

**Joint Intermodal Working Group (JIWG)
Meeting Minutes
31 October 2011**

1. The Joint Intermodal Working Group meeting was held on 31 Oct 11 at the Hilton Hotel and Conference Center, Scranton PA. Meeting was attended by US Transportation Command (TCJ5/4-IS; FY12 Lead Co-Chair), Defense Logistics Agency (J3312; Co-Chair), Joint Staff/J4-DD, Army G4, NAVSUP Logistics Operation Center, Headquarters, Marine Corps LPD-1, USAF 591st Supply Chain Management Gp, SDDC Global Container Management (GCM) Office, SDDC Army Intermodal Distribution Platform Management Office (AIDPMO), DASD TP, US Army Logistics Support Activity Packaging, Storage, and Containerization Center (LOGSA PSCC), Joint Munitions Command, US Central Command CCJ4-M, US Army South, Defense Ammunition Center, Marine Corps Logistics Command (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 Tom Parker, JIWG Lead Co-Chair for FY12/13. Meeting agenda was reviewed. A brief overview of the 29 June 2011 meeting was provided along with due outs (refer to Tab 1) from that meeting, as follows:
 - a. Process for JIWG interface with ISO Technical Committee 104 (Freight Containers) was complete and interface has begun. Army G4 representative requested JIWG voting members be copied on e-mails between the USTRANSCOM ISO TC 104 representative and the JIWG Standards Committee Chair when passing items requiring comments for voting. JIWG approved Army's request.
 - b. Amplifying remarks to the JIWG-approved container management definition were completed and approved by JIWG voting members and submitted to DASD(TP) for inclusion in the revision to DODI 4500.57.
 - c. SDDC issued a Customer Advisory on shipping Non-CSC certified ISO configured containers and equipment.
 - d. Memorandum from JS J4 to COCOMs requesting they identify their theater container manager(s) per DTR Part VI was tabled due to transition of Director, Joint Staff/J4 (LTG Gainey) to USTRANSCOM Deputy CDR. Will be addressed by either USTRANSCOM or the new Director, Joint Staff/J4. During the discussion, Ms Sandy Gorba, AIDPMO, commented that JS J4 in coordination with DASD(TP) will look into the feasibility of chartering a Business Case Analysis (BCA) to examine the total life cycle cost of a container.
 - e. Formal coordination of DODI 4500.57 revision scheduled for Aug 2011 release was delayed but is expected to be out for staffing within the next 30-60 days.

3. Standards Committee (SC) Update. Mr. Tom Kozlowski briefed the JIWG on the activities and ongoing actions of the JIWG Standards Committee including the following topics:

a. NATO Combat Service Support Supply Panel meeting, 17-21 Oct 11. Of interest to the JIWG:

(1) Nations agreed to incorporate Joint Modular Intermodal Container (JMIC) criteria in STANAG 2828, Military Pallets, Packages and Containers. JMIC criteria (i.e., MIL-STD-3028) were developed by JIWG Standards Committee. The first study draft of the revised STANAG is expected to be completed by the custodian (LOGSA PSCC) in the May 2012 timeframe.

(2) Capable Logistician Exercise 2013. Discussed following NATO systems that support coalition operations: Logistic Functional Area Services (LOGFAS), the Allied Deployment and Movement System (ADAMS), and Operations Logistics Chain Management (OLCM) and whether DOD interfaces with these NATO systems on container visibility/container management, and if not, should we? Based on the discussion, **Tom Kozlowski agreed to provide the JIWG members additional information on the exercise and the NATO systems.** Tom Parker requested the JIWG members be prepared to discuss at the next scheduled JIWG meeting.

b. ISO Technical Committee 104. Tom Kozlowski provided a summary of ISO TC 104 actions that the Standards Committee has provided input on. Of particular interest was the discussion on ISO 6346, Freight Containers – Coding, Identification and Marking. LOGSA PSCC via a 22 Aug 11 e-mail recommended “Containers with reduced stacking or reduced racking strength shall have size type code marks on the front (blind end) and on the roof at either end.” This revision is expected to be released in December. JIWG members agreed on the need to strategize on how to implement this ISO standard when/if finally accepted by ISO. Options include putting a requirement in the coding and marking chapter of DTR Part VI with Service Headquarters issuing follow-on guidance to their major commands/field activities.

