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Department of the Army Pamphlet 56–4

Surface Transportation

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

By Order of the Secretary of the Army:

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History. This publication is a new Department of the Army pamphlet.

Applicability. This pamphlet 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 pamphlet is the Deputy Chief of Staff, G–4. The proponent has the authority to approve exceptions or waivers to this pamphlet 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 pamphlet by providing justification that includes a full analysis of the expected benefits and must include formal review by the organization's senior legal officer. All waiver requests will be endorsed by the commander or senior leader of the requesting organization and forwarded through their higher headquarters to the policy proponent. Refer to AR 25–30 for specific requirements.

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@mail.mil.

Distribution. This pamphlet 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.

SUMMARY

DA PAM 56–4
Distribution of Materiel, Distribution Platform Management, and In-Transit Visibility Procedures

This new Department of the Army publication, dated 12 November 2024—

- Incorporates distribution platform leasing procedures removed from AR 56–4 (chap 2).
- Replaces reference to MIL–HDBK–138B with MIL–STD–3037 (para 2–3b).
- Incorporates distribution visibility removed from AR 56–4 (chap 3).
- Incorporates in-transit visibility procedures from AR 700–80 (chap 4).
- Provides procedures for flatrack and container roll-in/roll-out platform exchange and accountability (chap 5).
- Provides procedures for container management (chap 6).
- Incorporates distribution of hazardous material information removed from AR 56–4 (chap 7).

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Glossary of Terms

Chapter 1
Introduction

1–1. Purpose
This pamphlet outlines Army procedures for the distribution of materiel, platform leasing, container management, distribution visibility, in-transit visibility (ITV), flatrack and container roll-in/roll-out platform (CROP) exchange, and accountability and distribution of hazardous material (HAZMAT) as well as sets standards for implementation of the Army ITV capability.

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
Policy associated with this pamphlet is found in AR 56–4.

1–4. 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.

Chapter 2
Container and Distribution Platform Leasing

2–1. General
This chapter describes the procedures for Army International Organization for Standardization (ISO) container leasing. For Army ISO container leasing policy, see AR 56–4.

2–2. Initiating intermodal equipment lease process
a. Activities submit information to request an intermodal equipment lease through the Army Intermodal and Distribution Platform Management Office (AIDPMO) via the Joint Container Management (JCM) System. The following documents constitute a complete lease request package:

(1) *Intermodal lease equipment information.* The following information is required to submit a request in JCM. Upon submission, JCM will provide a cost estimate:

(a) Equipment quantity and type.

(b) Delivery and redelivery locations.

(c) Point of contact (POC) information.

(d) Term of lease.

Note. Any changes to the original requirements may impact the total cost and must be submitted on the original request in JCM. JCM will provide an updated cost estimate upon submission of the request update.

(2) *Container control officer appointment letter.* This document, signed by the unit commander, appoints the person who is responsible for the equipment while on lease and who acts as a POC when AIDPMO has questions regarding the leased equipment. Container lease requests from nondesignated container control officers (CCOs) will be returned. CCO appointment letter and CCO instructions can be obtained by emailing usarmy.scott.sddc.mbx.g6-jcm-helpdesk@army.mil. See figure 2–1 for a sample CCO appointment memorandum.

(3) *Funds certifying officer appointment.* The funds certifying officer appointment letter or DD Form 577 (Appointment/Termination Record–Authorized Signature) reflects the appointment of the resource

management official who is certifying the funds on the DA Form 3953 (Purchase Request and Commitment).

(4) *General Fund Enterprise Business System work breakdown structure.* All Army activities will provide funding via the General Fund Enterprise Business System (GFEBS) work breakdown structure (WBS) that AIDPMO provides. The WBS will be provided on a direct charge agreement (DRCH) that both the funds certifying officer and AIDPMO will sign. Once funding has been applied to the WBS, released, and the DRCH has been signed, the leasing process formally begins. Delay in receipt of funding may jeopardize meeting the required delivery date (RDD) and/or result in having to pay an expedited delivery surcharge of 15 percent.

DEPARTMENT OF THE ARMY
Address
City, State Zip Code

REPLY TO ATTENTION OF

[OFFICE SYMBOL] [DD MMM YYYY]

MEMORANDUM FOR RECORD

SUBJECT: Container Control Officer (CCO) Appointment Order

1. Effective [ENTER DATE], [APPOINTED NAME] is designated as the *Container Control Officer (CCO)* for the following DODAAC(s) listed in paragraph 2.

[XX] **Primary Container Control Officer (CCO**): is a designated official within a command, installation, or activity who is ultimately responsible for the control, usage, maintenance, and reporting of Army-owned and distribution platforms equipment. Reporting functions include updates to the Joint Container Management (JCM) System (e.g., container movements, receipts, container condition, CSC inspection results, and maintenance data).

[XX] **Alternate Container Control Officer**: is a designated official within a location that assists the Primary CCO with maintaining control and reporting Army-owned containers and distribution platforms equipment.

2. Assigned DODAAC(s): [INSERT ASSIGNED DODAAC(s)]

Unit/Organization: [INSERT UNIT/ORGANIZATION NAME]

Phone Number: [INSERT PHONE NUMBER] DSN: [INSERT DSN NUMBER]

Email Address: [INSERT EMAIL ADDRESS]

Mailing Address: [INSERT PHYSICAL MAILING ADDRESS]

3. Authority: DOD 4500.9-R, Part VI, Individual Missions, Roles, and Responsibilities, dated 12 Jan 2021, Page 25 – 26, Paragraph W. 1-18

4. Purpose: To provide property control, usage, and reporting of ISO containers and distribution platforms equipment and the maintenance of Army-owned containers.

5. Period: Until officially relieved or released from this appointment.

FOR THE COMMANDER:

Figure 2–1. Sample container control officer appointment memorandum

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

c. The DoD container master lease contract, administered by U.S. Transportation Command (USTRANSCOM)/Military Surface Deployment and Distribution Command (SDDC), levies a surcharge of 15 percent to the delivery rate when the RDD is less than 5 working days from the date of the delivery order. The expedited delivery surcharge does not apply when the leasing company arranges for early delivery to accommodate their schedule. Requests requiring expedited delivery must be approved by the first colonel/O–6 in the chain of command before the request can be processed.

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

e. The organization is accountable throughout the term of the lease for the leased equipment and its reporting.

f. If there are damages or deficiencies at the time of equipment delivery, DA Form 2404 (Equipment Inspection and Maintenance Worksheet) must be completed and attached to the container record in JCM within 5 working days. Failure to notify AIDPMO of unserviceable equipment within 5 working days of receipt constitutes acceptance of the equipment as delivered and will result in the organization accepting damage liability and the responsibility for repairs. A receipt inspection ensures the organization is held harmless for pre-existing damage by documenting its condition upon receipt.

g. Prior to redelivery, equipment will be inspected and its condition noted on DA Form 2404. The completed DA Form 2404 will then be uploaded and attached to the container record in JCM. This redelivery inspection documentation will be retained with the delivery inspection documentation prepared upon receipt of the equipment to aid damage claims resolution. See figures 2–2 through 2–5 for samples of DA Form 2404.

h. Equipment may be turned in early without penalty by notifying AIDPMO via JCM and providing the equipment's exact physical location for redelivery, along with the POC's name and telephone number. AIDPMO will coordinate with the vendor for turn-in. The organization will be contacted by the provider to arrange a pick-up time and/or schedule.

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

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

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

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

For use of this form, see DA PAM 750-8; the proponent agency is DCS, G-4.

1. ORGANIZATION	2. NOMENCLATURE AND MODEL
[INSERT UNIT NAME AND LOCATION]	(ASSET TYPE)

3. REGISTRATION/SERIAL/NSN	4a. MILES	b. HOURS	c. ROUNDS FIRED	d. HOT STARTS	5. DATE	6. TYPE INSPECTION
[INSERT ISO NUMBER]						CSC

7. APPLICABLE REFERENCE

TM NUMBER	TM DATE	TM NUMBER	TM DATE
MIL-STD 3037	20170127		

COLUMN a – Enter TM item number.
COLUMN b – Enter the applicable condition status symbol.
COLUMN c – Enter deficiencies and shortcomings.
COLUMN d– Show corrective action for deficiency or shortcoming listed in Column c.
COLUMN e – Individual ascertaining completed corrective action initial in this column.

STATUS SYMBOLS

"X" – Indicates a deficiency in the equipment that places it in an inoperable status.

CIRCLED "X" – Indicates a deficiency, however, the equipment may be operated under specific limitations as directed by higher authority or as prescribed locally, until corrective action can be accomplished.

HORIZONTAL DASH "(-)" – Indicates that a required inspection, component replacement, maintenance operation check, or test flight is due but has not been accomplished, or an overdue MWO has not been accomplished.

DIAGONAL "(/)" – Indicates a material defect other than a deficiency which must be corrected to increase efficiency or to make the item completely serviceable.

LAST NAME INITIAL IN BLACK, BLUE-BLACK INK, OR PENCIL - Indicates that a completely satisfactory condition exists.

FOR AIRCRAFT - Status symbols will be recorded in red.

ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREON.

8a. SIGNATURE *(Person(s) performing inspection)*	8b. TIME	9a. SIGNATURE *(Maintenance Supervisor)*	9b. TIME	10. MANHOURS REQUIRED

TM ITEM NO. *a*	STATUS *b*	DEFICIENCIES AND SHORTCOMINGS *c*	CORRECTIVE ACTION *d*	INITIAL WHEN CORRECTED *e*
		CSC RECERTIFICATION. NO REPAIRS REQUIRED		
		Asset Type (e.g, 22G1):		
		CSC Expiration Date (Month/Year):		
		Manufacturer Serial Number:		
		Manufacturer Date/Year Built:		
		SERVICEABLE FOR IMDG / NON IMDG	DD Form 2282 Applied	
		(Circle Inspected Type)		
		CSC Decal Control Number (DCN):		
		Certified Inspectors Signature / Date ======>		
		Print Certified Inspectors Name =======>		

DA FORM 2404, FEB 2011 PREVIOUS EDITIONS ARE OBSOLETE. APD LC v1.00ES

Figure 2–2. Sample DA Form 2404 (re-certification)

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

For use of this form, see DA PAM 750-8; the proponent agency is DCS, G-4.

1. ORGANIZATION					2. NOMENCLATURE AND MODEL (ASSET TYPE)	
3. REGISTRATION/SERIAL/NSN (Enter Container ISO Number)	4a. MILES	b. HOURS	c. ROUNDS FIRED	d. HOT STARTS	5. DATE	6. TYPE INSPECTION CSC

7. APPLICABLE REFERENCE			
TM NUMBER	TM DATE	TM NUMBER	TM DATE
MIL-STD 3037	20170127		

COLUMN a – Enter TM item number.
COLUMN b – Enter the applicable condition status symbol.
COLUMN c – Enter deficiencies and shortcomings.
COLUMN d– Show corrective action for deficiency or shortcoming listed in Column c.
COLUMN e – Individual ascertaining completed corrective action initial in this column.

