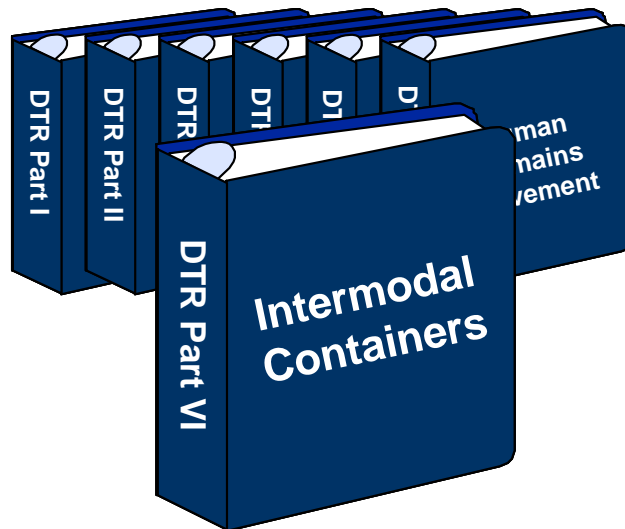




DEFENSE TRANSPORTATION REGULATION PART VI

MANAGEMENT AND CONTROL OF INTERMODAL CONTAINERS AND SYSTEM 463L EQUIPMENT



September 2009

(Includes changes through 29 November 2012)

FOREWORD

This document is the revised Defense Transportation Regulation (DTR) 4500.9-R, Part VI, Management and Control of Intermodal Containers and System 463L Equipment. It is issued under the authority of Department of Defense Directive (DODD) 4500.09E, Transportation and Traffic Management. It implements Department of Defense (DOD) policies governing the use of DOD-owned and -controlled aircraft and sealift/airlift and establishes criteria for governing the management and control of intermodal containers and management of System 463L pallets and nets. In accordance with DOD Directive 5158.04, United States Transportation Command, the Commander, United States Transportation Command (USTRANSCOM) is the DOD single manager for transportation (for other than Service unique or theater-assigned transportation assets). As the DOD Distribution Process Owner, USTRANSCOM oversees the overall effectiveness, efficiency and alignment of DOD-wide distribution activities, including force projection, sustainment and redeployment/retrograde operations, establishes the concepts and operational framework relating to the planning and execution of DOD transportation operations, maintains liaison with the DOD Logistics Executive, and develops and maintains a DOD Distribution Process Instruction defining authority, accountability, resources, and responsibility for distribution process management. Strict adherence to the provisions of this regulation is essential to maintain the integrity of the DOD transportation system.

Use of the Defense Transportation System (DTS) is specified as policy in DODD 4500.09E and DOD 4515.13-R, Air Transportation Eligibility. The Under Secretary of Defense for Acquisition, Technology and Logistics has authority to grant exceptions to DODD 4500.09E. Requests for Exceptions to Policy for air eligibility will be submitted IAW DOD 4515.13-R, Chapter 10, Special Actions and Procedures.

This change is effective immediately. To ensure uniformity, there is no provision for supplemental or unilateral modifications to this regulation and all DOD Components will distribute it for use at the operating level. The DOD Components may publish more detailed guidance if needed and will provide a copy to USTRANSCOM/TCJ5/4-PT. Proposed changes to this regulation for intermodal containers, System 463L pallets and nets will be sent to USTRANSCOM/TCJ5/4-PT after staffing through DOD component traffic management channels. No changes to the DTR may be made without prior coordination with the Services and the Defense Logistics Agency.

The DOD Components may obtain copies of this regulation through their own publication channels and it is approved for public release, distribution unlimited. It is also available on the USTRANSCOM Web at <http://www.transcom.mil/>.

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(Each applies to the current edition, unless otherwise specified. Due to numerous reorganization efforts, the guidance in some of the references may have been or will be reissued in other publications. It may be necessary to consult a functional area expert to determine the most recent guidance).