c. Conversion of MIL-HDBK-138B to Military Standard (MIL-STD-3037). The JIWG was provided current status of the conversion and a summary of the process and key agencies involved in establishing the military standard. Draft MIL-STD-3037 is approximately 98% complete. Pending are responses to four questions as part of the business case analysis (BCA), and resolutions to open issues received during initial writing team coordination (26 comments). The **Standards Committee will staff the draft BCA with JIWG.** Once the comments to the initial draft of the standard are adjudicated, ARDEC will finalize the coordination draft of MIL-STD-3037, and **LOGSA PSCC will submit the coordination draft to the Standards Committee and primary stakeholders for comment.**

4. Universal Services Contract 7 (USC 7) Stakeholder Issues. The JSJ4 representative summarized comments/concerns forwarded by the Services, DASD (TP), TCJ5/4-IS, and DLA on specific provisions of the USC 7 contract that were discussed at a meeting and conference call on 28 Oct 11. The focus of the comments concerned container detention costs, container purchase procedures, free time, and enhanced security provisions (e.g., Generation II satellite security service). The meeting/conference call was a follow-up to the 29 Sep call- in which the Services, DLA, TCJ5/4, and DASD(TP) initially provided feedback to the USC 7 RFP (Draft) #4. Participants generally agreed that it may be too late for these concerns to be addressed and resolved before USC 7 is released. However, some key issues and Service concerns with the USC process and structure were discussed. Services feel that, as the bill payer, they should be at the negotiating table with USTRANSCOM Acquisition (TCAQ) throughout the entire negotiation process but are not always invited. If Service participation during negotiations is not legally acceptable per acquisition rules, there should be at least a requirement in the process for USTRANSCOM to provide specific feedback to the customers on their comments to the draft USC PWS/RFP, whether comments were accepted, and if not, why not? This requirement would provide a record of customer concerns and the actions taken. **Services/DLA/DASD(TP) discussed having TCAQ consider and discuss with them making USC a 'commercial-like' vice a 'commercial-based' contract to allow for special requirements for the warfighter in exigency areas.** Peacetime areas would not be included. These would be for services or requirements that are not common in peacetime business operational areas but only in contingency or other operational areas. **Joint Staff/J4 representative agreed to look into this. Discussion included elevating Service concerns to the DPO through DSG/DTTF and JIWG.** The JIWG also agreed that we need to look at USC 7 option years or USC 8 and start recommending the changes that were unable to be included in USC 7.

5. Container Management (CM) Plan of Action Updates. OPRs for the five Container Management Initiatives provided the JIWG current status of the efforts. All initiatives were reported on schedule.

a. Single Container Management System Capability (SDDC OPR). USTRANSCOM's General Officer Enterprise Requirements Review Council approved Milestone II development for single container management system in August 2011. Final prioritization of requirements will occur in Dec 2011 with funding allocations decided in Jan 2012. Expect fielding/implementation in FY13/14.

b. Joint Container Management Training (SDDC OPR). SDDC has provided CM training to Army, USMC, and USAF, and is working with Army to rewrite Army Transportation Management Coordinator Course and Advance Leadership Course to include CM. Will be developing Joint CM training on Blackboard Lifelong Learning Center.

c. Container Management CONOPS (TCJ5/4-IS OPR). Completed the review of prior and ongoing container studies (e.g., ARFORGEN, DOD Nucleus Container Fleet Study), and

received data from DLA and JOPES for OIF/OEF and OPLANs. A new, purpose-built container requirements study to determine the number of containers required to meet the most demanding planning scenario, as well as the most likely scenario, will be initiated. This will identify the time-phased container requirements by type (i.e., dry cargo, ammunition grade, or refrigerated) and origins to facilitate future planning. The study will also assess availability of government-owned or commercial container availability and identify potential shortfalls/mitigation strategies, as appropriate. **JIWG members agreed with the proposed way ahead for the container requirements study**, and potentially pursuing the establishment of a Sustainment Distribution “Flow” Conference format that closely mirrors the TPFDD Force Flow Conference.

d. Multi-Service Container Management Tactics, Techniques and Procedures (TTP) (Army OPR). Army JIWG representative indicated draft version of ATTP 4-12, Army Container Operations is being reviewed by Army, and once it is approved, it will be **made available to the other JIWG members for their review and comment**. Army will vet the comments with the other Services/DLA for consideration and inclusion in the future joint or multi-service TTP.

