking once in DoD possession. See chapter 4 of this regulation for more details on the Army’s leasing policy and see DA Pam 56–4 for mandatory leasing procedures.

(3) *Purchasing from commercial vendor.* This method is used when the container is required for indefinite periods and/or when there is reasonable expectation the container will not be returned to the vendor

and/or will be uneconomically repairable. These containers are purchased and become DoD property. All procurement of intermodal containers must receive AIDPMO approval prior to purchase. Utilization of local contracting agencies for procurement of containers is not authorized without AIDPMO approval.

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

(1) During deliberate planning, all unit equipment and sustainment cargo suitable for containerization must be identified. Container requirements are identified and included in the operations plan TPFDD. Containers are inserted into the theater consistent with in-theater infrastructure, container handling capabilities, and the COCOM concept of operations. Container management considerations must be incorporated in deployment and sustainment processes during initial phases of planning. All operations are unique and require detailed planning.

(2) During preparation for combat operations and during combat operations, it is expected that all containers entering a theater for the first 180 days will be owned by the Government. Twenty-foot containers must be used for all movements into a theater unless specifically requested and approved by the theater commander prior to booking and/or scheduling the movement. Forty-foot containers may go beyond the theater distribution center or the public warehouse only if specifically approved by the theater commander. The intent is to ship containers to the final destination (that is, SSA) or unit staging area if the tactical situation permits, if MHE is available, and if authorized by the theater commander.

(3) Fully loaded government-owned or -leased container shipments is the preferred method for shipments.

(4) Containers owned by ocean carriers may be used when transload or “cross docking” (the movement of the cargo to a government-owned or -leased container) is cost effective or when the unloading and returning of the container to the ocean carrier can be accomplished without incurring detention charges for delinquent container return. The key factor in the utilization of ocean carrier containers is the ability to unload and return the container to the carrier without incurring detention charges.

c. Within the theater or AO, Army component personnel will ensure the application and usage of JCM for compliance with DTR 4500.9–R, Part VI, chapter 605, to support the identification, tracking, and control of containers. Not all theaters are the same, so procedures must be tailored to meet the specific needs and circumstances of a particular operation. In all cases, Army component personnel will identify the container control organization that is responsible for managing all container assets in the theater or AO. ASCC commanders will ensure container accountability, tracking, and reconciliation of container assets within the theater of operations. This includes an accounting of containers entering the theater and their location, movement, status, condition, and detention charges.

d. Container tracking and control are performed by placing properly trained and equipped DMC personnel and movement control personnel in locations conducive with effective tracking and in accordance with applicable transportation movement control procedures and doctrine (see DTR 4500.9–R, Part VI, and ATP 4–16). These personnel will be located at transportation, storage, and distribution nodes and centers. They report essential information daily to a central container control activity, movement control activity (MCA), or distribution operations center concerning each container’s location, use, flow, and condition.

e. Container staging, storage, and repair facilities and yards must be established throughout the distribution system. Senior theater logistics commanders must ensure that container management and control is established and maintained. The container distribution manager at the TSC and regional support command can advise commanders and track containers through coordination with the CCOs, the GCM, and AIDPMO.

f. Under extreme circumstances, designated commanders may direct that containers be used for temporary storage, operational facilities, force protection enhancers, administrative shelters, or other non-transportation-related uses in a contingency operation where such use is vital to successful accomplishment of the mission. Approval of these nonstandard uses will be made with the knowledge and consent of

the theater leadership as it obligates the Army to pay substantial extra costs. All containers used nonstandard will be identified by container number, location, how the container is being used, when nonstandard use started, and anticipated time of termination of nonstandard use. The theater central container control organization or distribution operations center personnel will maintain the status of all containers used in a nonstandard capacity, ensure that the containers are placed on the theater-provided equipment property book, and notify AIDPMO to ensure overall Army accountability of assets is documented in JCM.

g. As a means to control costs associated with commercially-leased containers accumulating leasing and/or detention costs, the Army may elect to purchase the container. Purchasing of commercial containers will be accomplished with the full consent of the owner and in coordination with the leaseholder, AIDPMO, SDDC, and DCS, G–4. In all cases, newly acquired containers will be accounted for in accordance with Army property accountability procedures, including removing commercial markings and assigning and affixing DoD serial numbers to the assets.

h. DTR 4500.9–R, Part VI, assigns SDDC responsibility to manage containers and intermodal equipment required to meet DoD and/or Army requirements while in the DTS. Responsibilities related to container management and control are assigned to the CG, SDDC in chapter 1 of this regulation, as well as this chapter. Container management and control functions and procedures relative to container management in operational areas are as follows:

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

(a) Contacts AIDPMO to determine the appropriate method for obtaining intermodal containers consistent with mission requirements. The Chief, AIDPMO is the final authority in determining what method will be used.

(b) Determines the quantity and the preferred type of intermodal containers required.