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Technical Order 35D33-2-2-2, Instruction with Parts Breakdown -- 463-L Air Cargo Pallets, Types HCU-6/E and HCU-12/E.

Technical Order 35D33-2-3-1, Maintenance and Repair Instructions -- Air Cargo Pallet Nets, HCU-7/E, I, Side, HCU-15/C, II, Top, HCU-11/C, III, Side, HCU-16/C, IV, Top.

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United States Code, 18 U.S.C. 1001, Statements or Entries Generally.

United States Code, 46 U.S.C. 1503, International Safe Container Act of 1980.

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Air Transportability and Test Loading Agency:

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Defense Transportation Regulation VI: <http://www.transcom.mil/>

Department of Defense Standard Family of Tactical Shelters (Rigid/Soft/Hybrid):

www.natick.army.mil/soldier/media/print/jocotas.pdf

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Military Handbook-138B, Guide to Container Inspection for Commercial and Military Intermodal:

http://www.everyspec.com/MIL-HDBK/MIL-HDBK-0099-0199/MIL-HDBK-138B_4075/

Technical Orders: <http://www.tinker.af.mil/technicalorders/index.asp>

DEFINITIONS

The following word/phrase definitions are provided for use in conjunction with this Regulation, Part VI.

1. **American National Standards Institute.** The United States standards organization that establishes procedures for the development and coordination of voluntary American national standards.
2. **Approval Authority.** A representative (person or organization) of the Commandant, United States Coast Guard, authorized to approve containers within terms of the International Conference for Safe Containers.
3. **Approved Continuous Examination Program.** An agreement between the owners of the equipment and the responsible governmental body to allow continuous examination of the equipment (e.g. containers). United States Coast Guard approval required.
4. **Breakbulk Ship.** A ship with conventional holds for 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.
5. **BICON.** The BICON container measures 117 ¾(L) X 96 (W) X 96(H) inches. It is a lockable, weatherproof, reusable prefabricated container with a cargo capacity of up to 23,555 lbs. It has International Organization for Standardization corner fittings for lifting and restraint and for coupling up to two QUADCON containers or another BICON to have the same dimensions as a standard 20-foot International Organization for Standardization container.
6. **Common-Use.** Services, material, or facilities provided by a Department of Defense agency or a Military Department on a common basis for two or more Department of Defense agencies, elements, or other organizations as directed.
7. **Common-User Container.** Any Department of Defense-owned, -leased or -controlled 20- or 40-foot International Organization for Standardization container managed by the United States Transportation Command as an element of the Department of Defense common-use container system. Department of Defense -controlled containers are those containers owned by ocean carriers that are available to Department of Defense and under Department of Defense control as part of intermodal ocean contracts managed by the Military Surface Deployment and Distribution Command. Common user containers are those containers that are ocean carrier-owned or leased and booked for movement into/from the theater of operations under the terms of the applicable intermodal ocean contract and carrying all classes of supply. Empty carrier provided containers will be returned to the ocean carrier. Additionally, any Department of Defense-owned container or any commercial International Standardization Organization container leased by a Service, agency, or unit through the Container Management Streamlining contract managed by the Military Surface Deployment and Distribution Command becomes a common user container when it has been emptied and released to the designated theater container management element by the theater commander or his designated authority. Unless released by the theater commander, units maintain control of all of their owned or leased assets. Organizations designated as Service Container Managers maintaining overall accountability of containers will be notified of any service-owned containers transferred to common user use by the theater container management element. The leased containers will be transitioned to common-user container by transitioning the lease to whoever is assuming responsibility for it as a common-user container/equipment. Any Department of Defense-owned, leased, or controlled container abandoned in a theater of operations will become a common user container.

