APPENDIX C

THEATER CONTAINER MANAGEMENT DATA REQUIREMENTS

A. GENERAL

This appendix specifies the minimum data elements that each Combatant Commander (CCDR) must collect and maintain on every container that enters the Area of Responsibility (AOR) during operations. Normally, this responsibility is delegated to a designated Theater Container Manager. This data will be used to monitor container movements into, within, and out of a Theater of Operations and to verify commercial detention bills when they are forwarded to the CCDR.

B. DATA ELEMENTS

1. International Organization for Standardization (ISO) Number Composition (Container Number): This is the specific and unique number that identifies the container. The ISO number consists of 11 characters: a 3-letter ownership code registered at the Bureau of International des Containers (BIC) and an equipment category identifier, followed by a 6-digit serial number and a check digit. ISO numbers are generated using a specific calculation according to ISO standard 6346:1995(E). The check digit is a mathematical algorithm based on the four-letter and six-digit serial number.

   The ISO number is stenciled on all six sides of the container: the upper-right section of all four-container sides and each end of the roof, with the bottom of each character toward the associated end. In addition, the ISO number may be stenciled on the inside wall of the container. The ISO number will be horizontal or vertically stenciled, depending on the construction of the container.

   All DoD ISO Numbers are registered in the DoD ISO registry.

   NOTE: Internal Slingable Unit (ISU) 60s and ISU 90s are not ISO-configured containers. There is no requirement or authorization to stencil these types of containers with DoD ISO numbers nor are they registered under the DoD ISO registry. For tracking purposes, the ISU serial number may be used in place of the ISO number.

   The following is an example of an ISO container number:
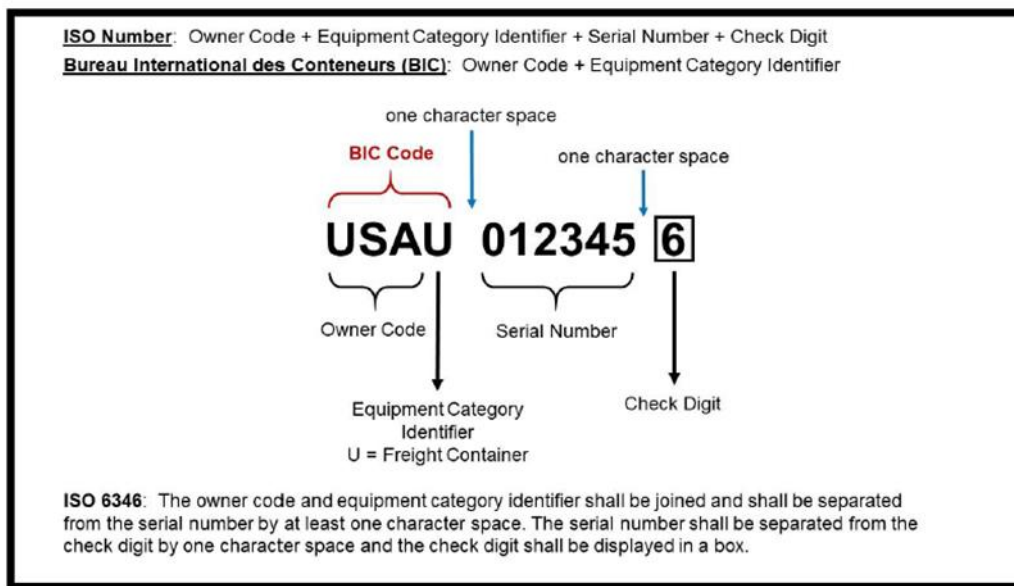
2. Size/Type: Describes the size and type of the container.

NOTE: The following codes are non-standard ISO size/type codes.

