

Army Regulation 56-4

Surface Transportation

Management of Army Intermodal Container Systems

Headquarters
Department of the Army
Washington, DC
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UNCLASSIFIED

SUMMARY of CHANGE

AR 56-4

Management of Army Intermodal Container Systems

This new regulation implements DOD Directive 4500.37, Management of the DOD Intermodal Container System.

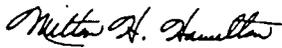
Surface Transportation

Management of Army Intermodal Container Systems

By Order of the Secretary of the Army:

CARL E. VUONO
General, United States Army
Chief of Staff

Official:



MILTON H. HAMILTON
Administrative Assistant to the
Secretary of the Army

History. This UPDATE printing publishes a new Army regulation. This publication has been reorganized to make it compatible with the Army electronic database. No content has been changed.

Summary. This regulation prescribes Army policies and command responsibilities for the use of intermodal assets to optimize the use

of strategic sealift and improve force closure time, that is, the time to move the force to the port of debarkation. This regulation establishes requirements for container use, and responsibilities for training, managing assets, facilities, handling capabilities, and doctrine.

Applicability. Provisions of this regulation apply to the Active Army, the Army National Guard, and the U.S. Army Reserve.

Proponent and exception authority. Not applicable.

Army management control process. This regulation is not subject to the requirements of AR 11-2. It does not contain internal control provisions.

Supplementation. Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from HQDA (DALO-TSM), WASH, DC 20310-0562.

Interim changes. Interim changes to this regulation are not official unless they are authenticated by the Administrative Assistant to

the Secretary of the Army. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

Suggested Improvements. The proponent agency of this regulation is the Office of the Deputy Chief of Staff for Logistics. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to HQDA (DALO-TSM), WASH, DC 20310-0562.

Distribution. Distribution of this publication is made in accordance with the requirements on DA Form 12-09-E, block number 5077, intended for command levels C, D, and E for Active Army, and D for ARNG and USAR.

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Glossary

RESERVED

1. Purpose

This regulation provides responsibilities, policies, and procedures for Army use of intermodal container systems, primarily sealift, and implements the policies, procedures, and responsibilities contained in DOD Directive 4500.37 (app B). This regulation requires the rational, standard application of containerization to support strategic mobility. Containerization is an integral part of intermodalism, which permits the rapid movement of goods from origin to destination with minimum handling, using airlift, sealift, highway, and rail transport.

2. References

Related publications are listed in appendix A.

3. Explanation of abbreviations and terms

Abbreviations and special terms used in this regulation are explained in the glossary.

4. Responsibilities

- a. The Deputy Chief of Staff for Logistics (DCSLOG) will—
 - (1) Establish programs to provide funding to procure common user and Army-owned containers and intermodal assets.
 - (2) Establish and provide interpretations of Army containerization policy.
 - (3) Periodically review and update this Army regulation, as necessary.
 - (4) Monitor the Army program for compliance with this regulation and correct deficiencies.
- b. The Commanding General, Forces Command (CG, FORSCOM), will—
 - (1) Provide guidance to active and reserve component units on containerization requirements.
 - (2) Plan and train for mobilization and deployment of Army unit equipment and containerizable wheeled vehicles using American National Standards Institute (ANSI) and International Organization for Standardization (ISO) standard containers.
 - (3) Plan, program, and monitor mobilization station and installation container loading and handling capability.
 - (4) Plan and train to stuff containers at mobilization stations and installations.
 - (5) Train units to respond to containerization instructions in port calls.
 - (6) Train units to block, brace, and tie down equipment on intermodal assets.
 - (7) Provide appropriate cargo category code for Army unit equipment and vehicles when producing the Army Type Unit Characteristics files.
 - (8) Support peacetime containerization training and the use of commercial containers, flatracks, seasheds, and other intermodal assets in exercises.
 - (9) Support and coordinate levels of containerization directed by warfighting commanders-in-chief.
- c. The Commanding General, U.S. Army Training and Doctrine Command (CG, TRADOC), will—
 - (1) Establish container doctrine and level of training required for proficiency.
 - (2) Determine requirement for Army-owned ANSI/ISO compatible, but unique containers for unit equipment.
- d. The Commanding General, Military Traffic Management Command (CG, MTMC), will—
 - (1) Act as the DOD Single Manager for Military Traffic, Land Transportation, and Common-User Ocean Terminals per DODD 5160.53.
 - (2) Determine Army container and container handling equipment requirements (types and numbers) to support Army contingency, exercise, and peacetime operations.
 - (3) Assist in identifying in the Equipment Characteristics File containerizable Army unit equipment and vehicles.

