

**Program Executive Office (PEO)
Standard Army Management
Information Systems (STAMIS)**



**INTERFACE AGREEMENT
Transportation Coordinators' Automated Information
for Movement System II (TC-AIMS II)
and
Integrated Booking System (IBS)**

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10 Apr 02

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1. General

1.1 Purpose.

The purpose of this Interface Agreement (IA) is to define the functional and physical interface established between the Military Traffic Management Command (MTMC) Integrated Booking System (IBS) and the Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II).

1.2 Scope.

This IA applies to all functional proponents, assigned responsible agencies, software developers, operators, users, and all others involved with the transfer of data between IBS and TC-AIMS II. It encompasses requirements pertaining to data, physical and logical interfaces, communications, service levels, and security.

1.3 Functional Requirement.

This IA provides for a data exchange between TC-AIMS II and IBS. TC-AIMS will pass Unit Movement Data (UMD) files for clearance of ocean cargo to be released for shipment. IBS controls the Continental United States (CONUS) offering, booking, and release of container, breakbulk, and ammunition cargo-Interface Overview. Data records to be exchanged will be prepared in a DOS formatted American Standard Code for Information Interchange (ASCII) text file for exchange via dial up File Transfer Protocol (FTP) file transfer or Defense Information Systems Network (DISN).

1.4 Responsibilities.

1.4.1 TC-AIMS II Project Manager.

The TC-AIMS II Joint Project Management Office (JPMO) will incorporate into TC-AIMS II the functionality in the Program Executive Office (PEO) Standard Army Management Information Systems (STAMIS) Operational Requirements Document (ORD) to include the capability to export the data files described in Appendix A.

1.4.2 IBS Project Manager.

The IBS Project Management Office (PMO) will maintain the capability to import and process the TC-AIMS II data files described in Appendix A.

1.5 Procedural and System Changes.

1.5.1 General.

During the life cycles of IBS and TC-AIMS II, the PMO of either system may discover new or changed operational requirements that will affect this interface. All affected parties will be notified in writing 120 days prior to implementing the proposed/required change(s). Notification will clearly describe the intended change(s) and will identify transaction changes that will affect the interface between IBS and TC-AIMS II. Modifications to TC-AIMS II will be submitted in accordance with established Configuration Management (CM) procedures and approved by the JPMO or the Joint Configuration Control Board (JCCB). The party making the change will initiate the required notification.

1.5.2 Regulatory Changes.

If a procedural change is the result of a Service or Agency regulatory change, both parties to the IA will mutually agree on the implementation actions and an effective date.

1.5.3 Functional or Technical Changes.

Changes that result in functional, technical or procedural changes, or changes to standard data tables and elements affecting only one system will be initiated by the responsible PMO. That system's PMO will propose a mutually acceptable implementation date for the change(s).

1.5.4 Year 2000 (Y2K) Compliance.

The April 1997 Department of Defense (DoD) Year 2000 Management Plan directs system developers and maintainers, along with the system's functional proponent, to certify and document each system's Year 2000 (Y2K) compliance. The TC-AIMS II software suite will be certified Y2K compliant. The interface exchange data requires Y2K compliance or implementation of consistent Y2K corrections to enable correct date data passage between your system and TC-AIMS II.

1.5.5 Modifications.

Upon agreement, all modifications to this interface will be documented herein and recorded on the change sheet. Revised page(s) will be produced and the IA signed and dated by all concerned parties.

1.6 Life-Cycle Maintenance.

This agreement will be reviewed and augmented as required.

2. TC-AIMS II Attributes

2.1 System Attributes.

The TC-AIMS II is a top-down directed program aimed at addressing a critical shortfall in the movement of material and personnel in support of DoD transportation operations as defined in the TC-AIMS II Mission Needs Statement. TC-AIMS II falls within the DoD mission area supporting Mobility/Transportation of the DoD Personnel and Cargo. TC-AIMS II will provide unit mobility and Installation Transportation Office/Transportation Movement Offices (ITO/TMO) support throughout DoD with a single, effective, and efficient Automated Information System (AIS) which provides transportation management of unit movement, passengers, and cargo during day-to-day operations within the Defense Transportation System (DTS).

