MCO 4690.1
LPD
21 Nov 2014

MARINE CORPS ORDER 4690.1

From: Commandant of the Marine Corps
To: Distribution List

Subj: MARINE CORPS CONTAINER MANAGEMENT POLICY

Ref: (a) MCO 4400.150
       (b) MCO 5530.14A
       (c) ABS 13 CORR, Rules for Certification of Cargo
           Containers
       (d) DTR 4500.9-R, Defense Transportation Regulation
       (e) MCO 3000.18B
       (f) MIL-HDBK-138B, "Guide to Container Inspection for
           Commercial and Military Intermodal Containers,"
           January 1, 2002
       (g) NAVAIRINST 13670.1C
       (h) Convention for Safe Containers (CSC) 46, U.S.C.
           Appendix 1503
       (i) Public Law 95-208
       (j) Code of Federal Regulations (CFR) 49, Section 452
       (k) MCO 13670.1C
       (l) SECNAV M-5210.1
       (m) ISO 6346, Freight Containers — Coding, Identification
           and Marking (AMENDMENT 3)
       (n) SECNAVINST 5211.5E

Encl: (1) Marine Corps Container Management Policy

1. <u>Situation</u>. This Order contains substantial and
comprehensive changes to existing policy and procedures
regarding the execution of the Marine Corps International
Organization for Standardization (ISO) container management
program. Containerization is a method of transporting freight
by placing it in large containers. Containerization encompasses
transportation of cargo in containers (that can be interchanged
between ships, trains, and trucks) with standardized handling
equipment without rehandling the contents.

2. <u>Mission</u>. This Order provides guidance, principles and
delineation of responsibilities in support of the Marine Corps
container management program.

3. Execution

    a. Commander's Intent and Concept of Operations

        (1) Commander's Intent. Marine Air Ground Task Force (MAGTF), Maritime Prepositioning Force (MPF) Program and follow-on sustainment supplies are transported primarily on 20-foot and smaller ISO containers. This Order provides the guidance for standardization, management, accountability, control, purchase/ lease, and usage of these containers across the Marine Corps, in accordance with references (a) through (n).

        (2) Concept of Operations. Commanders will ensure this policy is made available, understood, and implemented.

    b. Subordinate Element Mission. Commanders are responsible to ensure that their units comply with the content of this Order.

4. Administration and Logistics

    a. Recommendations concerning the contents of this Order may be forwarded to Headquarters United States Marine Corps (HQMC) Logistics Distribution Policy (LPD) Branch via the appropriate chain-of-command.

    b. Records created as a result of this Order shall be managed according to National Archives and Records Administration approved disposition instructions in accordance with reference (l) to ensure proper maintenance, use, accessibility, and preservation, regardless of format or medium. Department of Defense (DoD) forms mentioned in this Order are available at:
http://www.dtic.mil/whs/directives/infomgt/forms/index.htm

    c. The generation, collection, or distribution of Personally Identifiable Information (PII), and management of privacy sensitive information shall be in accordance with the Privacy Act of 1974, as amended, in accordance with reference (n). Any unauthorized review, use, disclosure, or distribution is prohibited.

5. Command and Signal

    a. Command. This Order is applicable to the Marine Corps
Total Force as outlined herein. All commands accountable to
this directive will develop, review, update, and implement
internal policies and procedures to facilitate the execution of
this Order.

    b. Signal. This Order is effective the date signed.

                        W. M. FAULKNER
                        Deputy Commandant for
                        Installations and Logistics

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LOCATOR SHEET

Subj: Marine Corps Container Management Policy

Location: _____
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           Order.)

RECORD OF CHANGE

Log completed change action, as indicated.

Change Number	Date of Change	Date Entered	Signature of Person Entering Change

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Chapter 1

Roles and Responsibilities

1. General. The purpose of this chapter is to describe the roles and responsibilities associated with the management of ISO containers throughout the Marine Corps.

2. Deputy Commandant for Installations and Logistics

    a. Establish policy for Marine Corps container management.

    b. Conduct an annual review of this Order to ensure compliance with Joint doctrine.

    c. Represent the Marine Corps, as a voting member, at the United States Transportation Command (USTRANSCOM) sponsored semi-annual Joint Intermodal Working Group (JIWG), as required.

    d. Co-chair the annual Marine Corps Container Working Group (MCCWG) meetings with Marine Corps Logistics Command (MARCORLOGCOM). During MCCWG meetings:

        (1) Provide a forum to disseminate information gathered at the JIWG, to include tasks applicable to the Marine Corps.

