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OPNAV INSTRUCTION 4680.1B

From: Chief of Naval Operations

Subj: NAVY INTERMODAL CONTAINERIZATION PROGRAM

Ref: (a) DTR 4500.9-R, Defense Transportation Regulation Part VI, Management and Control of Intermodal Containers and System 463L Equipment, February 2016
(b) 46 U.S.C.
(c) MIL-HDBK-138B, Department of Defense Handbook: Guide to Container Inspection for Commercial and Military Intermodal Container, 1 January 2002
(d) MIL-STD 3028, Department of Defense Interface Standard: Joint Modular Intermodal Container, 6 July 2009
(e) DoD Automatic Identification Technology (AIT) Concept of Operations for Supply and Distribution Operations, USTRANSCOM, 11 Jun 2007 (NOTAL)
(f) SECNAVINST 5400.15C

1. Purpose

    a. To provide Navy policy on the use of standardized intermodal equipment for the safe, secure, and efficient transport of Navy-owned and managed materials.

    b. To establish policy, responsibilities, and procedures for governing the procurement, management, control, accountability, inspection, and maintenance of Navy-owned, leased, or controlled intermodal containers.

    c. To establish guidelines for the acquisition and or leasing of containers, including the registration and management through other Department of Defense (DoD) Services and agencies.

    d. This update aligns Navy and DoD container requirements and contains administrative changes throughout. This is a complete revision and should be reviewed in its entirety.

2. Cancellation. OPNAVINST 4680.1A.

3. Scope. This instruction applies to all Navy activities involved in the use of the intermodal equipment system. It provides the overall policy governing the use of intermodal equipment and outlines the requirements for the control and reporting of intermodal containers, container inspection for serviceability, container-handling equipment (CHE), and the procurement and leasing of containers. It is applicable to all International Organization for Standardization (ISO) intermodal containers (e.g., 20 foot long and 40 foot long). For purposes of this instruction, the term "container" also includes modules or clusters meeting American National Standards

Institute and ISO standards (e.g., triple containers, quadruple containers) that may be coupled to form an integrated ISO container. Shipping and storage containers designed as a unit pack to contain an individual item of supply, e.g., aircraft pod containers, engines or engine module containers, and containers housing a single electronics component, are outside the scope of this instruction.

4. Background

a. Reference (a) prescribes the uniform DoD policies, responsibilities, procedures, and guidelines governing the management, control, and inventory of DoD intermodal equipment systems. Reference (b), sections 80501-80509, provides the statutory framework that underlies U.S. policy governing the safe use of containers for transporting international cargo. Reference (c) provides the guidance for conducting container serviceability inspections.

b. While significant improvements have taken place within the Navy in the process of moving cargo to the ultimate end user, the Navy must continue to reduce or eliminate labor-intensive break-bulk inefficiencies. Effective use of intermodal equipment is one means of producing this reduction.

5. Definitions

a. Electronic Transportation Acquisition (ETA) System. The ETA system provides a single point of entry to the transportation community through use of the World Wide Web. The Military Surface Deployment and Distribution Command (SDDC) ETA system provides access to SDDC transportation systems, as well as links to other transportation sites.

b. Joint Modular Intermodal Container (JMIC). A standardized intermodal shipping configuration used by the DoD. JMIC refers to any container, configuration, or platform meeting the requirements of this standard and is compatible with common transportation platforms. JMICs are used to effectively build and break down loads within 20-foot equivalent unit containers or other commonly used platforms into warehouse pallet and module sized loads. JMICs can be transported as single units or as multiple units on platforms that can be rapidly transitioned between modes.

6. Goal. The goal of the Navy Intermodal Containerization Program is to optimize the use of intermodal equipment to provide end-to-end distribution of supplies and equipment from a continental United States (CONUS) base to the end user, while minimizing manpower required in the handling process.

7. <u>Policy</u>

    a. <u>Container Use</u>

      (1) ISO standard containers are the primary intermodal containers used within the Navy. The equipment utilized will support interoperability, transportability, and reduce re-handling across the different modes of transportation within the Defense Transportation System (DTS) and commercial transportation system.

      (2) The Navy will use containers to the maximum extent practicable for transportation, except for CONUS ordnance movements, and will rely primarily on the commercial transportation industry to provide containers and container service.

      (3) During the initial support stages of an operation or contingency, the use of government-owned or -leased containers is the preferred method for providing intermodal equipment, subject to the availability of assets and ability to meet the combatant commander's concept of operations and timelines.

