

CHAPTER 605

INTERMODAL CONTAINER MOVEMENT REPORTING, TRACKING, AND INVENTORY REQUIREMENTS

A. PURPOSE

This chapter provides general information, responsibilities, guidance, and procedures concerning movement reporting, tracking, and inventory requirements for containers. Proper documentation is mandatory to support transportation operations and in-transit visibility (ITV) requirements.

B. MOVEMENT REPORTING AND TRACKING

1. The United States Transportation Command (USTRANSCOM) will:
 - a. Develop and coordinate requirements for data to effect shipment of cargo in containers
 - b. Ensure wide distribution of information concerning performance of shipping/receiving activities in generating accurate and complete data
 - c. Coordinate and publish standard movement procedures to be used for all Department of Defense (DoD) shipments.
2. The Heads of the DoD Components will ensure shipping/receiving activities are aware of standard shipment documentation requirements and strictly enforce compliance with standards.
3. Unit Commanders (CDR) must ensure Defense Transportation Regulation (DTR) Part II and/or Part III procedures are adhered to during the movement of unit cargo.

C. CONTAINER MOVEMENT REPORTING PROCEDURES

1. All activities (regardless of command, location, or Service) that receive, ship, transship, and/or load/unload International Organization for Standardization (ISO) containers moving in the Defense Transportation System or in a theater will report such actions in accordance with (IAW) applicable Service or Combatant Command regulations or instructions. These reports form the basis for container control administered by the Services and provide the current location and/or destination of containers.
2. Services may require additional reporting in applicable Service regulations.

D. INTEGRATED DATA ENVIRONMENT (IDE)/GLOBAL TRANSPORTATION NETWORK (GTN) CONVERGENCE (IGC)

1. IGC provides ITV of containerized cargo for DoD.
2. IGC is the DoD ITV system of record. IGC is an integrated database system available via the World Wide Web for menu-driven queries. It provides users with a wide variety of ITV data to include data on containers and content. IGC also provides actionable data and information for command and control (C2) and business applications. IGC takes in critical source data feeds from DoD and commercial carriers to provide movement visibility.
3. For IGC access and additional information regarding the distance learning tools, contact USTRANSCOM TCJ6-O at 618-256-6836, DSN 576-6836, or ustcj6-p-bicoe@ustranscom.mil. DoD customers can access IGC via its Web address available at <https://www.igc.ustranscom.mil/igc/>.

4. ITV Reporting Requirements. ITV data timeliness is a critical factor in the effective management of assets moving through the logistics pipeline. Standards for ITV data capture timeliness for containerized movement are shown in [Table 605-1](#).
5. Automated systems (organic electronic, automatic identification technology [AIT]) or business processes facilitating ITV data capture must be designed to support these timeliness objectives.

E. CONTAINER AIT REQUIREMENTS

1. AIT is a suite of read and write technologies (linear barcodes, two-dimensional symbols [PDF417 and Data Matrix], magnetic strips, integrated circuit cards, satellite tracking transponders, and Radio Frequency Identification [RFID] tags) that enables and facilitates data collection and transmission to information systems. A barcoded shipping label, prepared IAW DTR Part II, Chapter 208, Paragraph E.4, will be attached to ISO containers.
2. RFID requirements for containers are shown in DTR Part II, Chapter 202, Paragraph T.5, for sustainment and DTR Part III, Chapter 302, Paragraph E.1.j and Appendix H, for unit moves.

F. INTRODUCTION OF NEW TECHNOLOGY

Reporting requirements addressed in Paragraphs B through D and ISO container AIT requirements in Paragraph E are subject to change as new technologies are introduced into transportation operations. Questions on data requirements must be forwarded to USTRANSCOM TCJ4-L for review and action to ensure that standard, integrated practices are adopted. USTRANSCOM will coordinate with activities to identify minimum essential data elements for tags. DoD automated transportation information systems that generate data must be modified to accept and produce the data as soon as the standard is approved. Systems must not adversely affect the transport vehicle.

G. CONTAINER MANAGEMENT AND INVENTORY GUIDANCE

1. Official inventories normally will be conducted on a biennial basis, during the first and second quarter of even calendar years, but may be conducted at other times as necessary, such as, during contingencies when required by the Theater CDR. Official inventories to update the DoD ISO Register will be initiated by USTRANSCOM and managed by the Military Surface Deployment and Distribution Command (SDDC) Army Intermodal Distribution and Platform Management Office (AIDPMO). SDDC/AIDPMO will promulgate inventory procedures for updating the Web-based Joint Container Management (JCM) system. At completion of inventory, SDDC will provide a report of inventory to USTRANSCOM.
2. During official inventories, all ISO containers and ISO-configured equipment that require a CSC data plate and are on hand at facilities, installations, depots, and other such places will be reported, regardless of ownership. This ensures any commercial equipment can be returned, authorizations are correct, accountability is maintained, and the DoD ISO container register is current and accurate. Maintaining an up-to-date ISO container register improves management, provides a safe DoD ISO container system, and a base from which to project future DoD requirements.
3. ISO containers used solely for non-transportation purposes (e.g., installation storage sheds, mock operation training villages, and bomb practice targets) must have their ISO container numbers and CSC safety plates removed and are not to be included in the inventory count.

