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VALIDATION APPROVAL
OF
MISSION NEED STATEMENT (MNS)
FOR
TRANSPORTATION COORDINATORS' AUTOMATED
INFORMATION FOR MOVEMENTS SYSTEM (TC-AIMS II)



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TRANSPORTATION COORDINATORS' AUTOMATED INFORMATION FOR MOVEMENTS SYSTEM II (TC-AIMS II) MISSION NEED STATEMENT

1.0 MISSION AREA AND DEFENSE GUIDANCE

Defense Planning Guidance Element. TC-AIMS II is within the Department of Defense (DoD) mission areas of mobility and sustainment. This is defined as transportation movement and support of DoD personnel and cargo during all phases of military operations in all environments, including reception, staging, onward movement and integration (RSOI), and battlefield operations. As a joint information management system, TC-AIMS II focus within the broad area of mobility is the communications, information, and automated processes needed by: units which are deploying; units/activities which are assisting in the deployment; units/activities which support daily movement missions as part of the Defense Transportation System (DTS); and command and control (C2) headquarters which support the deployment and employment of forces from every Service. TC-AIMS II focus includes daily transportation management, traffic management, commercial carrier interfaces, movement control and mode operations in garrison and at depots, consolidation activities, and transshipment locations.

2.0 MISSION ENVIRONMENT

2.1 Mission Need

TC-AIMS II is a top-down directed program that must address critical shortfalls in moving cargo and people in support of the DoD mission. This system must support the FY87 Joint Chiefs of Staff (JCS) direction and the FY89 defense guidance that provided a requirement for an automated capability to provide timely and accurate passenger/cargo movement information during force deployments. Further, system development and implementation must be consistent with FY95-99 defense guidance that called for support systems to provide "rapid strategic mobility and sufficient support and sustainment capabilities."

TC-AIMS II must provide an integrated information transportation system capability for routine deployment, sustainment, and redeployment/retrograde operations by employing the same DoD and Service shipment policies and procedures in peace and war and in both the active and reserve forces. This system must be integrated with installation, unit, and depot-level supply systems to manage inbound and outbound movement (less Household Goods (HHG)) document and requisition information. TC-AIMS II must be capable of supporting routine and surge requirements and must automate origin shipping/receiving and deployment; sustainment and redeployment/retrograde processes; produce movement documentation, unit move data; and furnish timely information to major commands (MAJCOMs/MACOMS), transportation component commands, USTRANSCOM, and the joint deployment community. As a DoD source movement information system, TC-AIMS II must provide data for in-transit visibility (ITV) and control over cargo and passenger movement.

2.2 Relation of Mission Need

The Secretary of Defense directed the system to satisfy these mission needs be fielded by Mar 97. Beyond that requirement, there is an urgent need to field a system that meets these needs in order for the DTS to be able to efficiently support unit movements and sustainment actions in support of US policy to react to crises or conflicts with CONUS-based components supported by Maritime Prepositioning Force/Afloat Prepositioning Force Assets. This has given additional emphasis to joint operations and composite force concepts.

Current systems fielded in the individual DoD Components cannot support such deployments with any degree of efficiency. Individual DoD Component systems support their DoD Component's needs satisfactorily, but they cannot adequately support joint or composite operations. It is imperative that these mission needs be satisfied in conjunction with the actions being taken in the operational systems arena so the transportation system that deploys and supports them is readily available. This requirement is essential to complying with stated US policy.

2.3 Threat Analysis

2.3.1 Threats to be Countered.

a. Information Processing Capability Must Keep Pace with the Operational Tempo (OPTEMPO). The volume of data which must be extracted, updated, processed into information, and transmitted among several organizations cannot be handled in a non-automated environment near-real time within the time frame necessary for effective operations. The current workforce needs an integrated information management capability to assist them in meeting information processing time standards.

b. Information Must be Available to Support Decisions or Generate Events. To accomplish movements in the Defense Transportation System (DTS) and support force projection, information must be communicated among a variety of units and activities/commands. The volume of information required and the number of recipients who must have access to the information cannot be supported in a manual or sequential information transfer methodology. Information, entered once, must be made available through immediate remote access by a variety of organizations using several communication methodologies. The information which is transmitted must be presented in a format which permits ease in processing by the recipient. The information transmitted/received must be protected from unauthorized disclosure.

c. Information Must be Reliable or It Will Not be Used. Erroneous information has no value. Correct information is needed to deploy the force, coordinate daily transport operations, and control battlefield movement. The threat factors to reliable information must be countered. These threat factors include: delays in processing, transmitting and receiving information; trustworthiness of processes which generate the information; unauthorized alteration or destruction of information; and erroneous information entering the system through human error.