8. **Common-User Land Transportation**. A program managed by a designated single manager for all Department of Defense motor carrier cargo movements in a theater, specific country, or geographic region. The Theater Commander usually designates the predominate Department of Defense Component as the Common-User Land Transportation manager.
9. **Common-User Military Land Transportation**. Point-to-point land transportation service operated by a single Service for common-use by two or more Services.
10. **Component-Owned Container**. A 20- or 40-foot International Organization for Standardization container procured and owned by a single Department of Defense component. May be either on an individual unit property book or contained within a component pool (e.g., United States Marine Corps maritime pre-positioning force containers). May be temporarily assigned to the Department of Defense common-use container system. Also called a Service-unique container.
11. **Container**. An article of transport equipment that meets American National Standards Institute/International Organization for Standardization standards that is designed to be transported by various modes of transportation. These containers are also designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents and equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flatrack, and other designs.
 - a. **Cargo Container**. A standardized, demountable, reusable conveyance for transporting cargo on a chassis, rail car, or vessel.
 - b. **Dromedary**. A container that can be mounted behind the power unit of a truck or carried on a flatbed trailer or in a van and that can be used to transport less-than-truckload shipments of Arms, Ammunition, and Explosives; SECRET, CONFIDENTIAL, and Controlled Cryptographic Items; or sensitive material.
 - c. **Flatrack**. Portable, open-topped, open-sided units that fit into existing below-deck container cell guides and provide a capability for container ships to carry oversized cargo and wheeled and tracked vehicles.
 - d. **Half-Height**. These containers have sides that are approximately 4 foot high. There is no permanent metal top. If the cargo needs to be covered, then a tarpaulin is provided.
 - e. **International Organization for Standardization Container**. A standardized, demountable container for transporting cargo on a chassis, rail car, or vessel. International Organization for Standardization containers may be 20', 40', or 45' long by 8' wide and 9' 6" high.
 - f. **Open Top Container**. A container without a permanent metal top. The top is a removable tarpaulin supported by roof bows to protect cargo from the elements.
 - g. **QUADCON**. The quadruple container measures 57.50(l) x 96(w) x 82(h) inches. It is a lockable, weatherproof, reusable, prefabricated container with a cargo capacity of 8,200 pounds. It has International Organization for Standardization corner fittings for lifting and restraint and for coupling up to four quadruple containers together to have the same dimensions as a standard 20-foot International Organization for Standardization container.
 - h. **Refrigerated (Reefer) Container**. A weatherproof container for the movement of temperature controlled cargo insulated against external temperatures and equipped with mechanical refrigeration.
 - i. **SEAVAN**. Commercial or Government-owned (or leased) shipping containers that are moved via ocean transportation without bogie wheels attached (i.e., lifted on and off the ship).