The TC-AIMS II system is the result of a joint effort of the US Armed Forces and the Joint Project Management Office (JPMO) headed by the US Army as the Executive Agent. TC-AIMS II provides automated support to functions performed by Unit Movement Officers (UMOs) and Installation Transportation Offices (ITOs/TMOs), who previously used a variety of Service sponsored automated systems and manual processes. TC-AIMS II goal is to improve and expedite unit movements and Transportation Operating Agency (TOA) actions, providing timely and accurate information for use at all Joint Deployment Communities (JDCs) command levels in support of CONUS (Continental United States), OCONUS (Outside the Continental United States) and in theater RSO&I (Reception, Staging, Onward Movement and Integration) operations.

The TC-AIMS II system includes software and processes installed on service-provided hardware that supports unit movement and sustainment transportation functions, as well as provide access to various load planning functions. These functions are available to the TC-AIMS II user from a client/server network or stand-alone configuration at the unit/installation level whether in-garrison or deployed. Processing, tracking, and reporting of data from TC-AIMS II will be available to decision-makers at various command levels via the In-transit View (ITV) capability of the Global Transportation Network (GTN).

2.2 Hardware.

The TC-AIMS II program is designed to operate on hardware provided by the Services in both client/server and standalone configurations. The client and standalone workstation hardware platforms require a Pentium III computer or higher with 256 MB of RAM and 5 GB hard disk. The server requires a Pentium III processor or higher with 256 MB RAM and 20 GB hard drive.

2.3 Software.

TC-AIMS II client/server and standalone workstation platforms run under MS Windows NT/Windows 2000 supporting a Sybase relational database. The server configuration runs under MS Windows NT/Windows 2000 supporting a Sybase relational database.

2.4 Interface Attributes.

2.4.1 Procedures.

TC-AIMS II will transmit UMD files to IBS to obtain clearance of ocean cargo shipments. File names will be created using the following file naming convention. The first segment of the file name for CONUS sites is the GBLOC of the site sending the file. The first segment of the file name for OCONUS sites is the GEOLOC of the site sending the file. A period follows the GBLOC/GEOLOC and then the date and time of the transmission. The date format used is YYYYJJHHMM, JJJ represents the Julian Date, HHMM represents the hour and minute on a 24-hour clock.

2.4.2 Data Exchange.

Data transfer from TC-AIMS II to IBS will be accomplished using a ASCII text files sent electronically via dial up FTP file transfer or DISN. Back-up data transfer will be via dial-in to MTMC terminal server. A mutually agreed upon file compression program will be used to ZIP and UNZIP exchanged files.

2.4.3 Priority.

The processing priority for this interface will default to routine.

2.4.4 Communications.

TC-AIMS II communications software will support open server technology interfacing with external system via dial up FTP file transfer or DISN. The actual mode used is dependent on the connectivity and communications capability of the Service-provided systems.

The Services will be required to provide the system IP address upon fielding of TC-AIMS II sites for validation and security in order to communicate with IBS host system.

2.5 Service Levels.

No service levels for this interface will be established. Data will be passed on an as required basis. No special processing is required.

2.6 Points of Contact.

2.6.1 Functional.

LtCol Kim Walker, USAF
 Attn.: SFEA-PS-TC
 8000 Corporate Court
 Springfield, VA 22153
 Tel: (703) 923-1026

2.6.2 Technical, Communications, and Security.

Mr. Willie Jones, JR.
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 8000 Corporate Court
 Springfield, VA 22153
 Tel: (703) 923-1008

2.7 Security.

TC-AIMS II is an unclassified system containing Sensitive But Unclassified (SBU) information. TC-AIMS will operate in the systems high mode in accordance with a C2 level of accreditation based on the DoD 5200.28-STD. The TC-AIMS II architecture has been designed with protective mechanisms that ensure the data confidentiality, integrity, and availability of the data being transmitted including:

- Safeguards protecting data from virus or malicious logic
- Diskette will be handled and controlled per local security policies.

2.8 Communication Verification.

Recovery from file transfer problems is built into the various communications protocols. If these built-in recovery functions do not result in successful completion, re-transmission of the entire file will be required.