2.3.2 Threat Environment. This information management need must be met under a variety of threat environments. The two extreme environments are described below:

a. Reliable communications and power are permanently available. These locations have access to reliable commercial communications networks and hardened DoD-sponsored networks. Wireless modems and wireless local area networks (LANs) can be used with ease. Commercial power sources are available.

b. Bring-your-own communications or power. These locations have limited or unreliable communications infrastructure and may lack access to reliable power sources. In this environment, information management must be supported by common user tactical systems and reliable access to out-of-sector communications networks or wireless solutions, including satellite communications (SATCOM). Power sources should include locally generated electricity, vehicle battery power, or computer batteries.

2.4 Concept of Operations

All DoD deployment managers and Installation Transportation Officers/ Transportation Management Officers (ITO/TMOs) will process transportation requirements that support day-to-day operations, operations other than war, and war utilizing the automated information system (AIS) capabilities of TC-AIMS II. Depending on responsibilities and functions required at the specific location, the deployment managers and ITO/TMO will access the required functionality in TC-AIMS II, input/output appropriate data, and use the system to perform processes appropriate for the event or events at the installation or deployed location. TC-AIMS II will have internal capabilities to accomplish rail load planning and rail car stow planning. In addition, TC-AIMS II will be fully integrated with installation/origin-level supply, finance, applicable maintenance systems, logistics plans, personnel and manpower, unit move, and air and ship load planning systems. TC-AIMS II will be vertically integrated with air and ocean port systems, service deployment planning systems, and other key DTS systems. TC-AIMS II also will provide the traffic management capabilities required by air and ocean port operations and will interface with functions external to transportation to include financial management and logistics systems.

2.5 Procedures

TC-AIMS II will accomplish installation or theater level transportation functions required to fulfill order replenishment and deployment actions. The ongoing actions of the United States Transportation Command (USTRANSCOM) Joint Transportation Corporate Information Management (CIM) Center (JTCC) to develop a standard Transportation Logical Data Model (TLDM) will be incorporated into TC-AIMS II and adherence to the Global Combat Support System Defense Information Infrastructure Common Operating Environment (GCSS DII COE) will enable TC-AIMS II to incorporate future process improvements.

TC-AIMS II will support all current processes and future continuous process improvements. It will support those processes more efficiently by accomplishing them on a

single integrated system that is capable of handling all DOD unit /installation/theater transportation requirements, both in peace and war.

TC-AIMS II will need to interface with a number of other functional area automated information systems (AISs) in order to accomplish its mission and to support other functional area requirements. Interfaces with supply, financial management, and command and control systems are three examples of cross-functional interface requirements. In addition, the system will need to be able to interface with Allies and NATO transportation management systems when operating in a deployed mode.

2.6 Capabilities

TC-AIMS II will embody all the current capabilities of the existing DOD Components' multiple systems on an integrated AIS platform that is capable of operating in garrison or in deployed mode. The system will support onward movement of the unit or return to home installation and will also support day-to-day transportation management operations at the deployed location.

DOD has long recognized the need for a transportation management AIS to support theater units and installation transportation activities, both in wartime and peacetime. The Defense ITV Integration Plan recognized the value of this system for ITV applications. TC-AIMS II, as the approved unit/installation level transportation migration system, is intended to address this need in theater.

TC-AIMS II must be capable of: processing shipment information received from CONUS and theater origin shipping (i.e., GSA, DLA Distribution Standard System, TC-AIMS II, etc.) and port systems; passing unit movement data to Service JOPES feeder systems; exchanging data with supply, finance, personnel and manpower, deploying unit and load planning systems; integrating with commercial carrier information systems to streamline ITO/TMO operations; tracking containers and pallets; reading and applying Automatic Identification Technology (AIT) systems data; interfacing with Global Transportation Network (GTN); and generating documentation for deploying and redeploying unit cargo and personnel, sustainment, and for retrograde cargo. TC-AIMS II must also provide theater transportation management functions. Finally, it must be capable of being deployed to any theater with supporting load planning systems and function for the Theater Commander as the deployed aerial or water port AIS for unit movement and day-to-day passenger and cargo operations.