- j. **Tank Container.** Specialized container that meets International Organization for Standardization and International Maritime Organization requirements for transportation of hazardous and non-hazardous bulk liquids.
 - k. **TRICON.** The triple container measures 77.5(1) x 96(w) x 96(h) inches. It is a lockable, weatherproof, reusable, prefabricated container with a cargo capacity of 12,300 pounds. It has International Organization for Standardization corner fittings for lifting and restraint and for coupling up to three triple containers together to have the same dimensions as a standard 20-foot International Organization for Standardization container.
12. **Container Control Officer.** A designated official (E-6 or above or civilian equivalent) within a command, installation, or activity who is responsible for control, reporting, use, and maintenance of all Department of Defense -owned and -controlled intermodal containers and equipment. This officer has custodial responsibility for containers from time received until dispatched.
 13. **Container/Material Handling Equipment.** Includes fixed and deployable assets required to assist intermodal operations throughout the Defense Transportation System. Included are straddle cranes, chassis, rough terrain container handlers, toploaders, container cranes, spreader bars, 4K-50K forklifts, 463L 25K (Halvorsen), 40K and 60K (Tunner) aircraft cargo transporter/loaders, rollerized or flat-bed trailers and prime movers, and wide-body (aircraft) elevator loaders.
 14. **Containerization.** The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, transportation, packaging, storage, and security together with visibility of container and its contents into a distribution system from source to user.
 15. **Containership.** A ship specially constructed and equipped to carry only containers without associated equipment, in all available cargo spaces, either below or above deck. Containerships are usually non-self sustaining, do not have built-in capability to load or off-load containers, and require port crane service. A containership with shipboard-installed cranes capable of loading and offloading containers without assistance of port crane service is considered self-sustaining.
 16. **Defense Transportation System.** The Defense Transportation System is that portion of the worldwide transportation infrastructure that supports Department of Defense transportation needs in peace and war. The Defense Transportation System consists of two major elements: military (unique) and commercial resources. These resources include aircraft, assets, services, and systems unique to, contracted for, or controlled by the Department of Defense. The Defense Transportation System infrastructure, including ports, airlift, sealift, railway, highway, in-transit visibility, information management systems, customs, and traffic management that the Department of Defense maintains and exercises in peacetime, is a vital element of the Department of Defense capability to project power worldwide. It provides for responsive force projection and a seamless transition between peacetime and wartime operations.
 17. **Department of Defense Intermodal Equipment System.** All Department of Defense-owned, leased, and controlled 20- or 40-foot intermodal International Organization for Standardization containers and flatracks, supporting equipment such as generator sets and chassis, container handling equipment, information systems, and other infrastructure that supports Department of Defense transportation and logistics operations, including commercially provided transportation services. This also includes 463L pallets, nets, and tie down equipment as integral components of the Department of Defense Intermodal Container System. Size and configuration of the common-use portion of the Department of Defense container system controlled by the United States Transportation Command, will be determined by the United States Transportation Command based on established requirements and availability of commercially owned containers and equipment. The United States Transportation Command will lease or procure additional containers as required to augment the Department of Defense container system.

18. **Department of Defense-Owned Common-Use Container**. Any Department of Defense-owned, -leased or -controlled 20- or 40-foot International Organization for Standardization container managed by the United States Transportation Command as an element of the Department of Defense common-use container system which includes Containerized Ammunition Distribution System containers.
19. **Department of Defense Container Inventory System**. A “module” of the Asset Management System, the Department of Defense Container Inventory System is a true internet-based application, requiring only a commercial internet browser to operate. It is an Active Server Page developed using Microsoft Front Page, and operating against an Oracle database. The Asset Management System facilitates the Military Surface Deployment and Distribution Command maintaining the International Organization for Standardization intermodal container registry for the Department of Defense.
20. **Destination**. The place where a container movement ceases. The destination may be the ending point of a deployment where the ultimate user or consumer of container contents, a retail supply point, or a consolidation and distribution point.
21. **Flatrack**. Portable, open-topped, open-sided, units that fit into existing below-deck container cell guides and provide a capability for container ships to carry oversized cargo and wheeled and tracked vehicles.
22. **Global Transportation Network**. The automated support necessary to enable the United States Transportation Command and its components to provide global transportation management. The Global Transportation Network is an automated command and control information system that provides transportation users and providers with an integrated view of transportation information. It gives the United States Transportation Command the ability to perform command and control operations, planning and analysis, and business operations, to meet customer requirements. The Global Transportation Network provides in-transit visibility for the Defense Transportation System. The Global Transportation Network collects and integrates transportation information from selected Department of Defense systems for use by transportation data customers, the Joint Staff, Combatant Commanders, and the Services. The system provides these users the ability to monitor movement of forces, cargo, passengers, and patients and the movement of military and commercial airlift, sealift and surface assets. The Global Transportation Network is accessible on the World Wide Web.
23. **Gross Weight**. Weight of a container or pallet including freight and binding.
24. **Infrastructure**. All buildings and permanent installations necessary for the support, redeployment, and military forces operations (e.g., barracks, headquarters, airfields, communications, facilities, stores, port installations, and maintenance stations).
25. **Institute of International Container Lessors**. A technical committee consisting of container owners, operators, and manufacturers who prepare the Repair Manual for Steel Freight Containers.
26. **Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence (IGC)**. An automated program providing supply chain, distribution, and logistics information fusion through common integrated data application services enabling development of cohesive business solutions both by and for the supported Combatant Commands, Components, Services, Joint Staff, Agencies, and other Federal organizations. The Integrated Data Environment/Global Transportation Network Convergence creates an environment where logistics and distribution data and information from both the United States Transportation Command and the Defense Logistics Agency are accessible from a single place, leveraging work already being done by the Defense Logistics Agency Integrated Data Environment and the United States Transportation Command's Global Transportation Network programs. The Integrated Data Environment/Global Transportation Network Convergence enhances capability to interoperate, unifies information technology development across the Domain, and eliminates legacy/redundant data stores and interfaces. The United States