        (2) Develop a Plan of Action and Milestones for review.

        (3) Develop Marine Corps understanding of this Order in support of the Marine Corps Force, Deployment, Planning and Execution (FDP&E) process.

    e. Coordinate munitions container leasing requirements with the Military Surface Deployment and Distribution Command (SDDC), Army Intermodal Distribution Platform Management Office (AIDPMO), as required.

    f. Review and serve as approval authority for all exceptions to policy contained in this Order.

3. Deputy Commandant for Combat Development & Integration

    a. Validate containerization capability and capacity requirements and forward them to Commander, Marine Corps Systems Command (MCSC) for procurement action, in accordance with reference (d).

b. Develop and publish doctrine and operational procedures and techniques, in accordance with Marine Corps and DoD container policy.

c. Ensure that containerization training standards are published for applicable communities and military occupational specialties and that Marine Corps formal schools incorporate containerization tasks selected for formal school training into curriculum.

d. Establish container allowances.

4. <u>Commanding General, Marine Corps Logistics Command</u>

a. Manage the Marine Corps Container Control Program.

b. Perform item management duties pertaining to Marine Corps—owned containers, technical management encompassing inventory management, logistics support, oversight of container inspection and recertification, and promulgation of guidance for Operator/Crew, Field, and Sustainment maintenance procedures.

c. Provide input for Joint and Marine Corps Technical Manuals to address container life-cycle management procedures.

d. Provide advice and assistance to Commanders, Marine Forces (MARFORs) and Marine Corps Installations (MCI) Container Control Officers (CCO) on proper container inspection and recertification standards and procedures.

e. Provide advice and assistance to the MARFORs on the level of in—stores war reserve material stocks that can be moved as containerized cargo in each supported Operation Plan (OPLAN), Time-Phased Force Deployment Data (TPFDD), and War Reserve Withdrawal Plan.

f. Ensure the Marine Expeditionary Force (MEF) commanders, are provided an in-transit visibility (ITV) system capable of tracking Marine Corps-owned containers by Table of Authorized Material Control Number (TAMCN), National Stock Number, type, owner code, ISO number composition, length, width, height, location, and CSC inspection date.

g. Conduct annual inventories of Marine Corps-owned ISO containers. The annual inventory will be conducted during the 4th Quarter of the fiscal year with the results furnished to HQMC (LPD) within 60 days of the results. Validate the results

of the inventory with the contents of the DoD ISO Container Registry and the command's accountable property system of record. Submit recommended updates to the USTRANSCOM - managed Army Container Asset Management System (ACAMS).

    h. Submit recommended updates to the DoD ISO Container Registry via HQMC (LPD), to the SDDC Global Container Manager.

    i. Serve as the single point of contact for requesting or deleting ISO serial numbers from the DoD ISO Container Registry.

    j. Coordinate and manage ISO container leases supporting Marine Corps units worldwide.

    k. As directed, provide Total Life Cycle Management information for inclusion in to the Program Objective Memorandum (POM) process as it relates to the maintenance cost of containers.

    l. Serve as Co-chair at the annual MCCWG meetings.

    m. Provide additional representation to the annual MCCWG meetings, as required.

5. <u>Commander, Marine Corps Systems Command</u>

    a. Serve as the Marine Corps ground equipment lifecycle manager responsible for Marine Corps-owned unique container systems to include Quadruple containers (Quadcons), Joint Modular Intermodal Containers (JMIC), and other program/product-related containers.

    b. Perform research, development, and coordination with HQMC (LPD) for acquisition, as well as fielding support and disposition, of all Marine Corps—owned unique container systems.

    c. Manage Marine Corps-owned non-ISO container systems and participate in the POM Review Group for funding matters concerning Marine Corps unique container systems.

    d. Develop and update appropriation documentation for Marine Corps—owned unique container systems.

    e. Develop and update all required acquisition program documentation (Logistics Requirements and Funding Summary, Acquisition Program Baseline Agreement, Life Cycle Support Plan/ Strategy, Test and Evaluation Management Plan).

f. Develop and forward solicitation packages to prospective bidders. Convene a Source Selection Evaluation Board in order to select vendors to supply the Marine Corps with container systems.

g. Manage the procurement of Type 1 TAMCN containers including Quadcon and non-ISO containers such as the JMIC system.

