

**Joint Intermodal Working Group (JIWG)
Meeting Minutes
29 June 2011**

1. The Joint Intermodal Working Group (JIWG) meeting was held on 29 Jun 11 at Deputy Assistant Secretary of Defense (Transportation Policy) Conference Room, 201 12th Street, Suite 210, Arlington, VA. Meeting attended by DLA J3312 (FY11 Lead Co-Chair), TCJ5/4-IS (Co-Chair), Joint Staff/J4-DD, Army G4, Navy N413, Air Staff A4RM, HQMC LPD-1, SDDC Global Container Management Office (GCM), SDDC Army Intermodal Distribution Platform Management Office (AIDPMO), DASD TP, Defense Standardization Program Office, LOGSA/PSCC, ARDEC (via VTC), Joint Munitions Cmd (via VTC), CENTCOM CCJ4-M, US Army South, Defense Ammunition Center (DAC), DLA Troop Support (via dial-in), MARCORLOGCOM (via dial-in), and other DOD components. Agenda is at Tab 1. Attendance roster is at Tab 2.
2. Meeting opened with welcoming remarks by Scott Benson and Tom Parker, JIWG Co-Chairs. Meeting agenda was reviewed. A brief overview of the 7 Dec 10 meeting was provided along with due outs from that meeting, as follows:
 - a. Update on status of obtaining a Trade Agreements Act (TAA) waiver to allow purchase of ISO containers from non-TAA countries (TAA restricts US government from buying range of products from certain countries and favors both US and non-TAA countries). Tom Grace at DLA Troop Support, Philadelphia PA, reported a waiver to TAA is not viable due to increased offers from the US and qualifying countries (S. Korea, Turkey, Italy) to RFPs for procurement of containers. China is not a qualifying country under the TAA and manufactures over 95% of world production of 20/40-foot ISO dry and reefer containers. Containers from China cost approximately \$3500 for 20-foot dry container versus \$6-5.6K for same box produced in US or non-TAA countries. DLA does not have any standing contracts with US or non-TAA manufacturers for DOD components to order from. US/non-TAA manufacturers require 4-6 months procurement lead time. DLA-TS is exploring how to have contract in-place and still have competition for price.
 - b. ISO Technical Committee 104 (Freight Containers). At Dec 7, 2010 meeting, Tom Kozlowski, Chair of the JIWG Standards Committee and Joint Standardization Board for Intermodal Equipment (JSBIE) proposed need to either formally become involved with TC 104 or set up a liaison. Tom Parker took for action to recommend COA for JIWG. USTRANSCOM currently has a member on the US Technical Advisory Group to TC 104 and TC 104—Dan Kimball, TCJ5/4-T. His primary focus is on AIT/ITV. The JIWG agreed on a process to engage the JIWG/JSBIE in TC 104 issues related to proposed ISO standards as they relate to Freight Containers. Dan Kimball will to serve as the “proxy” for issues requiring a vote of the TC 104 members and will forward all technical issues requiring a

recommendation for a US (DOD) vote to the JIWG/JSBIE. TCJ5/4-IS will develop an e-mail distribution list and process flow for Dan to use to send minutes and voting items/actions/issues from US TAG to TC 104 and TC 104 to JIWG/JSBIE. Distribution list and process flow for TC 104 and JIWG liaison is due by 29 Jul 2011.

3. Standards Committee (SC) Update. Mr Tom Kozlowski, LOGSA PSCC and Chair of JSBIE, presented an update on committee activities and way ahead. The JIWG was provided current status of the conversion of MIL-HDBK-138B, Guide to Container Inspection for Commercial and Military Intermodal Containers, to a military standard (MIL-STD-3037) and a summary of the process and key agencies involved in establishing the military standard. First draft for AO coordination expected to be out in mid-August, 2011. Services were requested to pass any container or ISO-configured equipment NSN's for items in their inventories to DAC for inclusion in the MIL-STD-3037. Additionally, the SC will request input from the container community of interest for other container-related requirements to include in MIL-STD-3037.
4. Need for Inspection Criteria for Chassis and ongoing actions. Thomas Catchings, SDDC GCM, provided briefing on actions taken by SDDC, in coordination with the Services, to address the lack of a requirement or criteria for chassis inspection for chassis's leased under the Textainer Master Lease Contract (MLC). This omission makes it hard for DOD to dispute claims for damages to chassis that have been leased to DOD components by Textainer. SDDC developed language requiring chassis inspection using Federal Highway Administration guidelines, and has coordinated both contract language and a standard chassis inspection checklist with the Services and Textainer. It provides guidelines for a visual inspection by both the driver delivering the chassis and DOD personnel at the installation leasing the chassis. Language requiring chassis inspections was incorporated into the Textainer MLC on 16 June 2011 by USTRANSCOM Acquisitions Office (TCAQ).
5. Northern Afghanistan Theater Consolidation and Shipping Point (TCSP). Scott Rosbaugh, Director, DLA J4 Distribution, presented an information briefing on the TCSP. Mission of TCSP is to reduce congestion, eliminate onward movement of excessive material to units, and help establish the foundation for future controlled and expeditious redistribution and retrograde plans. Timeline from TCSP approval by OSD to full operating capability was provided. No issues so far with execution.
6. Status update on review of revisions to DOD Instruction 4500.57, Transportation and Traffic Management. DAUD (Transportation Policy) representative provided an update on the status of DODI 4500.57, Transportation and Traffic Management. Two prior rounds of informal coordination at the AO/O6 level have been completed. The DODI is currently with the editors and is pending review by the DOD attorneys before going out for formal staffing (SC106 process). When it goes out for staffing in August, 2011, it will go directly for formal GO/FO chop – it will not go through the AO or O6-levels first.

