

**Military Surface Deployment and Distribution Command**  
**Customer/Carrier Advisory**  
**June 02, 2016**  
**CA-16-06/02-0055**

**Subject:** DD1085 Submissions for Container Movements by Rail

**Purpose:** To provide guidance to shippers/carriers on the movement of containers by rail

**Be Advised:** Due to the declining availability of conventional container-on-flatcar (COFC) equipment, railroads are increasingly supplying what are known as well flats or double-stack cars for container loading. As a result, a 'container car' may carry 2, 3, 4, 6, or 10 20' containers. To eliminate confusion as to how much container-carrying capacity is actually needed, effective immediately the following will take effect:

- When submitting a DD1085 for the movement of containers by rail, shippers shall specify the number of containers to be moved. The number is to be calculated in terms of 20' containers (TEUs).
- Shippers must no longer enter any entry for cars to carry containers in a railcar request/Attachment for Block 7a on DD Form 1085.
- When requesting solicitation for a mixed load, shippers shall still utilize the railcar request/Attachment for Block 7a on DD Form 1085 to request railcars for all non-containerized cargo but shall not include railcars for containerized cargo. The number of containers for a mixed load shall be annotated in Block 16 of the DD1085.
- In addition to the total number of TEUs to be moved, shippers shall note the number of TEUs to which the following apply, if appropriate:
  - o Well cars must be supplied, e.g. to provide security to TEUs composed of bi-, tri- or quadcons, with doors on the side.
  - o Well cars must not be supplied because the origin, the destination, or both do not have container handling equipment (CHE) that can load/unload them.
  - o Cars shall have the ability to load an even number of TEUs because the containers to be moved are 40' containers (FEUs).
- NOTE: Even though well flats or double-stack cars can carry stacked containers where clearances permit, the number of cars supplied to the shipper shall be based on single-stack loading.

- All solicitations sent to industry for bid for the movement of containers by rail shall utilize a "per container" rate qualifier (PA) and shall not utilize a "per car" (PC) rate qualifier. The "equipment req." field of these solicitations shall read "carrier's choice".
- Solicitations for mixed loads shall request a PC rate for general/wheeled cargo (i.e. non-containerized cargo) and a PA rate for containerized cargo; carriers must bid accordingly in order to receive consideration.
- Carrier bids for container movements by rail shall be based on a PA rate qualifier. Bids received based on PC or other rate qualifiers may be considered non-responsive and not provided to the shipper for consideration.
- For mixed loads, SDDC Special Requirements Team will return the 349 Report with two tender numbers, one for PA rate and one for PC rate. Shipper should prepare a separate BoL for each tender.

**POC:** Questions should be addressed by e-mail to office mailbox: [army.sddc.ops.negotiation@mail.mil](mailto:army.sddc.ops.negotiation@mail.mil) or 618-220-4513 (DSN 770)

**Expiration:** N/A