6. <u>Commanders, Marine Corps Forces (MARFORS)</u>

a. Validate MEF requirements for Marine Corps-owned containers, container transport equipment and container-handling equipment (CHE) to CG MCCDC.

b. Develop and implement policies and procedures to facilitate the execution of this Order.

c. Marine Forces Reserve, G-4, will appoint, a CCO in writing, to centrally maintain and disseminate container information, as well as perform command coordination requirements with the MARCORLOGCOM, Distribution Management Center (DMC).

d. Provide representation to the annual MCCWG meetings, as required.

7. <u>Commanding Generals, Marine Expeditionary Forces</u>

a. Submit all requests for commercial leased containers to the MARCORLOGCOM DMC. Forward an info copy to the MARFOR/G-4.

b. Establish a container inspection program in accordance with the requirements of the CSC, in accordance with reference (c).

c. Notify the supporting base/station Distribution Management Office (DMO) on the reception and staging requirements for inbound leased containers.

d. Determine requirements for and procure blocking, bracing, and restraining materials in accordance with reference (a).

e. Incorporate container employment (stuffing/unstuffing,

blocking/bracing, handling, transport, control and distribution, to include damage assessment and prevention) in training exercises and operations.

f. Inspect, recertify, and report the status of Marine Corps-owned containers as required to the MARCORLOGCOM DMC, Container Section. Forward an info copy to the MARFOR/G-4.

g. Train units to properly utilize containers, determine requirements, understand procedures for stuffing, blocking/bracing, tie down usage and CHE.

h. Appoint, in writing, a MEF CCO to centrally maintain and disseminate container information, as well as perform command coordination requirements with the MARCORLOGCOM DMC. The MEF CCO is responsible for managing the MEF container program.

i. Provide "lessons learned" on container use, in accordance with reference (b) to CG MCCDC (Director, Marine Corps Warfighting Lab) for further consideration, dissemination, and standardization, as appropriate.

j. Ensure all containers are accounted for in accordance with reference (a) and identified within unit-level embarkation databases, MAGTF Deployment Support System II, for deliberate planning and crisis.

k. Conduct periodic review of containerization-related initiatives and requirements addressed within reference (e) to ensure that MEF container pools and potential leasing requirements match heaviest OPLAN requirements and on-going TPFDD refinements.

l. Provide representation to the annual MCCWG meetings, as required.

8. <u>Commander, Marine Corps Installations Command</u>

a. Determine and program facility requirements to support container outloading requirements.

b. Evaluate the availability of commercial Materials Handling Equipment (MHE)/CHE, to include garrison mobile equipment, to meet contingency, mobilization, and surge requirements of the deploying MAGTF/MEF.

c.   Contract and/or lease commercial MHE/CHE to support the loading and transfer of containers.

d.   Coordinate container support requirements with the MEF CCO and the MARCORLOGCOM DMC container inventory point of contact, as required.

e.   Ensure installation container staging, handling and throughput capabilities support tenant MAGTF/MEF deployment requirements as outlined in reference (d).

f.   Prepare installation Mobilization and Deployment Infrastructure Support plans in conjunction with MAGTF/MEF supporting plans for each major OPLAN/Concept of Operations Plan.

g.   Provide representation to the annual MCCWG meetings, as required.

9.   Commanding Generals, Marine Logistics Group

a.   Appoint a CCO in writing.

b.   Manage the MEF Container Pool. Maintain positive control and accurate accounting of all containers located in the pool.

c.   Ensure effective and efficient container support to MEF approved requesting units.

d.   Coordinate the requesting, receiving and returning process with unit personnel.

e.   Assist in ownership identification of previously unidentified containers. Coordinate with the MEF CCO to arrange the return of commercially-owned and leased containers.

f.   Maintain container certifications and inspections on all MEF containers held within the MEF container pool. Ensure that all required inspection documentation is maintained on hand.

g.   Coordinate with the MEF CCO to maintain accurate inventory data in ACAMS. Ensure that documentation is uploaded, and that statuses reflect condition, ownership, location and disposition.