7. Container Management Definition Discussion. After considerable discussion, the JIWG hammered out and approved a definition for “container management.” The definition reads as follows: “Container Management: Planning, organizing, directing, controlling, and executing of all functions and responsibilities required to provide for positive and effective use of DOD/Service-owned, leased or controlled ISO containers. Includes, but is not limited to, the functions and responsibilities of life cycle asset and operational management supporting the full spectrum of operations.” CWO3 Steve Matthews, Army G4 rep and Mr. Dave Fisher, HQMC LPD rep, agreed to provide revisions to amplifying remarks to the definition. These remarks provide guidance and clarity for ‘life cycle asset management’ and ‘operational management.’ [The amplifying remarks are due to JIWG and DAUD \(TP\) by 29 July 2011.](#) Note: Since the JIWG meeting on 29 June 2011, the above definition has been submitted to DAUD (Transportation Policy) for inclusion in the DODI 4500.57 draft that will be going out for formal GO/FO/SES coordination in August, 2011.
8. Container Management Plan of Action/Milestone (POAM) Updates. An overview of the five action items in the Container Management Plan that were approved by the Distribution Steering Group (DSG) on 20 April, 2001 was briefed. Each OPR then provided a brief on their plan of action/timeline for completing the task assigned to them. Plan of action/timeline and status for Single Container Management System and Joint Container Management Training were provided by Mr Mark Larue, Chief, SDDC Global Container Management (GCM), and Mr Thomas Catchings, SDDC GCM. Key item is formulation of a tiger team to review and update prior system requirements identified from previous working groups. Tiger team will begin meeting via teleconference in July 2011. Mr Tom Parker, TCJ5/4-IS, provided course of action and timeline for incorporating container management concepts into operations plans, concept plans, and the Global Campaign Plan-Distribution. Mr Kirk Jones, Army CASCOM, provided status writing and coordinating the Army Tactics, Techniques, and Procedures (ATTP) publication, ATTP 4-12, Army Container Operations. This ATTP will be coordinated with other Services and DLA within the JIWG and become a multi-Service TTP for container operations and management. JIWG approved all POAMs.
9. DOD Container Management Meeting Additional Actions. The JIWG next reviewed additional actions that were proposed at the DOD Container Management Conference in December and subsequent VTCs and e-mails, but not included as part of the DSG brief. The intent was to determine which of these actions are appropriate for JIWG action, and then determine how/when to work them into the JIWG’s portfolio. Several actions were voluntarily withdrawn from further consideration by the actions’ proponents. One action was for the Joint Staff/J4 to send a memo to COCOMs requesting they identify their Theater Container Manager(s) so that the SDDC Global Container Manager could begin working appropriate linkages. Joint Staff/J4 JIWG representative agreed to take this for action. The remainder of the action items were either rolled into existing JIWG action items, or tabled for the next JIWG meeting.

10. Biennial DOD ISO Container Inventories. Short discussion was held on what to count and not to count during the Biennial DOD ISO Container Inventory required by the Defense Transportation Regulation, Part VI. Intent is to count all ISO-configured equipment that requires inspection and Convention for Safe Containers certification and plate. This includes standard 20-foot dry cargo containers as well as ISO-configured tactical shelters, DEPMEDs, communications shelters, QUADCONs, TRICONs, etc. This is required by law.

11. General topics for discussion:

a. Movement of non-CSC certified ISO-configured assets/containers. AIDPMO briefed a potential major issue in that Services are purchasing ISO-configured assets/containers that are not certified by the International Convention for Safe Containers (CSC), and that have not gone through CSC first article testing. Although these containers outwardly look like standard ISO freight containers, they may not have the load bearing capacity of a CSC-certified freight container. When shipping these types of assets, they must be shipped as breakbulk cargo and cannot be stacked in containership cells or on the weatherdeck of vessels. It was also recommended that the Services alert their commands, units, and activities that may be purchasing these types of ISO-configured assets/containers to this issue. It was suggested that some type of standard marking or labeling be placed on these assets to indicate that these cannot be stacked. [SDDC agreed to issue a customer advisory message alerting shippers to this issue.](#)

b. The Air Force representative briefed that Air Force Knowledge Now (AFKN), where the Container Management Community of Practice (COP) currently resides, will be going off line in one year. This will move to another platform to be announced. SDDC is building a COP for container issues and community of interest using iDistribute.

12. Meeting adjourned. Next meeting will be held in November timeframe in conjunction with SDDC AIDPMO's Worldwide Joint Container Training Workshop in Scranton, PA. The lead Co-Chair for JIWG will shift from Scott Benson, DLA J3312 to Tom Parker, TCJ5/4-IS on 1 Oct 2011.