2.9 System Problems.

The JPMO will maintain a Help Desk system that will operate 24 hours a day to coordinate and resolve system problems referred from the Services. The Help Desk will provide a single-track problem resolution interface with the software developers. The following is the Help Desk contact information:

Help Desk Phone Number: (703) 923-1060 or
 866-TC AIMS 2 (866-822 4672)

You can also contact the Help Desk at: TCAIMSIHELP@PEOSTAMIS.BELVOIR.ARMY.MIL

or After Hours by Cellular Phone at: (571) 237-0858
 (571) 237-0860
 (571) 237-0862

2.10 Data Requirements (from TC-AIMS II to IBS).

TC-AIMS II will pass UMD data to IBS for clearance of ocean cargo shipments. Unit record updates will be submitted in the following sequence: Header Deletes, Header Changes and associated Detail records, and finally Header Adds and associated Detail records.

2.10.1 Unit Movement Data Header Add “HA” Record (Table A-1, Appendix A).

The Unit Movement Data Header Add Record provides information about the deploying unit, the installation requesting the movement and the locations of rail and truck pickup drop off points. The record may also contain the quantity and type of equipment the ITO is requesting to move the items that require commercial lift to the POE/destination. The header and detail records together make up what is referred to as IBS UMD data.

2.10.2 Unit Movement Data Header Change “HC” or Delete “HD” Record (Table A-2, Appendix A).

The UMD Header Change and Delete records allow previously provided records to be changed or to be deleted. The Header Change Record is used to change Header data or to indicate that changes have occurred in detail records. The Header Delete Record deletes all previously sent records (header and details). All Header Change or Delete records and their associated Detail records passed to IBS after initial records (Header Adds) have been released to the port will be processed and automatically without user intervention.

2.10.3 Unit Movement Data Detail Add “DA” or Change “DC” Record (Table A-3, Appendix A).

The Detail Add and Change record adds or changes the details about a specific item that the unit plans to ship. The record may include hazardous data if the item or some part of the item is hazardous.

2.10.4 Unit Movement Data Detail Delete “DD” Record (Table A-4, Appendix A).

The Unit Movement Data Detail Delete Record identifies the TCN of the item detail record to be deleted.

3. IBS Attributes**3.1 System Description.**

IBS is the lead execution system of the DTS for the booking of international surface cargo during both peacetime and wartime operations. The system supports traffic management within MTMC, the greatest percentage of which is booking non-unit peacetime cargo. IBS must also satisfy the MTMC mission to execute the strategy developed in deliberate planning for international cargo. In addition, the system is responsible for booking cargo during contingency operations. IBS must be responsive to requirements of commodity managers and war planners requiring continuous access to international surface cargo movement. IBS fielded to both CONUS and OCONUS (sustainment cargo bookings in Puerto Rico, Iceland) sites and exchanges data with WPS CRDB and other systems.

3.2 Hardware.

IBS is designed to operate on a Hewlett-Packard HP-N4000 centralized database server at HQ MTMC and HP-D370 application server located at MTMC Deployment Support Command (DSC). IBS also utilizes a HP-D330 at HQ MTMC as an FTP server for receipt of files from interfacing systems.

3.3 Software.

The IBS operating system for the HP-N4000 and 730 is HP=UX 11i. The database is the Commercial-off-the-Shelf (COTS) Oracle Relational Database Management System release 9i. The workstations are operating MS-DOS and Windows 3.1x.

3.4 Interface Attributes.

3.4.1 Procedures.

IBS will import files from the FTP server every six (6) minutes. IBS imports files without a “.skp” extension from the FTP server into their respective directories on the IBS operational system. Each file is unzipped using the GZIP utility and checked to ensure that an “EOF:” appears in the first four (4) positions of the last record before importing data into the database. Files not containing an “EOF:” are moved to a reject file and a message is provided to the IBS user alerting them of this occurrence.

3.4.1.1 Unit Cargo

After booking the unit to a ship and releasing the data (ATCMDs) to port, IBS will send an Export Unit Cargo Release (EUCR) to TC-AIMS II. The EUCR is generated at the discretion of the Unit Cargo Booker and will contain the port, ship name and the time frame the unit is expected at the port. Currently, this capability is not required.

3.4.2 Data Exchange

Data transfer from IBS to TCAIMS II will be accomplished using ASCII text files sent electronically through dial up file transfer or DISN to the FTP file server using an IP address table containing site address data provided by the TC-AIMS II site.

