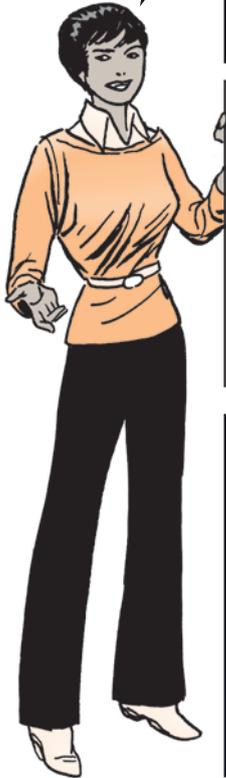


# KEEPING PACE WITH CONTAINER INSPECTION

## FAQs You've Asked

CAN'T CONTAIN  
YOUR CONTAINER  
QUESTIONS?

HERE ARE SOME  
ANSWERS TO  
HELP YOU SORT  
OUT RULES AND  
REGULATIONS  
ABOUT  
CONTAINER  
INSPECTIONS.



ACCORDING TO THE DEFENSE  
TRANSPORTATION REGULATION  
(DTR), PART VI, CHAP 604, PARA  
B.2, I CAN BE CERTIFIED AS A  
CONTAINER INSPECTOR BY TAKING  
THE AMMO-43 INTERMODAL  
DRY CARGO CONTAINER CSC  
REINSPECTION COURSE.

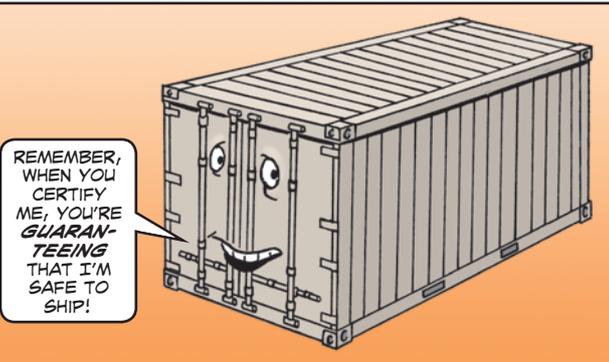


IS THAT ALL I  
NEED TO DO?

NO. SUCCESSFULLY COMPLETING THE TRAINING COURSE IS  
ONLY THE **FIRST** STEP IN BECOMING A CERTIFIED CONTAINER  
INSPECTOR. SEE THE DTR, PART III, APP J, APPOINTMENT OF  
HAZMAT INSPECTORS: APPOINTMENT.

ALL PERSONNEL WHO SIGN CONTAINER INSPECTION FORMS, DA  
2404s OR OTHER SERVICE MAINTENANCE SHEETS MUST BE  
APPOINTED IN WRITING BY THE ACTIVITY, UNIT COMMANDER OR A  
DESIGNATED REPRESENTATIVE, WHO IS USUALLY THE FIRST O-5  
IN THE CHAIN OF COMMAND.

THE APPOINTMENT MUST INCLUDE THE SCOPE OF AUTHORITY AND  
EXPIRATION DATE. A COPY OF APPOINTMENT ORDERS MUST BE  
SENT TO THE ARMY INTERMODAL AND DISTRIBUTION PLATFORM  
OFFICE (AIDPMO).



REMEMBER,  
WHEN YOU  
CERTIFY  
ME, YOU'RE  
**GUARAN-  
TEEING**  
THAT I'M  
SAFE TO  
SHIP!

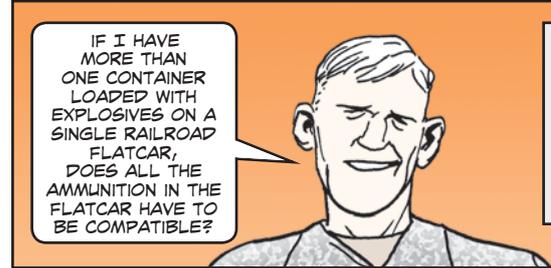
MY CONTAINER  
INSPECTION  
CERTIFICATION  
HAS EXPIRED.  
DO I HAVE  
TO GET  
RECERTIFIED  
TO PERFORM  
PRE-LOADING  
INSPECTIONS?



NO. SERVICEABILITY (PRE-LOADING)  
INSPECTIONS DON'T HAVE TO BE  
PERFORMED BY A CERTIFIED INSPECTOR,  
BUT A NON-CERTIFIED INSPECTOR  
**MUST** BE EXPERIENCED IN DETECTING  
STRUCTURAL DAMAGE.

THIS INSPECTOR CAN MAKE SURE THAT  
THE CONTAINERS STILL MEET DOD  
REQUIREMENTS, AND HAVE NOT BEEN  
DAMAGED OR CHANGED STATUS DURING  
STORAGE OR MOVEMENT. SEE MIL-HDBK-  
1388, **GUIDE TO CONTAINER INSPECTION**,  
PARA 6.1.2.

IF I HAVE  
MORE THAN  
ONE CONTAINER  
LOADED WITH  
EXPLOSIVES ON A  
SINGLE RAILROAD  
FLATCAR,  
DOES ALL THE  
AMMUNITION IN THE  
FLATCAR HAVE TO  
BE COMPATIBLE?



NO. THE AMMUNITION IN  
EACH CONTAINER HAS TO  
BE COMPATIBLE, BUT THE  
AMMUNITION IN ONE CONTAINER  
DOES NOT HAVE TO BE  
COMPATIBLE WITH AMMUNITION  
IN OTHER CONTAINERS ON  
THE SAME FLATCAR. SEE 49 CODE  
OF FEDERAL REGULATIONS  
(CFR), PARA 174.81(G)(2).

IF I HAVE  
TO PLACARD  
EXPLOSIVES-LOADED  
CONTAINERS ON A  
FLATCAR, DOES  
EACH CONTAINER  
HAVE TO BE  
INDIVIDUALLY  
PLACARDED OR CAN  
I JUST PUT FOUR  
PLACARDS ON THE  
RAILCAR?



GENERALLY, THE PLACARDS  
SHOULD GO ON THE RAILCAR.  
HOWEVER, IF ALL THE  
CONTAINERS ARE INDIVIDUALLY  
AND CORRECTLY PLACARDED,  
THEN THE PLACARDS ON THE  
CONTAINERS ARE SUFFICIENT.  
SEE 49 CFR, PARA 172.508,  
PLACARDING AND AFFIXING  
PLACARDS: RAIL.

## Container Certification

A certified inspector who signs a container inspection sheet and maintenance form is certifying the container in question as safe for shipment by intermodal means as either a International Maritime Dangerous Goods (IMDG) or a non-IMDG container. They must also attach the correct DD Form 2282 decal (*Reinspection Decal Convention for Safe Container*) to DOD-owned containers.

Certified inspectors must send their inspection forms, DA 2404s or other maintenance sheets for all containers (DOD or contracted) to the proper authorities in their chain of command. Containers holding DOD goods must also be entered into the Army Container Asset Management System database maintained by AIDPMO.

To stay current on container news, pop in and check out the Container Inspection Section on the BCKS forum:

<https://forums.bcks.army.mil/CommunityBrowser.aspx?id=1054081&lang=en-US>