STATUS SYMBOLS

"X" – Indicates a deficiency in the equipment that places it in an inoperable status.

CIRCLED "X" – Indicates a deficiency, however, the equipment may be operated under specific limitations as directed by higher authority or as prescribed locally, until corrective action can be accomplished.

HORIZONTAL DASH "(-)" – Indicates that a required inspection, component replacement, maintenance operation check, or test flight is due but has not been accomplished, or an overdue MWO has not been accomplished.

DIAGONAL "(/)" – Indicates a material defect other than a deficiency which must be corrected to increase efficiency or to make the item completely serviceable.

LAST NAME INITIAL IN BLACK, BLUE-BLACK INK, OR PENCIL - Indicates that a completely satisfactory condition exists.

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ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREON.

8a. SIGNATURE *(Person(s) performing inspection)*	8b. TIME	9a. SIGNATURE *(Maintenance Supervisor)*	9b. TIME	10. MANHOURS REQUIRED

TM ITEM NO. *a*	STATUS *b*	DEFICIENCIES AND SHORTCOMINGS *c*	CORRECTIVE ACTION *d*	INITIAL WHEN CORRECTED *e*
		CSC Re-inspection. Repairs required		
		(LAST ENTRY) UNSERVICEABLE FOR IMDG / NON IMDG		
		(Circle Inspected Type)		
		CSC Expiration Date (Month/Year):		
		Tare Weight:	Manufacturer Serial Number:	
		Cube:	Manufacturer Date / Year Built:	
		Asset Type (i.e. 22G1):	Estimated Labor Cost:	
			Estimated Material Cost:	
			Estimated Total Cost:	

DA FORM 2404, FEB 2011 PREVIOUS EDITIONS ARE OBSOLETE. APD LC v1.00ES

Figure 2–3. Sample DA Form 2404 (repairs required)

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

For use of this form, see DA PAM 750-8; the proponent agency is DCS, G-4.

1. ORGANIZATION	2. NOMENCLATURE AND MODEL
(Enter UNIT / LOCATION)	(ASSET TYPE)

3. REGISTRATION/SERIAL/NSN	4a. MILES	b. HOURS	c. ROUNDS FIRED	d. HOT STARTS	5. DATE	6. TYPE INSPECTION
(Enter Container ISO Number)						CSC

7. APPLICABLE REFERENCE

TM NUMBER	TM DATE	TM NUMBER	TM DATE
MIL-STD 3037	20170127		

COLUMN a – Enter TM item number.
COLUMN b – Enter the applicable condition status symbol.
COLUMN c – Enter deficiencies and shortcomings.
COLUMN d– Show corrective action for deficiency or shortcoming listed in Column c.
COLUMN e – Individual ascertaining completed corrective action initial in this column.

STATUS SYMBOLS

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HORIZONTAL DASH "(-)" – Indicates that a required inspection, component replacement, maintenance operation check, or test flight is due but has not been accomplished, or an overdue MWO has not been accomplished.

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FOR AIRCRAFT - Status symbols will be recorded in red.

ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREON.

8a. SIGNATURE *(Person(s) performing inspection)*	8b. TIME	9a. SIGNATURE *(Maintenance Supervisor)*	9b. TIME	10. MANHOURS REQUIRED

TM ITEM NO. *a*	STATUS *b*	DEFICIENCIES AND SHORTCOMINGS *c*	CORRECTIVE ACTION *d*	INITIAL WHEN CORRECTED *e*
		CSC INSPECTION. NO REPAIRS REQUIRED		
		CSC Expiration Date: (MONTH YEAR)		
		Serviceable for AMMO (IMDG)		
		Manufacturer Serial Number:		
		Manufacturer Date / Year Built:		
		Asset Type (i.e. 22G1):		
		Tare Weight:		
		Cube:		
		Inspectors Signature / Date ======>		
		Print Inspectors Name ======>		

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Figure 2–4. Sample DA Form 2404 (serviceable International Maritime Dangerous Goods)

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

For use of this form, see DA PAM 750-8; the proponent agency is DCS, G-4.

1. ORGANIZATION	2. NOMENCLATURE AND MODEL
(Enter UNIT / LOCATION)	(ASSET TYPE)

3. REGISTRATION/SERIAL/NSN	4a. MILES	b. HOURS	c. ROUNDS FIRED	d. HOT STARTS	5. DATE	6. TYPE INSPECTION
(Enter Container ISO Number)						CSC

7. APPLICABLE REFERENCE			
TM NUMBER	TM DATE	TM NUMBER	TM DATE
MIL-STD 3037	20170127		

COLUMN a – Enter TM item number.
COLUMN b – Enter the applicable condition status symbol.
COLUMN c – Enter deficiencies and shortcomings.
COLUMN d– Show corrective action for deficiency or shortcoming listed in Column c.
COLUMN e – Individual ascertaining completed corrective action initial in this column.

STATUS SYMBOLS

"X" – Indicates a deficiency in the equipment that places it in an inoperable status.

CIRCLED "X" – Indicates a deficiency, however, the equipment may be operated under specific limitations as directed by higher authority or as prescribed locally, until corrective action can be accomplished.

HORIZONTAL DASH "(-)" – Indicates that a required inspection, component replacement, maintenance operation check, or test flight is due but has not been accomplished, or an overdue MWO has not been accomplished.

DIAGONAL "(/)" – Indicates a material defect other than a deficiency which must be corrected to increase efficiency or to make the item completely serviceable.

LAST NAME INITIAL IN BLACK, BLUE-BLACK INK, OR PENCIL - Indicates that a completely satisfactory condition exists.

FOR AIRCRAFT - Status symbols will be recorded in red.

ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREON.

8a. SIGNATURE *(Person(s) performing inspection)*	8b. TIME	9a. SIGNATURE *(Maintenance Supervisor)*	9b. TIME	10. MANHOURS REQUIRED

TM ITEM NO. *a*	STATUS *b*	DEFICIENCIES AND SHORTCOMINGS *c*	CORRECTIVE ACTION *d*	INITIAL WHEN CORRECTED *e*
		CSC INSPECTION. NO REPAIRS REQUIRED		
		CSC Expiration Date: (MONTH YEAR)		
		Serviceable for General Cargo (non-IMDG) only		
		Manufacturer Serial Number:		
		Manufacturer Date / Year Built:		
		Asset Type (i.e. 22G1):		
		Tare Weight:		
		Cube:		
		Inspectors Signature / Date ======>		
		Print Inspectors Name ======>		

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Figure 2–5. Sample DA Form 2404 (serviceable non-International Maritime Dangerous Goods)

2–3. Delivery of equipment

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

b. The CCO will inspect containers upon delivery by the leasing company to ensure the container meets the standards in MIL–STD–3037.

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

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

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

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

2–4. Asset movement

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

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

2–5. Leased equipment conditions and standards

a. In accordance with the DoD master lease contract, the leasing company will provide ISO standard containers that are clean, dry, empty, and suitable for protecting cargo from damage based on the type of equipment ordered in accordance with the following:

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

(2) Ammunition use containers will be compliant with:

(a) Title 49, Code of Federal Regulations (49 CFR).

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

b. Leased containers must meet inspection criteria in MIL–STD–3037. This standard is used by military and/or civilian personnel for the inspection and selection of serviceable containers used to load and transport DoD cargo.

c. All leased containers used for international transport must be inspected/certified through the periodic examination scheme or enrolled in the Approved Continuous Examination Program (ACEP). The ACEP is an alternative to the periodic examination. Container owners have the option of using either examination program. Under the ACEP, a container is subject to examinations and inspections during the course of normal operations. To indicate a container is managed under the ACEP, a mark showing the letters “ACEP” and the identification of the party that granted approval for the program is displayed on the container on or as close as practicable to the safety approval plate.

2–6. Leased equipment inspections

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

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

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

Chapter 3
Distribution Visibility

3–1. Distribution assured communications

Assured access to information and control systems is essential for situational awareness required to assure proper materiel support is available where and when needed and in the proper amount. These include automated systems, such as Global Combat Support System–Army (GCSS–A), the Integrated Data Environment and Global Transportation Network Convergence (IGC), the Transportation Coordinators Automated Information for Movement System II (TC–AIMS II), and the Joint Battle Command–Platform (JBC–P). Linked, these automated information systems (AIS) provide a common operating picture of the global distribution pipeline from the warfighters' forward area to the inventory management systems of national providers. This provides the capability to influence the pipeline and divert materiel, en route or stored, to the place and time required. These capabilities are dependent on a sufficient share of the funding for information technology, connectivity, and supporting infrastructure.

3–2. Business rules for active radio frequency identification technology in the Army and the Department of Defense supply chain

a. The active radio frequency identification (aRFID) tags used in DoD are data rich and allow low-level radio frequency (RF) signals to be received by the tag, and the tag can generate high-level signals back to the reader/interrogator. The aRFID tags can hold relatively large amounts of data, provide a high-frequency signal to the interrogator, and are normally used when a longer tag read distance is desired.

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

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

(1) *Sustainment and/or retrograde cargo.* All consolidated sustainment shipments (radio frequency identification (RFID) layer 4 freight containers; for example, 20- or 40-foot sea vans, large engine containers, and 463L air pallets) of DA cargo being shipped and/or retrograde must have active, data-rich RFID tags written at the point of origin for all organizations (including vendors) stuffing containers or building air pallets. Content level detail will be provided in accordance with current DoD RFID tag data specifications; the Active RFID Tag Format and Data Specifications, Version 2.5, or the current version. Containers and pallets reconfigured during transit must have the aRFID tag data updated by the organization making the change to reflect current contents accurately. In addition, it is essential that aRFID tags be checked at every interrogator distribution node to ensure that the tags are properly affixed or replaced if missing.

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

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

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

(5) *Active radio frequency identification infrastructure.*

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

(b) Sufficient aRFID infrastructure and equipment (interrogators, write stations, tags, and brackets) will be appropriately positioned at combatant commands, U.S. Army Installation Management Command, U.S. Army Sustainment Command (ASC), and Army service component command (ASCCs) to support CCDR requirements for asset visibility. For example, supply support activities (SSAs), theater distribution centers, movement control teams (MCTs) (military or contractor), and the units manning them will have aRFID read and/or write capability, including hand-held interrogators.

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

(d) Generally, an organization liable for port or RF interrogator distribution node operation is also responsible for installing, operating, and maintaining appropriate aRFID capability. Additionally, when responsibility for operating a specific port or node changes (for example, aerial port operations change from strategic to operational), the losing organization will coordinate with the gaining organization to ensure aRFID capability continues without interruption.