6. Service Policies for Service-owned Containers upon Retrograde from OIF/OEF. Navy and USMC had no input. USAF will retain ownership of the containers they bought out during OIF/OEF and will provide disposition for these assets IAW DTR Part VI and applicable USAF Service policy. Army owns the overwhelming majority of containers bought out in OIF/OEF and will use those containers that are returned and in good condition to meet Army requirements in the 180-day plan (Army Container 2012) and ARFORGEN concept of operations. JS J4 will coordinate with Army G4 to set a time to brief the DJ4 on the ARFORGEN CONOPS.

7. Revision to JIWG Charter (voting issue) discussion and vote was deferred due to time constraints. It will be taken up at a follow-on Video Teleconference (VTC) before 1 Jan 2012. Additionally, the last item on the agenda, “Terms and Definitions” will also be included in that VTC.

8. INFORMATION BRIEF: Current Trends in the Commercial Global Intermodal Transportation System. NDTA Sealift Committee representative, Mr Rick Boyle, Vice President of U. S. Flag Transportation Services for Maersk Line, Limited, provided the JIWG a brief on current trends and future projections for the global intermodal transportation/sealift industry. Points noted included that the geopolitical environment, piracy, and high operating costs (for fuel, vessel construction, containers, container handling and support equipment) are all shaping the industry’s business model. Trend is towards very large containerships in the 10-18K TEU range for major trade lanes. These larger ships require ports with 50-foot drafts which will limit the ports they can effectively call. He noted the Panama Canal expansion will have effects on the trade lanes between Asia and the United States – not so much for shipments destined for the West Coast or the Midwest (rail intermodal is expected to remain schedule and cost

competitive), but an all-water route may provide cost advantages for East Coast destinations. He noted the projection for container shortages as reflected in today's equipment-to-slot ratio is the lowest in the industry's history, and container production is down to coincide with the current economic situation. Industry container priorities are focused on 40-ft high cube and refrigerated containers, so there could potentially be shortages of 20-ft containers. With respect to OPERATION ENDURING FREEDOM, he reported that 40% of the containers going into Afghanistan are not coming out. Ocean carriers are working to get out of chassis ownership (apparently North America is the only region where carrier-furnished chassis are the norm). Finally, he noted that rising fuel costs are driving higher operating costs for the sealift industry.

9. Joint Modular Intermodal Container (JMIC) Update. Mr. Erich AmRhein, JMIC Project Manager at the Army's Product Manager, Force Sustainment Systems at Natick, MA provided a history of the Joint Capability Test Demonstration that resulted in the transitioning of the JMIC, a small modular container. He compared the prototype medium duty JMIC (currently available for purchase) with an improved version that's currently in development (referred to as the JMIC 3.0K) and the Navy's lightweight variant (the Light Duty JMIC). Approximately 5,000-6,000 JMICs have been procured by the Services and fielded. [Note: USTRANSCOM contributed a significant amount of the funds for the JCTD, and USTRANSCOM was the operational manager for this JCTD (2006-07). The JIWG Standards Committee developed the JMIC Interface Standard (MIL-STD-3028).]

10. JIWG Interaction with the Intermodal Association of North America (IANA). Tom Parker briefed the JIWG on USTRANSCOM's renewed involvement with IANA, IANA's role in promoting the benefits of intermodal freight transportation, the organization's membership, and the upcoming IANA Expo (13-15 Nov in Atlanta). He discussed past collaborative efforts between the JIWG and IANA (e.g., the Nov 06 JIWG/Industry Forum and RFID Panel that involved O-6 level JIWG participation). He posed the question to the JIWG members whether we should look at a more robust JIWG role at the 2012 IANA Expo which will be held in November, 2012. Based on the discussion, Tom Parker agreed to provide a trip report following the IANA Expo, along with other background information on IANA. **We'll follow up on this topic at the next JIWG.**

11. Next Generation Wireless Communications (NGWC). Dave Evans, LMI contractor supporting the Army's Logistics Innovation Agency, provided a briefing on Mesh Networking for Logistics Applications and its applications to container management and accountability for container users, owners, and customers.

12. Meeting concluded with agreement to schedule a follow-on VTC in first or second week of December 2011 to discuss the proposed JIWG Charter revisions and the need to establish a group to review terms and definitions that apply to intermodal equipment, containers, chassis, etc. Next formal JIWG meeting will be held in late spring 2012, location TBD.