- (4) Manage and monitor the status of DOD-owned and commercial intermodal surface containers in common user service while these containers are in the Defense Transportation System.

- (5) Determine the container requirements, inventory, and asset availability to meet contingencies, mobilization, and deployment.

- (6) Provide systems and operations analysis and transportation engineering support for Army containerization and intermodal activities.

- (7) Coordinate procedures so that a unit's equipment, when called to port, is prepared for shipment aboard the type of vessel (roll-on, roll-off, breakbulk, or containership) available for lift. This will include guidance on containerizing wheeled vehicles.

- e. The Commanding General, United States Army Materiel Command (AMC), will procure standard ANSI/ISO or ANSI/ISO-compatible containers for use as Army unit equipment or DOD-owned common user equipment as evaluated by TRADOC and the container manager, MTMC.

5. Goals and objectives

- a. The Army goal is to optimize use of strategic lift, focusing primarily on sealift, to improve force closure time for unit equipment and sustainment supplies and meet national defense objectives.
- b. The Army objectives are to—
 - (1) Optimize the use of origin-to-destination containerization to support peacetime, war planning, transition to war, and wartime Army transportation requirements.
 - (2) Develop origin, in-transit, destination, and force structure containerization capabilities consistent with Army transportation requirements.
 - (3) Review regularly Army container requirements against commercial availability and capability to ensure an adequate number of containers are available on a timely basis to support peacetime and wartime requirements.
 - (4) Maintain unit integrity by keeping a unit's equipment together in the same container or the same ship.

6. Policy

Army containerization efforts are guided by the following principles:

- a. Optimize the containerization of Army unit equipment (UE) to reduce force closure time, to meet the needs of the supported theater commander-in-chief, and to reduce transportation costs.
- b. The 20 foot long by 8½ foot high by 8 foot wide ANSI and ISO container is the primary size container for unit equipment shipments. Larger containers may be used in contingency or mobilization operations. However, user capability to handle and transport these containers shall be the overriding consideration; for example, what is the availability or capacity of container-handling equipment?
 - c. Stuff Army UE in containers at origin or nearest containerization consolidation point.
 - d. Stuff all sustainment items (resupply) at origin, for example, depot, contractor facility, or containerization consolidation point.
 - e. Design Army transportation infrastructure and assets to supplement commercial container transportation capability and ensure origin-to-destination handling ability.
 - f. Achieve rapid and forward container unstuffing (unloading) and the return (retrograde) of containers.
 - g. Develop doctrine and train for containerization at all levels.
 - h. Maintain ANSI/ISO container standards to ensure compatibility with the commercial intermodal transportation system.
 - i. Containers and associated equipment may be procured or leased under conditions established in DOD Directive 4500.37.
 - j. Use containers in peacetime to train for transition to war, to meet mission requirements, and to reduce transportation cost.

Appendix A References

Related Publications

A related publication is merely a source of additional information. The user does not have to read it to understand this regulation.