3.0 MISSION DEFICIENCIES

TC-AIMS II is the next step in the evolution of TC-AIMS as promulgated under SM-3-87 by the Joint Chiefs of Staff. This Mission Need Statement (MNS) for TC-AIMS II will continue the evolution of the Unit/Installation Level Defense Transportation System element. Much has been accomplished since the issuance of SM-3-87 but even more remains to be accomplished, and TC-AIMS II is critical to correcting these deficiencies.

Traffic Management is defined in JCS Publication 1-02 as “the direction, control, and supervision of all functions incident to the procurement and use of freight and passenger transportation services.” Today’s DTS remains largely fragmented along DoD component and modal lines characterizing the multiple oversight structure that currently exists. Management processes evolved independently for each mode of transportation, with focus more on “local” as opposed to total transportation system optimization. This fragmentation manifests itself in a number of deficiencies/mission needs. There are several information management deficiencies which must be overcome.

3.1 Separate Systems for Each Service/Activity.

Each of the Services and DoD activities operates its own separate systems to accomplish similar movement management and deployment-related tasks. These individual systems are not integrated to provide uniformity of information. There is a lack of standardization in data elements, data transmission formats, accessibility to information and source data capture capabilities. These limitations hamper our ability to create an accurate common DoD information picture of the status of deployments and DTS movements. Other operational impacts include: limited automated connectivity between/within the service/activity systems; separate transportation systems foster the growth of different, service-unique procedures to solve similar problems; separate, service-unique training courses must be developed/presented; and each system is maintained by a separate software development team.

3.2 Swivel-Chair Information Management.

The separate systems operated by each Service/activity cannot stand alone to satisfy the total information management needs for each unit/activity. This has led to the development of several systems across the Services which serve the same user with different capabilities. To take advantage of the total capabilities, the user is forced to acquire/use several different computer systems and hardware platform configurations. Because these various capabilities were developed independently, there is limited horizontal and vertical interoperability among them. The user must learn to operate several different systems to accomplish his job which lengthens the training time required and increases training complexity.

3.3 Command and Control Information Deficiency.

The separate systems operated by each Service/activity are not fully integrated with service-unique command and control systems or joint command and control systems which result in a lack of advanced movement information. This deficiency restricts the movement of accurate peacetime and wartime information, captured at the operational level, to other commands and supporting elements. This deficiency is most significant when the information relates to force deployment. Command and control headquarters, both for the deploying force and the supported CINC, require immediate access to an accurate picture of the deployment status.

3.4 Multiple Operating Environments.

The separate systems operated by each Service/activity provide different levels of capability to transition from daily operations to a higher OPTEMPO, e.g., to support a large force deployment or increased shipment levels. Some systems have an ability to operate on the battlefield while others have been designed for operation in garrison conditions with a specific communications interface requirement. The Services and CINCs need an integrated DoD transportation system which is operated by units that deploy, units that support the deployment, and Service/DoD activities both in peace and war. The integrated system must be capable of operating in all environments, at all OPTEMPO, and with a variety of communications support options.

3.5 Customer-Specific Needs.

The DTS community includes many different types of customers. Each customer type has specific information needs which are not currently being met in a cohesive DoD-standard system. The system customers listed below represent the baseline user community which will operate this information system.

a. Deployment Managers in Deploying Elements. Deploying unit commanders must translate information about the mission they are deploying to support into detailed and realistic movement plans for the deployment. This translation occurs in a short time period when information continually changes about available lift assets, mission details, and unit assets allocated to support the mission. The deployment managers, acting for the unit commander, must use this volatile information to plan unit convoys; schedule and track events; prepare load plans for vehicles, rail cars, aircraft or ships; prepare MILSTAMP/Electronic Data Interchange (EDI) documentation; and account for equipment, personnel, consumable supplies and funds. The current information management tools available to the deployment managers in all Services are not integrated and do not readily support the OPTEMPO for a crisis deployment.

b. ITO/TMO at Post, Camp, Station, and Base. The ITO/TMO is charged with coordinating transportation services, preparing shipment documentation, and certifying funding for all freight items and group passenger movements. This mission supports unit deployments, shipping sustainment items to support the deployed forces, and daily inbound/outbound shipments to support installation/depot business. The information management tools available to the ITO/TMO staff are not fully integrated with the other installation/depot systems or the unit deployment systems. The ITO/TMO systems do not have a common electronic interface to commercial carrier systems. Current systems are limited in their ability to do one-time data entry, minimize man-machine interface, and electronically exchange data, thereby causing business process inefficiencies. A lack of fully integrated systems and communications also delays the reporting of accurate in-transit visibility information.

c. Theater Movement Control Activity. Movement control activities on the modern battlefield require access to the best information which can be provided. Theater movement control activities are responsible for:

(1) Ensuring the delivery of items when and where needed, managing inbound, intra-theater, and retrograde transportation movements.