4. JCM can be accessed through Electronic Transportation Acquisition (ETA) at <https://eta-teams.transport.mil/teams/login>. JCM is the online Web-based DoD system of record for ISO container inventory management, including:
 - a. ISO Container Number Issuance
 - b. Asset Registration (see [Table 605-2](#))
 - c. Container Ownership Management
 - d. Container Number Remarketing.
5. Service Container Managers (SCM), Service representatives, and/or DoD agencies will ensure appointed Container Control Officers (CCO) respond to inventory data requests from SDDC/AIDPMO by updating JCM within 180 days of commencement. The two separate parts of inventory verification are ownership and on hand.
 - a. “Ownership” refers to containers registered to an activity by Department of Defense Activity Address Code (DoDAAC).
 - b. “On hand” refers to containers reported physically at a location by DoDAAC.
6. CCOs, either directly or through SDDC, must update their container ownership and physical inventory in JCM.
7. Container managers and owners may produce inventory reports for their own uses using JCM.
8. Containerized Ammunition Distribution System (CADS) containers that cannot be located during an official inventory will require initiation of a property adjustment document IAW Army Regulation (AR) 735-5, [Property Accountability Policies](#).

H. CONTAINERS LOST, DAMAGED, RECOVERED, OR DESTROYED

1. DoD Component-owned containers lost damaged or destroyed require adjustments to the DoD ISO register in JCM. Services and DoD agencies will reconcile those containers IAW Service policies and regulations and make the appropriate adjustments to the container’s record in JCM to ensure the DoD ISO Register is kept up to date.
2. CADS containers lost, damaged, or destroyed also require adjustments to SDDC authorization/accounting documents, the DoD ISO container register, and the SDDC container tracking system. SDDC/AIDPMO is responsible for keeping the CADS container’s JCM records up to date.
3. SDDC manages the location and movement of CADS containers through JCM, which identifies CADS container ISO numbers and last known location by DoDAAC. If a CADS container has not moved for a long period of time or an inventory is due, SDDC queries the last known DoDAAC concerning its status. If during this inquiry process the CADS container cannot be located or if it cannot be determined to have been shipped, a Financial Liability Investigation of Property Lost (FLIPL) or Report of Survey (DD Form 200) is required.
 - a. SDDC will require the last known activity having possession of the container to initiate a statement indicating the facts and circumstances surrounding the missing container. The statement will include all facts germane to the situation to include names and dates of individuals having knowledge of the incident.
 - b. Upon receipt of the activity statement, SDDC will initiate a FLIPL IAW the provisions of AR 735-5, and include the statement as an exhibit.
 - c. SDDC is the appointing and approving authority for a FLIPL.

- d. If circumstances warrant, SDDC CDR may require an investigation under the provisions of AR 15-6, Procedures for Investigating Officers and Boards of Officers. Upon completion of the report of investigation, a copy will be attached to the FLIPL and be processed IAW AR 735-5.
 - e. Once approved, the FLIPL will be used for property record adjustment.
4. SDDC's Global Container Manager will be notified upon discovery of an unknown-owner container or other intermodal equipment item. SDDC will query the commercial ocean carriers, commercial leasing companies and the SCMs in attempt to identify ownership.
 - a. If no owner can be identified and the container/equipment is serviceable, the SCM will provide supporting documentation (e.g., Memorandum of Record, last owner [commercial] response) to SDDC/AIDPMO to process the container as "Found on Installation." SDDC/AIDPMO will register the container under the Service ownership who is reporting the container as FOI in the DoD ISO registry.
 - b. If no owner can be identified and the container/equipment is only suitable for storage, SDDC will notify the possessor to strip the container of all marking and remove the data plate. The possessor may use the container or turn it in to the Defense Logistics Agency (DLA) Disposition Services.
 5. When a DoD-owned container has been lost, damaged, or destroyed while in possession of a carrier, provisions of DTR Part II, Chapter 210, apply.
 6. A transportation discrepancy report is authorized for use in lieu of a FLIPL when a container is lost, damaged, or destroyed in transit.

Table 605-1. Evaluation Criteria

| MOVEMENT EVENT | MANIFEST TRANSMISSION TO IGC |
|---|---|
| 1. Ocean Shipments | |
| a. Commercial Liner and Charter Service | Within 24 hours of event (Goal of 4 hours) |
| b. Exercise and wartime unit and sustainment moves on gray bottom USNS Vessels (Large Medium Speed Roll-On/Roll-Off [LMSR], Fast Sealift Ship [FSS], Ready Reserve Force [RRF]) | Within 24 hours of event (Goal of 4 hours) |
| 2. All intra-theater cargo movements (all modes) | Within 2 hours of event |
| 3. All Air, Truck, and Rail cargo inter-theater movements | Within 1 hour of event |

Table 605-2. ISO Container Register Information

| Item | Definition |
|---------------------------|--|
| Owner DoDAAC | The Department of Defense Activity Address Code (DoDAAC) is a six-character, alphanumeric code that uniquely identifies a unit, activity, or organization within the DoD Activity Address Directory. |
| ISO Number | A mandatory ISO 6346 marking consisting of 11 alphanumeric characters (4 letters followed by a 6-digit serial number and a check digit); ISO numbers are issued or assigned to a container by SDDC/AIDPMO. |
| Procurement Documentation | Documentation showing the container was purchased by the DoD (e.g., Contract, Invoice, and Receipt). |
| Year Built | Month and year container was manufactured; consists of numeric characters for month/year (e.g., 12/2012). |
| Size and Type Code | A mandatory ISO 6346 marking consisting of a four-character alphanumeric code; provides descriptive information on the size and type of the container. |
| Container Condition | <ul style="list-style-type: none"> a. Beyond Economical Repair b. Incomplete c. Litigation d. Maintenance e. Needs Repair (\$300 or Less) f. Needs Repair(>\$300) g. Needs Repair/Not Serviceable h. New i. Requires Inspection j. Scrap/Disposed k. Serviceable l. Suspended m. UNKNOWN Joint Container Management (JCM) system provides the above listed container conditions via drop down menu option. |

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