AR 55-1

CONEX/MILVAN Equipment Control, Utilization, and Reporting

AR 55-355

Defense Traffic Management Regulation

AR 56-1

Use of Intermodal Containers, Special Purpose Vans, and Tactical Shelters

AR 220-10

Preparation for Oversea Movement of Units

DODD 3224.1

Engineering for Transportability

DODD 4500.9

Transportation and Traffic Management

DOD Regulation 4500.32

Military Standard Transportation and Movement Procedures

DOD Regulation 5160.53

Single Manager Assignments for Military Traffic, Land Transportation, and Common-User Ocean Terminals

DODD 4500.37

Management of the DOD Intermodal Container System

FM 55-10

Movement Control in a Theater of Operations

FM 55-60

Army Terminal Operations

FM 55-65

Strategic Deployment by Surface Transportation

TB 55-46-1

Standard Characteristics for Transportability of Military Vehicles and Equipment



Department of Defense DIRECTIVE

April 2, 1987
NUMBER 4500.37

USD(A)

SUBJECT: Management of the DoD Intermodal Container System

- References:**
- (a) DoD Instruction 4500.37, "Use of Intermodal Containers, Special-Purpose Vans, and Tactical Shelters," March 17, 1981 (hereby canceled)
 - (b) DoD Instruction 4500.45, "DoD Transportation Policy Council," April 24, 1984
 - (c) DoD Instruction 4100.14, "Packaging of Material," July 2, 1980
 - (d) DoD Instruction 4100.33, "Operation of Commercial Activities," September 9, 1985
 - (e) through (g), see enclosure 1

A. REISSUANCE AND PURPOSE

This Directive:

1. Reissues reference (a) to update policy, procedures, and responsibilities for the development and management of a fully interrelated DoD and commercial intermodal container system.
2. Ensures a coordinated effort in the development and adoption of a container-oriented distribution system with standard equipment, policies, and procedures.
3. Integrates the development and management of the DoD intermodal system with the functions of the DoD Transportation Policy Council (DTPC) (reference (b)).

B. APPLICABILITY AND SCOPE

This Directive:

1. Applies to the Office of the Secretary of Defense (OSD), the Organization of the Joint Chiefs of Staff (OJCS), the Military Departments, the Unified and Specified Commands, and the Defense Agencies (hereafter referred to collectively as "DoD Components"). The term "Military Services," used herein, includes the Army, Navy, Air Force, and Marine Corps.
2. Applies to the United States Coast Guard (USCG) and to the Maritime Administration (MARAD) by agreement with the Department of Transportation (DoT).
3. Includes DoD policies for the use of intermodal containers, special-purpose vans, and tactical shelters.

4. Encompasses the effects of containerization and intermodality on organizational and equipment development; standardization; needs at ports, air terminals, ships and aircraft; and forward movement in overseas theaters.

C. DEFINITIONS

Terms used in this Directive are defined in enclosure 2.

D. POLICY

1. It is DoD policy that DoD Components attain and maintain a container-oriented distribution system of sufficient capability to meet DoD-established mobilization and deployment goals while ensuring commonality and interchangeability of intermodal containers, hardware, and equipment between the Military Services and commercial industry, which collectively constitute the DoD container-oriented distribution system. The container-oriented distribution system must interface with and complement the movement and control of all other noncontainerized DoD cargo.

2. The DoD policy is to rely on the use of intermodal container resources and services furnished by the commercial transportation industry when doing so is responsive to military requirements.

3. Containerized shipment shall be the preferred method, unless cost effectiveness or peculiar shipment requirements are an overriding factor.

E. RESPONSIBILITIES

1. The Under Secretary of Defense (Acquisition) (USD(A)) shall:

a. Coordinate the continued development of the overall DoD program for the container-oriented distribution system.

b. Maintain liaison and coordinate container system development with Federal, executive, and regulatory agencies.

c. Provide policy guidance implementing this Directive.

d. Review, at least annually, the status of each program assigned in enclosure 4 of this Directive.

2. The Organization of the Joint Chiefs of Staff (OJCS) shall provide oversight to the maintenance and improvement of interoperability between the various Service container systems. Service plans that require assistance of, or impact on, the container programs of other Services shall be brought to OJCS Logistics Directorate (J-4) for coordination.

3. The Secretary of the Army, through the Military Traffic Management Command (MTMC), shall manage and monitor the status of intermodal surface containers in common-user service while these containers are in the Defense Transportation System (DTS).

4. The Secretary of the Navy, through the Military Sealift Command (MSC), shall act as DoD agent for procurement of intermodal surface containers for common-user service supporting those DoD Component requirements and capability assessments coordinated through MTMC.