h. Maintain available/not-available inventory in the Transportation Capacity Planning Tool (TCPT). Execute all requests for container support by utilizing TCPT.

i. Advise MEF CCO of any anticipated or actual container shortages.

j. Coordinate the maintenance and disposal of containers in accordance with MEF policy and procedures.

k. As directed, provide training on the use of containers (to include determining requirements, procedures for stuffing, blocking/bracing, tie down usage CHE and employment of JMICs as they replace Quadcons for unit deployment use). Ensure appropriate unit personnel are trained in ACAMS and are certified to inspect containers.

l. Provide technical assistance concerning procedures for stuffing containers, including procedures for handling ammunition, explosive and hazardous material shipments.

m. Provide representation to the annual MCCWG meetings, as required.

n. Commanding General, 4th Marine Logistics Group is exempt from the tasks outlined in paragraph 9 above. These tasks will be coordinated by Marine Forces Reserve, G-4.

Chapter 2

Container Management Policy

1. Goals

    a. The goal of this policy is to provide the necessary guidance to optimize the Marine Corps' use of containers to improve strategic lift as described within reference (e).

    b. Specific goals of the Marine Corps container management program are to:

        (1) Develop doctrine for the use and management of containers to move supplies ashore, warehouse, and distribute their contents.

        (2) Develop and incorporate selected containerization planning and usage training into selected Combat Service Support (CSS) formal training curriculum.

        (3) Increase containerization capability and interoperability in the Joint Operations Area in support of both land and sea-based operations.

        (4) Increase containerization and enhance material handling facilities and equipment to include those located on Marine Corps installations or near container marshaling and control sites.

        (5) Identify throughput requirements and capabilities for moving containers by road, rail, and sea.

        (6) Implement a container maintenance and preventive maintenance program in accordance with reference (f) and (h).

        (7) Provide instructions on how to request ISO containers from MARCORLOGCOM DMC.

2. Objectives

    a. To optimize the use of intermodal containers from origin to destination to support peacetime operations, deliberate planning, and crisis response actions.

b. To develop standard container systems to increase efficiency in container management, storage, and handling equipment.

3. <u>Policy</u>. The 20-foot long by 8-foot wide by 8-foot high ISO dry cargo container is the primary container used by the Marine Corps. However, ISO containers may vary in height from 8-foot to 9-foot 6-inches. In accordance with reference (m), the maximum permissible weight for a 20-foot shipping container is 52,910 pounds (24,000kg). Although 40—foot containers may be received in theater port areas through common-user resupply channels, they will not normally be moved to units in forward areas. The Marine Corps does not currently have optimum CHE capability to handle 40—foot containers forward deployed.

a. <u>Container Categories</u>

(1) <u>DoD Common-User Containers</u>. DoD owned, leased, or controlled 20-foot or 40-foot ISO container managed as an element of the DoD common-use container system. DoD common-use containers, both owned and leased, will be managed by USTRANSCOM through SDDC while travelling within the Defense Transportation System (DTS) across the range of military operations. During movement in the DTS, USTRANSCOM, through SDDC, will manage and control the movement of these containers from provision of the empty at origin for loading through their transition to control by a Theater's movement control structure.

(2) <u>Carrier-Owned Containers, To Include Freight Forwarder</u>. Any container owned or leased by the ocean liner carrier that is used by the carrier to meet the contracted commitment for the movement of DoD/Marine cargo.

(3) <u>Common-Use</u>. Services, material, or facilities provided by a DoD agency or a Military Department on a common basis for two or more DoD agencies, elements, or other organizations as directed.

(4) <u>Commercial Containers</u>. Generally available through two sources: ocean carriers as part of their intermodal service, or container leasing companies for use in the DoD-operated system. These containers incur detention charges.

(5) <u>Government-Owned Containers</u>. Those containers that are purchased by the U.S. Government with most having ISO numbers starting with USMU, USMC, USAU or USAX and are painted in recognizable tan or olive colors, in accordance with

references (f) and (m). They are used to support trans-loading operations and are the preferred category of container for long-term temporary storage in any AOR. Government-owned containers do not incur detention charges but can incur port storage assessment(s).

        (6) <u>Leased Containers</u>. MARCORLOGCOM serves as the Marine Corps' sole authorized agent to lease containers. They also coordinate all approved requirements on container leasing arrangements. Additionally, they lease new or used containers and intermodal equipment used in day-to-day common use service. These containers will incur detention charges.