      (4) Use of Navy multi-unit containers and mini multi-unit containers will continue to be an acceptable means of transporting small consolidated unit loads of depot level repairables.

      (5) Intermodal containers may be used for non-transportation purposes (i.e., temporary storage, force protection enhancements, offices) during contingency operations following policies established by the theater commander. Where possible, government or Navy-owned and not leased containers will be used for this purpose. If used solely for storage purposes, activities should consider the purchase of non-ISO containers. The use of leased containers for purposes other than transportation must be approved by the command funding the lease.

    b. <u>Ordnance Shipments</u>. Shipments originating from CONUS sites destined for outside continental United States (OCONUS) unit identification codes (UIC) will optimize the use of intermodal containers when shipping on Military Sealift Command (MSC) charter vessels. For ordnance shipments between CONUS UICs, continue to transport via the break-bulk process. JMICs should be utilized when transporting ordnance to and from Navy OCONUS locations.

    c. <u>Container Purchase</u>. Navy container purchases must only be made by commands with a specific need, which require unique and exceptional container configurations, to meet operational and mission needs. Standard intermodal container procurements are managed by the Defense Logistics Agency (DLA). Container procurements can be made by contacting DLA's Troop Support: commercial: (215) 737-5410/7520; DSN: 444-5410/7520; or by e-mail at containercustomergroup@dla.mil.

    d. <u>Container Lease</u>. Containers leased by Navy commands for transportation purposes should be used solely for that purpose and not for storage. SDDC is the single DoD agent

responsible for the leasing of new or used intermodal surface containers and associated equipment (e.g., container chassis) for day-to-day common-use, or for service unique requirements. Container leases may be obtained by contacting the SDDC Container Leasing Team at 617-220-4468/4947/5960; by e-mail at usarmy.scott.mbx.g3-aidpmo-leasing@mail.mil; or by accessing the SDDC Web site, http://www.sddc.army.mil/. Instructions for ordering shipping containers and other intermodal equipment are available on the SDDC ETA system. ETA is accessible via the SDDC Web site, but requires a user identification and password or registered digital certificate for entry.

    e.   Container Inventories. Navy container inventories will be generated from SDDC's government-owned and leased container inventory management system database, and must be the data source when directed to report container inventories per chapter 605 of reference (a). Container inventories will be conducted on a biennial basis initiated by United States Transportation Command (USTRANSCOM). Notification to conduct a container inventory will be formally announced by e-mail or other means. Navy commands will comply with all USTRANSCOM and SDDC policies for maintenance and utilization of automated information systems and inventory processes.

    f.   Container Registration. SDDC is responsible for the assignment of DoD container registration numbers for container purchases in addition to maintaining the inventories for both owned and leased containers for all DoD.

    g.   Container Inspections and Maintenance. All ISO-configured containers, tactical shelters, and equipment that move in the DTS or commercial transportation system must be certified to meet Title 49 of the Code of Federal Regulations (CFR), part 178, subpart J, and Title 46 of United States Code (U.S.C.) Chapter 805 requirements, per reference (a), chapter 604. Accordingly, all Navy activities possessing ISO containers must ensure they inspect, re-inspect, and perform organizational-level maintenance to ensure the containers can be safely used for shipping. Container inspection criteria and procedures for DoD are provided in reference (c). Inspectors may be either Navy or contractor personnel, but they must be certified in container inspection, and re-certified every 48 months to maintain proficiency. Navy container owners must maintain a central repository for inspector certifications and International Convention for Safe Containers inspection reports.

    h.   Design for Containerization. The purpose of using standards for containers (e.g., 20 foot ISO container) is to create a standard footprint and interface for designers of tactical equipment, platforms, weapons, and handling systems, etc. Accordingly, these containerization standards will be considered by designers during concept development. For example, reference (d) optimizes the size of the JMIC to fit into ISO containers.

    i.   Radio Frequency Identification (RFID). RFID tags are required on all DoD and or Navy-owned, leased, or controlled ISO containers moving cargo in the DTS, per reference (e).

j. <u>DoD System 463L Assets (Pallets and Nets)</u>. Navy commands and activities must comply with the provisions of reference (a) for the management, accountability, disposition, and control of DoD system 463L assets.