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

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

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

(f) Ensures return of leased intermodal containers. Contacts AIDPMO or the theater container control activity when equipment is ready for turn-in. The theater container control activity personnel will determine whether equipment is needed for other operations, equipment can be redelivered and the lease terminated, or a need for equipment still exists and an extension of the lease is required. If equipment is still needed, or if the leaseholder or designated theater container management organization is unable to locate the container, consideration must be given to outright purchase of the container and its immediate removal from the lease. Purchased containers must be accounted for or disposed of in accordance with appropriate property accountability procedures. Leased equipment not found or unable to be located remains on the lease and is continually billed to the leaseholder until the equipment is returned or purchased outright.

(2) Theater container management is an overall CCDR responsibility. The TCM has overall responsibility for intermodal equipment system management and control functions within the AOR. However, the responsibility for controlling and returning intermodal equipment to the DTS or to commercial industry remains with the CCDR. CCDRs manage, control, and account for intratheater movement of intermodal containers; establish and publish plans in coordination with and using Army component organizations; and provide direction for the handling of commercial equipment in the theater. Distribution platforms must be managed and reported in JCM daily. CCDRs—

(a) Develop container requirements and policies to optimize use of the DoD intermodal container system for cargo movement between origin and destination consistent with their concept of operations.

(b) Notify ocean carrier representatives in theater via SDDC's Container Return Module, available through the JCM System when empty containers are ready for pickup. If the equipment owner is unknown, contact the SDDC representative located in theater or AO.

(c) Move empty leased containers ready for redelivery to locations designated by SDDC or appropriate container control activities and ensure notification of Army-leased assets to AIDPMO. Ensure that

intratheater movement of commercial equipment is coordinated through designated distribution management and/or movement control center and/or agency.

(d) Manage retrograde containers within the theater distribution system. Based on the needs for intratheater distribution, transportation, and movement, logistics commanders determine whether specific containers remain within the theater of operations or are identified for return to the strategic intertheater system where cost effective or operationally necessary. If identified for return, they may be used for retrograde shipments or turned in for reset.

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

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

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

(h) Container management executive officers and country container authorities must attend movement control boards (Coalition Movement Control Board, Joint Movement Control Board, and Distribution Control Board) in order to advise commanders of container status and issues.

(i) SDDC books transportation with commercial ocean carriers after receipt of requirements from customers, arranges lease of intermodal containers used in-house or by contractor personnel, coordinates with customers regarding upcoming requirements, assists in resolving container financial and accountability issues, and through AIDPMO provides ISO container numbers for DoD-owned and newly purchased containers.

Chapter 5
Container and Distribution Platforms Leasing

5–1. General

a. This chapter describes Army ISO container leasing policy (for mandatory procedures, see DA Pam 56–4). Leasing of containers is appropriate for rebasing of forces, training of forces, and one-way shipments. Army personnel will not utilize the CMF for these types of missions without prior approval from AIDPMO. Leasing of containers in support of current and future contingencies are not authorized unless approved by the Chief, AIDPMO.

b. Intermodal equipment is obtained by utilizing the USTRANSCOM/SDDC master lease streamlining contract. This contract is for all intermodal leasing requirements in support of DoD. AIDPMO is the Army centralized ordering agency for all DA intermodal equipment and serves as the Army's authorized ordering agent for ISO container leasing. This applies to all Army users of leased intermodal distribution platforms. AIDPMO personnel must process all lease requirements/requests for equipment. In addition, they provide guidance and/or decisions on the use of a lease option.

c. Local leasing of intermodal equipment is not authorized without AIDPMO approval.

5–2. Commercial intermodal equipment leasing

a. Leasing processing lead time varies based on complexity of requirements, as well as the quantity, equipment type, availability, and other commercial market factors that impact the Government's ability to lease. As a baseline, normal task order issuance from the receipt of funding to contract award is 21 calendar days. Requesting a delivery date within 5 days of the order will add an additional 15 percent surcharge of the delivery charge. Requesting delivery more than 15 days from the order date will reduce delivery charge costs by 5 percent. Equipment delivered to OCONUS locations requires 30 to 45 days lead time depending on the destination.

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

c. Container requirements cannot be processed until AIDPMO receives funding. Funds are provided to AIDPMO by means of the General Fund Enterprise Business System (GFEBS) work breakdown structure provided by AIDPMO.

d. In accordance with DTR 4500.9–R, Part VI, installation activity commanders are required to designate a CCO prior to purchasing or leasing containers. See paragraph 4–2 for additional information on appointing CCOs.

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

f. AIDPMO will only accept leasing requests from CCOs who have current appointment orders on file.

5–3. Intermodal equipment lease process

For all intermodal equipment leasing procedures, leased equipment conditions and standards, inspection information, and an example of a filled DA Form 2404, see DA Pam 56–4.