5. The Secretary of the Air Force, through the Military Airlift Command (MAC), shall act as the DoD agent responsible for the procurement of intermodal air containers and for the implementation of a system of airlift intermodal air containers and shelters for the Military Services.

6. The Heads of DoD Components shall:

a. Review, develop, coordinate, and carry out assigned container programs (see enclosure 4).

b. Develop container-oriented distribution system equipment, including doctrine, organization structure, logistic support, and maintenance requirements, and training programs to satisfy Service-unique requirements.

c. Direct container system development to ensure that:

(1) Tasks assigned to the DoD Components are consistent with overall DoD goals.

(2) Satisfactory progress is achieved within identified periods, including the preparation of required progress reports.

(3) Development problems are identified properly, assigned priorities, and followed up until resolved.

(4) Development is within established DoD policy guidance.

(5) There is optimum compatibility with commercial container systems in general use in the industry, and that it is within the packaging policy guidance established by DoD Instruction 4100.14 (reference (c)).

(6) Related phases of research, development, initial procurement, testing and evaluation, production, distribution, logistic support, maintenance, and mobilization planning are coordinated to achieve a balanced program in total system development and integration.

d. Comply with applicable military specifications in packaging and shelter designs.

e. Establish a central point, or points, of contact to address tasks contained in this Directive and to provide advice to the DTPC members on intermodal matters and container system development.

f. Program, budget, and fund programs for container system development consistent with guidance provided by USD(A).

g. Plan and integrate container system actions within and between other Military Departments, DoD Components, and commercial activities.

F. PROCEDURES

1. Containers and associated equipment may be purchased or leased in the following situations:

a. When required to provide a nucleus for use on MSC-controlled ships, or required for long-term use on MSC chartered ships to meet military requirements.

b. When required to provide a nucleus for use in the MAC airlift system.

c. When the equipment is peculiar to the Department of Defense, and unavailable from commercial sources in sufficient time and quantity to meet essential military needs.

d. When the equipment is required to meet the intra-installation requirements of the Military Departments.

e. When the equipment is required to meet contingency or mobilization requirements that cannot be met by containers in common-user commercial service, or to meet overriding security considerations.

f. When satisfactory commercial container service is unavailable at a reasonable cost (see DoD Instruction 4100.33 (reference (d))). For the purposes of this Directive, reasonable cost is defined as a cost not exceeding what commercial carriers charge private shippers.

g. When the equipment is required for essential military requirements other than point-to-point transportation. These purposes include, but are not limited to, the following:

(1) Containers preloaded with military supplies necessary to support rapid deployment forces during contingencies or mobilization.

(2) Containers configured with interior bins to stock spare parts or other supplies.

(3) Containers required to remain in the overseas area for extended periods, either loaded or empty, to meet essential military requirements.

(4) Containers, special-purpose vans, or shelters configured to serve operational requirements for mobile facilities, such as automatic data processing units, repair shops, communications vans, fire direction centers, munitions assembly and storage buildings, and tactical operation centers. Such items shall be procured with other than transportation program funds.

(5) Nontransportation purposes such as temporary storage aboard commissioned Navy ships and short-term (less than 90 days) storage at DoD Component facilities. Containers required for nontransportation purposes shall not be acquired using transportation funds.

2. Containers used in transporting military cargo shall be subject to the following considerations:

a. The need to make optimum use of the MSC-controlled fleet, the U.S. commercial containership fleet, and the MAC airlift fleet to ensure their availability and capability to meet peacetime, contingency, and wartime requirements.

b. The need to make optimum use of organic or controlled military terminals and other facilities, ensuring the readiness of such resources to meet peacetime, contingency, and wartime requirements.

3. The use of foreign-flag carriers for containerized service shall be in accordance with the provisions of 10 U.S.C. 2631 (reference (e)) and DoD Directive 4500.9 (reference (f)). Foreign-flag carriers shall not be used in peacetime for containerized shipments when U.S.-flag breakbulk ships or aircraft are available and are capable of meeting the military requirement.