8. <u>Objectives</u>

a. Optimize the use of ISO intermodal containers from origin to destination in all practicable phases of naval logistics support and operations.

b. Optimize the use of the JMIC system in the end-to-end distribution of ordnance and other applicable supplies. The JMIC system units, configured following the standard interfaces of reference (d), may be used to move Navy supplies in load sizes designed for efficiency in the DTS and commercial transportation systems. Efficiency will be achieved because the JMIC standard sizes are designed to optimize their fit into ISO shipping containers, and reduce the need for securing dunnage. This process will enhance the Navy's ability to source load supplies that can move from origin to destination without intensive and inefficient handling caused by incompatible air and ground cargo systems, and sorting, storing, and or reconfiguring cargo.

c. Provide for more rapid, economical, reliable, and flexible deployment without restricting operational readiness and effectiveness.

d. Administer a coordinated, cohesive program within the Navy's supply, transportation, and logistics community.

e. Train military and civilian personnel in the Navy containerization program. Training must place special emphasis on achieving heightened efficiency of the DTS through the use of the JMIC standard modular intermodal container system.

f. Prevent duplication of management authority and accountability within the system commands (SYSCOM) and MSC for which responsibilities are detailed in reference (f).

g. Ensure the efficient use of funds through the use of common and compatible assets.

h. Identify, monitor, and document unique requirements and report such occurrences.

i. Remain compatible with current and future transportation modes.

j. Conduct inventories and register all intermodal container assets with SDDC.

k. Ensure proper, timely disposition and retrograde of intermodal containers and platforms, including JMIC assets, to prevent unnecessary detention and demurrage charges and provide maximum availability of Navy-owned intermodal container equipment.

l. Ensure that intermodal containers are inspected and maintained per the policy and procedures in references (a); (b), sections 80501-80509; and (c).

m. Navy will make optimal use of the capability of intermodal equipment resources and services furnished by the commercial transportation industry when doing so is responsive to military requirements and consistent with prudent business practices per the policy in reference (a).

9. Responsibilities

a. Deputy Chief of Naval Operations for Fleet Readiness and Logistics (CNO (N4)) is responsible for the development of container policy within the Navy and represents the Navy's interests at the DoD level. The Supply, Ordnance, and Logistics Operations Division (OPNAV N41) must take necessary actions to ensure operating forces establish a containerization control program and understand the connection of inter-modalism to naval logistics integration strategic mobility. This emphasis will include the introduction and use of the JMIC system of modular unit loads, configured per reference (d). Amplifying instructions providing necessary details to implement this instruction may be issued, but they must adhere to the policy and guidelines provided herein and in reference (a).

b. Commander, Naval Supply Systems Command (COMNAVSUPSYSCOM) will:

(1) Represent the Navy at the Joint intermodal working group and coordinate the Navy's container program with the SYSCOMs, USTRANSCOM, and SDDC.

(2) Officially notify by e-mail or other means the SYSCOMs and MSC of the requirement to conduct container inventories.

(3) Consolidate peacetime and contingency container and intermodal systems equipment requirements for all Navy activities and advise USTRANSCOM.

c. Commander, Naval Sea Systems Command (COMNAVSEASYSCOM) will:

(1) Manage the containerization program in support of the intermodal transport of materials under COMNAVSEASYSCOM cognizance.

(2) Manage all unique ordnance and weapons systems applications, including dedicated container handling facilities, explosive safety, special handling equipment, and special containers.

(3) Maintain accountability for shipboard CHE.

(4) Oversee sealift support capabilities involving containers and container systems aboard applicable naval ships.

d. The Commander, U.S. Fleet Forces Command (COMUSFLTFORCOM); Commander, U.S. Pacific Fleet; Commander, U.S. Naval Forces Europe; Commander, U.S. Naval Forces Southern Command; Commander, Navy Installations Command; Chief, Bureau of Medicine and Surgery; Director, Strategic Systems Programs; SYSCOM commanders; Commander, MSC; Commander, Naval Special Warfare Command; and Commander, Navy Reserve Force will manage the containerization program in support of the intermodal transport of materials under their cognizance. Additionally, each command must appoint a command container manager to oversee subordinate command adherence to the registration and reporting requirements for on-hand container inventories to include newly procured and or leased containers, per reference (a), chapter 605. Container control managers must:

(1) Establish a container control accountability program to ensure proper control of container assets within their organization.