Chapter 6
Asset and In-Transit Visibility

6–1. Asset Visibility

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

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

6–2. In-Transit Visibility

a. ITV is a critical component of force visibility and asset visibility, providing commanders the information needed to conduct operations. DoD defines ITV as the ability to track the identity, status, and location of DoD 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. However, this regulation does not provide policy on passengers, patients, and personal property as identified in the overall definition of ITV. DTR 4500.9–R and DoDI 6000.11 provide such guidance on passengers, patients, and personal property.

b. Asset visibility users must develop information to identify items accurately and fully within the appropriate automated system at the earliest possible stage in the distribution pipeline and maintain that information throughout the pipeline.

6–3. In-transit visibility processes

ITV processes are inherently Joint in scope, and the Army ITV policy must comply with and complement all DoD and Joint directives. DTR 4500.9–R prescribes the DoD policy on RFID. The DTR 4500.9–R designates the IGC as the DoD system for ITV. The DCS, G–4 will ensure integration of AIS/AIT into the IGC or the subsequent DTR 4500.9–R designated system. See DA Pam 56–4 for mandatory procedures related to ITV processes.

Chapter 7
Distribution of Hazardous Material

7–1. Shipment

Shipments of HAZMAT will conform to applicable statutes and requirements established by regulatory bodies having responsibility over such traffic in accordance with 49 CFR, IMDG code, International Air Transport Association Regulations, and TM 38–250, as well as applicable host nation regulations and laws. USTRANSCOM is the DoD point of contact for establishment, amendment, or clarification of rules and regulations of the regulatory bodies governing safe transportation of explosives and other HAZMAT. Only in cases of emergency may DoD components contact the U.S. Department of Transportation (DOT) and other agencies directly. For all other contact with DOT or for technical and interpretative guidance on

HAZMAT, contact the local command shipping coordinator, who in turn will contact headquarters, SDDC, the USTRANSCOM focal point for contact with regulatory agencies. Shipments of sensitive conventional arms, ammunitions, and explosives will conform to requirements of DoDM 5100.76; DTR 4500.9–R, Part II; and AR 190–11. DoDM 5100.76 and DTR 4500.9–R prescribe policy, standards, and criteria for prevention of and emergency response to transportation accidents involving conventional DoD munitions and explosives. Personnel (DoD or contractor) failing to comply with shipment rules and procedures may be liable for civil and criminal personal liability penalties for violations.

7–2. Hazardous material training

a. DTR 4500.9–R, Part II contains the policies, procedures, and responsibilities applicable for movement of HAZMAT by all modes of commercial transportation and military surface transportation. All Army personnel responsible for signing the certification statement on commercial bills of lading, DD Form 2890 (DoD Multimodal Dangerous Goods Declaration), must attend the HAZMAT certification training course. Personnel must successfully complete the course and be appointed in writing by their activity or unit commander or designated representative.

b. Guidance for the use of DD Form 2890 can be found in DA Pam 56–4.

Chapter 8
Distribution and Customs and Border Clearance

8–1. Policy

It is both Army and DoD policy to assist and cooperate with U.S. and foreign host nation border clearance agencies in halting the flow of contraband both into the United States and foreign countries. The Army and DoD enforce this policy when entry is through military channels. The Army and DoD cooperate with other Federal agencies when enforcing U.S. laws and regulations and when complying with foreign requirements concerning customs, agriculture, and other border clearance requirements without unnecessarily delaying movements of Army and DoD materiel. This policy also applies to the export of goods to other countries. Army and DoD policy is to eliminate the flow of contraband and unacceptable products to and through other nations. OCONUS ACOM commanders will develop duty-free customs procedures to allow the duty-free import and export of U.S. military cargo through all airports and seaports. The duty-free customs process will include procedures for in-country movement and duty-free movement across other international borders. Army personnel should thoroughly review country and local policies for cargo that is being transported OCONUS. Enterprise data management and warehousing will move the Army to a single standard set of technology, ensuring the seamless availability of compatible, interoperable, and secure data to customs and border organizations.

8–2. Primacy

The Department of Homeland Security and the U.S. Customs and Border Protection have priority over materiel moving into the customs territory of the United States. Per DTR 4500.9–R, Part V, agents or inspectors of these agencies may delay, impound, or otherwise prohibit the entry or export of military materiel into or from the customs territory of the United States without obstruction by the DoD or Army.

Appendix A

References

Section I

Required Publications

Unless otherwise stated, Department of the Army publications are available on the Army Publishing Directorate website at https://armypubs.army.mil/. Air Force technical orders are available at https://www.e-publishing.af.mil/. The CFR is available at https://www.ecfr.gov/. DoD issuances are available on the Washington Headquarters Services website at https://www.esd.whs.mil/. Military standards are available at https://quicksearch.dla.mil/qssearch.aspx. The USC is available at https://uscode.house.gov/.

AR 11–2
Risk Management and Internal Control Program (Cited in title page.)

AR 40–61
Medical Logistics Policies (Cited in para 1–15*c*.)