(6) *Active radio frequency identification funding.* The cost of implementing and operating aRFID technology is considered a normal cost of transportation and logistics; as such, it will be funded through routine operations and maintenance or working capital fund processes. The organization at which containers, consolidated shipments, unit move items, or air pallets are built or reconfigured is accountable for procuring and operating sufficient quantities of aRFID equipment to support the operations. Working capital fund activities providing this support will use the most current DoD guidance in determining whether operating cost authority or capital investment program authority will be used to procure the required aRFID equipment. If the originating organization of the layer 4 container and/or consolidated air pallet is a vendor location, the procuring Service and/or agency is accountable for arranging for the vendor to apply active tags either by obtaining sufficient aRFID equipment to provide to the vendor to meet the requirement or requiring the vendor as a term of the contract to obtain the necessary equipment to meet the DoD requirement. Additionally, ASCCs will confirm adequate en route aRFID infrastructure is acquired and operating at key RF interrogator distribution nodes.

3–3. Essential data requirements for active radio frequency tags for Army shipments

a. The DoD Logistics Automatic Identification Technology Office has been designated as the office for coordinating, establishing, and maintaining RFID tag formats at the data element level. The RFID tagging procedures require active data-rich RFID tags be written with content level in accordance with approved DoD RFID formats; the Active RFID Tag Format and Data Specifications, Version 2.5, or the current version. The aRFID tag data files will be forwarded to the regional ITV server in accordance with established DoD data timeliness guidelines published in the current versions of DTR 4500.9–R and JP 4–0. The RF tag data are further transmitted to the IGC and other global asset visibility systems as appropriate. This tag data flow will be analyzed in the future as part of the distribution process owner (DPO) architecture. The RF tag formats are identified in the current version of DTR 4500.9–R, and the format requirements are published in MIL–STD–129R.

b. All essential data required will be written to aRFID tags and attached to Army shipments to enable effective ITV. This applies to all originators (military and direct vendors), consolidators, and providers of all Army shipments.

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

(1) *Asset level detail.* Data elements that describe the asset. See table 3–1 for the minimum data elements required to describe the physical characteristics of a single asset and the characteristics that identify the asset.

Table 3–1
Radio frequency tag asset level detail minimum data elements—Continued

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

(2) *Content level detail.* Data elements that minimally identify each level of a complete shipment entity (single shipment unit of a consolidated shipment). The most basic transportation entity is a single box or unpacked item governed by a shipment unit identifier. The data elements are contained in the requisition document, transportation control and movement document, commercial carrier transaction, and the consolidated shipment information transaction that describes the shipment movement and characteristics. See table 3–2 for the minimum data elements necessary to provide content level visibility for each shipment.

Table 3–2
Radio frequency tag content level detail minimum data elements

Requisition document number
RDD or expedited shipment and handling codes
Project code
Asset (item) quantity
Unit of issue
From routing indicator code (for DoD shipments)
Inventory control point
Routing identifier code (for contractor/vendor shipments)
Shipment transportation control number (TCN) (for single shipment unit)
Intermediate TCN (for consolidated shipments)
Conveyance (lead) TCN (for a consolidated shipment)
Commercial carrier shipment tracking identifier
Transportation priority
Sender (consignor) Department of Defense activity address code (DoDAAC)/commercial and government entity
Port of embarkation (POE) code
Port of debarkation (POD) code
Shipment total pieces
Shipment total weight
Shipment total cube

Table 3–2
Radio frequency tag content level detail minimum data elements—Continued

Oversize length/width/height
Receiver (consignee) DoDAAC
Commodity class
Commodity code (air/water)
Water type cargo code
Net explosive weight
Unit identifier code
Unit line number (ULN)
Operation/exercise name
HAZMAT shipping characteristics: United Nations identification number, class or division number, package group, compatibility group

d. Shipments with incomplete data written to aRFID tags prevent effective distribution. Incomplete data disrupt critical ITV information for both warfighter and logistician decision making and delays delivery of materiel to final destinations. Retrograde of equipment and materiel also requires this essential data to be written to aRFID tags to ensure ITV back to CONUS or other OCONUS locations. The aRFID tags have been proven to enable accurate item level inside-the-box ITV of equipment and materiel when properly used. Originators of Army shipments must write essential data to the aRFID tags and then verify that the data has been successfully written and the RF tag is properly affixed to the shipment prior to release. ITV is critical to warfighter logistics decision making and is only maintained while aRFID tags are operating properly and remain affixed to the shipment. Tags will not be disabled or removed from containers or air pallets prior to delivery at final destination and contents are discharged. Missing aRFID tags need to be replaced and the required data rewritten to the tag before the shipment continues its onward movement. Unit move tags used for deployments will remain with equipment until redeployment. aRFID tags arriving at final destination will be disarmed to prevent further data flow to the regional ITV server. The aRFID tags are reusable and when no longer needed will be returned to the servicing supply activity for return to the Defense Logistics Agency (DLA).

e. The Program Executive Officer Enterprise Information Systems (PEO EIS)/Product Lead–Logistics Information Systems (PL–LIS), in collaboration with the Deputy Chief of Staff (DCS), G–6, is the Army lead agency for management and technical support for aRFID tags and the RF ITV network. In accordance with AR 56–4, the PEO EIS/PL–LIS will monitor ITV server activity and notify shippers that are not in compliance with the essential tag requirements for Army shipments.

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

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

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

3–4. Electronic data interchange information

To utilize RFID events effectively to generate transactions of record in DoD logistics systems, RFID tag data with the associated material information must be resident in the DoD data environment so that information systems can access this data at each RFID event (that is, tag read). DoD requires commercial suppliers provide standard Ship Notice/Manifest Transaction Set (856) transactions, in accordance with the Federal Implementation Convention (IC), via approved electronic transmission methods (electronic data interchange (EDI), web-based, or user-defined format) for all shipments, in accordance with wide area workflow (see https://www.fpds.gov). Internal DoD sites/locations and shippers will use the DoD EDI IC 856S or 856A, as applicable. The transaction sets enable the sender to describe the contents and configuration of a shipment in various levels of detail and provide an ordered flexibility to convey information. The DLMS 856 and DoD IC 856S and 856A transaction sets will be modified by the appropriate DoD

controlling agencies to ensure the transactions can be used to list the contents for each piece of a shipment of goods, as well as additional information relating to the shipment, such as:

a. Order information.

b. Product description, to include the item count in the shipment piece and item unique identification (UID) information.

c. Physical characteristics.

d. Type of packaging, to include container nesting levels within the shipment.

e. Marking, to include the shipment piece number and RFID tracking number.

f. Carrier information.

g. Configuration of goods within the transportation equipment.

3–5. Business rules for passive radio frequency identification technology in the Army and the Department of Defense supply chain

a. Passive radio frequency identification (pRFID) tags reflect energy from the reader and/or interrogator or receive and temporarily store a small amount of energy from the reader and/or interrogator signal in order to generate the tag response. pRFID requires strong RF signals from the reader and/or interrogator, while the RF signal strength returned from the tag is constrained to low levels by the limited energy. This low signal strength equates to a shorter range for passive tags than for active tags. The general frequency range for pRFID implementation is ultrahigh frequency 860–960 megahertz, where the specific subrange is dependent on the worldwide location of operation and use.

b. The following business rules apply to the application of pRFID technology at the case, pallet, and item packaging (unit pack) for UID items on shipments to and within the Army and DoD. To facilitate the use of pRFID even as transactions of record, DoD has embraced the use of electronic product code (EPC) tag data constructs, as well as DoD tag data constructs, in a supporting DoD data environment. As the available EPC technology matures, the intent is to expand the use of pRFID applications to encompass individual item tagging.

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

(a) DoD sites where materiel is associated into cases or pallets tag the materiel and supplies at those sites with appropriate pRFID tags prior to further transshipment to follow-on consignees.

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

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

(a) Sand.

(b) Gravel.

(c) Bulk liquids (water, chemicals, or petroleum products).

(d) Ready-mix concrete or similar construction materials.

(e) Coal or combustibles, such as firewood.

(f) Agricultural products such as seeds, grains, animal feeds, and the like.

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

(4) *Passive radio frequency identification funding.* The cost of implementing and operating pRFID technology is considered a normal cost of transportation and logistics. The organization at which cases or palletized unit loads are built is accountable for procuring and operating sufficient quantities of pRFID equipment (interrogators and/or readers, write stations, tags, and so on) to support required operations. The organization at which cases or palletized unit loads are received (that is, the organization where the supply receipt is processed) is accountable for procuring and operating sufficient quantities of pRFID equipment (interrogators and/or readers) to support receiving operations. Working capital fund activities providing this support will use the most current guidance in determining whether operating cost authority or capital investment program authority will be used to procure the required pRFID equipment.

3–6. Radio frequency tag accounting procedures

a. The RFID tags are in a critical supply position and must be expeditiously returned to the supply system for reuse.

b. Army policy regarding use and management of RFID tags is prescribed in AR 710–4.

(1) All aRFID tags are recoverable and reusable property and do not require property book accounting.

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

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

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

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

(4) All RFID tags will be disarmed when the tag is not in use to prevent the emission of signal to the regional server or servers and to preserve energy in the batteries until they are reused.

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

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

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

(8) The following are examples of aRFID tags:

(a) New. The DLA Automated Wholesale Management System provides tags through existing supply channels. The DoD item manager for the aRFID tags is the Defense Supply Center Philadelphia, Inventory Control Point, Routing Identifier Code S9I. Only new condition code A tags will be sold to customers. The NSN for a 654 RFID is 6350–01–523–1998.

(b) Returns. All returned tags that are serviceable after refurbishment will be received into wholesale inventory as condition code B and will be available as free issue from the DLA Disposition Services Office. Activities are encouraged to use the Defense Logistics Management Supplement Materiel Returns Program (MRP) to return tags no longer required and receive reimbursement for packaging, crating, handling, and transportation (PCH&T) costs. Excess tags sent back without MRP transactions will not result in PCH&T reimbursement to the customer. The PCH&T reimbursement incentive for tags received with MRP transactions will result in reduced costs and savings to DoD from reusing the condition code B tags. The Services, other requisitioners, and users may opt to establish their own retail operation for used tags and incur the cost of refurbishment themselves.

Chapter 4
In-Transit Visibility

4–1. In-transit visibility processes

DoD policy on RFID is prescribed in DTR 4500.9–R. This paragraph highlights mandatory guidance per AR 56–4.

a. System. DTR 4500.9–R designates the IGC as the DoD system for ITV. The Army will integrate AIS/AIT into the IGC or the subsequent DTR 4500.9–R designated system.

b. Radio frequency identification. RFID technologies are part of the larger suite of AIT that enables accurate and timely capture of actionable logistics data with little reliance on human intervention. DoD is focused on the use of RFID technologies to improve supply chain operations; however, employing any and all AIT tools and devices in an integrated strategy to improve overall deployment and distribution processes is the ultimate goal.

c. The Army in-transit visibility vision. The Army's ITV vision is to—

(1) Provide near real-time ITV for all classes of supplies and materiel.