        (7) <u>Service-Unique/Owned Container</u>. A 20-foot or 40-foot ISO container, Quadcon, or JMIC, procured and owned by a single DoD component. Containers may be either on an individual unit property record or contained within a component pool (i.e., USMC MPF containers). They may also be temporarily assigned to the DoD common-use container system and are often referred to as a Component-Owned Container.

        (8) <u>Unit-Owned Containers</u>. Used to support the transportation and logistical needs of units, purchased by using unit funds, or issued to the unit for command purposes.

   b. <u>Marine Expeditionary Force (MEF) Container Pools</u>. The total number of container assets within the MEF container pool will be based on MEF mobilization plans (heaviest OPLAN) requiring 20-foot ISO containers. Maintaining MEF container pools at home base/station eliminates the need to obtain and transport containers prior to movement to points of embarkation (sea or aerial) during a time frame when the Marine Corps will be competing for transportation assets.

   c. <u>Amphibious Embarkation</u>. In accordance with reference (f), all ISO configured equipment/containers; Military-Owned Demountable Containers (MILVANs), Mobile Maintenance Facilities Vans, and shelters must meet the CSC certification requirements and have a valid DD Form 2282, Convention for Safe Container (CSC) Reinspection Decal, affixed prior to loading aboard amphibious shipping. DD Form 2282 decals will conform to the color scheme and dates shown in reference (d). General container descriptions to include height and weight information are available in reference (f).

(1) Container Express boxes will not be used to replace unit owned Quadcons and are not normally deployable. Commercial containers longer than 20-feet should not be loaded.

(2) Embarking units that have organic specialized maintenance containers, field logistics systems modules, or MILVANs may load these assets aboard amphibious shipping provided that they are mobile loaded to the maximum extent allowed.

(3) Embarking units will refer to specific Ship's Loading Characteristics Pamphlets, Amphibious Group/Squadron and Ships Combat Cargo Officer for more detailed information relative to embarking ISO configured equipment and containers aboard amphibious shipping.

d. Procurement of Containers

(1) Marine Corps container requirements will be developed as part of the MAGTF Commander's deliberate planning process and satisfied by redistribution of government-owned containers, procurement, or through limited leasing arrangements.

(2) MARFORs, in coordination with LOGCOM DMC, may source or redistribute all type of ISO containers excluding Type 1 TAMCN containers (e.g. Quadcon and JMIC systems). Authorization is restricted to emergent requirements such as contingency, crisis response, humanitarian assistance, disaster relief, etc.

(3) MCSC is responsible for the procurement of Type 1 TAMCN containers including Quadcons and non-ISO containers such as the JMIC system.

(a) Marine Corps procurement of containers is limited to the number required to meet training and initial 60-day surge requirements.

(b) Request to procure commercial ISO containers above Table of Equipment (T/E) allowances and not in support of emergent requirements will be submitted to HQMC (LPD), with an info copy to MARCORLOGCOM DMC, for approval.

<u>1</u>. As an exception to this policy, the CG MARCORLOGCOM is authorized to procure containers used for Maritime Prepositioning Ships (MPS) that are unique (not for common-use to the MPF Program).

     <u>2</u>. Containers used for MPS are unique to the MPF Program and are managed separately by CG MARCORLOGCOM.

     <u>3</u>. Aviation containers, also called Mobile Facilities (MF) and shelters are procured, managed, and inventoried by the Navy and Marine Corps in accordance with references (g) and (k).

    (4) Requirements for Marine Corps-owned containers, including specially configured containers (such as containers with interior bins to stock spare parts and other supplies; i.e., the Quadcon and JMIC systems), will be determined using the same procedures as other tactical equipment in the Combat Development Process.

     (a) DC CD&I will ensure that established T/E allowances are posted to appropriate T/Es in the Total Force Structure Management System.

     (b) Allowances for common use containers will be consolidated under one T/E per MEF.

  e. <u>Container Accountability</u>. Containers require dual accountability in the DoD system of record (ACAMS) and the Marine Corps Accountable Property System of Record, Global Combat Support System - Marine Corps (GCSS-MC).