AR 190–11
Physical Security of Arms, Ammunition, and Explosives (Cited in para 7–1.)

AR 700–15/OPNAVINST 4030.2/AFMAN 24–206/MCO 4030.33F/DLAR 4145.7/DCMA–1101
Packaging of Materiel (Cited in para 1–19*s*(9)(*e*).)

AR 700–141
Hazardous Materials Information Resource System (Cited in para 1–19*s*(9)(*c*).)

AR 700–145
Item Unique Identification (Cited in para 1–18*n*.)

AR 710–4
Property Accountability (Cited in para 3–7*e*(1).)

AR 725–50
Requisition, Receipt, and Issue System (Cited in para 2–16*b*(2)(*b*).)

AR 735–5
Relief of Responsibility and Accountability (Cited in para 3–7*e*(1).)

ATP 4–12
Army Container Operations (Cited in para 3–5*c*.)

ATP 4–35.1
Ammunition and Explosives Handler Safety Techniques (Cited in para 2–12*a*.)

DA Pam 25–403
Army Guide to Recordkeeping (Cited in para 1–5.)

DA Pam 56–4
Distribution of Materiel, Distribution Platform Management, and In-Transit Visibility Procedures (Cited in para 1–3.)

DFARS
Defense Federal Acquisition Regulation Supplement (Cited in para 1–8*i*(5).) (Available at https://www.acq.osd.mil/dpap/dars/.)

DoD 4140.65
Issue, Use, and Disposal of Wood Packaging Material (WPM) (Cited in para 2–12*i*(6).)

DoD 5220.22–M
National Industrial Security Program Operating Manual (Cited in para 2–15*a*.)

DoDI 4500.57
Transportation and Traffic Management (Cited in para 3–4*b*.)

DoDI 5158.06
Joint Deployment and Distribution Enterprise (JDDE) Planning and Operations (Cited in para 1–6.)

DoDM 4140.01, Vol. 1
DoD Supply Chain Materiel Management Procedures: Operational Requirements (Cited in title page.)

DoDM 5100.76
Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives (AA&E) (Cited in para 2–15*a*(1).)

DTR 4500.9–R
Defense Transportation Regulation (Cited in title page.) (Available at https://www.ustranscom.mil/dtr/.)

ISPM–15
International Standards for Phytosanitary Measures No.15 (Cited in para 2–12*i*(6).) (Available at https://www.ippc.int/en/core-activities/standards-setting/ispms/.)

JP 4–0
Joint Logistics (Cited in para 1–15*c*.) (Available at https://www.jcs.mil/doctrine/.)

MIL–STD–129R
Military Marking for Shipment and Storage (Cited in para 1–8*f.*)

MIL–STD–3037
Inspection Criteria for International Organization for Standardization (ISO) Containers and Department of Defense Standard Family of ISO Shelters (Cited in para 3–3.)

TO 35D33–2–2–2
Instruction with Parts Breakdown–System 463L Air Cargo Pallets (Cited in para 3–8*b*.)

TO 35D33–2–3–1
Maintenance Repair Instructions for Air Cargo Pallet Nets (Cited in para 3–8*b*.)

49 CFR
Transportation (Cited in para 1–19*u*(27)(*g*).)

49 CFR 452
Examination of Containers (Cited in para 4–7*a*(1).)

49 CFR 452.3
Elements of periodic examinations (Cited in para4–7*i*(3).)

40 USC Subtitle III
Information Technology Management (Cited in para 1–13*b*.)

44 USC Chapter 35
Coordination of Federal Information Policy (Cited in para 1–13*b*.)

44 USC Chapter 36
Management and Promotion of Electronic Government Services (Cited in para 1–13*b*.)

Section II

Prescribed Forms
This section contains no entries.

Appendix B

Internal Control Evaluation

B–1. Function

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

B–2. Purpose

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

B–3. Instructions

Answers must be based on the actual testing of key internal controls by utilizing one of four test methods which are Inquiry, Observations, Examination, or Re-performance. Inquiry regarding a control's effectiveness does not, by itself, provide sufficient evidence of whether a control is operating effectively and generally is corroborated through other types of control tests (observation or inspection). Answers that indicate deficiencies must be explained and corrective action identified in supporting documentation. These internal controls must be evaluated at least once every 5 years. Certification that the evaluation has been conducted must be accomplished on a DA Form 11-2 (Internal Control Evaluation Certification).

B–4. Key control questions

a. Container activity, unit, or location.

(1) Has the container activity (unit or location) assigned a CCO as the responsible point of contact for containers in accordance with this regulation?

(2) Has the container activity (unit or location) provided AIDPMO a copy of the CCO appointment letter?

(3) Does the container activity (unit or location) have a current standard operating procedure describing procedures and responsibilities to maintain container management and control?

(4) Does the container activity (unit or location) have an available certified container inspector?