(2) Ensure that their installations and activities that own ISO containers appoint a container control officer (CCO) and are managing their containers in Army Container Asset Management System (ACAMS) and the Joint Container Management (System) (JCM).

(3) Ensure CCOs participate in the DoD biennial ISO container inventories and completely account for all ISO containers per reference (a), chapter 605.

(4) Ensure subordinate organizations are adequately manned and personnel adequately trained to operate and support intermodal systems and equipment.

(5) Program, budget, and fund for equipment, services, and systems necessary to support the Navy Intermodal Containerization Program.

e. Installations, activities, and mobile units that own ISO containers must appoint a CCO. The CCO must:

(1) Ensure all DoD-owned and leased containers and related intermodal equipment are properly used, handled, and stored at all times following regulatory guidance.

(2) Ensure DoD common use containers are well maintained and or repaired to organization (unit) level serviceability standards per reference (c), and those requiring repair that are beyond a serviceable level are reported to SDDC per reference (a), chapter 604. Receive, control, account for, and properly affix DD Form 2282 Reinspection Decal Convention for Safe Containers, per chapters 601 and 604 of reference (a).

(3) Conduct physical inventories of container equipment under their control, as directed by USTRANSCOM per reference (a), chapter 605, upon notification by COMNAVSUPSYSCOM via email, or by the chain of command.

(4) Contact the Army Intermodal Distribution and Platform Management Office (AIDPMO) for access to ACAMS and JCM at https://eta.sddc.army.mil/ETASSOPortal/SSO/PortalLogin.aspx.

(5) Account for all Navy-owned or leased containers under their control in ACAMS and JCM.

(6) Update ACAMS and JCM whenever the organization conducts an inventory, purchases, transfers, ships, receives, performs maintenance, inspects, or disposes of containers.

(7) Initiate report of survey for DoD-owned containers that are lost, damaged, or destroyed beyond repair. Report surveys of unserviceable and irreparable containers to SDDC or their container-inventory agent for ISO serial number removal from the ISO registry.

(8) Forward consolidated reports to the container control manager.

f. Program executive offices, Navy SYSCOMs, and direct reporting program managers will ensure, as appropriate, containerization is considered in the design of new equipment, systems, sub-systems, etc.

(1) As appropriate, ensure that such equipment, systems, and sub-systems are designed with ISO fittings.

(2) Ensure that future ship designs (e.g., passageways, elevators, automated stowing systems) consider containerization and inter-modalism, including the size and interfaces required to optimize use of the JMIC aboard ship.

(3) As appropriate, ensure that in the packaging, handling, storage, and transportation logistics element, intermodal containers, such as the JMIC, are reviewed for potential utilization as a shipping and storage container. Ensure equipment is designed to interface with internal JMIC tie down features to reduce dunnage.

(4) Ensure CHE is designed to meet containerization requirements.

(5) In conjunction with the Army, support development of interoperable container offload and onward movement capability.

g. Commander, Naval Warfare Development Command, under the direction of COMUSFLTFORCOM, will manage the development, approval, and dissemination of naval, joint, and allied doctrine and operational procedures and techniques, as required, per Navy and DoD container policy. This includes supporting development of interoperable container offload

and onward movement capability for sustained sea basing and joint logistics over-the-shore operations. Action will be taken to review existing documents to incorporate all aspects of inter-modalism, especially the JMIC, to realize the benefits as rapidly as possible.

    h. Navy contracting and acquisition directorates must ensure container control managers and CCOs are appointed for all requesting or procuring activities prior to the execution of a contract for the purchase of intermodal assets.

10. <u>Records Management</u>. Records created as a result of this instruction, regardless of media and format, must be managed per Secretary of the Navy Manual 5210.1 of January 2012.

11. <u>Review and Effective Date</u>. Per OPNAVINST 5215.17A, OPNAV N41 will review this instruction annually on the anniversary of its issuance date to ensure applicability, currency, and consistency with Federal, DoD, Secretary of the Navy, and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will be in effect for 5 years, unless revised or cancelled in the interim, and will be reissued by the 5-year anniversary date if it is still required, unless it meets one of the exceptions in OPNAVINST 5215.17A, paragraph 9. Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the cancellation is known following the guidance in OPNAV Manual 5215.1.

12. <u>Forms</u>. DD Forms 2282 Re-inspection Decal Convention for Safe Containers may be ordered by emailing the AIDPMO at usarmy.scott.sddc.mbx.g3-aidpmo-maintenance@mail.mil.

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