4. The 20-foot American National Standards Institute (ANSI) and International Organization for Standardization (ISO) container is designated as the primary size for containerized ammunition shipments. This includes the standard MILVAN, seavan, air/surface, seashed, flatrack, and side-door containers of various heights. While larger containers may be used in contingency or mobilization operations for munition movements, the capability of the user to handle and transport these containers shall be the overriding consideration (e.g., availability or capacity of container-handling equipment).

5. Heads of DoD Components are authorized to approve procurement of containers or associated equipment to meet the special needs set forth above, within the foregoing policy guidelines. USD(A) shall be provided information copies of all such procurement or leasing arrangements by the DoD Components for transportation purposes involving quantities of containers or equipment over 100 units.

6. ANSI and ISO container specifications shall be specified to the maximum extent possible in all procurement actions or long-term lease arrangements for tactical shelters or special-purpose vans (DoD Directive 3224.1, reference (g)).

7. To achieve maximum standardization and reduce inefficiencies, DoD Components shall procure only those shelters listed in enclosure 3 that have been approved as part of the DoD Standard Family of Tactical Shelters. Requests for exception to this policy shall be sent through the Joint Committee on Tactical Shelters (JOCOTAS) to the Assistant Deputy Under Secretary of Defense (ADUSD) (Land Warfare) (TWP). JOCOTAS shall review these requests and recommend approval or disapproval action. The TWP, through JOCOTAS, shall control the shelters to be added or deleted from the DoD Family of Standard Tactical Shelters. DoD Components shall keep the JOCOTAS apprised of tactical shelter inventories and movement requirements data that, in turn, may be provided to the Transportation Operating Agencies (TOAs) and DTPC, as required.

8. Logistic support systems, both existing and planned, shall be made to accommodate these DoD policies, and shall include a mix of commercial and DoD assets that function together to provide a source-to-user capability for handling, storing, and transporting containerized and breakbulk shipments.

9. Each DoD Component shall coordinate with other concerned DoD Components in the development of concepts, procedures, software, and hardware that shall be used throughout the DoD system to use the full potential of a container-oriented distribution system. Heavy reliance shall be placed on interservice coordination and awareness of each other's programs and progress.

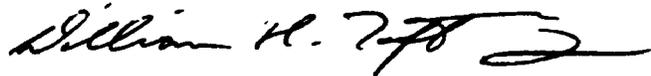
10. Domestic and foreign technological accomplishments and trends shall be considered throughout the development, procurement, and fielding of container equipment. Standardization and interoperability of equipment are vital to the efficiency, effectiveness, and flexibility of the system. There exists a continual requirement to reduce equipment proliferation through Military Service coordination and to realize the economies resulting from standardization.

11. Each DoD Component shall prepare plans for container programs assigned to it in enclosure 4. Each plan shall identify tasks, milestones, funding programs, and priorities. Service plans shall be forwarded to the USD(A) for approval and OJCS (J-4) for review. The status of each plan shall be briefed no less than annually to the DTPC (see DoD Instruction 4500.45 (reference (b))).

12. Maintenance support requirements and responsibilities shall be assigned to achieve long-term reliability and maintainability.

G. EFFECTIVE DATE AND IMPLEMENTATION

This Directive is effective immediately. Forward two copies of implementing documents to the Under Secretary of Defense (Acquisition) within 120 days.



William H. Taft, IV
Deputy Secretary of Defense

Enclosures - 4

1. References
2. Definitions
3. DoD Standard Family of Tactical Shelters
4. Program Description and Planning Responsibilities

Apr 2, 87
4500.37 (Encl 1)

REFERENCES, continued

- (e) Title 10, United States Code, Section 2631
- (f) DoD Directive 4500.9, "Transportation and Traffic Management," June 28, 1976
- (g) DoD Directive 3224.1, "Engineering for Transportability," November 29, 1977