Transportation Command J3 declared the Integrated Data Environment/Global Transportation Network Convergence the in-transit visibility system of record.

27. **Intermodal**. Type of international freight system that permits transshipping among sea, highway, rail, and air modes of transportation through use of American National Standards Institute/International Organization for Standardization containers, line-haul assets, and handling equipment.
28. **Intermodal Container**. See Container.
29. **Intermodal Equipment**. Material assets which permit the trans-shipping of cargo among sea, highway, rail, and air modes of transportation. These include, but are not limited to: all Department of Defense-owned, -leased, or -controlled International Standardization Organization configured containers and non- International Standardization Organization and system 463L equipment, container/material handling equipment, as well as and other supporting equipment, and enablers that support Department of Defense transportation and logistics operations.
 - a. **International Standardization Organization Containers** are equipment that meet American National Standards Institute/ International Standardization Organization standards and are designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents and equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, end or side opening, open top, refrigerated, tank, open rack, gondola, flatrack or other designs. The 20-foot International Standardization Organization container is the Department of Defense standard for ammunition and unit equipment and the 20-/40-foot container is the Department of Defense standard for sustainment, the size of container depending on the ability of the receiving unit's ability to handle 40 foot containers. Specialized Department of Defense International Standardization Organization equipment includes Quadruple Containers and Triple Containers that can be linked together to form a 20-foot unit, the Palletized Loading System M-1 20-foot International Standardization Organization flatrack, and the 40-foot military heavy duty International Standardization Organization flatrack.
 - b. **Non- International Standardization Organization and 463L Equipment** includes International Standardization Organization containers, Palletized Loading System M-1077 flatrack, Palletized Loading System M-3 Container Roll-In/Out Platform, and Multiple Launch Rocket System load and roll pallets. Aircraft cargo equipment includes 463L pallets with their side and top nets, 10K and 25K chains and devices, couplers, and tie-down straps. Other important, reusable equipment includes shoring and dunnage materiel.
 - c. **Container/Material Handling Equipment** includes fixed and deployable assets required to assist intermodal operations throughout the Defense Transportation System. Included are straddle cranes, chassis, rough terrain container handlers, toploaders, container cranes, spreader bars, 4K-50K forklifts, 463L 25K (Halvorsen), 40K and 60K (Tunner) aircraft cargo transporter/loaders, rollerized or flat-bed trailers and prime movers, and wide-body (aircraft) elevator loaders.
 - d. **Enablers** facilitate asset management and include radio frequency identification tags, bar code labels, satellite tracking devices, readers, and information systems and data bases to include portable, deployable and wireless systems.
30. **Intermodal Support Equipment**. Fixed and deployable assets required to assist container operations throughout the intermodal container system. Included are straddle cranes, chassis, rough terrain container handlers, container cranes, and spreader bars.