3.4.3 Priority.

The processing priority for this interface will default to routine.

3.4.4 Communications.

IBS communications software will support open server technology interfacing with external system via dial up FTP file transfer or the DISN. The actual mode used is dependent of on the connectivity and communications capabilities of the service-provided systems. IBS will validate file transactions using an IP address table containing address information provided by TC-AIMS II sites.

3.5 Service Levels.

3.6 Data will be passed on an as required basis. No special processing is required.

3.6 Points of Contact.

3.6.1 Technical.

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Headquarters, Military Traffic Management Command
ATTN: MTIM-OCB
200 Stovall Street
Alexandria, VA 22332
Tel: (703)428-2867

3.6.2 Unit Move Issues.

Ms. Cynthia Ellert
Headquarters, Military Traffic Management Command
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Alexandria, VA 22332
Tel: (703)428-2894

3.6.3 Communications.

Mr. George Rendon
Headquarters, Military Traffic Management Command
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200 Stovall Street
Alexandria, VA 22332
Tel: (703)428-2884

3.7 Security.

Data exchanged through this interface have been established as sensitive but unclassified (SBU) and will be controlled using US Army and local Security Office procedures.

3.8 Communication Verification.

If built-in recovery functions do not result in successful completion, retransmission of the entire file is required.

3.9 System Problems.

Problems reported to the IBS Help Desk Telephone Number: 1 800 851-8449, will be forwarded to IBS PMO for resolution.

3.10 Data Requirements (from IBS to TC-AIMS II).

IBS will provide Export Unit Cargo Release (EUCR) to TC-AIMS II sites. Currently, not required.

3.10.1 Export Unit Cargo Release (EUCR) Record (Table B-1, Appendix B).

This file will provide port information to the deploying unit. Currently, not required.