    (1) <u>Army Container Asset Management System (ACAMS)</u>. In accordance with reference (d), all DoD intermodal ISO containers will be managed in the DoD ISO Container Registry. ACAMS, which is managed by AIDPMO, is the on-line system of record for ISO container inventory management.

     (a) Containers requiring registry in ACAMS can be recognized by having an ISO number and a data plate with a serial number.

     (b) ISO container registration information includes: ownership Department of Defense Activity Address Code (DoDAAC), serial number, year built, container size/type code, container condition, and physical location DoDAAC.

    (2) <u>Global Combat Support System-Marine Corps (GCSS-MC)</u>. Marine Corps-owned containers will be assigned a separate TAMCN by the MCSC Program Office.

(a) Allowances and on hand quantities will be loaded to Mechanized Allowance Lists and Consolidated Memorandum Receipts (CMR) assigned to Responsible Officers within GCSS-MC.

(b) Management of TAMCN items is dictated by reference (a). The complete 11 alpha-numeric character serial number as prescribed in reference (d) shall be recorded on the unit CMR.

(3) <u>Inventory and Reporting</u>. Every Marine Corps unit possessing intermodal ISO containers including TAMCN assets, SL-3 components, and leased containers shall conduct physical inventories as directed by higher headquarters to report the physical location, serial number, condition code, and ownership of containers they either own or possess.

(a) Reporting is also required whenever the ownership DoDAAC or physical location DoDAAC changes. Commanders of MARFORs and supporting establishments shall ensure the required updates are inducted into ACAMS.

(b) <u>Condition Codes</u>

<u>1</u>. Condition codes are delineated in reference (d). They are unique to container management and not to be confused with supply condition codes used in Military Standard Requisitioning and Issue Procedure/Military Standard Transaction Reporting and Accounting Procedures and Defense Logistics Management System compliant systems.

<u>2</u>. Condition codes used in ACAMS for containers are as follows:

<u>a</u>. B: Serviceable

<u>b</u>. D: Unserviceable Awaiting Disposal

<u>c</u>. E: Needs repair, $300 or less

<u>d</u>. F: Needs repair/not serviceable

<u>e</u>. I: Needs inspection.

<u>3</u>. When reporting assets possessed not owned by the unit, it is important to report whether the container is leased from a commercial source or loaned from another DoD unit.

4. Proper recording of serial numbers is required to prevent duplicate posting in ACAMS when one unit reports an owned container that is not possessed and another unit reports that same container as possessed but not owned.

(c) Aviation MFs are reported by Naval Air Systems Command in accordance with reference (g).

f. Container Leasing

(1) The Container Management Section, MARCORLOGCOM DMC will coordinate and manage ISO container leases supporting Marine Corps units within the Continental United States and Outside the Continental United States for non-munitions shipments.

(2) MARCORLOGCOM DMC container leases are for Marine Corps use and are separate from Defense Logistics Agency/Defense Distribution Center (DLA/DDC) procured or leased containers used specifically for requisitioned sustainment cargo shipped from DLA/DDC depots. Once DLA/DDC-procured or leased containers are shipped to a Joint theater of operations, it is SDDCs responsibility to manage the assets within a Component Commanders theater in conjunction with DLA/DDC deployable depots, if available within that specific theater.

(3) Requests will be submitted via phone (DSN 567-8462 Commercial (229) 639-8242, Fax (last four 7583) or e-mail (smblogcomdmc@usmc.mil) by the respective MEF CCO for container leases supporting the operating forces, or the Base/Station DMO for container leases supporting the installations, to the appropriate point of contact.

(4) For ISO container leases, each request shall contain the following information:

(a) Name of operation supporting (OPERATION MARINE, OPERATION DEVIL DOG, etc.).

(b) Line of Accounting/Transportation Account Code (TAC).

(c) Supporting command (MARFORPAC, MARFORCOM, etc.).

(d) Primary and alternate points of contact and phone number (commercial/DSN).

(e) Type of equipment required (ISO 20-foot end open dry cargo container, flat rack, etc.).

(f) Quantity required.

(g) Whether or not the contractor will deliver to your location or you will pick up from a contractor's container yard.

(h) Location where containers are to be delivered (Camp Lejeune, Lot 201, etc.).

(i) Projected redelivery location(s) worldwide with OPSEC considered/adhered too.

(j) Term (number of days lease will be required).