(5) Is the container activity (unit or location) prepared to conduct an inventory validation of its owned and on-hand ISO containers within JCM?

b. Container control officer.

(1) Does the assigned CCO for your activity (unit or location) have an active JCM account?

(2) Is the CCO from the deploying/redeploying unit identifying containers used for shipping and performing a container movement report in JCM?

(3) Does the CCO ensure that records for inspections are recorded on DA Form 2404, uploaded in JCM, and maintained in unit files?

(4) Does the CCO ensure the that current container status (for example, reserved, empty, loaded, periodic inventory updates, condition, request for disposal, inspection grade, CSC inspection dates, carrier notification date for commercial assets that are available for return) are updated in JCM?

c. Other.

(1) Has the purchasing container activity (unit or location) gained AIDPMO approval for purchases of ISO containers prior to requisitioning in accordance with this regulation?

(2) Does the container owner activity (unit or location)/program managers ensure their government ISO containers are properly registered in the DoD register before use?

(3) Does the program manager utilizing ISO containers supporting configured end items identify programs to AIDPMO to support issuance of ISO serial numbers and registration of assets in the DoD ISO register?

(4) Does the deploying unit establish container requirements and contact its mobilization site to initiate support at the earliest time in the deployment cycle?

B–5. Supersession

This evaluation replaces the evaluation previously published in AR 56–4, dated 17 September 2014.

B–6. Comments

Help to make this a better tool for evaluating internal controls. Submit comments to DCS, G–4 (DALO–OPT) via email to usarmy.pentagon.hqda-dcs-g-4.mbx.publications@army.mil.

Glossary of Terms

Active radio frequency identification tag
An RF tag device that has the ability to produce its own radio signal not derived from an external radio source. Active RFID tags may hold relatively large amounts of data, are continuously powered, and are normally used when a longer tag read distance is desired (see DoDM 4140.01, Vol. 7).

Area of responsibility
The geographical area associated with a COCOM within which a CCDR has authority to plan and conduct operations (definition from the DoD Dictionary of Military and Associated Terms).

Army command
The highest level of command, designated by the Secretary of the Army, primarily responsible for generating Army forces and planning and executing 10 USC functions (see AR 10–87).

Army service component command
An operational command, responsible for recommendations to the Joint force commander on the allocation and employment of Army forces within a combatant command (see AR 10–87).

Asset visibility
Provides users with information on the location, movement, status, and identity of units, personnel, equipment, and supplies (definition from the DoD Dictionary of Military and Associated Terms).

Automatic identification technology
A suite of technologies enabling the automatic capture of data, thereby enhancing the ability to identify, track, document, and control assets (for example, materiel), and deploying and redeploying forces, equipment, personnel, and sustainment cargo (definition from the DoD Dictionary of Military and Associated Terms).

Centrally managed fleet
ISO containers and distribution platforms owned, managed, and controlled by the AIDPMO.

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

Consignee
The entity financially responsible for a shipment when it is received and accepted. Normally, the consignee is the entity requisitioning and receiving the materiel being shipped. However, the consignee can also order materiel and direct that it shipped to another entity, which will receive it (see DoDM 4140.01, Vol. 11).

Container (or intermodal container)
An article of transport equipment that meets American National Standards Institute/ISO 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 (definition from the DoD Dictionary of Military and Associated Terms).

Container control officer
A designated official (E–6 or above or civilian equivalent) within a command, installation, or activity who is responsible for control, reporting, use, and maintenance of all DoD-owned and -controlled intermodal containers and equipment from the time received until dispatched (definition from the DoD Dictionary of Military and Associated Terms).

Container control officer network
A designated and appointed set of contacts within an ACOM, ASCC, DRU, or Army activity with whom an individual would expect to interact regarding container matters.

Container handling equipment
Items of MHE required specifically to receive, maneuver, and dispatch ISO containers (see DTR 4500.9–R).

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

Containerization
A system of intermodal freight transport using intermodal containers (also called shipping containers and ISO containers) made of weathering steel (see DoDM 4140.25, Vol. 7).

Country container authority
The appointed staff element that is responsible for enforcement of theater container management policy and procedures established by the CCDR (definition from ATP 4–12).

Defense Transportation System
That portion of the worldwide transportation infrastructure that supports DoD transportation needs (definition from the DoD Dictionary of Military and Associated Terms).

Department of Defense container inventory
A capability of the Asset Information Management System, DoD's container inventory is the sum of all of the USTRANSCOM and Service-owned container inventories and is the ISO intermodal container registry for the DoD.

Deployment
The movement of forces into and out of an operational area (definition from the DoD Dictionary of Military and Associated Terms).

Destination
The place to which a shipment is consigned or where the carrier delivers cargo to the consignee or agent (see DTR 4500.9–R).

Direct reporting unit
An Army organization comprised of one or more units with institutional or operational functions; designated by the Secretary of the Army; normally to provide broad general support to the Army in a single, unique discipline not otherwise available elsewhere in the Army. DRUs report directly to HQDA principal officials and/or ACOMs and operate under authorities established by the Secretary of the Army (see AR 10–87).