DEFINITIONS

1. American National Standards Institute (ANSI) and International Organization For Standardization (ISO) Standards. ANSI and ISO have established standards for the design and construction of containers used in intermodal transportation systems, and have recommended procedures and specifications for their testing. The Department of Defense adheres to those standards to the maximum extent practical. The ANSI and ISO standard nominal exterior dimensions for surface containers are 8 feet wide, 8 to 9 feet 6 inches high, and 5 to 45 feet long. The standard nominal lengths are 20 and 40 feet. Air/surface containers have a nominal width and height of 8 feet; the length may vary from 10 to 40 feet. The standard nominal length is 20 feet.
2. Associated Equipment. Associated equipment includes the chassis, airlift adapter pallets, bogey assembly, and coupler devices, but does not include self-propelled vehicles, railcars, and automotive tractors.
3. Breakbulk Ship. A ship with conventional holds for the stowage of breakbulk cargo, below or above deck, and equipped with cargo-handling gear. Ships also may be capable of carrying a limited number of containers, above or below deck, secured by conventional methods.
4. Defense Transportation System. The collection of transportation facilities and services consisting of military-controlled terminal facilities, MAC-controlled airlift, MSC-controlled sealift, and any other Government-controlled air or surface transportation.
5. Full Containership. A ship specially constructed and equipped to carry only containers without associated equipment, in all available cargo spaces, either below or above deck. The ship may or may not be a self-sustaining containership.
6. Intermodal Container. An article of transport equipment designed to be carried in various ways, designed to optimize the carrying of goods by one or more transportation modes without intermediate handling of the contents, and equipped with features permitting its ready handling and transfer. Containers may have one or more doors, and be open top, refrigerated tank, open rack, gondola, air/surface, or other designs. Included in this definition are modules or clusters that are configured so that they can be coupled to form an integral unit regardless of intention to move singly or in multiplex configurations. For the purpose of this Directive, this definition also includes seasheds and flatracks, although the use of such equipment may require intermediate handling of their contents when transferring from one mode of transportation to another.
7. Joint Committee on Tactical Shelters (JOCOTAS). A Joint Services Committee established to obtain the coordination of all Military Services in developing the DoD Tactical Shelter Program. This committee integrates all tactical shelter requirements from the Military Services and DoD Components.
8. Multipurpose Ship. A ship capable of carrying various combinations of breakbulk cargo, containers, roll-on or roll-off vehicles, and heavy lifts. Ships may be equipped with helicopter platforms, vehicle ramps, and conventional cargo gear. Includes lighter-aboard-ship and sea barge ships, both designed

with the capability of loading and offloading with onboard cranes, or in the absence of fixed facilities, for berthing and docking. Barges and lighters are not self-propelled.

9. Non Self-Sustaining Containership. A containership that does not have a built-in capability to load or offload containers, and requires port crane service.

10. Partial Containership. A ship with a portion of its cargo space specially designed and equipped for the exclusive carriage of containers without associated equipment. Remainder of cargo space is available for noncontainerized cargo. The ship may or may not be a self-sustaining containership.

11. Point-To-Point Transportation. As applied to the use of containers, point-to-point transportation is that application when the container is limited to transportation, and normally is stuffed and unstuffed within the free time allowed by the carrier.

12. Self-Sustaining Containership. A containership with shipboard-installed cranes capable of loading and offloading containers without the assistance of port crane service.

13. Shelters or Special-Purpose Vans. A presized, portable structure designed to provide a live-in or work-in capability. This structure may be either rigid or expandable. Insofar as practical, the shelter shall conform to applicable ANSI and ISO container standards.

DOD STANDARD FAMILY OF TACTICAL SHELTERS

<u>Type Shelter (Nomenclature)</u> ¹	<u>Shipping Mode Size (in feet)</u>	<u>Responsible Service</u> ⁴	<u>Remarks</u>
<u>Non-Expandable</u>			
ISO	8x8x10	Marine Corps	EMI ²
ISO	8x8x20	Marine Corps	EMI
ISO	8x8x20	Marine Corps	Side removable for complexing
ISO	8x8x20	Navy	Mobile Facility System
ISO	8x8x20	Army	General purpose
Non-ISO S-250()/G	6x6 1/2x7	Army	EMI
Non-ISO S-280B/G-C/G	7 1/2x7 1/2x12	Army	EMI
<u>Expandable</u>			
ISO	8x8x20	Army	2:1 one side expandable
ISO	8x8x20	Army	3:1 two side expandable
ISO	8x8x20	Army	7:1 (accordian) 50-ft expand- able
ISO	8x8x20	Army	7:1 expandable building
Non-ISO S-530-A/G Knock down ³ ISO	7 1/2x7 1/2x12 8x8x20	Air Force Marine Corps	3:1 EMI Expandable indefinitely in 8x8x20-ft units

¹The S-numeric designation reflects the assigned nomenclature for the shelter. Those shelters designated ISO have been assigned a Federal stock number of NSM 5411.