(2) Provide "in the box" content level detail for all classes of supplies and materiel.

(3) Provide quality, nonintrusive identification and data collection that enables enhanced inventory management.

(4) Provide enhanced unit pack-level visibility.

d. Source data.

(1) *Content level detail.* Content level detail for cargo includes those data elements that describe the asset, plus the data elements necessary to identify each level of a complete shipment entity minimally.

(a) Asset level detail is the fundamental information necessary to describe an item for content visibility.

(b) Shipment entity detail describes the accountable characteristics of the included assets, the physical characteristics of the packaged shipment, and the respective handling characteristics of the shipment.

(c) Table 4–1 lists all shipment content level detail data elements, which comply with DTR 4500.9–R, Part II.

(2) *Minimum essential data elements.* The Army has identified the following 17 minimum essential data elements that are collected to provide content level detail for unit move shipments, sustainment, and retrograde cargo:

(a) Lead TCN.

(b) Container number.

(c) Consignor (shipper) DoDAAC.

(d) POE.

(e) POD.

(f) Consignee (receiver) DoDAAC.

(g) HAZMAT code (J=hazardous or dangerous; E=ammunition/explosives; V=Government vehicles, trailers, howitzers, and aircraft; X=general cargo not covered by other codes).

(h) Name of operation or exercise (if applicable).

(i) Military Service (that is, Army, Navy, Marine Corps, Air Force).

(j) Commodity class of supply.

(k) Commodity (that is, the cargo being transported to and from locations).

(l) Document number (that is, number generated by the consignee to indicate or describe cargo).

(m) Intermediate TCN (if applicable).

(n) NSN.

(o) Nomenclature (that is, description of cargo).

(p) Quantity of each item.

(q) Unit of issue.

Table 4–1
Content level detail

Asset level detail	Shipment entity detail
NSN	Requisition document number
Nomenclature/description	RDD or expedited shipment and handling codes
Model number	Project code
Condition code	Asset (item) quantity
Serial number/bumper number	Unit of issue
Line item number/package identification	From routing indicator code

Table 4–1
Content level detail—Continued

Asset level detail	Shipment entity detail
Ammunition/explosives lot number	Shipment TCN—for single shipment unit
Department of Defense identification code	Intermediate TCN—for a multi-level consolidated shipment
Commodity class of supply	Conveyance (lead) TCN—for a consolidated shipment
	Commercial carrier shipment tracking identifier
	Transportation priority
	Sender (consignor) DoDAAC/commercial activity/government entity code
	Receiver (consignee) DoDAAC
	Ship date
	POE code
	POD code
	Container number (for example, owner's marked number, to include owner code, serial number, and check digit (no special symbols))
	Shipment piece number
	Shipment piece weight
	Shipment piece cube
	Shipment total pieces
	Shipment total weight
	Shipment total cube
	Outsize dimension(s) (length/width/height over 84 inches)
	Commodity code (air/water)
	Special handling code (air/water)
	Water type cargo code
	Unit identification code (UIC)
	ULN
	Operation/exercise name HAZMAT shipment descriptors as applicable (including ammunition and explosives), United Nations identification number, class or division number, net explosive weight, and compatibility group

4–2. Standards for implementation

The Army is committed to ITV principles and is determined to improve ITV source data timeliness and quality. To attain best value in each business process, the Army will leverage technology improvements in both AIT and AIS enablers.

a. The standard is to—

(1) Establish and maintain visibility of all movements at every node; then

(2) Maintain near real-time visibility of all movement from the POD to the receiving units in theaters of operation and to link cargo with the distribution platform (pallet, flatrack, or container) and prime mover (aircraft, truck, rail, or vessel) through a common operating picture in order to enable positive pipeline control.

b. These standards apply to all shipments, including vendor shipments to the Army and vendor shipments to vendors in theaters supporting Army missions, in accordance with DFARS. These standards will be accomplished using EDI and/or those means identified in vendors' contracts.

c. The minimum level of detail for Army unit cargo is outlined in paragraph 4–1*d*(2). This information must be accessible through AIS and associated with specific shipment information so that a query can be made through the national RF ITV server, the IGC, and/or subsequent system.

4–3. Business rules

ITV in support of force visibility and asset visibility is a capability accomplished by leveraging the source data of automation systems for ITV shipment documentation and associating that information with tracking and locating devices. Shipments that are properly documented in the source systems in accordance with DTR 4500.9–R and linked to the tracking systems provide the warfighter a significant capability to see and influence materiel and equipment in transit. All participants in the transportation process share accountability for establishing and maintaining ITV. The business rules detailed in paragraphs 4–4 through 4–8 provide specific guidance regarding how ITV is to be maintained throughout the distribution and transportation system.

4–4. Other participants in the transportation system

The Army is dependent upon external agencies or organizations for many aspects of ITV. It is vital that coordination for system and technology insertions occur to ensure ITV capability. The following organizations are pivotal to ensuring ITV capability.

a. USTRANSCOM, as the DPO and lead proponent for ITV, as well as RFID and related AIT implementation for the DoD supply chain, and as manager of the IGC, manages asset visibility and dynamic control of resources flowing through the Defense Transportation System (DTS) to and from the theater. USTRANSCOM makes sure ITV is embedded in commercial carriers' contracts. Additionally, USTRANSCOM, as the DPO, incorporates AIT into the Distribution Portfolio Management architecture and oversees data quality and performance using portfolio management methodology under Defense Business Systems Management Committee oversight.

b. DLA provides AIT devices as required on all sustainment shipments originated, configured, and/or consolidated at DLA activities and DLA prime vendors.

c. The General Services Administration (GSA), as a major shipper of sustainment materiel in a theater of operations, provides AIT devices as required on all shipments originated, configured, and/or consolidated at GSA activities.

d. The Army and Air Force Exchange Service (AAFES), as a major shipper of materiel to a theater of operations that primarily uses commercial shipping, provides AIT devices as required on all shipments originated, configured, and/or consolidated at AAFES activities.

e. Other military Services or DoD agencies (for example, Defense Contract Management Agency) that ship materiel on behalf of the Army provide AIT devices as required on all shipments originated, configured, and/or consolidated at the respective agencies.

4–5. In-transit visibility source data development and maintenance

a. The timeliness and quality of ITV documentation data are as important to supporting the operation as the actual movement of the cargo. This information will be the source for ITV data and will simplify replacement of missing documentation at any node within the process.

b. ITV enabling information is required for both commercial and military shipments.

(1) Commercial vendors are required by DFARS to comply with MIL–STD–129R and MIL–STD–130, which prescribe specifications and instructions for marking materiel, packaging, and shipping labels with designated AIT media.

(2) The procuring military Service or agency will arrange for vendors to provide ITV and specify this requirement in vendors' contracts.

(3) Full container or 463L air pallet shipments require aRFID tags using the same criteria as DoD shippers. These requirements are contract specific.

c. Commercial vendors and carriers will provide ITV information to military ITV systems through EDI transactions and/or those means identified in vendors' contracts. The requirement to provide this information must be included in all commercial contracts that involve shipping of military cargo.

d. All unit move, sustainment, and/or retrograde shipments (RFID layer 4 freight containers; for example, 20- or 40-foot sea vans, large engine containers, and 463L air pallets) of cargo being shipped must have active, data-rich RFID tags written at the point of origin for all activities (including vendors) stuffing containers or building air pallets. Content level detail will be provided in accordance with current DoD RFID data requirements.

e. Each node operator in the transportation system makes sure ITV information for all shipments departing that location is available to the receiving node through the accepted AIT/AIS prior to arrival of that shipment. This information will facilitate planning activities at the receiving node leading to efficient and effective onward movement of the cargo.

(1) When cargo is reconfigured at any point in the distribution process, the organization that performs the reconfiguration must ensure that appropriate documentation is adjusted to reflect the change and enable continued tracking of the items through AIS.

(2) When cargo is transshipped from one liner to another, the personnel, unit, or agency at the transshipment site is accountable for providing the transshipping information to the ITV systems via EDI transactions.

f. The personnel, unit, or agency accountable for entering cargo into the transportation system will minimize changes to the cargo configuration to optimize the distribution system and maximize the visibility of cargo, which improves ITV.

g. The originating organization of the shipment will maximize the use of single consignee for all pallets and containers. When feasible, the originating organization will build and pack pallets and containers to minimize reconfiguration during the distribution process.

h. The combination of aRFID tags and satellite technology with embedded sensors or security features provide additional ITV capabilities. The container intrusion detection device provides sensor and security monitoring of the condition, serviceability, shock, temperature, and humidity of cargo while in transit. The container intrusion detection device and the application of satellite technology will provide better identity, tracking (near real-time visibility), and notification when the integrity of the shipment is compromised. The organization in physical possession and/or control of the shipment will investigate the cause of an alert notification and take necessary corrective actions in accordance with OCONUS and/or CONUS established guidance.

4–6. Funding

a. The Army considers the cost of implementing ITV as a normal cost of transportation, contingencies, and logistics using operations and maintenance or contingency funds. Funding of ITV supplies, such as RF tags and batteries, is the cost of the owning unit. In cases where Army working capital fund (AWCF) activities provide the support, these activities will use AWCF cost authority to procure AIT equipment to enable ITV.

b. If the originating organization is vendor and/or contractor operated, the procuring or contracting organization will provide and maintain sufficient equipment and training to support required ITV capabilities.

c. In accordance with AR 56–4, the DCS, G–4 and DCS, G–8 oversee and manage the management decision packages for AIT funding. Efforts are synchronized with DCS, G–3/5/7; PEO EIS; and PL–LIS to ensure that AIT requirements in support of ITV are identified and included in the budget request. This process ensures management of expenditures and effective use of funds to support ITV requirements.

4–7. Property accounting of equipment

The receiving organization reports receipt of shipment in AIS and returns RFID tags in accordance with established policy. Accountability and reuse of assets is critical to successful ITV execution.

4–8. Processes

ITV begins at the point of origin and ends at the point of use. The originating source must ensure that all equipment and sustainment information is accurately annotated in the appropriate AIS. It is essential that the capability to associate this source data with specific shipment information in the transportation system is available. All node operators ensure that cargo is properly tagged, linked to the originated source data, and processed for ITV. Commercial carriers must transmit reports at points or events as designated in their contracts, using EDI and/or those means identified in their contracts.

a. Origin to port of embarkation.