Distribution
The operational process of synchronizing all elements of the logistics system to deliver the right things to the right place at the right time (see DoDM 4140.01, Vol. 5). Distribution is the movement of materiel using a consistent and reliable process by a partnership of internal Army, Joint, Service, and commercial assets from the source of supply to the point of use or disposal, to include the last tactical mile and retrograde. Distribution includes the two-way flow of materiel and information, process and financial management, transportation and transportation mode selection, node operations, visibility to the required level of detail, AIT and/or AIS-enabled information systems, materiel handling, and protective packaging. It also includes the capability to meet surge requirements and to redirect materiel enroute, as well as full synchronization with the force deployment process. As a component of the supply chain, distribution begins when a product is made available for shipment and ends with receipt at the warfighter or other designated end user location.

Distribution management center
The DMC representative fully coordinates distribution requirements and executes the commander's priorities for distribution and develops, validates, maintains, and updates the theater distribution plan. The DMC coordinates the efforts of the MCA and additionally coordinates and manages all aspects of container use. Determines where and to whom routing and diversion information for in-transit cargo will be forwarded or directed. Makes recommendations to the distribution activities to hold, divert, or redirect materiel.

Distribution of materiel
The process of providing materiel from the source of supply to its point of consumption or use on a worldwide basis.

Distribution platforms
Includes ISO containers (all configurations) and flatracks, PLS flatracks (M1, M1077), 40-foot trailers, International airlift or helicopter slingable container units, CROPs, and 463L pallets.

Distribution system
That complex of facilities, installations, methods, and procedures designed to receive, store, maintain, distribute, and control the flow of military materiel between the point of receipt into the military system and the point of issue to using activities and units (definition from the DoD Dictionary of Military and Associated Terms).

Double container
Also known as a BICON, the container measures 117 3/4 (L) X 96 (W) X 96 (H) inches. It is a lockable, weatherproof, reusable prefabricated freight container with a cargo capacity of up to 23,555 lbs. It has ISO corner fittings for lifting and restraint and for coupling two BICONs together to have the same dimensions as a standard 20-foot ISO container (see DTR 4500.9–R).

Flatrack
Portable, open-topped, open-sided units that fit into existing below-deck container cell guides and provide a capability for container ships to carry oversized cargo and wheeled and tracked vehicles (definition from the DoD Dictionary of Military and Associated Terms).

Force
An aggregation of military personnel, weapon systems, equipment, capabilities, and necessary support, or combination thereof (definition from the DoD Dictionary of Military and Associated Terms).

Force tracking
The process of gathering and maintaining information on the location, status, and predicted movement of each element of a unit including the unit's command element, personnel, and unit-related supplies and equipment while in transit to the specified operational area (definition from the DoD Dictionary of Military and Associated Terms).

Force visibility
The current and accurate status of forces, their current mission, future missions, location, mission priority, and readiness status (definition from the DoD Dictionary of Military and Associated Terms).

Free time
Time allowed by tender, tariff, or contract to load and/or unload carrier's equipment before detention or demurrage is charged (see DTR 4500.9–R).

Global Network Enterprise Construct
An Armywide strategy that will transform LWN to an enterprise activity. GNEC is the focused, timed-phased, prioritized, resource sensitive Armywide strategy to transition LWN from many loosely-affiliated independent networks into a truly global capability that is designed, deployed, and managed as a single integrated enterprise.

Integrated Data Environment/Global Transportation Network Convergence
The in-transit visibility system of record providing expanded common integrated data and application services enabling a common logistics picture, distribution visibility, and materiel asset/ITV for distribution solutions (definition from the DoD Dictionary of Military and Associated Terms). An automated program providing supply chain, distribution, and logistics information fusion through common integrated data application services enabling development of cohesive business solutions both by and for the supported COCOMs, components, Services, Joint Staff, agencies, and other Federal organizations. The Integrated Data Environment/Global Transportation Network creates an environment where logistics and distribution data and information from both the USTRANSCOM and DLA are accessible from a single place, leveraging work already being done by DLA Integrated Data Environment and the USTRANSCOM's Global Transportation Network programs. The Integrated Data Environment/Global Transportation Network enhances capability to interoperate, unifies IT development across the Domain, and eliminates legacy/redundant data stores and interfaces. The USTRANSCOM J3 declared the Integrated Data Environment/Global Transportation Network the ITV system of record (see DTR 4500.9–R).

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

Intermodal
Type of international freight system that permits transshipping among sea, highway, rail, and air modes of transportation through use of American National Standards Institute and ISO containers, line haul assets, and handling equipment (definition from the DoD Dictionary of Military and Associated Terms).

Intermodal systems
Specialized transportation facilities, assets, and handling procedures designed to create a seamless, transportation system by combining multimodal operations and facilities during the shipment of cargo (see DTR 4500.9–R).