(5) To avoid detention charges, a cost based decision must be made pertaining to buying or leasing containers. As a general rule, most units typically know within 30 to 45 days whether or not to declare their intent to purchase a container. If deployment to a Combatant Command's theater is likely to require a long deployment tied to a conflict, it will normally be within the Marine Corps' best interest to purchase vice lease containers to avoid detention charges that will exceed the cost of actual purchase of the container as found on the open market.

g. <u>Container Certification</u>. References (h), (i), and (j) require ISO containers (including Marine Corps T/E items equipped with ISO fittings) be recertified for serviceability five years from manufacture/in-service date and every 30 months, thereafter.

(1) Marine Corps commands that contract or handle containers will have personnel trained, qualified, and certified to inspect and recertify ISO containers and equipment. This function may also be commercially contracted.

(2) In accordance with reference (d), all Marine Corps and Contractor personnel who certify ISO containers and equipment must attend either a resident three-day Intermodal Dry Cargo Container Convention for Safe Container Reinspection Course or complete an equivalent Computer Based Training (CBT) Course module.

(a) DoD inspectors must be recertified every 48 months through the resident or CBT course. A copy of the

training certificate and/or orders designating the individual as a CSC inspector will be retained by the Service or Agency CCO's unit.

        (b) Certified DoD CSC Inspectors may certify non-DoD owned containers only with express written permission of a CSC certified Mobile Training Team. All CSC certifiers should be in the rank of Corporal and above.

   h.   <u>Design for Containerization</u>

       (1) Containerization must be considered when designing tactical equipment.

        (a) Design container compatible equipment, as appropriate, to maximize container stuffing.

        (b) Design equipment as appropriate (reefer boxes, water purification units, etc.) with ISO fittings.

       (2) CHE and other container throughput systems will be designed to meet current and future containerization requirements.

   i.   <u>Container Operations and Training</u>

       (1) To the greatest extent feasible, deploying MAGTFs should be relieved of the requirement to use organic deploying CHE/MHE to load and transfer containers when preparing for embarkation. CHE/MHE from the supporting establishment, adjacent operating forces, and/or commercial sources should be used in lieu of deployment CHE/MHE.

       (2) Containers will be stuffed at origin to the maximum extent possible, or at the nearest container consolidation point.

       (3) Containers will be unstuffed as far forward in the theater of operations as practical.

       (4) Containers will be used in peacetime to train for war, meet peacetime transportation requirements, and reduce transportation costs.

   j.   <u>Logistics Information Systems (LIS)</u>. LIS provide cargo monitoring and managing capabilities from origin to destination. When used to support deployment/redeployment operations, unit

supplies and equipment should be marked or tagged in accordance with reference (f). This will greatly enhance asset tracking, total asset visibility, and ITV efforts. Examples of LIS are:

        (1) Integrated Data Environment/Global Transportation Network Convergence (IGC).

        (2) Automated Manifest System-Tactical (AMS-TAC).

        (3) Battle Command Sustainment Support System-Node Management (BSC3-NM).

        (4) Radio Frequency In-Transit Visibility (RF-ITV).

    k. Documentation. Container transportation documentation will be prepared in accordance with reference (d). When an Export Traffic Release is required they will be prepared using the same regulation. Information regarding an installation's shipping and receiving capabilities can be obtained through the Transportation Facilities Guide (TFG). The TFG can be accessed by logging onto SDDCs Electronic Transportation Acquisition (ETA) portal at the following site: https://eta.sddc.army.mil/

        (1) Select "Freight/Cargo."

        (2) Select "Global Freight Management (GFM)."

        (3) Log in via username/account or common access card.

        (4) Select TFG.

Users must have an account to access SDDC's ETA portal. Users without an account should contact the ETA/GFM help desk via the following link: https://eta.sddc.army.mil/contact.asp

Chapter 3

Marine Corps Container Working Group (MCCWG)

1. <u>Mission</u>. The mission of the MCCWG is to facilitate and manage container equipment initiatives; establish Marine Corps Container programs, policies and procedures; to recommend and interpret DoD policy to improve end-to-end distribution effectiveness and efficiency; to enhance integration and interoperability; and to develop solutions to container problems and issues.