31. **Intermodal Systems**. Specialized transportation facilities, assets, and handling procedures designed to create a seamless, transportation system by combining multimodal operations and facilities during the shipment of cargo.
32. **International Convention for Safe Containers**. A convention held in Geneva, Switzerland, on 2 December 1972, which resulted in setting standard safety requirements for containers moving in international transport. These requirements were ratified by the United States on 3 January 1978.
33. **International Maritime Dangerous Goods Code**. The International Maritime Dangerous Goods Code regulates transport of hazardous materials by sea to prevent injury to persons, or damage to ships. The International Maritime Dangerous Goods Code lays down basic principles intended to prevent the negligent or accidental release of marine pollutants carried by sea. It contains detailed recommendations for individual substances and a number of recommendations for good practice are included in the classes dealing with such substances. Although the information contained in the International Maritime Dangerous Goods Code is primarily directed at mariners, the provisions may affect industries and services from the manufacturer to the consumer.
34. **International Organization for Standardization**. A worldwide federation of national standards bodies from some 100 countries, one from each country. The International Organization for Standardization is a non-governmental organization, established to promote the development of standardization and related activities in the world with a view to facilitating the international exchange of goods and services, and to developing cooperation in the spheres of intellectual, scientific, technological, and economic activity. International Organization for Standardization's work results in international agreements, which are published as international standards.
35. **Joint Logistics Over-the-Shore Operations**. Operations in which Navy and Army Logistics Over-The-Shore forces conduct Logistics Over-The-Shore operations together under a joint force commander.
36. **Logistics-Over-the-Shore Operations**. The loading and unloading of ships without the benefit of deep draft-capable, fixed port facilities, in friendly or nondefended territory, and, in time of war, during phases of theater development in which there is no opposition by the enemy; or as a means of moving forces closer to tactical assembly areas dependent on threat force capabilities.
37. **Long Ton**. 2,240 pounds.
38. **Materials Handling Equipment**. Mechanical devices for handling of supplies with greater ease and economy.
39. **Measurement Ton**. The unit of volumetric measurement of equipment associated with surface-delivered cargo. Measurement tons equal total cubic feet divided by 40. (One measurement ton = 40 cubic feet).
40. **Military Performance Specification Container**. A container that meets specific written standards.
41. **Military Sealift Command**. A major command of the United States Navy and the United States Transportation Command's component command responsible for designated common-user sealift transportation services to deploy, employ, sustain, and redeploy United States forces on a global basis.
42. **Military Surface Deployment and Distribution Command**. A major subordinate command of the United States Army Materiel Command and Army Service Component Command of the United States Transportation Command responsible for common-user land transportation, Continental United States, global cargo distribution via surface, common-user water terminal management, Department of Defense container management, and acquiring ocean liner intermodal service for the Defense Transportation System to deploy, employ, sustain, and redeploy United States forces on a global

basis. The Military Surface Deployment and Distribution Command is co-located with United States Transportation Command at Scott Air Force Base, Illinois.

