

CHAPTER 601

GENERAL INTERMODAL CONTAINER AND SYSTEM 463L ASSET MANAGEMENT AND CONTROL PROVISIONS

A. PURPOSE

1. This regulation prescribes uniform responsibilities, procedures, and guidelines governing the management and control of the Department of Defense (DoD) International Organization for Standardization (ISO) container system. The ISO container system includes DoD-owned, leased, or commercially provided ISO containers and other ISO-configured equipment, information systems, and intermodal container support services. This regulation also establishes responsibilities, procedures, and guidelines for DoD System 463L assets.
2. It is the intent of this regulation to provide a seamless transportation system that cooperatively interacts with commercial operations to enhance combat effectiveness, safety, security, and efficiency.
3. Only ISO containers that transport freight are considered containers in this context for the purpose of this regulation, except for purposes of compliance with ISO mandates for numbering, registration, inspection/reinspection, maintenance/repair, and inventory that also apply to ISO-configured equipment. The use of the word “container” in this regulation is synonymous with “ISO container.”
4. This regulation outlines the authority assigned to the United States Transportation Command (USTRANSCOM), Transportation Component Commands (TCC) (Combatant Commanders [CCDR], Unified Commanders [CDR], Theater CDRs, and Regional Combatant CDRs are synonymous), and Transportation Officers (TO) in regard to providing transportation services.
5. The Defense Transportation Regulation (DTR) applies to the Army, Navy, Air Force, Marine Corps, Defense Logistics Agency (DLA), Defense Contract Management Agency (DCMA), Coast Guard, General Services Administration (GSA), USTRANSCOM and its TCCs, and other activities/Agencies using the Defense Transportation System (DTS).

B. PROCEDURES

1. DoD Components must:
 - a. Establish an ISO container-oriented distribution system of sufficient capability to meet DoD-established required delivery dates (RDD) for mobilization, deployment, employment, sustainment, and redeployment.
 - b. Use the DoD ISO container system for movement of supplies and equipment across the range of military operations consistent with the Combatant Command concept of operations, requirements, and capabilities.
 - c. Make optimum use of the capability of the ISO container resources and services furnished by the commercial transportation industry when doing so is responsive to military requirements and consistent with prudent business practices.
 - d. Ensure the commonality and interoperability of ISO container and infrastructure, to include information systems, between the DoD Components and the commercial industry. The designated standards for DoD unit equipment and sustainment are 20- and 40-foot ISO containers. The 20-foot, dry, end-opening or side-opening ISO container is designated as the DoD standard for containerized munitions shipments.

2. ISO containers leased or procured for transportation are intended to be used solely for that purpose. Theater CDRs and Services/Agencies will be the approving authority for using intermodal containers for non-transportation purposes (e.g., temporary storage, force protection enhancements, and offices) during contingencies. Approval authority may be delegated to the designated Theater Container Manager (TCM).
 - a. Changes in government-owned ISO container status must be reported through the Service for updating the DoD ISO Register, which is managed by the Army Intermodal Distribution Platform Management Office (AIDPMO) via e-mail at <mailto:usarmy.scott.sddc.mbx.g3-aidpmo-maintenance@mail.mil>.
 - b. Use of leased or carrier-owned ISO containers for non-transportation purposes is strongly discouraged, but if used, it must be approved by a theater commander and the change in status must be reported to the Military Surface Deployment and Distribution Command (SDDC)/Global Container Manager (GCM) and updated in the approved automated information management system.
3. The complete 11-alphanumeric-character ISO container number prescribed in Chapter 603 of this regulation is the DoD standard data element for information systems that track DoD-owned, -leased, or -controlled ISO containers and their content cargo. The complete ISO container number will be included as part of the information placed on radio frequency identification (RFID) tags or other automatic identification technology (AIT) devices employed by the DoD when such tags are used to track cargo using the DoD ISO container system. RFID tags are required on all DoD-owned, -leased, or -controlled ISO containers moving cargo in the DTS in accordance with (IAW) DTR Part II, Chapter 208, Paragraph F.
4. This regulation establishes the responsibilities and guidelines for the DoD System 463L asset acquisition, control, funding, handling, ITV, maintenance, management, training, disposition, and accountability. System 463L assets are critical components of the airlift portion of the DTS. Maintenance of the readiness capability requires strict management of these assets. In normal operations, they maximize the available airlift capability and reduce aircraft ground time by allowing for load planning and pallet buildup prior to aircraft arrival. During contingency situations, their availability at the right place and time can be the determining factor in mission success or failure.
5. System 463L assets are managed under two different programs. One program covers War Reserve Material (WRM), and the other manages routine (daily) air cargo operational assets. The Air Force Materiel Command (AFMC) manages pallets and nets, under established readiness authorizations, as WRM. These assets are separate and distinct from daily operational pallet and net levels and are subject to controls in Chapter 609. Operational levels must be managed and reported as prescribed in Chapter 610. Throughout Chapters 609 and 610, “unit” refers to a squadron in the United States (U.S.) Air Force. For other Services/Agencies, a unit can equate to an installation-level organization.