Appendix A, TC-AIMS II to IBS File Structure and Record Layout Information

Table A-1, Unit Movement Data Header Add "HA" Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
RECORD TYPE	1	1	A	Always "H"	M
TRANSACTION CODE	2	1	A	Always "A"	M
UNIT IDENTIFICATION CODE	3 - 8	6	A/N	Unit shipping cargo.	M
UNIT LINE NUMBER	9 - 15	7	A/N		M
REQUESTER DODAAC	16 - 21	6	A/N		M
REQUESTER ID	22 - 29	8	A/N		M
TYPE DATA CODE	30 - 31	2	A/N	Assigned by FORSCOM, identifies type of UMD on file for different movement plans. If the incoming data is only 1 character, then that character would be left justified with a following blank.	M
MODE CODE	32	1	A/N	Mode of strategic lift "A" = Air, "S" = Surface.	M
AVAILABLE DATE	33 - 35	3	N	Last 3 digits of Julian date. Earliest date freight will be available for movement.	O
UNIT NAME	36 - 65	30	A/N	Name of unit preparing the move.	M
STATION NAME	66 - 74	9	A/N	Abbreviated name of the post or location shipping cargo.	M
STATE CODE	75 - 76	2	A	Standard postal code of the installation.	M
RDD	77 - 79	3	N	Last 3 digits of the Julian date. Latest date the cargo is required at Consignee.	O
SHIPPER DODAAC	80 - 85	6	A/N	DODAAC of agency physically shipping the cargo.	M
TAC	86 - 89	4	N	Identifies the account to bill for cost of the shipment.	O
PROJECT CODE	90 - 92	3	A/N	Unique code associated with an event, project, operation or exercise.	O
ORIGIN TRUCK SPLC	93 - 101	9	A/N	SPLC where motor carrier will pickup the freight.	O
DESTINATION TRUCK SPLC	102 - 110	9	A/N	SPLC where motor carrier will deliver the freight.	O
ORIGIN RAIL SPLC	111 - 119	9	A/N	SPLC where rail carrier will pickup the freight.	O
DESTINATION RAIL SPLC	120 - 128	9	A/N	SPLC where rail carrier will deliver the freight.	O
ORIGIN GEOGRAPHIC CODE	129 - 132	4	A/N	Geographical code for location of origin.	M
REQUESTER GBL OFFICE CODE	133 - 136	4	A/N	Code for the requesters GBL office.	M
CONSIGNEE	137 - 156	20	A/N	In the clear name of cargo destination.	O
PRIVATE SIDING INDICATOR	157	1	A/N	"N" = Team track, "Y" = Private rail	O
PRIMARY ORIGIN RAIL SCAC	158 - 161	4	A	Standard Carrier Alpha Code (SCAC) of the rail carrier of primary choice from origin.	O
SECONDARY ORIGIN RAIL SCAC	162 - 165	4	A	SCAC of the rail carrier of second choice from origin.	O
PRIMARY DESTINATION RAIL SCAC	166 - 169	4	A	SCAC of the rail carrier of primary choice to destination.	O
SECONDARY DESTINATION RAIL SCAC	170 - 173	4	A	SCAC of the rail carrier of second choice to destination.	O
TRANSPORTATION PRIORITY	174	1	N	"1", "2", or "3" shipment unit movement precedence.	M
REQUESTER NAME	175 - 194	20	A/N	Name of the person requesting transportation.	O
REQUESTER PHONE	195 - 204	10	N	Full phone No. of the person requesting transportation.	O
NUMER SUPERCARGOS	205 - 206	2	N	Number of people with special expertise traveling with a shipment on a ship.	O
NUMBER GUARD CARS	207 - 208	2	N	Quantity caboose/guard cars	O
54CTDFLAT	209 - 210	2	N	Quantity 54FT. chain tie down flatcars	O
60CTDFLAT	211 - 212	2	N	Quantity 60FT. chain tie down flatcars	O
89CTDFLAT	213 - 214	2	N	Quantity 89FT. chain tie down flatcars	O
TOFC	215 - 216	2	N	Quantity trailers on flatcars	O
COFC	217 - 218	2	N	Quantity containers on flatcars	O
DROFRAME	219 - 220	2	N	Quantity dropframe trailers	O
BILEVEL	221 - 222	2	N	Quantity Bi-level rail cars	O
TRILEVEL	223 - 224	2	N	Quantity Tri-level rail cars	O
53GONDOLA	225 - 226	2	N	Quantity 53FT gondola rail cars	O
65GONDOLA	227 - 228	2	N	Quantity 65FT gondola rail cars (9FT wide)	O
54DODXHVYFLAT	229 - 230	2	N	Quantity 54FT DOD X heavy duty flatcars	O
68DODXHVYFLAT	231 - 232	2	N	Quantity 68FT DOD X heavy duty flatcars	O
40FLAT	233 - 234	2	N	Quantity 40FT flatbed trailers	O
45FLAT	235 - 236	2	N	Quantity 45FT flatbed trailers	O
48FLAT	237 - 238	2	N	Quantity 48FT flatbed trailers	O
LOWBOY	239 - 240	2	N	Quantity commercial lowboys	O

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
20SEAVAN	241 - 242	2	N	Quantity 20FT SEA VANS	O
40SEAVAN	243 - 244	2	N	Quantity 40FT SEA VANS	O
COACHORBUS	245 - 246	2	N	Quantity commercial bus	O
TRUCK TRACTOR	247 - 248	2	N	Quantity commercial tractor	O
BLANK	249 - 264	16			
M = Mandatory field		A = Alpha			
O = Optional field		N = Numeric			

Table A-2, Unit Movement Data Header Change “HC” or Delete “HD” Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
RECORD TYPE	1	1	A	Always “H”	M
TRANSACTION CODE	2	1	A	“C” for change (detail record must be submitted) “D” for delete.	M
TYPE DATA CODE	3 - 4	2	A/N	Assigned by FORSCOM, identifies type of UMD on file for different movement plans. If the incoming data is only 1 character, then that character would be left justified with a following blank.	M
REQUESTER ID	5 - 12	8	A/N		M
UNIT IDENTIFICATION CODE	13 - 18	6	A/N	Unit shipping cargo.	M
UNIT LINE NUMBER	19 - 25	7	A/N		M
M = Mandatory field		A = Alpha			
O = Optional field		N = Numeric			