43. **Non Self-Sustaining Containership**. A containership that does not have a built-in capability to load or offload containers, and requires a port crane or craneship service.
44. **Origin**. Beginning point of a deployment where unit or non-unit-related cargo or personnel are located.
45. **Palletized Load System**. A truck with hydraulic load handling mechanism, trailer and flatrack system capable of self-loading and -unloading. Truck and companion trailer each have a 16.5-ton payload capacity.
46. **Palletized Load System Flatrack**. Topless, sideless container component of palletized load system, some of which conform to International Organization for Standardization specifications.
47. **Pure Pack Pallet**. A 463L aircraft pallet that contains shipments for a designated destination including cargo for one or more specified Department of Defense Activity Address Codes, Supply Support Activity or unit, as determined by the requirements of the Combatant Commander.
48. **Pure Pack Sealift Container**. A sealift container that contains shipments for a designated destination including cargo for one or more specified Department of Defense Activity Address Code, Supply Support Activity, or unit, as determined by the requirements of the Combatant Commander.
49. **Sealift Enhancement Program**. Special equipment and modifications that adapt merchant-type dry cargo ships and tankers to specific military missions. They are typically installed on Ready Reserve Fleet ships or ships under the Military Sealift Command control. Sealift enhancements fall into three categories: productivity, survivability, and operational enhancements.
50. **Self-Sustaining Containership**. A containership with shipboard-installed cranes capable of loading and offloading containers without assistance of port crane service.
51. **Service Container Manager**. Organization designated by a Service as the Service's single manager for management and control of Service owned and leased International Organization for Standardization containers, flatracks and other distribution platforms, focusing on inventory, accountability and readiness. Maintains data on inspection and maintenance of Service-owned containers to ensure compliance with the Department of Defense and Federal standards. Maintains a central repository of International Convention for Safe Containers inspection reports on all Service-owned American National Standards Institute/International Organization for Standardization containers and is responsibility for maintaining the Service's section of the Department of Defense container registry. Initiates, reconciles and maintains periodic inventories of all Service owned and leased containers, coordinates with the Military Surface Deployment and Distribution Command for disposition of carrier owned equipment reported through the inventory process.
52. **Service-Unique Container**. Any intermodal container meeting International Organization for Standardization criteria that is either owned or leased to support specific Service requirements such as prepositioning of supplies/equipment afloat or ashore, mortuary affairs, inland petroleum discharge system, tactical shelters and special International Organization for Standardization containers, such as Quadruple Containers/Triple Containers. Service-unique containers are not available for common user service. International Organization for Standardization containers leased for transportation purposes may become common user containers when released by theater commander.
53. **Shelter**. An International Organization for Standardization container outfitted with live- or work-in capability.
54. **Short Ton**. 2,000 pounds.

55. **Sight Sensitive Cargo.** Cargo, vehicles or equipment that can only be viewed by individuals with the required security clearance and need-to-know to ensure operational security of the movement.
56. **Single Manager.** A Military Department or Agency designated by the Secretary of Defense to be responsible for management of specified commodities or common Service activities on a Department of Defense-wide basis.
57. **Stuffing.** Packing of cargo into a container.
58. **System 463L Assets.** Aircraft pallets and nets, tie down, and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems. Though designed for airlift, system components may have to move intermodally via surface to support geographic combatant commander objectives.
59. **Tare Weight.** The weight of a container deducted from gross weight to obtain net weight or the weight of an empty container.
60. **Theater-Assigned Transportation Assets.** Transportation assets that are assigned under the combatant command (command authority) of a geographic combatant commander.
61. **Transportation Component Command.** The three component commands of United States Transportation Command: Air Force Air Mobility Command, Navy Military Sealift Command, and Army Military Surface Deployment and Distribution Command. 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.
62. **United States Transportation Command.** The unified command with the mission to provide strategic air, land, and sea transportation for the Department of Defense, across the range of military operations.
63. **Unstuffing.** The removal of cargo from a container.

ABBREVIATIONS AND ACRONYMS

ACAMS	Army Container Asset Management System
ACEP	Approved Continuous Examination Program
AF	Air Force
AFMAN	Air Force Manual
AFMC	Air Force Materiel Command
AFRC	Air Force Reserve Command
AIDPMO	Army Intermodal Distribution and Platform Management Office
AIMS	Inventory Management System
AIT	Automated Identification Technology
AMC	Air Mobility Command
AMS	Asset Management System
ANG	Air National Guard
ANSI	American National Standards Institute
AO	Action Officer
AOR	Area of Responsibility
APOE	Aerial Port of Embarkation
AR	Army Regulation
ATTLA	Air Transportability and Test Loading Agency
BL	Bill of Lading
C2	Command and Control
CADS	Containerized Ammunition Distribution System
CARC	Chemical Agent Resistant Coating
CART	Contingency Assets Recovery Team
CAT	Crisis Action Team
CBT	Computer Based Training
CCO	Container Control Officer
CCDR	Combatant Commander
CCP	Consolidation and Containerization Point
CDR	Combatant Commander, Commander
CRE	Contingency Response Element
CRT	Contingency Response Team
CFR	Code of Federal Regulations
CHE	Container Handling Equipment
CINC	Commander in Chief
CJCS	Chairman of the Joint Chiefs of Staff
CMR	Container Movement Report
CMST	Container Management Support Tool
COCOM	Combatant Command
CONOPS	Concept of Operations
CONUS	Continental United States
CRAF	Civil Reserve Air Fleet
CSC	International Convention for Safe Containers
DCMA	Defense Contract Management Agency
DCMAD	Defense Contract Management Agency Directive
DLA	Defense Logistics Agency

