

# **Military Surface Deployment and Distribution Command**

## **Customer and Carrier Advisory**

**December 4, 2024**

**CA-24-12-04/0070**

**Subject:** Updated Negotiated Submissions for Container Movements by Rail

**Purpose:** To provide updated guidance to shippers/carriers on the movement of containers by rail. **This advisory supersedes CA-16-06/02-0055.**

**Be Advised:** This is a joint SDDC Special Requirements and SDDC Rail Fleet Management advisory. With the declining availability of container-on-flatcar (COFC) equipment, railroads are increasingly using intermodal well cars for transporting containers. Consequently, an intermodal well car may carry 2, 3, 4, 6, or 10 twenty-foot equivalent units (TEUs) depending on the type of intermodal well car used. To standardize the required container capacity and number of COFC or intermodal well cars required, the following rules have been implemented:

- Shippers will **not** include a railcar count for container requirements in their Domestic Freight Routing Request Order (DFRRO) submissions.
- When requesting the movement of containers by rail, shippers will specify the number of containers to be moved. DFRRO will calculate the number of TEUs based on quantity, size, and type of containers requested.

Container Types		DFRRO Equivalent
<b>20' Containers*</b> <b>Refrigerated Containers (REEFERs)</b> <b>Specialized Containers (examples not all-inclusive): Shelters, Portable offices, Sleeping Trailers without wheels</b>		<b>20 FT</b>
<b>40' Containers*</b>		<b>40 FT</b>
<b>Double Containers (BICONs)</b>		<b>BICON</b>
<b>Triple Containers (TRICONs)</b>		<b>TRICON</b>
<b>Quadruple Containers (QUADCONs)</b>		<b>QUADCON</b>

\* This is not an all-inclusive list, if your container is less than or equal to 20 FT use the 20 FT DFRRO selection. If your container is greater than 20 FT but less than 40 FT then use the 40 FT selection in DFRRO.

- Shippers must identify the number of well cars required to accommodate containers requiring transportation protective services (TPS). Additionally, shipments transporting AA&E must be transported IAW DoDM 5100.76.

Enclosure 10.

- If a side opening container is used to ship SI or AA&E via rail, an intermodal well railcar must be requested for rail movement. The request and any other information pertaining to a requirement for an intermodal well railcar can be made in the comment section of the DFRRO request.
- Well cars must not be supplied when the origin, the destination, or both do not have container handling equipment (CHE) that can load/unload them.
- When 40' containers are requested, carrier must provide cars that can load an even number of TEUs.

NOTE: Even though intermodal well cars can carry stacked containers where clearances permit, the number of cars supplied for military cargo shall be based on single-stack loading.

- Solicitations for mixed loads will request a per car (PC) rate qualifier for general/wheeled cargo (i.e. non-containerized cargo) and a per container (PA) rate qualifier for containerized cargo; carriers must bid accordingly to receive consideration.
- For mixed loads, SDDC Special Requirements will return the 349 Report with two tender numbers, one for PC rate and one for PA rate. Shipper will prepare a separate commercial bill of lading (CBL) for each tender.

**POC:**

SDDC Special Requirements: (618) 220- 4513, DSN 770-4513;  
[usarmy.scott.sddc.mbx.negotiations-team@army.mil](mailto:usarmy.scott.sddc.mbx.negotiations-team@army.mil)

SDDC Rail Fleet Management: (618) 220- 1730, DSN 770-1730;  
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**Expiration:** N/A

**Category:** Rail