Table A-3, Unit Movement Data Detail Add “DA” or Change “DC” Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
RECORD TYPE	1	1	A	Always “D”	M
TRANSACTION CODE	2	1	A	“A” = Add, “C” = change	M
TCN	3 - 19	17	A/N		M
				Pos	Meaning from DTR 4500.9-R
				1	Service code (A-Army, F-Air Force, M-Marine Corps, NNavy, and Z-Coast Guard)
				2-8	Army activities will enter a Unit Identification Code (UIC) beginning with TCN position 2 and putting a \$ (dollar) special character in position 8. All other Services will enter a Unit Line Number (ULN) beginning with TCN position 2 and filling any unused positions with a \$ (dollar) special character.
				9-10	Service use, except for code “CH” which is reserved to identify small units (10 tons of equipment or less) moving by air. Requires data entry, do not leave blank. Use zeros if no data available.
				11-14	Shipment number, increment number, or serial number.
				15	Unit cargo TCN indicator. (Enter a zero here).
				16-17	Split/partial shipment or complete shipment unit indicator.
				For Air Force cargo:	
				1), the first position of this field contains an “F”, which represents Air Force, then a 5 character ULN and then “\$\$” to fill the 7 character requirement for the ULN.	
				2) The remainder of the field is entered as it normally would.	
				For Army cargo:	

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
				1) The first position of this field contains an "A", which represents Army, then a 6 character UIC and then "\$" to fill the 7 characters. Again, the remainder of the field is entered as it normally would. 2) If there is a "D" in the 10th position of the TCN, then the BUMPER NUMBER field (position number 137 - 43) will be filled in. 3) If there is an "F" in the 10th position of the TCN, then the SERIAL NUMBER (position number 144 - 150) will be filled in with the appropriate serial number.	
VEHICLE LOAD FLAG OR LOAD NUMBER	20	1	A/N	Mandatory for ARMY cargo only: This is a multi-use field. The codes within the TCN tell you what type of cargo it is. (Army cargo only) If the 10 th position of the TCN is a "D" or an "F", then this field will be filled with a "0" (zero), which represents a prime mover. OR If the 10 th position of the TCN is an "E", then this field will be filled with the next sequential letter of one of the following: "A to D", "F to N", or "P to Z". If the 10 th position of the TCN is a "G", then this field will be filled with the next sequential letter of one of the following: "A to D", "F", "H to N", or "P to Z". Blank for all other services data as determined by the first character of the TCN.	M
LINE ITEM NUMBER	21 - 26	6	A/N		M
LINE ITEM NUMBER INDEX	27 - 28	2	A/N		M
EQUIPMENT DESCRIPTION	29 - 49	21	A/N		M
MODEL	50 - 55	6	A/N		M
COMMODITY CODE	56 - 58	3	A/N		M
TYPE CARGO CODE	59	1	A/N	Special handling code.	M
HANDLING CODE	60	1	A/N		M
FREIGHT CLASSIFICATION CODE	61 - 66	6	A/N		O
FREIGHT CLASSIFICATION INDEX	67 - 68	2	A/N		O
TYPE PACK CODE	69 - 70	2	A/N		M
PCS	71 - 73	3	N	Number of pieces	M
WEIGHT	74 - 80	7	N		M
CUBE	81 - 87	7	N		M
LENGTH	88 - 91	4	N		M
WIDTH	92 - 95	4	N		M
HEIGHT	96 - 99	4	N		M
MODE TO POE	100	1	A/N		M
REMARKS	101 - 136	36	A/N		O
BUMPER NUMBER	137 - 143	7	A/N		O
SERIAL NUMBER	144 - 150	7	A/N		O
HAZARDOUS INDICATOR	151	1	N	"1" = Hazardous, "2" = Not hazardous	M
ROUND COUNT	152 - 159	8	N	Required if HAZARDOUS INDICATOR is "1".	C
NATIONAL STOCK NUMBER	160 - 172	13	A/N		M
DOD IDENTIFICATION CODE	173 - 176	4	A/N	Federal Supply Groups, Required if HAZARDOUS INDICATOR is "1".	C
UN/NA CODE	177 - 182	6	A/N	This code contains the "UN" or "NA" code plus the IMDGC material identification number. "UN" = United Nations "NA" = North American	C
COMPATIBILITY GROUP CODE	183	1	A/N	Required if HAZARDOUS INDICATOR is "1".	C
UN CLASS/DIVISION CODE	184 - 185	2	A/N	UN class and division code for hazardous material, Required if HAZARDOUS INDICATOR is "1".	C
HAZARD CLASS	186 - 210	25	A/N	Required if HAZARDOUS INDICATOR is "1".	M
FLASH POINT	211 - 214	4	N	Required if HAZARDOUS INDICATOR is "1".	M
HAZMAT SHIPPING NAME	215 - 264	50	A/N	Proper hazardous material shipping name, Required if HAZARDOUS INDICATOR is "1".	C