(2) Planning for the best use of available transport assets to meet the highest priority command needs.

(3) Providing multiple levels of service to accommodate customer needs.

(4) Creating Surface Distribution Plans which can be used by all shippers in a dynamic environment.

(5) Assisting in the expedited delivery, diversion, and timely movement of supplies to prevent traffic problems.

(6) Scheduling traffic along the theater distribution network to meet command needs.

(7) Accounting for intermodal assets and returning them for use in the DTS.

(8) Accurately documenting transportation funds committed to support ongoing missions.

(9) Management of inbound, intra-theater, and retrograde transportation movements.

The current suite of information management tools available to theater movement control activities is not fully integrated with the other logistical and C2 systems or with systems operated by the other Services on the same battlefield or in the same theater of operations.

d. Vehicle Asset Managers and Operators. The conveyances used to move military equipment and personnel assets are precious commodities. To schedule their use effectively, managers of these assets require access to timely information on the status of vehicles, drivers, and missions. This information must be displayed in a method which allows the managers to easily identify the status of all current and future missions and to allocate multiple consecutive missions to individual drivers and vehicle combinations. The current suite of information systems available to asset managers does not readily support this requirement. These systems are not integrated with other systems which track the maintenance status of the vehicles or driver availability/qualifications. This information management shortfall hampers the timely dispatch of movement assets and their effective use to support DTS movement missions.

e. Cargo Transshipping/Documentation Activities. Transshipment activities must be able to identify inbound shipments and plan for their quick, onward movement; document cargo for onward movement utilizing prepositioned electronic data and AIT capability; redirect frustrated cargo; expedite shipments; and report on the status of shipments in transit. The current suite of information management systems available for transshipment activities does not support these actions without extensive man-machine interface. This shortfall expands the amount of time needed to process transshipment documentation and lengthens the time shipments remain at transshipment facilities. There is a need for a common DoD transshipping software application

that supports all intermodal activity at transshipment points, whether airports, seaports, barge, terminals, railheads, truck hub-and-spoke terminals, or consolidation activities.

In summary, DTS is handicapped by long-standing problems that begin at the unit/installation level. DoD's mobility challenges in the world's new operating environment require integrated, flexible, effective, efficient, and responsive structures and processes. Customers are increasingly critical of the DTS's ability to provide reliable, cost-effective transportation services in comparison to the commercial sector; they will not tolerate unnecessary overhead, excessive layering, and duplication of effort. The DTS must use "best-business" practices and strive to continually improve service to its customers. One key ingredient in realizing this much-needed improvement is through the fielding of TC-AIMS II.

DoD Component systems will continue to be stove-piped at the unit/installation level and will not support joint or composite operations which support national strategies. System maintenance costs will continue to be high and the cost of upgrading the individual systems may exceed available budgeted amounts. Current ITV/TAV initiatives will be compromised and operational unit movement data will not be available to strategic planners without a great deal of collection effort.

4.0 SECURITY, INTERFACE, AND INTEROPERABILITY REQUIREMENTS

TC-AIMS II will operate at the unclassified level and will contain multiple levels of access control to ensure sensitive information is not compromised. System security will need to be incorporated into the TC-AIMS II and there will be a need for a back-up capability at each server site to provide continuous operational capabilities to customers. Continuity of Operations Plans (COOP) for all server sites will be required. The system, when deployed with operational forces, will need to be capable of operating in a tactical environment and will also be capable of operating in a stand-alone mode.

TC-AIMS II will be fully integrated with port operations systems and interoperable with other automated transportation, logistics, operations, personnel, and finance systems. The system will be in compliance with GCSS and Defense Information Infrastructure Common Operating Environment (DII COE) standards. TC-AIMS II must comply with applicable information technology standards contained in the Joint Technical Architecture (JTA).