International Convention for Safe Containers
A convention held in Geneva, Switzerland, on 2 December 1972, which resulted in setting standard safety requirements for containers moving in international transport. The convention includes regulations for the testing, inspection, approval, and maintenance of containers and covers structural safety requirements and tests, including details of test procedures. It also decrees that every container travelling internationally be fitted with a CSC safety approval plate. This holds essential information about the container, including age, registration number, dimensions and weights, as well as its strength and maximum stacking capability. These requirements were ratified by the United States on 3 January 1978.

International Maritime Dangerous Goods code
The IMDG code regulates transport of HAZMAT by sea to prevent injury to persons, or damage to ships. The IMDG code lays down basic principles intended to prevent the negligent or accidental release of marine pollutants carried by sea. It contains detailed recommendations for individual substances and a number of recommendations for good practice are included in the classes dealing with such substances. Although the information contained in the IMDG code is primarily directed at mariners, the provisions may affect industries and services from the manufacturer to the consumer (see DTR 4500.9–R).

International Organization for Standardization
A worldwide federation of national standards bodies from some 100 countries, one from each country. The ISO is a nongovernment organization, established to promote the development of standardization and related activities in the world, with a view to facilitating the international exchange of goods and services, and to developing cooperation in the spheres of intellectual, scientific, technological, and economic activity. The ISO's work results in international agreements, which are published as international standards (see DTR 4500.9–R).

In-transit visibility
The ability to track the identity, status, and location of DoD units, and non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers, patients, and personal property from origin to consignee or destination (definition from the DoD Dictionary of Military and Associated Terms).

Large-scale combat operations
Extensive joint combat operations in terms of scope and size of forces committed, conducted as a campaign aimed at achieving operational and strategic objective (see ADP 3–0).

M1 flatrack
The M1 is an ISO-compatible bed cargo demountable flatrack with inward folding end walls designed to support intermodal transport by allowing stacking in a ship's container cells. The M1 meets the CSC certification requirements for sea and land movement as an intermodal container and is designed in accordance with ISO specifications and requirements for stacking in container cells, as well as fitting standard 20-foot lock down provisions.

M1077 flatrack
The M1077 A-frame bed cargo demountable flatrack is the original flatrack fielded from 1994 to 1996. It has one fixed end wall and is designed to distribute payloads, to include containers, forward of the Corps rear boundary.

M3/M3A1 container roll-in/roll-out platform
The CROP is a PLS and/or HEMTT LHS bed cargo demountable flatrack, which serves as the internal blocking and bracing system for a 20-foot end-opening container and can be quickly extracted or inserted by a LHS for movement to the customer. The CROP has an inward folding A-frame that allows loaded flatracks to be inserted into a container and empty flatracks to be stacked two to six high during retrograde in or out of containers.

Materials handling equipment
Mechanical devices for handling of supplies with greater ease and economy (see DTR 4500.9–R).

Military Surface Deployment and Distribution Command
An operational-level Army force designated by the Secretary of the Army as the ASCC of USTRANSCOM and a major subordinate command of AMC. The Military Surface Deployment and Distribution Command is responsible for providing global deployment and distribution planning, operations, and systems capabilities, and for facilitating global traffic management support to all Joint, multinational, and interagency elements (see AR 10–87).

Movement control activity
Coordinates movement management service for all transportation modes, including allied and/or host nation assets when they are committed to support theater logistics or transportation plans. The MCA plans and monitors daily transportation movement requirements and capabilities. The MCA supervises the echelon above corps MCBs.

Movement control battalion
coordinates and synchronizes the execution of movements and transportation operation to ensure effective and efficient movements to support military operations. The span of control for the MCB is up to ten MCTs. The MCB oversees committed Army theater common user transportation and is responsible for regulating Army movement on theater controlled main and alternate supply routes. The MCB is attached to an ESC or a sustainment brigade and assists with the planning and execution of deployment, redeployment, and distribution operations (see FM 4–0).

Movement control team
An Army team used to decentralize the execution of movement responsibilities on an area basis or at key transportation nodes (definition from the DoD Dictionary of Military and Associated Terms).

Node
A location in a mobility system where a movement requirement is originated, processed for onward movement, or terminated (definition from the DoD Dictionary of Military and Associated Terms).

Non-unit cargo
All equipment and supplies requiring transportation to an operational area, other than those identified as the equipment or accompanying supplies of a specific unit (for example, resupply, military support for allies, and support for nonmilitary programs, such as civil relief) (see DTR 4500.9–R).

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

Pallet
A flat base for combining stores or carrying a single item to form a unit load for handling, transporting, and storing by MHE. For DoD only: 463L pallet, an 88 inches by 108 inches aluminum flat base used to facilitate the upload and download of aircraft (see DTR 450.9–R).