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
PARENT TCN	265-281	17	A/N	TCN of the associated Prime Mover for child cargo. Blank for prime movers.	O
M = Mandatory field C = Conditional field A = Alpha O = Optional field N = Numeric					

Table A-4, Unit Movement Data Detail Delete “DD” Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS															
RECORD TYPE	1	1	A	Always “D” for delete	M														
TRANSACTION CODE	2	1	A	Always “D” delete	M														
TCN	3 - 19	17	A/N	<table border="1"> <thead> <tr> <th>Pos</th> <th>Meaning from DTR 4500.9-R</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Service code (A-Army, F-Air Force, M-Marine Corps, NNavy, and Z-Coast Guard)</td> </tr> <tr> <td>2-8</td> <td>Army activities will enter a Unit Identification Code (UIC) beginning with TCN position 2 and putting a \$ (dollar) special character in position 8. All other Services will enter a Unit Line Number (ULN) beginning with TCN position 2 and filling any unused positions with a \$ (dollar) special character.</td> </tr> <tr> <td>9-10</td> <td>Service use, except for code “CH” which is reserved to identify small units (10 tons of equipment or less) moving by air. Requires data entry, do not leave blank. Use zeros if no data available.</td> </tr> <tr> <td>11-14</td> <td>Shipment number, increment number, or serial number.</td> </tr> <tr> <td>15</td> <td>Unit cargo TCN indicator. (Enter a zero here).</td> </tr> <tr> <td>16-17</td> <td>Split/partial shipment or complete shipment unit indicator.</td> </tr> </tbody> </table>	Pos	Meaning from DTR 4500.9-R	1	Service code (A-Army, F-Air Force, M-Marine Corps, NNavy, and Z-Coast Guard)	2-8	Army activities will enter a Unit Identification Code (UIC) beginning with TCN position 2 and putting a \$ (dollar) special character in position 8. All other Services will enter a Unit Line Number (ULN) beginning with TCN position 2 and filling any unused positions with a \$ (dollar) special character.	9-10	Service use, except for code “CH” which is reserved to identify small units (10 tons of equipment or less) moving by air. Requires data entry, do not leave blank. Use zeros if no data available.	11-14	Shipment number, increment number, or serial number.	15	Unit cargo TCN indicator. (Enter a zero here).	16-17	Split/partial shipment or complete shipment unit indicator.	M
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				15	Unit cargo TCN indicator. (Enter a zero here).														
16-17	Split/partial shipment or complete shipment unit indicator.																		
LOAD NUMBER	20	1	A/N	Mandatory for ARMY cargo only: If the 10th position of the TCN is an “E”, then this field will be filled with the appropriate letter of the Load to be deleted using one of the following: “A to D”, “F to N”, or “P to Z”. If the 10th position of the TCN is a “G”, then this field will be filled with the appropriate letter of the Load to be deleted using one of the following: “A to D”, “F”, “H to N”, or “P to Z”. Blank for all other services data as determined by the first character of the TCN.	O														
M = Mandatory field C = Conditional field A = Alpha O = Optional field N = Numeric																			

Appendix B, IBS to TC-AIMS II File Structure and Record Layout Information

Table B-1, Export Unit Cargo Release (EUCR)