TC-AIMS II will comply with the security requirements identified in DoD Directive 5200.28, Security Requirements for AISs, and DoD Regulation 5200.1-R, DoD Information Security Program Regulation.

5.0 PROJECTED FUNCTIONAL BENEFITS

The functional benefits include the first truly joint AIS for unit/installation transportation management that will meet the needs of the DOD components in a single standard system. TC AIMS II becomes the standard installation-level unit deployment and sustainment system for all Services. It will replace a collection of six unit movement and ITO/TMO systems that evolved

from each Service's business practices. Individual service systems hampered the ability for cross-service or joint application in all Services worldwide.

TC AIMS II will give the warfighters access to more accurate, complete, and timely deployment/redeployment and sustainment data through Global Transportation Network (GTN). As a result, it will give the joint planning and execution communities information to more efficiently plan and manage movement of units to locations worldwide. By combining accurate source data with various inventory information sources, TC AIMS II contributes to Total Asset Visibility (TAV), enabling warfighters and decision-makers to reroute or divert sustainment, strategic lift, or entire units in response to a rapidly changing tactical situation.

As a GTN source-data system, TC AIMS II provides a piece of theater ITV, becoming a redeployment data source. TC AIMS II directly supports effective command and control through GTN's ITV capability. The transportation migration plan puts an important GTN data source in place.

TC AIMS II will automatically produce required forms and labels, facilitating the accurate and timely documentation of units as they prepare to deploy or redeploy. Accurate deployment data means surface and airlift assets go to the right place in the right quantities at the right time.

6.0 CONSTRAINTS

6.1 Common Operating Environment (COE). TC-AIMS II must comply with GCSS and DII COE for information management systems. These standards are most critical for clients who use the system in the battlefield environment where system interoperability is a crucial success factor. The system must comply with the MANPRINT standard and must be transportable for use while deploying, in garrison, and on the battlefield.

6.2 Communications. TC-AIMS II will be operated around the globe in areas where communications infrastructure is completely developed and reliable and in other areas where the communications infrastructure is non-existent. In either environment, TC-AIMS II information management capabilities will be necessary to support the deployment, sustainment, redeployment/retrograde, and employment of forces. TC-AIMS II communications design must support a wide range of options, including commercial telephone services, wireless communications, local area networks, wide area networks, the Warfighter Information Network (WIN), Defense Information System Network (DISN), tactical Mobile Subscriber Equipment (MSE), cellular communications, and satellite communications. The type of communications being employed must be transparent to the functional system user, i.e., there should be no technical knowledge burden placed on the user who is required to send/receive information.

6.3 Power. When provided to deploying/deployed forces, TC-AIMS II hardware must be capable of operating in both field and garrison conditions using commercial power sources, mobile generator power, vehicle (battery) power, or computer battery power.

6.4 Joint Usage. TC-AIMS II software design must permit service-unique capabilities. While the system should be operated similarly by all Services, the importance of data elements, process or process structures to one Service should not be set aside because the same requirement does not exist across all Services.

6.5 Geographic Information Systems (GIS). In situations where TC-AIMS II will use map databases to support applications, the TC-AIMS II design will permit use of the standard GIS selected for C2 systems.

6.6 Interface to Command and Control Systems. TC-AIMS II must provide for information exchange with service-unique C2 and joint C2 systems.

6.7 Documentation Formats. TC-AIMS II input and output documentation, transmissions, and input screens will comply with standards established in Standard NATO Agreements (STANAG), Joint US Message Text Formats (USMTF), American National Standards Institute (ANSI), Electronic Data Interchange (EDI) formats, MILSTAMP (DoD Reg 4500.32R), and radio-frequency (RF) tag formats.

6.8 MILSTAMP. TC-AIMS II functional processes will comply with shipping, transshipping, and receiving procedures documented in DoD 4500.32R, Military Standard Transportation and Movement Procedures (MILSTAMP), and the Defense Transportation regulation, DoD 4500.9-R (DTR).

6.9 Source Data Automation. TC-AIMS II will use DoD-approved source data automation. This includes the suite of AIT devices approved by DoD such as radio frequency tags, LOGMARS (3 of 9 and 2D) labels, optical laser cards, soldier data cards, and other methods established as DoD standards. The TC-AIMS II hardware suite must include the peripheral devices which will read these source data automation devices and write or change the information on the device. (Deleted at meeting but recommend that it be included.)