SIZE	TYPE	CODE
20 Foot	Dry Regular	20DR
	Dry Hi-Cube	20HC
	Dry Regular – Ammo Grade	20DA
	Reefer Regular	20RR
	Tanker	20TK
	Flatrack	20FR
40 Foot	Dry Regular	40DR
	Dry Hi-Cube	40HC
	Reefer Regular	40RR
	Reefer Hi-Cube	40RH
	Flatrack	40FR
45 Foot	Dry Regular	45DR
	Dry Hi-Cube	45HC
	Reefer	45RR
	Reefer Hi-Cube	45RH
ISU60		I6
ISU90		I9
TRICON		TC
QUADCON		QC
SIXCON		SC
Shelter		SH
	Side-Opener	
	Half High	
	Open Top	
Other		

3. Owner.

OWNERSHIP STATUS	CODE
Government-owned	G
Leased	L
Carrier-owned	C
Carrier leased to Government	Q
Unknown Owner	U
Coalition Forces	N
Non-military Contractor Acquired Government Owned Property	P
Credit Against Purchase container	B
Available for Government Use	A
Pending Buyout	Y

4. Transportation Control Number: Indicates a specific number assigned for each movement of a container. This field must be limited to 17 characters.

    Format: $$$$$$$$$$$$$$$$$.

    Information Source: Populated from the Global Air Transportation Execution System (GATES) Surface/Pipeline Asset Tool (Military Surface Deployment and Distribution Command [SDDC]) at the seaport of embarkation.

5. Shipper Department of Defense Activity Account Code (Consignor).

6. Shipper Name (Consignor).

7. Terms of Service: Indicates how the container was booked.

TERM OF SERVICE	CODE
Door to Door	DD
Port to Port	PP
Port to Door	PD
Door to Port	DP

8. Ocean Carrier: Indicates the activity that performed ocean transport of the container.

OCEAN CARRIER ACTIVITY	CODE
APL	A
Maersk Sealand	M
Lykes	Y
P&O Nedlloyd	P
Military Charter	G
Unknown Ocean Carrier	U
Other (specify)	

9. Consignee DoD Activity Address Code (DODAAC).

10. Consignee Unit/Activity Name.

11. Booked Carrier Consignee Delivery Location. Indicates the location of the receiving activity that was on the official booking.

12. Actual Carrier Consignee Delivery Location. Indicates the actual location an ocean carrier delivered a container. This location may or may have been the same as the Booked Carrier Consignee Delivery Location, but it is the location where delivery was made for the convenience of the Government and where the free-time clock started or restarted.

13. Vessel Name. The name of the vessel that delivered the container for discharge in a seaport of debarkation (SPOD) within the CCDR's AOR.

14. Vessel Military Voyage Document Number (VOYDOC).

15. SPOD Name.

16. SPOD Arrival Date.

17. Discharge Date (SPOD).

18. Final Delivery Location. This field indicates the final destination of the container. Usually, this destination is the Booked Carrier Consignee Delivery Location for a shipment, but not always.

19. Frustrated. This field indicates that the container was frustrated in the SPOD and why.

FRUSTRATION	CODE
Customs and Border Protection	C
Documentation	D
Damage to container and/or cargo	X
Agriculture	A
Other (specify)	

20. Current Use. This field indicates the purpose for which the container was or is being used. It is the responsibility of the CCDR to establish procedures for reviewing and approving the use of containers for non-transportation purposes.

CURRENT USE	CODE
Transportation	T
Storage	S
Reefer Storage	R
Force protection	F
Office/admin	A
Quarters	Q
Unit-Owned	U
War Reserve	W
Reefer Mortuary Affairs	X
Deployment	D
Retrograde	G
Re-Deployment	
Other (specify)	

21. Date Carrier Notified For Pick Up. The date the consignee notifies the carrier to pick up the container. The CCDR will establish procedures to maintain records of notifications and replies. E-mail is the preferred communications means as it provides a readily available record.

22. Carrier Point of Contact (POC) Contacted. The POC information (name, phone number, electronic mail address) for the carrier/lessor responsible for picking up the container.

23. Actual Carrier Pick-Up Date.

24. Date container moved from SPOD.

25. Date container picked up by carrier at consignee.

26. Date arrival notice provided by carrier.

27. Date container cleared by customs.