(1) *Unit move.* Accurate data must be submitted to the appropriate AIS for unit equipment. Installation transportation officers, in coordination with the units, must plan and coordinate the AIT requirements and ensure movement is uploaded into the appropriate AIS/RF ITV server.

(2) *Sustainment.* Shippers must ensure all sustainment cargo is properly marked and/or tagged in accordance with MIL–STD–129R and MIL–STD–130 and upload information into the appropriate AIS.

(3) *Retrograde.* The originating organization must upload retrograde information into the appropriate AIS and tag all materiel prior to departure.

b. Port of embarkation.

(1) *Aerial port of embarkation.* The arrival/departure airfield control group (A/DACG) will assist Army operations at an aerial port of embarkation (APOE). The A/DACG works in coordination with the Air Mobility Command, Contingency Response Group (CRG), which is responsible for airlift operations at the APOE, to ensure effective deployment airlift operations. These elements support ITV by ensuring unit cargo and supplies are properly tagged using DD Form 1387 (Military Shipment Label) and the data entered into the appropriate AIS upon arrival at and before departure from the APOE.

(2) *Seaport of embarkation.* SDDC is the Army's primary seaport of embarkation (SPOE) manager for ports within DTS. SDDC supports ITV by ensuring unit cargo and supplies are properly tagged using DD Form 1387 and the data entered into the appropriate AIS upon arrival at and before departure from the SPOE. As unit equipment and supplies pass through the SPOE, RFID tags are read and data is sent to a regional RF ITV server. When a vessel load is completed, SDDC coordinates with the Military Sealift Command, which reports vessel departure to the IGC (or subsequent system). For commercial carrier shipments, the carrier will provide ITV movement data via EDI for transportation events designated in the contract.

c. Port of debarkation.

(1) *Aerial port of debarkation.* The A/DACG will assist Army operations at the aerial port of debarkation (APOD). The senior logistics commander on the ground will coordinate all APOD operations. Air Mobility Command CRG supervises the aircraft offload operations. The A/DACG escorts unit equipment to and monitors unit equipment in the holding area of the APOD. The A/DACG will assist commanders with properly tagging unit equipment and supplies, processing the equipment into the appropriate AIS, and coordinating with the CRG to ensure the data is transmitted to the regional RF ITV server, the IGC, or subsequent system within the allotted timeframe, as specified in DTS.

(2) *Seaport of debarkation.* The SDDC serves as the designated port manager at the seaport of debarkation (SPOD) within DTS and maintains ITV. AIT data is sent to the regional RF ITV server, the IGC, or subsequent system as unit equipment and supplies pass through the SPOD. SDDC also checks all AIT for accuracy and repair or replace any RFID tags or labels, as needed, in order to maintain accurate and timely ITV data. ITV is accomplished through coordination with the MCT assigned to the SPOD. For commercial carrier shipments, carriers will provide ITV movement data for transportation events as designated in their contracts, via EDI and/or those means identified in their contracts.

d. Supply support activity or other distribution activities. SSAs, depots, CRPs, or other distribution activities are accountable for reporting receipt of cargo and the end of transit. SSAs are equipped with AIT devices capable of capturing data via AIS.

e. Receiving unit. The receiving unit must ensure receipt of all shipments is documented in the appropriate AIS.

f. Commercial carriers. Commercial carriers must submit a final transaction using EDI and/or those means identified in their contracts, which indicates delivery and end of transit as designated in their contracts. Carriers will coordinate with unit movement officers, installation transportation offices, and/or transportation management offices to use commercial bill of lading to ensure equipment shipped via line haul is completed with necessary data to provide ITV.

Chapter 5
Flatrack and Container Roll-In/Roll-Out Platform Exchange and Accountability

5–1. Exchange and accountability

Flatracks and CROPs are assets authorized for one organization but are routinely used by other organizations. Flatrack and CROP accounting policy is contained in AR 710–2 and applies to the full range of military operations to include training at combat training centers. Operations will be denoted between short-term duration (not more than 60 days; for example, Combat Training Center rotation) and long-term

duration (for example, operational or combat deployment). To support both short-term and long-term duration operations, modified table of organizations and equipment (MTOE) units should ensure a standardized identification criteria for all assets is in place (for example, standardized bumper numbers).

5–2. Short-term duration operation

Short-term duration operations are those operations, including large-scale training events, exercises, and combat training center rotations, that last no more than 60 consecutive calendar days. Due to the short length of these events, roll-back of flatrack and CROP serial numbers on the property books of UICs or their derivative to the next higher supporting echelon are not necessary and allows the senior commander, with support and advice from the senior logistician, the discretion to centrally pool all flatracks and CROPs to enable rapid velocity of distribution of supplies and commodities to support combat operations.

a. Flatracks and CROPs identified for distribution of supplies and commodities are pooled at the companies already possessing flatracks and CROPs so as to alleviate unnecessary movements of equipment. The companies possessing these flatracks and CROPs report to the next supporting echelon's movement mangers (for example, Support Operations, Transportation) the total number of flatracks and CROPs deployed with the company to support exchange operations.

b. Further hand receipting of centrally pooled assets is not required.

c. Basic issue items (BIIs) and components of end item (COEIs) will be retained with all flatracks and CROPs and will not be removed so as to minimize unnecessary inventory methods during distribution exchange operations.

d. Units across supporting echelons that conduct distribution of supplies and commodities utilizing flatracks and CROPs will execute exchanges of flatracks and CROPs (full for empty) without regard for serial number accountability until the conclusion of the short-term operation or training event.

e. Units report via methods outlined in unit standard operating procedure those flatracks and CROPs which are in physical possession and their locations during routine intervals (for example, LOGSYNC) so as to ensure total quantity accounting is maintained at all times.

f. Transportation movement and asset managers (for example, Support Operations, Transportation) track the location, status, and readiness condition of the total quantity of flatracks and CROPs pooled by the senior logistician as common user land transportation assets on a daily basis.

g. Transportation movement and asset managers should retain all records of deploying equipment (for example, TC–AIMS II) to support short-term duration operations or training events and exercises.

h. At operation or training event end, units take possession of total quantity of flatracks and CROPs based off the quantity the unit deployed with to support operations and report new serial numbers to the property book officer for adjustments.

i. The senior logistician will ensure that authorized quantities of flatracks and CROPs are returned (transferred) to a redeploying unit. Property book adjustments will be made to account for differences in serial numbers prior to unit redeployment.

j. Units not organic to the supported organization (for example, division sustainment brigade units supporting a brigade combat team) can either retain possession of original serial number-based quantity of flatracks and CROPs at conclusion of operations or training event or accept deploying quantity with new serial numbers. Units must conduct inventories to resolve shortages of BII, COEI, and maintenance and utilize military interdepartmental purchase request (MIPR) funding to resolve shortages or maintenance defects.

5–3. Long-term duration operation

Long-term duration operations are those operations such as an operational or combat deployment that last longer than 60 consecutive calendar days. Due to the longer length of these operations, the roll-back of flatrack and CROP serial numbers on the derivative UIC property books to the next higher supporting echelon will be executed to allow theater managers the discretion and flexibility to support operations throughout the theater to enable the rapid velocity of distribution of supplies and commodities from CONUS to the tactical units executing operations.

a. Management of flatracks and CROPs in a theater area of operations is in accordance with AR 56–4.

b. MTOE units retain possession of flatracks and CROPs that the unit deployed utilizing TC–AIMS II system of record. These flatracks and CROPs are placed on the derivative UIC property book of the deploying unit.

c. Upon deployment to the theater of operations, units receive and account for their deployed equipment and report total quantity and serial numbers of flatracks and CROPs to next supporting echelon for forwarding to the theater sustainment command (TSC) distribution management center (DMC) for theater-wide management.

d. Once accounted for, property book officers will initiate transfer of the deployed unit's derivative UIC flatrack and CROP serial numbers identified for distribution of supplies and commodities to the TSC DMC applicable derivative UIC property book for theater-wide management and accountability. Units will continue to physically retain the quantity of flatracks and CROPs that were deployed from homestation in order to facilitate the execution of quantity-based exchanges with the next supporting echelon.

e. The TSC DMC will manage flatrack quantities arriving in theater (unit and depot) and ensure accurate recordkeeping on flatracks requiring retrograde to CONUS. A flatrack control point will be established at the distribution terminal in the theater hub for consolidation of flatracks for operations in the theater echelon or final preparation for retrograde operations back to CONUS.

f. As units redeploy to homestations, they will pick-up flatracks and CROPs 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.

Chapter 6
Container Management Procedures

6–1. Container control officer

Per AR 56–4, each Army organization in possession of ISO containers and intermodal equipment will designate a primary and alternate CCO. See figure 2–1 for a sample CCO appointment order memorandum.

6–2. Reporting

a. Container disposal guidance can be found in the reference section of the JCM System. (Registration for a JCM account can be accessed at https://eta-teams.transport.mil/teams/login.)

b. See figures 2–2 through 2–5 for examples of DA Form 2404.

c. See figure 6–1 for a disposal flow chart.

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). See figure 6–2.