2. <u>Applicability and Scope</u>

    a. <u>Applicability</u>. The MCCWG applies to all Marine Corps active and reserve components.

    b. <u>Scope</u>. The MCCWG is responsible for issues concerning ISO containers/flat racks, CHE/MHE, chassis, and emerging modular non-ISO containers/platforms. The MCCWG is:

        (1) The lead organization for the JMIC system, platform standards, system development, and policy coordination.

        (2) The validating authority for new container/ platform initiatives prior to their submission to JIWG and the Joint Capabilities Integration and Development System (JCIDS) Functional Capabilities Board (FCB) for processing and final approval.

3. <u>Membership</u>. The MCCWG shall be comprised of an action officer level (O3/O4 or civilian equivalent) working group to address specific issues/tasking from the JIWG, MARCORLOGCOM, USTRANSCOM sponsored Distribution Steering Group (DSG), or from the Services and/or logistics agencies.

    a. <u>Chairman</u>. The MCCWG will be co-chaired by HQMC (LPD) and MARCORLOGCOM (DMC) and each will designate one military or civilian equivalent representative.

    b. <u>Voting Members</u>. Voting members consist of the following organizations (one per organization).

        (1) HQMC (LPD) (Co-Chair)

        (2) MARCORLOGCOM (DMC) (Co-Chair)

(3) MARFORCOM (G4)

(4) MARFORPAC (G4)

(5) MCSC (Affiliated PEO-LS)

c. <u>Non-Voting Members and Non-Voting Advisory Members</u>. Advisory members may delegate their MCCWG responsibilities to Major Commands under their control. In such cases, the delegated command will speak for them on all MCCWG matters. Advisory members may be called upon to serve on MCCWG committees, sub-working groups, Integrated Process Teams (IPT). Non-voting members (one per organization) are as follows:

(1) HQMC (LPC)

(2) HQMC (LPO)

(3) HQMC (LPV)

(4) MCICOM (G4)

(5) MARFORRES (G4)

(6) I MEF (G4)

(7) II MEF (G4)

(8) III MEF (G4)

(9) 1ST MLG (SUPCO)

(10) 2ND MLG (SUPCO)

(11) 3RD MLG (SUPCO)

(12) 4TH MLG (SUPCO)

(13) BLOUNT ISLAND COMMAND

4. <u>Responsibilities</u>. The MCCWG will perform the following functions:

a. Review doctrine, policy, rules, and regulations that affect the operations, procurement, research studies, mobility systems, and hardware of intermodal equipment and supporting systems.

b. Evaluate commercial innovations and programs and assess their suitability for Marine Corps requirements.

c. Address intermodal issues and recommendations identified by DoD-approved mobility studies, and other forums such as war games assessments, and Congressional/DoD/Joint Staff-directed studies. Develop Joint implementation strategies for senior logistics leadership as required.

d. Initiate the DoD biennial container/asset inventory through MARCORLOGCOM and report inventory results to USTRANSCOM.

e. Provide functional expertise to assist in the development and review of Marine Corps and DoD policy and Joint doctrine, tactics, techniques, and procedures publications for DoD intermodal equipment and management.

f. Review, assess, analyze, recommend, and support the process and policies for incorporation of new technologies into the DTS standards.

g. Coordinate with the Defense Packaging Policy Group (DPPG), as appropriate, on issues related to special purpose containers and unitization efforts to ensure safety and preservation standards are addressed for unique commodities in modular container standards. In addition, ensure new packaging designs are fully vetted and comply with the requirements of intermodal systems in the DTS.

h. Coordinate/inform with appropriate Operational Advisory Group (OAG) structure (T&D OAG, Sustainment Readiness OAG, Engineer OAG, etc.) to align efforts and inform leadership.

5. Meetings and Procedures

a. The MCCWG will meet a minimum of once each fiscal year in open general sessions to perform the group's mission or upon request by a voting principle member.

b. MCCWG meetings will have representation from the voting organizations at all meetings. Functional area and other interested organizations will be invited to open general session MCCWG meetings.

c. The Co-Chairs have the authority to schedule additional meetings or set up working groups in coordination with the MCCWG

voting members, as required, in order to perform the group's mission.

    d. MCCWG principal members will review the status of task, issues, proposed initiatives, proposed standards for equipment and intermodal system development, and make recommendations for final approval.

    e. As required, MCCWG Committees, sub-working groups, or IPTs may be established, in order to establish standards and review initiatives.