6.10 Information Access. Information in the TC-AIMS II is not classified. The system software should contain multiple levels of access control to ensure sensitive information related to deployments and movement costs is not compromised. When TC-AIMS II is supported by tactical communications networks, the use of end-to-end encryption technologies is required.

6.11 Deployment Phases. The TC-AIMS II will be used to support information activities for both the supporting CINC and supported CINC and their Service components. These activities include: pre-deployment planning actions, movement to local assembly areas, movement to POE, load planning for strategic lift, reception at POD, and onward movement from POD. In addition, TC-AIMS II must support sustainment, retrograde movement of unit equipment, and redeployment of forces to home stations.

6.12 Source Data from Service-unique Systems. The TC-AIMS II will draw deployment-related information from service-unique systems. This data may include personnel identification, equipment lists, funding information, and movement status.

6.13 Multimedia Training. The TC-AIMS II will include a multimedia training package via CD ROM. The ability to load on the individual PC provides a form of embedded training.

6.14 Mode Asset Tracking Interface. When used in support of Vehicle Asset managers and operators, TC-AIMS II will include an interface to onboard the vehicle data communication and tracking devices. This will permit the managers/operators to identify vehicle locations and communicate with the drivers under their command.

6.15 Reserve Components. TC-AIMS II will be used by the Reserve Components of all Services to support pre-deployment planning activities, movement to home station, movement to mobilization station and similar activities associated with demobilization-related movements.

6.16 Service Depots and Defense Depots. TC-AIMS II will interface with and be used by transportation activities at Service depots and Defense depots to process inbound and outbound freight shipments.

6.17 Non-unit Personnel Movements. TC-AIMS II will support the scheduling and documentation requirements for movement of non-unit personnel on commercial and military assets.

6.18 Task Force Organizations. TC-AIMS II software design will permit Service units to easily task and organize into a deployable force through cross-leveling of equipment, personnel, and consumable stocks. A joint task organization among the Services will also be supported. The task organization should include provisions for deploying civilian personnel, DoD personnel and equipment in TDA units, non-DoD personnel/equipment, and foreign nationals.

6.19 Cross-Service Compatibility. TC-AIMS II system design should permit system operation by any Service personnel on workstations provided by other Services, i.e., USAF personnel deploying from a forward base to home station should be able to use TC-AIMS II workstations at US Army-controlled facilities/assembly areas to support deployment processing, also meeting the DISA open-system architecture and GCSS COE compliance.

6.20 Interfaces. TC-AIMS II will interface with service-unique systems and DoD systems to support TAV and ITV objectives for shipments in the DTS. TC-AIMS II will interface to serve unique systems for shipment planning, shipment receiving, and financial accounting.

6.21 Data Standardization. All data elements transmitted and received by the system or provided through remote access to other systems must comply with DoD standards.

7.0 . DOD CORPORATE INFORMATION MANAGEMENT (CIM) STRATEGIC PLAN (SP) AND ENTERPRISE INTEGRATION IMPLEMENTING STRATEGY (EIIS)

TC-AIMS II was selected as a Defense transportation migration AIS in compliance with all aspects of the DOD CIM SP & EIIS. Selected migration developments of TC-AIMS II that show compliance with outstanding DOD CIM SP & EIIS are depicted in Tables 1 and 2.

DOD CIM Strategic Plan calls for:	TC-AIMS II will provide:
<p>Modernized information systems implemented to support reengineered functional processes. <u>Vision</u> (p. 3) DOD CIM SP “Reinvent” and reengineer DOD functional processes to achieve greater mission effectiveness at lower cost. <u>Goal #1</u> (p. 8) DOD CIM SP</p>	<ul style="list-style-type: none"> • A modernized and easily deployable automated information system (AIS) that supports reengineered functional processes throughout DOD. • Increased effectiveness of the DTS as the single DOD Transportation Management AIS for use by all DOD Component unit movement personnel and ITOs/TMO.
<p>Global end-to-end information connectivity among US and allied forces as a critical mission capability and force multiplier for worldwide readiness, mobility, responsiveness, and operations. <u>Vision</u> (p. 3) DOD CIM SP Tie DOD together through the use of common, shared data. <u>Goal #2</u> (p. 9) DOD CIM SP</p>	<ul style="list-style-type: none"> • Essential electronic linkage for US forces crucial movement information from the source to achieve global end-to-end information connectivity by linking all DOD Component unit movement personnel and ITO/TMOs into one consolidated, integrated, easily deployable, transportation management system. • Critical mobility support, a force multiplier improving responsiveness of DOD Component unit movement personnel and ITO/TMOs to move passengers and cargo worldwide.