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
LABEL	1 - 3	3	A/N	Enter "UCR".	M
TYPE DATA CODE	4 - 5	2	A/N	A code assigned by FORSCOM that identifies the type of UMD on file for different movement plans.	M
UIC	6 - 11	6	A/N		M
ULN	12 - 18	7	A/N	Unit Line Number	
PROJECT CODE	19 - 21	3	A/N		O
POE	22 - 24	3	A/N	This field may be blank if the TYPE UPDATE CODE is "U". Port of Embarkation	C
VOYAGE DOCUMENT NUMBER	25 - 29	5	A/N	This field may be blank if the TYPE UPDATE CODE is "U".	C
ORIGIN GEOGRAPHIC LOCATION CODE	30 - 33	4	A/N	This field may be blank if the TYPE UPDATE CODE is "U". Geographical Code for the Location of the Origin.	C
POE EAD	34 - 41	8	N	This field may be blank if the TYPE UPDATE CODE is "U". Earliest Arrival Date at the POE. Use the format of "YYYYMMDD", where YYYY is the number of the year, MM is the 2 digits for the month, and DD is the number of the day, i.e., "19981115", which represents November 15, 1998.	C
POE LAD	42 - 49	8	N	This field may be blank if the TYPE UPDATE CODE is "U". Latest Arrival Date at the POE. Use the format of "YYYYMMDD", where YYYY is the number of the year, MM is the 2 digits for the month, and DD is the number of the day, i.e., "19981115", which represents November 15, 1998.	C
PORT POC	50 - 76	25	A/N	Port Point of Contact	O
PORT POC PHONE #	77 - 84	10	N	Phone Number for the Port Point of Contact	O
VESSEL IDENTIFICATION	85 - 92	8	A/N	This field may be blank if the TYPE UPDATE CODE is "U". This field represents the International Radio Call Sign.	C
SHIP NAME	93 - 117	17	A/N	This field may be blank if the TYPE UPDATE CODE is "U". In the clear name of the vessel carrying the cargo.	C
PORT NAME	118 - 162	45	A/N	In the clear name of the port.	O
ADDRESS	163 - 212	50	A/N	In the clear address of the port.	O
COUNTRY OR STATE CODE	213 - 214	2	A		O
TYPE UPDATE CODE	215	1	A	"T" - Applies to TC ACCIS sites. "U" - Applies to Non-TC ACCIS sites that submit a UEL.	M
TYPE UPDATE EVENT DATE	216 - 230	15	A/N	Use the format of "DDMMYYYYHHMMSS", where DD is the number of the day, MMM is the 3-letter abbreviation for the month, YYYY is the number of the year, HH is the hour on a 24 hour clock, and MM is the minute and SS is the seconds, i.e. "15FEB1997114736".	M
RELEASE REMARKS	231 - 369	140	A/N	Remarks pertaining to the EUCR.	O
M = Mandatory field		A = Alpha			
O = Optional field		N = Numeric			
C = Conditional field					

Appendix C, Acronyms

Acronym	Description
AIS	Automated Information System
ASCII	American Standard Code for Information Interchange
ATCMD	Advance Transportation Control and Movement Document
C2	Command and Control
CCB	Configuration Control Board
CM	Configuration Management
CONUS	Continental United States
COTS	Commercial-off-the-Shelf
DASP-E	Department of the Army Standard Port System - Enhanced
DES	Data Encryption Standards
DISN	Defense Information System Network
DoD	Department of Defense
DOS	Disk Operating System
DTS	Defense Transportation System
FORSCOM	[US Army] Forces Command
ETR	Export Traffic Release
ETRR	Export Traffic Release Request
EUCR	Export Unit Cargo Release
FTP	File Transfer Protocol
GTN	Global Transportation Network
HP	Hewlett-Packard
IA	Interface Agreement
ILSP	Integrated Logistic Support Plan
IBS	Integrated Booking System
IP	Internet Protocol
ITO/TMO	Installation Transportation Office/ Traffic Management Office
ITV	In-Transit Visibility
JDC	Joint Deployment Community
JPMO	Joint Program Management Office
LAN	Local Area Network
MED	Mediterranean Prototype
MS	Microsoft
MTMC	Military Traffic Management Command

Acronym	Description
OCONUS	Outside the Continental United States
ORD	Operational Requirements Document
PC	Personal Computer
PEO	Program Executive Officer
PMO	Program Management Office
POE	Port of Embarkation
RSO&I	Reception, Staging, Onward Movement, and Integration
SBU	Sensitive but Unclassified
SMTP	Simple Mail Transfer Protocol
STAMIS	Standard Army Management Information Systems
TC-AIMS II	Transportation Coordinators' Automated Information for Movement System II
TCMD	Transportation Control and Movement Document
TCN	Transportation Control Number
TERMS	Terminal Management System
TOA	Transportation Operating Agency
UMD	Unit Movement Data
UMO	Unit Movement Office/Officer
WAN	Wide Area Network
WPS	Worldwide Port System