DISPOSAL FLOWCHART

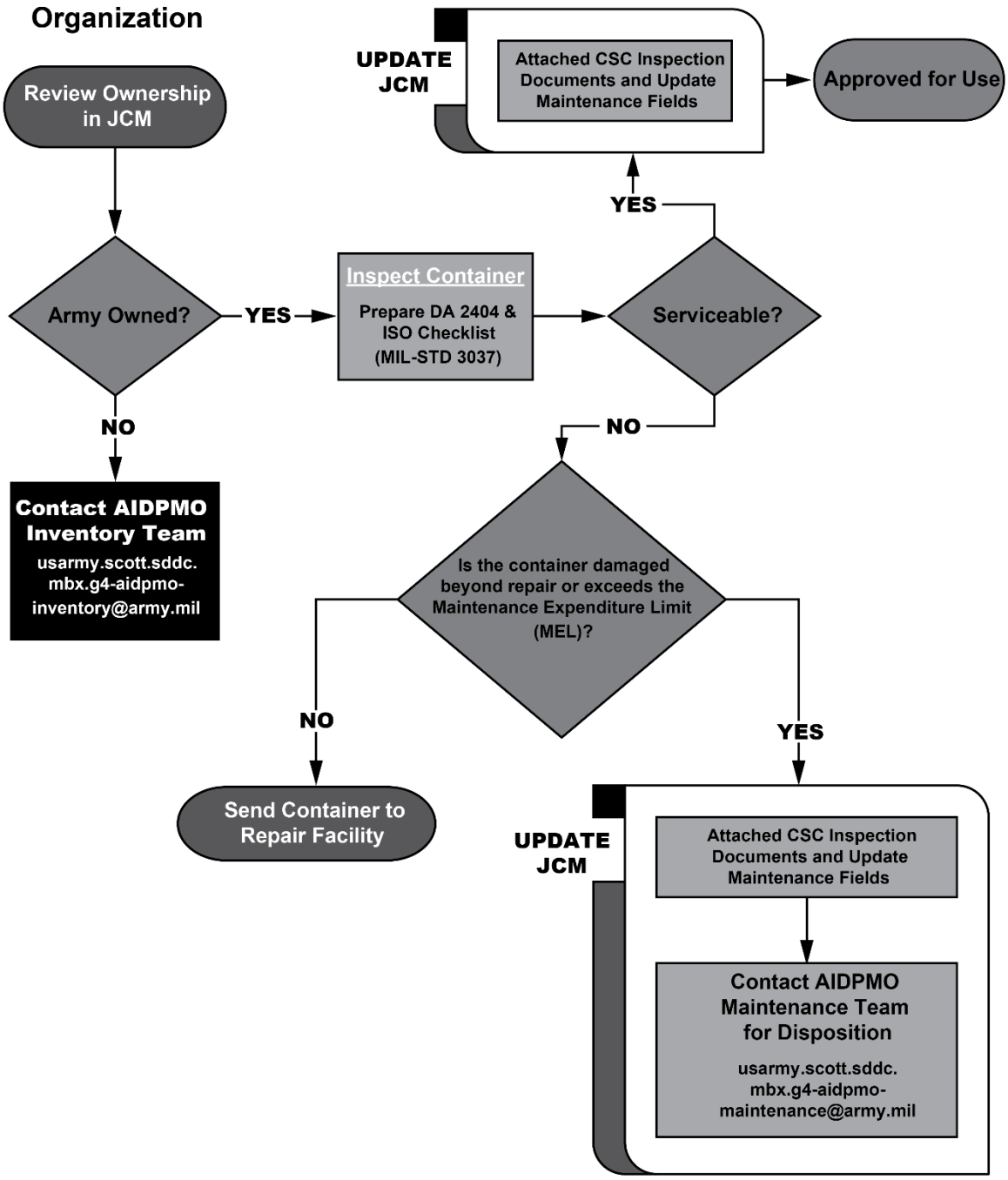

Figure 6–1. Disposal flow chart

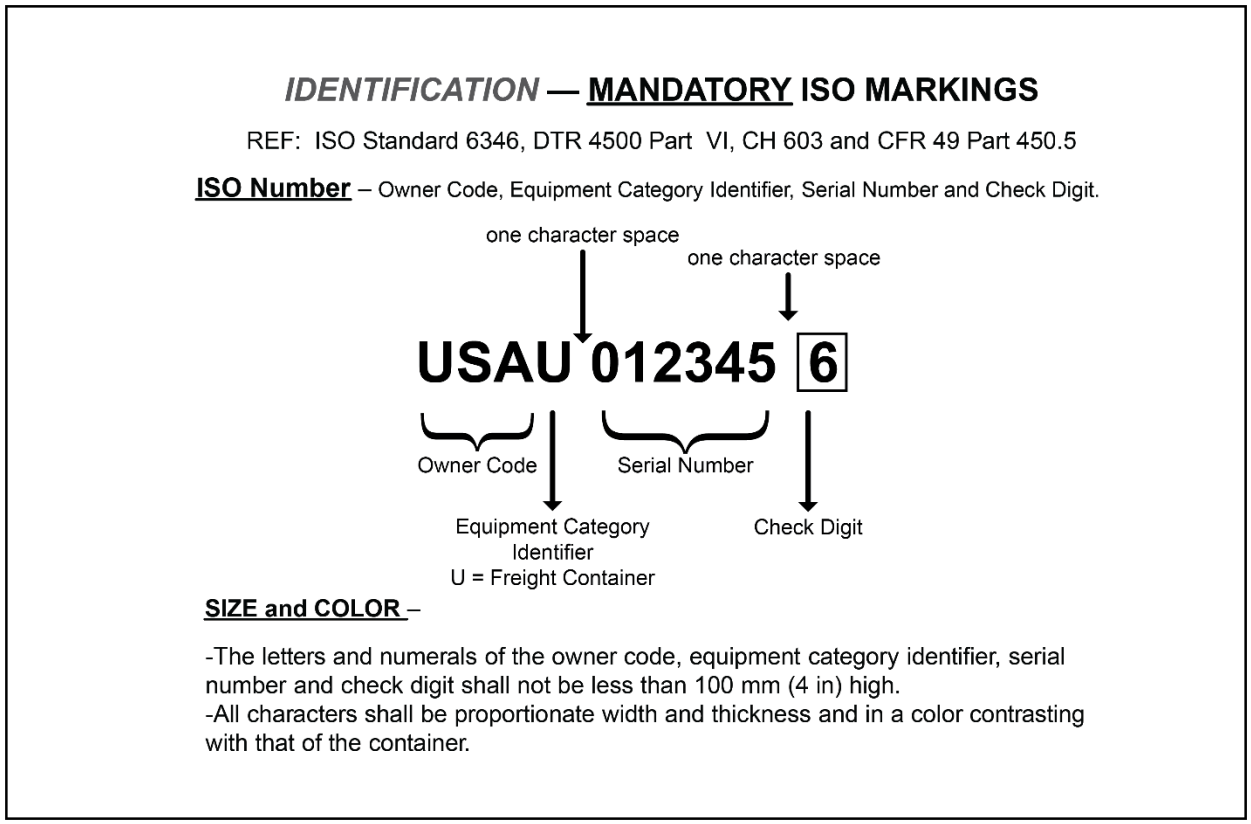

Figure 6–2. International Organization for Standardization serial number

6–3. Container procurement procedure

a. Per AR 56–4, AIDPMO is the procurement approval authority for the purchase of all new or used ISO containers and distribution platforms. For procurement approval, submit a request through the JCM System or send email request to usarmy.scott.sddc.mbx.g4-aidpmo-inventory@army.mil with the following information:

(1) Require delivery date (RDD).
(2) Document number.
(3) Unit DoDAAC.
(4) NSN.
(5) Quantity.
(6) Color.
(7) Primary use (storage or transportation).
(8) Lift capabilities/off-loading equipment availability.
(9) CCO information (name, phone number, email address).
(10) POC information (name, phone number, email address).
(11) Delivery location address.

b. AIDPMO will provide a written response to all procurement requests within 10 business days.

c. Per AR 56–4, purchased containers require registering and assignment of a DoD ISO serial number (see fig 6–1).

d. For new procurements, AIDPMO will register, assign, and issue DoD ISO serial numbers to the ordering agency or program. The ordering agency/program will enter the assigned ISO serial numbers on the contract and forward the serial numbers to the vendor for stenciling on ordered container.

6–4. Container inspection/inspectors procedures

a. To request DD Form 2282 (Reinspection Decal Convention for Safe Containers):

(1) Contact local Army field support battalion (AFSBn) or logistics readiness center.

(2) Email AIDPMO at usarmy.scott.sddc.mbx.g4-aidpmo-maintenance@army.mil with the following information:

(a) Name.

(b) Unit DoDAAC.

(c) Unit.

(d) Mailing address.

(e) POC email address.

(f) POC phone number.

(g) Number of CSC decals required.

(h) RDD.

b. See figure 6–3 for a sample CSC-certified inspector appointment order memorandum.

DEPARTMENT OF THE ARMY
Address
City, State Zip Code

REPLY TO
ATTENTION OF

[OFFICE SYMBOL] [DD MMM YYYY]

MEMORANDUM FOR RECORD

SUBJECT: International Convention for Safe Containers (CSC) Certified Inspector Appointment Order

1. Effective [ENTER DATE], [RANK/GRADE] [APPOINTED NAME] is designated as the International Convention for Safe Containers (CSC) Certified Inspector for the following organization/unit.

DODAAC(s): [INSERT LOCATION DODAAC(S)]
Organization/unit: [INSERT UNIT/ORGANIZATION NAME]

Phone Number: [INSERT PHONE NUMBER] DSN: [INSERT DSN NUMBER

Email Address: [INSERT EMAIL ADDRESS]

Mailing Address: [INSERT PHYSICAL MAILING ADDRESS]

2. **Authority:** Title 49 Code of Federal Regulation (CFR) 452, United States Code (USC) Title 46 Chapter 805, Department of Defense (DoD) 4500.9-R, Part VI, Chapter 604, Army Regulation (AR) 56-4, Chapter 3-7, Distribution of Materiel and Distribution Platform Management.

3. **Purpose:** To ensure Army-owned containers meet the International Convention for Safe Containers (CSC) Act requirements, CFR, USC, DoD, and Army policies and regulations for serviceability and safety.

4. **Requirement.** Army organization's Certified CSC inspectors will examine containers for serviceability every 30 months from the fifth year of the manufacturer's date or after a major structural repair to ensure the container is safe for transport. Inspectors are responsible for applying the DD Form 2282 (CSC decal) and IAW AR 56-4, uploading a copy of the inspection results to the container record in the Joint Container Management system.

5. **Period**: Until officially relieved or released from this appointment.

FOR THE COMMANDER:

Figure 6–3. Sample Convention for Safe Containers-certified inspector appointment memorandum

6–5. Registering and re-stenciling of Army-owned International Organization for Standardization containers

a. For containers with no record in the JCM System, email the AIDPMO at usarmy.scott.sddc.mbx.g4-aidpmo-inventory@army.mil and provide photographs of the container stenciled ISO serial number(s), double end-opening doors, and CSC safety approval data plate.

Note. If a "receive" transaction under Asset Management in the JCM System is processed and there is no container record, the system will add the container ISO serial number to the queue and provide additional instructions for adding the container into the system.

b. Army-owned containers with commercial ISO serial numbers or no ISO serial numbers require re-stenciling with an Army ISO serial number per 49 CFR 451.25 and stenciled in accordance with ISO 6346 (description available at https://www.iso.org/standard/83558.html) and AIDPMO guidelines. AIDPMO will register and assign ISO serial numbers. See figures 6–1 and 6–3.

(1) Army organizations will confirm Army-owned containers by verifying ownership and location in the JCM System.

(2) Army ISO serial numbers can be obtained through the following two methods:

(a) Request ISO serial number through the JCM System; or

(b) Report the 11 alphanumeric commercial ISO serial number(s) to AIDPMO in electronic format. Send request via email to usarmy.scott.sddc.mbx.g4-aidpmo-maintenance@army.mil. The request must include the following information:

1. Name.
2. Unit DoDAAC.
3. Unit.
4. Mailing address.
5. POC email address.
6. POC phone number.

(3) AIDPMO will confirm container ownership and provide an assignment sheet for re-stenciling. The assignment sheet will show a cross-reference of the commercial to the Army ISO serial number.

(4) Once the container(s) is/are re-stenciled, return the assignment sheet to AIDPMO with the manufacturer serial number and year built filled-in. The completed assignment sheet will confirm re-stenciling is complete, used to update the DoD ISO register, and to complete the conversion of the container record in the JCM System.