Palletized load system
A truck with hydraulic load handling mechanism, trailer, and flatrack system capable of self-loading and unloading. Truck and companion trailer each have a 16.5 ton payload capacity (see DTR 4500.9–R).

Passive radio frequency identification tag
An RF tag that reflects energy supplied to the tag by a reader or interrogator, or that receives and temporarily stores a small amount of energy from the reader or interrogator signal to generate the tag response. A passive RFID tag has no active transmitter that can create a response signal (see DoDM 4140.01, Vol. 7).

Pipeline
A term used to represent the DoD supply chain as a continuum with measurable segments, generally beginning with the origination of a requirement and ending with physical receipt (see DoDM 4140.26, Vol. 2).

Positive pipeline control
Ability to view, control, and redirect materiel and/or forces in the transportation and distribution systems to meet the warfighting commander's priorities.

Quadruple container
A 57.5 inches x 96 inches x 96 inches container box with a metal frame, pallet base, and ISO corner fittings; four of these boxes can be lashed together to form a 20-foot American National Standards Institute or ISO intermodal container (definition from the DoD Dictionary of Military and Associated Terms).

Radio frequency identification
A family of technologies that enables hands-off processing of material transactions for cargo deploying through the DTS. RFID provides operators a means to remotely identify, categorize, and locate material automatically within relatively short distances. Data is digitally stored on RFID transponder devices, such as tags or labels. Remote interrogators (located a few inches to 300 feet from the transponder device) electronically retrieve the data via electromagnetic energy (radio or microwave frequency) and send the data to the automated information services. The technology is divided into two categories of data storage and retrieval systems, passive and active. Active RFID systems are omni-directional and require moderately expensive high-capacity transponder devices. Active devices are effective portable databases and facilitate the rapid transfer of data to AIS with standoff capability. Passive systems generally require line-of-site interrogation of powerless, inexpensive, low-capacity transponder devices. Passive devices are adaptable for use at the item, case, and pallet level (see DTR 4500.9–R).

Redeployment
The transfer or rotation of forces and materiel to support another commander's operational requirements, or to return personnel, equipment, and materiel to the home and/or demobilization stations for reintegration and/or out-processing (definition from the DoD Dictionary of Military and Associated Terms).

Retrograde
The process for the movement of non-unit equipment and materiel from a forward location to a reset (replenish, repair, or recapitalization) program or to another directed AO to replenish unit stocks, or to satisfy stock requirements (definition from the DoD Dictionary of Military and Associated Terms).

Shipping container
An exterior container that meets carrier regulations and is of sufficient strength, by reason of material, design, and construction, to be shipped safely without further packing (for example, wooden boxes or crates, fiber and metal drums, and corrugated and solid fiberboard boxes) (see DoDM 4140.01, Vol. 3).

Stuffing
Packing of cargo into a container (definition from the DoD Dictionary of Military and Associated Terms).

Supply
The procurement, distribution, maintenance while in storage, and salvage of supplies, including the determination of the kind and quantity of supplies (definition from the DoD Dictionary of Military and Associated Terms).

Sustainment
The provision of logistics and personnel services required to maintain and prolong operations until successful mission accomplishment (definition from the DoD Dictionary of Military and Associated Terms).

System 463L
Aircraft pallets and nets, tie-down and coupling devices, facilities,- handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems. Though designed for airlift, system components may have to move intermodally via surface to support geographic CCDR objectives (see DTR 4500.9–R).

Theater of operations
An operational area defined by the CCDR for the conduct or support of specific military operations (definition from the DoD Dictionary of Military and Associated Terms).

Time-phased force and deployment data
The time-phased force, non-unit cargo, and personnel data combined with movement data for the operation plan, operation order, or ongoing rotation of forces (definition from the DoD Dictionary of Military and Associated Terms).

Transportation system
All the land, water, and air routes and transportation assets conducting movement of U.S. forces and their supplies during military operations (definition from the DoD Dictionary of Military and Associated Terms).

Triple container
The container measures 77.5(1) x 96(w) x 96(h) inches. It is a lockable, weatherproof, reusable, prefabricated freight container with a cargo capacity of 12,300 pounds. It has ISO corner fittings for lifting and restraint and for coupling three TRICONs together to have the same dimensions as a standard 20-foot ISO container (see DTR 4500.9–R).

U.S. Army Cyber Command
An operational-level Army force designated by the Secretary of the Army as the ASCC to the U.S. Cyber Command for cyberspace operations. ARCYBER plans, coordinates, synchronizes, directs, and conducts integrated cyberspace operations, information operations, and electronic warfare to ensure freedom of action in and through cyberspace and the information environment and to deny the same to our adversaries.

U.S. Transportation Command
The unified functional COCOM that develops and directs the joint deployment and distribution enterprise to support global force projection; provides E2E visibility of the joint distribution process; identifies opportunities for performance improvement; and provides responsive transportation support of joint United States Government and SECDEF-approved multinational and nongovernmental logistical requirements.