²Electromagnetic interference.

³Shipped in 4-high stack to form 8x8x20 feet ANSI and ISO compatible unit.

⁴Responsible for research, development, testing, and evaluation.

A. PROGRAM DESCRIPTION

1. The designated DoD Component shall prepare program plans for containerization actions assigned to them for development, integration, and management. As a minimum, the program plan shall contain program direction, guidance, responsibilities, objectives, tasks, priorities, and target dates for program completion. The other DoD Components shall provide assistance and data input when a particular subsystem task falls under their mission responsibility. Test reports and independent evaluations pertaining to the container-oriented distribution system shall be forwarded to the Director of Transportation Policy, Office of the Under Secretary of Defense (Acquisition) (OUSD(A)), for review.

2. Each Military Service is responsible for funding of assigned programs. OUSD(A) shall assist the Services in establishing funding priorities for accomplishing assigned program tasks, and shall monitor the programs' line items in the DoD budget.

3. Program plans prepared in accordance with this Directive shall be updated annually by the responsible DoD Component as of December 31, and forwarded to the Director of Transportation Policy, OUSD(A), within 90 days following the cutoff date.

4. The DoD Component assigned specific programs for management shall provide briefings annually to the Director of Transportation Policy, OUSD(A), and to the members of the DTPC. Periodic updates may be requested by the chairman.

B. PLANNING RESPONSIBILITIES

<u>PROGRAM TITLE</u>	<u>RESPONSIBLE DoD COMPONENT</u>
Air Movement Plan	Department of Air Force
Containerized Ammunition Distribution Plan	Department of Army (AMC)
Seashed Program Management Plan	Department of Navy
Offshore Discharge of Containers/ Logistics over the Shore (OSDOC/LOTS) Program Management Plan	Departments of Army and Navy
Container Systems Hardware Status Report	Department of Army (AMC)
Container Requirements and Availability Study	Department of Army (MTMC)

Glossary

Section I Abbreviations

AMC

United States Army Materiel Command

ANSI

American National Standards Institute

ARNG

Army National Guard

CINC

Commander in Chief

DA

Department of the Army

DCSLOG

Deputy Chief of Staff for Logistics

DOD

Department of Defense

DODD

Department of Defense Directive

FORSCOM

Forces Command

ISO

International Standards Organization

MSC

Military Sealift Command

MTMC

Military Traffic Management Command

ODCSLOG

Office of the Deputy Chief of Staff for Logistics

TRADOC

United States Army Training and Doctrine Command

UE

unit equipment

USAR

United States Army Reserve

Section II Terms

ANSI

A non-government organization established by the various trades to provide uniformity in the characteristics of consumer goods. The ANSI MH-5 committee was formed in 1958 to establish specifications and the basis for standard size containers for use in the United States. ANSI, which has headquarters in New York City, provides U.S. representation at the ISO.

ANSI/ISO Standards

Established standards for the design and construction of containers used in intermodal transportation systems with recommended procedures and specifications for their testing. The Department of Defense adheres to these standards to the maximum practical extent. The ANSI/ISO standard nominal exterior dimensions for surface containers are 8 feet wide; 8 to 9 feet, 6 inches in height; and vary in length from 5 to 53 feet. The standard nominal lengths are 20 feet and 40 feet.

Breakbulk ship

A ship with conventional holds for the stowage of breakbulk cargo, below or above deck, and equipped with cargo handling gear. Such ships may also be capable of carrying a limited number of containers above or below deck secured by conventional methods.