(5) Coordinate any corrections to the assignment sheet through AIDPMO.

(6) Return unused ISO serial numbers (assignment sheet) to AIDPMO. Unused ISO serial numbers are not authorized for re-stenciling on another ISO container.

c. Container restenciling guidance can be found in the reference section of the JCM System (registration for a JCM account can be accessed at https://eta-teams.transport.mil/teams/login.)

d. The size and type code is a mandatory ISO marking on a container. It is stenciled in a single horizontal line underneath the ISO serial number or vertically if the ISO number is stenciled vertically. See figures 6–4 and 6–5 for size and type code description and placement.

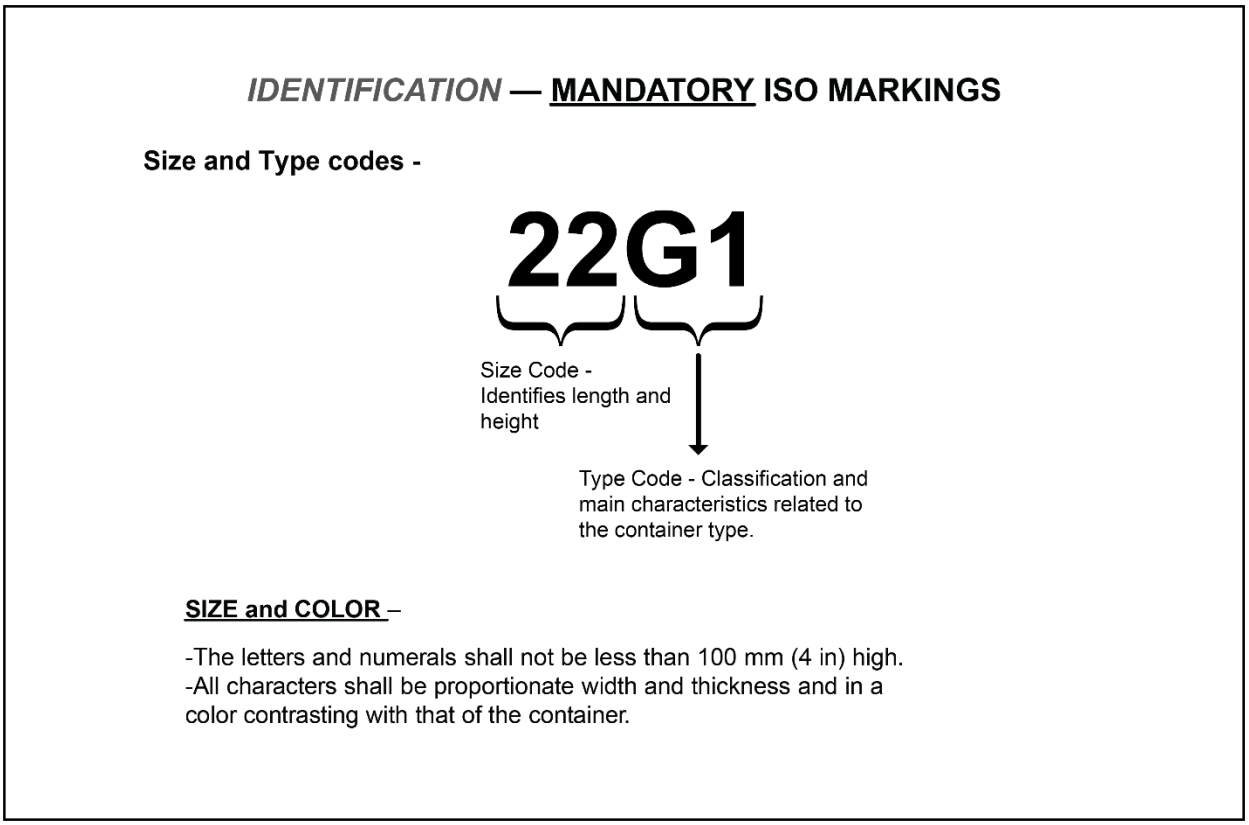

Figure 6–4. Size and type code

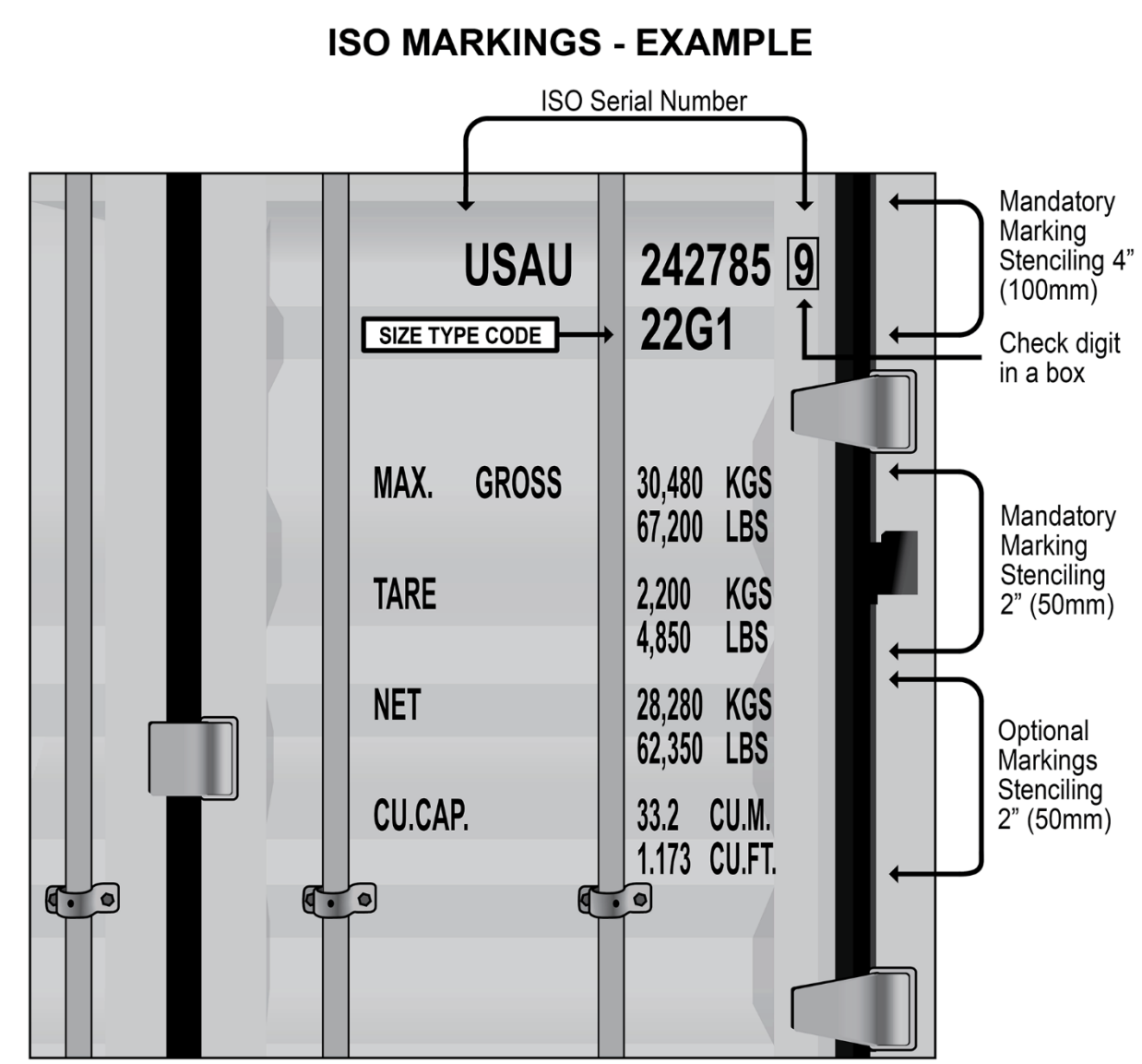

Figure 6–5. Sample stenciled door with International Organization for Standardization number and mandatory/optional markings

Chapter 7
Distribution of Hazardous Material

7–1. 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 organization or unit commander or designated representative.

b. Guidance for the use of DD Form 2890 is as follows:

(1) DD Form 2890 will be required for movements by vessel (military, commercial, or Military Sealift Command) destined for overseas. Shipments originating from the unit and destined to OCONUS locations will require DD Form 2890 for both highway and commercial vessel movements.

(2) In addition, when regulated HAZMAT is packaged or transported in vehicles or containers, DD Form 2781 (Container Packing Certificate or Vehicle Packing Declaration) is required.

(3) Highway and/or rail movement outside the contiguous United States will follow OCONUS Army command (ACOM) HAZMAT policy.

c. The following sets forth Army procedures regarding training in accordance with AR 56–4 for the 80-hour and/or 40-hour HAZMAT certification courses, to include the three authorized DoD schools. All personnel involved with the preparation and shipment of HAZMAT for transportation must receive training in accordance with this regulation, 49 CFR 172.704, and DoD component/Service/agency headquarters regulations. On an overflow basis only and confirmed by the Service quota manager, U.S. Department of Transportation (DOT)/Transportation Safety Institute may provide the 80-hour classroom certification training. The quota manager must maintain a record of individuals who requested the desired training from the DoD schools and were denied. The procedures for obtaining certification from DOT/Transportation Safety Institute are further defined in AR 700–143/DLAR 4145.41/NAVSUPINST 4030.55D/AFMAN 24–210_IP/MCO 4030.40C.

(1) The intent of this training is for the student to be able to recognize and identify HAZMAT and have knowledge of emergency response information, self-protection measures, accident prevention methods and procedures.

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

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

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

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

(a) 345th Training Squadron, Transportation Training (Flight 345 TRS/TTTH), Building 1540, 201 C Avenue, Fort Gregg-Adams, VA 23801–1529, web address https://www.37trw.af.mil/units/37th-training-group/345th-training-squadron/.

(b) Navy Supply Corps School, 1378 Porter Ave, Naval Station Newport, Newport, RI 02841, web address https://www.netc.navy.mil/nscs/.

(c) Department of the Army, Defense Ammunition Center (Training Directorate) (ATCL–ACA), 1C Tree Road, McAlester, OK 74501–9053, web address https://defenseammunitioncenter.army.mil/.

d. In addition, DTR 4500.9–R, Part II identifies training requirements for personnel certifying only biomedical items and hazardous waste.

(1) Individuals who are responsible for packaging (certification or preparation of laboratory samples, specimens, and regulated medical waste only, for transport by any mode) may satisfy this requirement by successfully completing the Transport of Biomedical Materiel Course (initial and refresher) offered by the U.S. Army Center for Health Promotion and Preventive Medicine, Building E–1677, Aberdeen Proving Grounds, MD 21010–5403, website https://phc.amedd.army.mil/. Onsite training is available by request through the website.