DLAI	Defense Logistics Agency Instruction
DOD	Department of Defense
DODAAC	Department of Defense Activity Account Code
DODI	DOD Container Inventory System
DOT	Department of Transportation
DRMO	Defense Reutilization and Marketing Office
DSCP	Defense Supply Center Philadelphia
DTR	Defense Transportation Regulation
DTS	Defense Transportation System
E-MAIL	Electronic Mail
FAX	Facsimile
FOB	Free on Board
FLIPL	Financial Liability Investigations of Property Loss
GART	Global Asset Reporting Tool
GCM	Global Container Manager
GSA	General Services Administration
GTN	Global Transportation Network
HAZMAT	Hazardous Material
HQ	Headquarters
IAW	In Accordance With
IGC	Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence
IICL	Institute of International Container Lessors
IM	Item Manager
IMDGC	International Maritime Dangerous Goods Code
ISO	International Organization for Standardization
ISU	Internal Slingable Units
ITV	In-transit Visibility
JLOTS	Joint Logistics Over-the-Shore
JMC	Joint Munitions Command
LMF	Language Media Format
LSA	Land, Sea and Air
MAJCOM	Major Command-Air Force
MARAD	Maritime Administration
MCO	Marine Corps Order
MEL	Maintenance Expenditure Limit(s)
MHE	Materiel Handling Equipment
MIL-HDBK	Military Handbook
MILSPEC	Military Specification
MILVAN	Military Van (Container)
MIMS	Military Information Management System
MIPR	Military Interdepartmental Purchase Request
MLSC	Master Lease Streamlining Contract

MSC	Military Sealift Command
NAVSUP	Naval Supply
OCONUS	Outside the Continental United States
OPLAN	Operations Plan
OSC	Operations Support Command
OSD	Office of Secretary of Defense
PBO	Property Book Office
PLS	Palletized Load System
POC	Point of Contact
QUADCONS	Quadruple Containers
RDD	Required Delivery Date
RFID	Radio Frequency Identification Tag
RFP	Request for Proposal
SAAM	Special Assignment Airlift Mission
SAP	Security Assistance Program
SCM	Service Container Manager
SDDC	Military Surface Deployment and Distribution Command
SDT	Second Destination Transportation
SIXCONS	Liquid Storage, Transporting, and Dispensing System
SPDG	Supporting
SPTD	Supported
SPM	System Program Manager
SPOD	Seaport of Debarkation
SPOE	Seaport of Embarkation
TAM	Theater Asset Manager
TB	Technical Bulletin
TCC	Transportation Component Command
TCM	Theater Container Manager
TCN	Transportation Control Number
TM	Technical Manual
TO	Transportation Officer, Technical Order
TPFDD	Time Phased Force Deployment Data
TRICONS	Triple Containers
TWCF	Transportation Working Capital Fund
U.S.C.	United States Code
US	United States
USTRANSCOM	United States Transportation Command
WR-ALC	Warner Robins Air Logistics Center
WRM	War Reserve Material
WWW	Worldwide Web

(*) Non-DOD Website: You are now leaving the United States Department of Defense (DOD) web domain and entering the web site of another organization. The DOD does not maintain the target web site. The web site you are entering contains information created, published or otherwise posted by organizations and entities independent of the DOD. The DOD does not approve, endorse or certify any products, services or information contained in the web sites of any other organizations. The DOD is not responsible for the content, accuracy, legality, safety, functionality, timeliness, reliability, fitness for any particular purpose, accessibility, or privacy of any such web site or hyperlink.