<p>All department functions and organizations have been reengineered, improved, and integrated, from an enterprise-wide perspective, to achieve streamlined and significantly more effective operations.</p> <p><u>Vision</u> (p. 3) DOD CIM SP Minimize duplication and enhance DoD's information systems to embody reengineered processes.</p> <p><u>Goal #3</u> (p.10) DoD CIM SP Apply CIM to integrate Defense enterprise-wide operations.</p> <p><u>Goal #5</u> (p.12) DOD CIM SP</p>	<ul style="list-style-type: none">• Improved, integrated, easily deployable, single DOD Transportation Management AIS, reengineered using the best functions of its legacy and migration systems.• Eliminates duplicate systems among DOD component unit movement officers and ITO/TMO AIS infrastructure.• Open architecture to include compliance with GCSS Common Operating Environment (COE) standards will enhance TC-AIMS II's ability to incorporate results of ongoing process reengineering efforts to improve DTS responsiveness to the warfighter.• Removal of barriers to data sharing, data transfer, and interoperability which is GCSS COE.
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<p>The military industrial base has been fully integrated with the commercial base so the department can rapidly obtain and use standard commercial products and services at lower cost. Acquisition has been streamlined through the application of CALS and EC/EDI enabling technologies. Vision (p. 3) DOD CIM SP Implement a flexible efficient worldwide computer and communications infrastructure. Goal #4 (p.11) DOD CIM SP</p>	<ul style="list-style-type: none"> • EC/EDI linkages to the commercial transportation industry for procurement of passenger and cargo transportation services at “best value” to users. • Integrate transportation and related logistics and operations AIS to ensure cross-functional integration of the deployment and replenishment processes. • Standardized system that achieves total interoperability for all DOD component unit movement officers and ITO/TMOs.
<p>Joint interoperability and information integration have been achieved resulting in significantly improved joint Service and multinational operations. Vision (p. 3) DOD CIM SP Establish CIM policies and management structures. Goal #6 (p.13) DOD CIM SP</p>	<ul style="list-style-type: none"> • Significantly improved joint mobility and transportation because TC-AIMS II provides DOD unit movement personnel and ITO/TMOs with a single totally integrated, easily deployable transportation management AIS.

Table 1. Outstanding DOD CIM Strategic Plan Requirements Filled by TC-AIMS II

DOD EHS calls for:	TC-AIMS II will provide:
<p>Bridging functional and technical boundaries in DOD and with industry, allies, and coalition partners to promote communication, increase flexibility, and avoid waste and duplication (para 2.0, p. 3).</p>	<ul style="list-style-type: none"> • A system that overcomes functional and technical barriers using EC/EDI links between DOD unit movement personnel and ITO/TMOs and the commercial transportation industry. • Waste and duplication avoidance through use of GCSS COE architectural standards.
<p>EDI is a tactical strategy and an implementing process. EDI can be viewed as a mission-oriented focus on cross-functional integration supported by integrated information systems (para 2.0, p. 3).</p>	<ul style="list-style-type: none"> • Cross-functional standard electronic linkage with all logistics functional areas and commercial industry.

<p>Business Process Reengineering. All department functions and organizations have been reengineered, improved, and integrated while being supported by modernized, standards-based information systems which provide “end-to end” flows of information and decision support (para 2.1, p. 5).</p>	<ul style="list-style-type: none"> • A modern, GCSS standards-based, integrated AIS with open architecture to support on-going efforts to reengineer DTS and unit deployment business processes. • A system that supports data standardization processes and actions • A system that supports ITV/TAV initiatives
<p>Integrated Processes. The right products are supplied at the right place and time to help achieve the assigned mission.</p>	<ul style="list-style-type: none"> • A fully integrated, easily deployable AIS that enables all DOD unit movement personnel and installation ITO/TMOs to manage deployment and movement processes as part of a logistics network to ensure arrival at the right place and time to support mission accomplishment.

Table 2. Outstanding DOD EHS Requirements Filled by TC-AIMS II