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

(a) Hazardous Waste Management and Manifesting Course, offered by the U.S. Army Corps of Engineers, Professional Development Support Center (CEHR–P–RG) (Registrar), Box 1600, Huntsville, AL 35807–4301, website https://www.usace.army.mil.

(b) Transportation of Hazardous Material/Hazardous Waste for DoD, offered by Defense Logistics Agency Training Center, Post Office Box 3990, Building 11, Section 5, East Broad Street, Columbus, OH 43215–5000, website https://www.dla.mil.

e. Mobility training requirements for technical specialists are also identified in DTR 4500.9–R, Part II. Technical specialists are personnel trained and qualified to certify limited types of HAZMAT appropriate to their military occupational specialty by selected transportation modes as described by each Service. Successful completion of one of the courses identified in paragraph 6–2*c* is not required. However, technical

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

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

7–2. Department of Transportation approvals

DOT exemptions, competent authority approvals, or certificates of equivalency are exemptions to prescribed packaging requirements in 49 CFR, International Civil Aviation Organization, IMDG code, or TM 38–250. Requests for approvals and/or exemptions will be prepared in accordance with AR 700–143/DLAR 4145.41/NAVSUPINST 4030.55D/AFMAN 24–210_IP/MCO 4030.40C. Requests will be submitted to the ASC Packaging, Storage, and Containerization Center (PSCC). The ASC PSCC will forward requests to headquarters, SDDC for coordination with DOT. An annual usage report will be prepared and submitted by each ACOM, ASCC, and direct reporting unit to the ASC PSCC, in accordance with DTR 4500.9–R, Part II.

7–3. Hazardous material packaging and storage

AR 700–143/DLAR 4145.41/NAVSUPINST 4030.55D/AFMAN 24–210_IP/MCO 4030.40C provides policy and guidance on packaging of HAZMAT for shipment. TM 38–410 provides policy and guidance on the proper storage and handling of HAZMAT. Both publications can be obtained through normal Army distribution channels.

7–4. Hazardous Materials Information Resource System

AR 700–141 provides policies and responsibilities for Army input to and use of the DoD Hazardous Materials Information Resource System (HMIRS). The DoD HMIRS is the DoD central repository for material safety data sheets and associated value added data for all government-procured and government-managed HAZMAT. The value added data includes transportation, radiological, logistics, disposal, and hazard communication labels. Distribution and access requirements are identified in AR 700–141.

7–5. Hazardous material driver licensing

Personnel driving government-owned or -leased vehicles will be tested and licensed in accordance with AR 600–55. AR 600–55 provides requirements for the licensing of drivers, military and civilian, on post and off post, worldwide, when driving a government-owned or -leased vehicle. This applies to the Regular Army, the Army National Guard, the U.S. Army Reserve, and civilian personnel, to include foreign nationals, whose positions will require operation of a government-owned or -leased vehicle, including those carrying HAZMAT. Host nation HAZMAT regulations and laws may require additional training and documentation to supplement DoD training. Such training will ensure U.S. military personnel ship HAZMAT in compliance with host nation HAZMAT rules and regulations.

Chapter 8
Integrated Logistics Aerial Resupply

8–1. General

a. Aerial delivery is a vital link in the battlefield distribution system. Aerial logistics is becoming a viable mode of distribution to support the fight against a very flexible, fluid, and ever-changing threat environment. This trend will continue as the Army moves forward with the current and future force reorganization. The goal is to give combat units a previously unknown freedom of movement by drastically reducing their dependence on surface logistical support. A primary objective of this transformation is to reduce the logistics footprint by substituting large, redundant supply bases with a distribution-based logistics system. In this system, the “pipeline” becomes the supply base. To achieve this objective, the speed of the supplies moving through the pipeline must be increased and the source of supply must be much farther to the rear. Aerial delivery provides necessary acceleration and combat service support (CSS) reach capabilities. This delivery method provides support without hampering maneuvers. As a result, aerial delivery as a

distribution enabler, coupled with ongoing science and technology, will have far-reaching effects on future doctrine and the structure of aerial distribution operational units.

b. The integrated logistics aerial resupply (ILAR) program supports the Army's theater distribution by developing an aerial resupply capability, in synchronization with surface distribution, to support full spectrum operations. ILAR contributes to enabling noncontiguous, nonlinear operations; reducing the logistics footprint; reducing the risk to aircrews; and reducing exposure and risk of CSS ground assets. The program supports and improves force reception by enabling immediate employment of forces and is unconstrained by seaports and airports and host nation support. The ILAR program is critical to implementation of distribution concepts and doctrine.

8–2. Integrated logistics aerial resupply purpose

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

8–3. Integrated logistics aerial resupply concept

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

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

(2) Joint precision airdrop systems and other aerial delivery systems.

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

(4) Applicable distribution technologies.

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

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

8–4. Integrated logistics aerial resupply and the distribution process

Aerial delivery is a vital component in distribution. It is no longer the last resort, but rather through necessity, is a viable and required mode of distribution to support the CCDR. ILAR is the holistic approach to aerial resupply; it includes airland, airdrop, and slingload distribution operations. ILAR requests begin with a transportation movement request from the unit to the servicing movement control unit or center. The ILAR concept is designed to ensure that aerial resupply capabilities are implemented and used in balance and in synchronization with surface distribution-based logistics operations.

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/. The CFR is available at https://www.ecfr.gov/. DoD issuances are available at https://www.esd.whs.mil/dd/. Military standards are available at https://quicksearch.dla.mil/qssearch.aspx.

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

AR 600–55
The Army Driver and Operator Standardization Program (Selection Training, Testing, and Licensing) (Cited in para 7–5.)

AR 700–141
Hazardous Materials Information Resource System (Cited in para 7–4.)

AR 700–143/DLAR 4145.41/NAVSUPINST 4030.55D/AFMAN 24–210_IP/MCO 4030.40C
Packaging of Hazardous Material (Cited in para 7–1*c*.)

AR 710–2
Secondary Item Policy and Retail Level Management (Cited in para 5–1.)

AR 710–4
Property Accountability (Cited in para 3–6*b*.)

DFARS
Defense Federal Acquisition Regulation Supplement (Cited in para 3–5*b*(3).) (Available at https://www.acq.osd.mil/dpap/dars/.)

DTR 4500.9–R
Defense Transportation Regulation (Cited in para 3–3*a*.) (Available at https://www.ustranscom.mil/dtr/.)

JP 4–0
Joint Logistics (Cited in para 3–3*a*.) (Available at https://www.jcs.mil/doctrine/.)

MIL–STD–129R
Military Marking for Shipment and Storage (Cited in para 3–3*a*.)

MIL–STD–3037
Inspection Criteria for International Organization for Standardization (ISO) Containers and Department of Defense Standard Family of ISO Shelters AMSC (Cited in para 2–3*b*.)

49 CFR
Transportation (Cited in para 2–5*a*(2)(*a*).)

49 CFR 172.704
Training requirements (Cited in para 7–1*c*.)

49 CFR 451.25
Required information (Cited in para 6–5*b*.)

Section II

Prescribed Forms

This section contains no entries.

Glossary of Terms

Acronym
A word formed from the initial letters of a name or parts of a series of words (for example, “ACTS” for Army Criteria Tracking Systems or “ARIMS” for Army Records Information Management System).

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

Brevity code
A shortened form of frequently used phrases, sentences, or a group of sentences normally consisting entirely of upper case letters (for example, COMSEC for communications security).

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

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).

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

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).

Content level detail
Army unit move shipments, sustainment, and retrograde cargo data elements. The minimum data elements to be collected for Army unit move shipments, sustainment, and retrograde cargo are listed at paragraph 4–1*d*(1).

Distribution pipeline
Continuum or channel through which DoD conducts distribution operations. The distribution pipeline represents the E2E flow of resources from supplier to consumer and, in some cases, back to the supplier in retrograde activities (definition from the DoD Dictionary of Military and Associated Terms).

Electronic data interchange
The computer-to-computer exchange of business data in a standardized format between entities.

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

Global distribution
The process that coordinates and synchronizes fulfillment of joint force requirements from the point of origin to the point of employment (definition from the DoD Dictionary of Military and Associated Terms). It provides national resources (personnel and materiel) to support execution of Joint operations. The ultimate objective of this process is the effective and efficient accomplishment of the Joint force mission.

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

Intermodal container
Containers and distribution platforms owned, managed, and controlled by AIDPMO.

Military Sealift Command
A major command of the U.S. Navy reporting to commander, Fleet Forces Command, and USTRANSCOM's component command responsible for designated common user sealift transportation services to deploy, employ, sustain, and redeploy U.S. forces on a global basis (definition from the DoD Dictionary of Military and Associated Terms).

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.

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

Pallet
A flat base for combining stores or carrying a single item to form a unit load for handling, transporting, and storing by materials handling equipment. 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 unit load
Quantity of any item, packaged or unpackaged, which is arranged on a pallet in a specified manner and securely strapped or fastened thereto so that the whole is handled as a unit.

Radio frequency identification layer
Items/cargo/carriers marked with RFID tags are identified as layers of logistics units in order to identify the type of RFID tag format and data specification that may be required. They are defined as:
a. RFID layer 0. The item itself with no packaging.
b. RFID layer 1. The unit pack for an item or similar items (see MIL–STD–129R).
c. RFID layer 2. The case or transport package (that is, either the external container in a palletized unit load or a shipping container) (see MIL–STD–129R).
d. RFID layer 3. The palletized unit load (that is, a loaded warehouse pallet) (see MIL–STD–129R).
e. RFID layer 4. The freight container that is an article of transport equipment (for example, a shipping container, a 463L system pallet, or a reusable large container) of a permanent character and accordingly strong enough to be suitable for repeated use; specially designed to facilitate the carriage of goods by one or more modes of transport, without intermediate reloading; fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another; so designed as to be easy to fill and empty; having an internal volume/capacity of one cubic meter or more; and that includes neither vehicles nor conventional packaging.
f. RFID layer 5. The movement vehicle/conveyance (for example, truck, plane, ship, or train).

Stuffing
Packing of cargo into a container (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. Transportation Command component command
The three component commands of USTRANSCOM are the U.S. Air Force's Air Mobility Command, the U.S. Navy's Military Sealift Command, and the Army's SDDC. Each transportation component command

remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-unique missions.

Unit line number
An alphanumeric field (from two to seven characters in length) that describes a particular force in the time-phased force and deployment data (TPFDD) database. The information contained in the ULN is used as the basis for organizing TPFDD-related planning, reporting, and tracking data on the movement of forces and equipment from points of origin to deployed destinations. The ULN is a unique identifier for a TPFDD force requirement and is the cornerstone on which all movement data is built.

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

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