C. DTR PROGRAM ADMINISTRATION

1. To streamline the process for making changes to this regulation, the coordination and publication of changes to DTR 4500.9-R, The Defense Transportation Regulation, are accomplished IAW Department of Defense Directive 4500.09, Transportation and Traffic Management.
2. DTR Action Officer (AO) Working Group members will submit proposed changes via e-mail after coordination through their Service channels, as applicable, to the USTRANSCOM DTR administrator using a Comment Resolution Matrix (CRM). The body of the e-mail will contain:
 - a. Subject: Include DTR part number.
 - b. Issue: Explain the issue in detail.
 - c. Systems Impact/Resource Implications: Identify the known impacts on automated systems and interfaces, whether additional funding will be required to support systems changes, and the estimated timeline for implementation of systems changes. Identify any other known resource costs associated with the proposed change.
 - d. As described in the instructions included in the CRM, the proposed wording for the regulation will appear in the “comment” block and the “rationale” will include known advantages and disadvantages of the proposed change.
3. The DoD DTR administrator is responsible for staffing proposed changes via e-mail. Proposed changes will be submitted to the USTRANSCOM DTR point of contact via e-mail, utilizing the format identified in [Paragraph C.2](#), above.
 - a. Unless the proposed change is of a critical, time-sensitive nature, the proposed change will be held until the next anticipated update for that specific part of the DTR.
 - b. Upon approval, formal changes will be released in one of three different formats: a completely revised/reissued publication, an interim update, or an “expedited change.” The coordination process is the same for revised/reissued publications and interim updates and is addressed in [Paragraph C.3.c](#), below. Expedited changes are addressed in [Paragraph C.3.d](#).
 - c. AO group members will be notified by e-mail of a proposed change package. E-mail will provide a link to the coordination website established exclusively for staffing the proposed change. The AO group members will be able to access all files required for reviewing the proposed changes to include comment matrices. AO group members will have 45 calendar days to respond to the proposed change package. If an individual Service/Agency AO group member feels the proposed change package requires internal coordination within his or her Service/Agency or with a field activity, the individual may perform the coordination, provided the additional input is consolidated into a single Service/Agency response. The 45-calendar day window should be adhered to in order to expedite the change process. When AO coordination has been obtained, this process will be essentially repeated with the Oversight Working Group utilizing a 30-calendar day window. Upon approval, USTRANSCOM will publish the change.
 - d. If a proposed change is critical or time-sensitive, it may be coordinated as an “expedited” change at the AO and then the Oversight Working Group levels, as outlined above. Unlike a formal change, an expedited change will typically address only one specific issue (e.g., an issue involving safety) and may be coordinated under an accelerated time frame, provided all parties agree.

4. DTR Oversight Working Group and AO Working Group members are established for each of the individual parts of the DTR.
 - (1) The Working Groups are composed of members from the Office of the Deputy Assistant Secretary of Defense – Transportation Policy (DASD-TP), United States Army (USA) G4, United States Air Force (USAF) A4, United States Navy (USN) N4, and the United States Marine Corps (USMC) (LPD).
 - (2) As necessary, members may also include the Joint Staff (JS) Logistics Directorate (J4), Combatant Commands, United States Coast Guard (USCG), Defense Logistics Agency (DLA), Defense Contract Management Agency (DCMA), Defense Travel Management Office (DTMO), General Services Administration (GSA), Department of Homeland Security’s Customs and Border Protection (CBP) and Transportation Security Administration (TSA), United States Department of Agriculture’s (USDA) Animal and Plant Health Inspection Service (APHIS), and other Defense/Federal agencies as needed.

D. INDIVIDUAL MISSIONS, ROLES, AND RESPONSIBILITIES

For individual missions, roles, and responsibilities refer to
https://www.ustranscom.mil/dtr/individual_missions_roles_and_responsibilities.pdf.