Container

An article of transport equipment having an interior volume of 400 cubic feet or more and designed to facilitate and optimize carrying of goods by one or more modes of transportation without intermediate handling of the contents. It is equipped with features permitting its ready handling and transfer between modes of transportation. Containers may be fully enclosed with one or more doors, open top, tank, refrigerated, open rack, gondola, and other designs. Included in this definition are modules or clusters so configured that they can be coupled to form an integral unit with an internal capacity of 400 cubic feet or more, whether moved singly or in multiplex configuration.

Containerization

The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, security, packaging, storage, and transportation into a distribution system from source to user.

Defense Transportation System

The collection of transportation facilities and services consisting of military-controlled terminal facilities, Military Airlift Command-controlled airlift, Military Sealift Command-controlled sealift, and any other Government-controlled air or surface transportation.

Destination

The place at which container movement ceases. It may be with the ultimate user or consumer of the container lading, at a retail supply point, or at a consolidation and distribution point in the theater of operations.

Flatrack

Topless, sideless ISO container. When loaded side-by-side in containership cells, multiple flatracks can be used between decks to accommodate over-width cargo.

Force closure

The point in time when a deployable unit arrives in theater of operations.

Full containership

A ship specially constructed and equipped to carry only containers without associated equipment in all available cargo spaces, either below or above deck. The ship may or may not be a self-sustaining containership.

General cargo MILVAN

DOD-owned intermodal container usually 20 feet by 8 feet by 8 feet with plywood liners used for transporting general military cargo.

Intermodal container

A cargo-carrying structure designed with common handling characteristics to permit and facilitate transshipping among the air, rail, highway, and sea modes of transportation.

Intermodalism

Providing a product with common transportation characteristics so that the product can be transferred, with limited handling, among more than one transport mode (air, rail, highway, or sea) without being broken down or reaggregated.

ISO

An international body, representing over 60 national committees, which promotes the development of worldwide standards. ISO facilitates international exchange of goods and services and develops mutual cooperation in the areas of intellectual, scientific, technological, and economic activity. ISO has published standards for dimensions, ratings, and construction of freight containers. The headquarters of ISO are in Geneva, Switzerland.

MILVAN

A military-owned demountable container, conforming to United States and international standards, operated in a centrally controlled fleet to move military cargo. This term is synonymous with "container" and "van", but specifies military ownership or control. There are two types of MILVANS currently in use, general cargo and restraint.

Non self-sustaining containership

A containership which does not have a built-in capability to off-load or on-load containers and requires port crane service to perform this function.

Origin

The beginning point of a shipment. This point can be a military, other Government activity, or commercial vendor where deployment or resupply begins.

Partial containership

A ship with a portion of its cargo space specially designed and equipped for the exclusive carriage of containers without associated equipment. Remainder of cargo space is available for noncontainerized cargo. This

ship may or may not be a self-sustaining containership.

QUADCON

A quadruple container box 57.5 inches long by 96 inches wide by 96 inches high with a steel frame, pallet base, and ISO corner blocks. Four of these boxes can be lashed together to form a 20-foot ANSI/ISO intermodal container.

Restraint MILVAN

MILVAN with a mechanical load bracing system designed for transporting ammunition.

Seashed

An oversized, open-top structure used as a ship insert, with a hinged work-through floor, used to adapt commercial containerships to carry military vehicles and oversized breakbulk cargo.

Self-sustaining containership

A containership that has a built-in capability to offload containers.

Supported CINC

The commander having primary responsibility for all aspects of a task assigned in the Joint Strategic Capabilities Plan or otherwise; the commander who originates operations plans in response to requirements of the Joint Chiefs of Staff.

Supporting CINC

A commander who provides augmentation forces or other support to a supported commander or develops a supporting plan.

Stuffing

The packing of cargo into a container.

Theater

The geographic area outside the United States for which a commander of a unified or specified command has military responsibility.

Unstuffing

The removal of cargo from a container (also referred to as stripping).

Wheeled/tracked vehicles

Military combat, transportation, and supply vehicles, including tanks, armored personnel carriers, trucks, and construction equipment.

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