

# GLOSSARY

## Section 1: Acronyms

AALPS	Automated Air Load Planning System
ABS	Automated Battlebook System
AC	Active Component
ACA	Airlift Clearance Authority
ADPC	Air Deployment Planning Course
AI	Artificial Intelligence
AIS	Automated Information Systems
AIT	Automatic Identification Technology
ALD	Available-to-Load Date
ANSI/ISO	American National Standards Institute/International Standards Organization
AO	Area of Operation
AOR	Area of Responsibility
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
APS	Army Prepositioned Stocks
ASG	Area Support Group
ASL	Authorized Stockage List
BBPCT	Blocking, Bracing, Pacing, Crating and Tie-down
BMC	Brigade Movement Coordinator
CADS	Containerized Ammunition Distribution System
CAP	Crisis Action Planning
CBL	Commercial Bill of Lading
CBRNE	Chemical, Biological, Radiological, Nuclear Explosive
CBT	Computer-Based Training
CCN	Convoy Clearance Number
C-Day	Commence Movement from Origin Day
CDT	Cargo Documentation Team
CFD	Container Fleet Division
CFR	Code of Federal Regulations
CFM	(See GFM)
CHE	Container Handling Equipment
CINC	Commanders-in-Chief
COB	Center of Balance
COMPASS	Computerized Movement Planning and Status System
CONPLAN	Operation Plan in Concept Format (Concept Plan)
CONUS	Continental United States
CP	Critical Points/Checkpoints/Command Post
CROP	Container Roll-In/Roll-Out Platform
CTA	Common Tables of Allowances
CTC	Cargo Transfer Company
DACG	Departure Airfield Control Group

DAMMS-R	Department of the Army Movements Management System – Redesign
DMC	(1) Defense Movement Coordinator (2) Distribution Management Center
DOD	Department of Defense
DODAAC	Department of Defense Activity Address Code
DOT	Department of Transportation
DPW	Director of Public Works
DSB	Deployment Support Battalion
DSC	Deployment Support Command
DTO	Division Transportation Officer
DTR	Defense Transportation Regulation (DOD 4500.9-R)
DTS	Defense Transportation System
EAD	Earliest Arrival Date
EDRE	Emergency Deployment Readiness Exercise
EDSS	Equipment Deployment Storage Systems
FCDT	Freight Consolidation and Distribution Team
FM	Field Manual
GATES	Global Air Transportation Execution System
GBL	Government Bill of Lading
GCCS	Global Command and Control System
GFM	Global Freight Management
GFM-ETA	Global Freight Management – Electronic Transportation Acquisition
GTN	Global Transportation Network
HAZMAT	Hazardous Material
HN	Host Nation
IATA	International Air Transport Association
IAW	In Accordance With
IBS	Integrated Booking System
ICAO	International Civil Aviation Organization
ICE	Individual Clothing and Equipment
ICODES	Integrated Computerized Deployment System
IFA	Installation Food Advisor
IMDG	International Maritime Dangerous Goods
ITO	Installation Transportation Officer
ITV	In-transit Visibility
JCS	Joint Chiefs of Staff
JFRG	Joint Force Requirements Generator
JMTCA	Joint Munitions Transportation Coordinating Activity
JOPES	Joint Operations Planning and Execution System
LAD	Latest Arrival Date
LAN	Local Area Network
LIN	Line Identification Number
MACOM	Major Army Command
MCE	Movement Control Element

MCT	Movement Control Team
METL	Mission Essential Task List
METT-TC	Mission, Enemy, Terrain, Troops And Time Available And Civilian Considerations
MHE	Materiel Handling Equipment
MOBCON	Mobilization Control
MOS	Military Occupation Specialty
MS	Mobilization Site
MSC	Military Sealift Command
MSL	Military Shipping Labels
MSR	Main Supply Route
MTMC	Military Traffic Management Command
MTMCTEA	Military Traffic Management Command Transportation Engineering Agency
MTMS	Munitions Transportation Management System
MTO&E	Modified Table of Organization and Equipment
MTS	Movement Tracking System
MWO	(1) Mobility Warrant Officer (2) Modification Work Order
NAT	Not Air Transportable (cargo)
NTAT	Not To Accompany Troops
NCOIC	Non-commissioned Officer in Charge
NTAT	Not To Accompany Troops
OCIE	Organizational Clothing and Individual Equipment
OCONUS	Outside the Continental United States
OEL	Organizational Equipment List
OIC	Officer in Charge
OPLAN	Operation Plan
OPORD	Operation Order
OPSEC	Operations Security
PLL	Prescribed Load List
PMCS	Preventative Maintenance Checks and Services
POC	Point of Contact
POD	Port of Debarkation
POE	Port of Embarkation
POV	Privately Owned Vehicle
PSA	Port Support Activity
RC	Reserve Component
RDD	Required Delivery Date
RF	Radio Frequency
RF-AIT	Radio Frequency-Automatic Identification Technology
RLD	Ready-to-load Date
RO/RO	Roll-On/Roll-Off
RP	Release Point
SAAM	Special Assignment Airlift Mission
SAEDA	Subversion and Espionage Directed Against (the Department of the Army)
SERE	Survival, Escape, Resistance, and Evasion
SI	Support Installation
SMCA	Single Manager Conventional Ammunition
SMCC	State Movement Control Center

SOP	Standard Operating Procedure
SP	Start Point
SPOD	Sea Port of Debarkation
SPOE	Sea Port of Embarkation
SRP	Soldier Readiness Processing
SSA	Supply Support Activity
STARC	State Area Command
SUN	Shipment Unit Number
TAA	Tactical Assembly Area
TACC	Tanker Airlift Control Center
TALCE	Tanker Airlift Control Element
TAT	To Accompany Troops
TAV	Total Asset Visibility
TB	Technical Bulletin
TC-AIMS II	Transportation Coordinators Automated Information for Movements System II
TC	Transportation Coordinator
TCE	(1) Transportation Control Element (2) Transportation Command Element
TCN	Transportation Control Number
TDA	Table of Distribution and Allowance
TEA	Transportation Engineering Agency
TM	Technical Manual
TOE	Table of Organization and Equipment
TPFDD	Time Phased Force Deployment Data
TPS	Transportation Protective Service
TTB	Transportation Terminal Brigade
UBL	Unit Basic Load
UDL	Unit Deployment List
UIC	Unit Identification Code
ULN	Unit Line Number
UMC	Unit Movement Coordinator
UMD	Unit Movement Data
UMT	Unit Movement Team
UMO	Unit Movement Officer
UMODPC	Unit Movement Officer Deployment Planning Course
USAR	United States Army Reserve
USR	Unit Status Report
USTRANSCOM	United States Transportation Command
WAN	Wide Area Network
WOA	Warning Order Activities
WPS	Worldwide Port System

## Section 2: Terms And Definitions

### A

**Active Component (AC)** – The active Army component of the United States Army refers to units on full-time active duty, as distinguished from the Reserve component that is composed of units of the United States Army Reserve and the Army National Guard.

**Aerial Port of Embarkation (APOE)** – A station which serves as an authorized port to process and clear aircraft (scheduled, tactical, and ferried) and traffic for departure from the country in which located.

**Alert Holding Area** – The equipment, vehicle, and passenger control area. It is normally located in the vicinity of the departure airfield. It is used to assemble, inspect, hold, and service aircraft loads. Control of the load is transferred from the individual unit to the DACG at this point.

**Airlift Clearance Authority (ACA)** – A Service activity that controls the movement of cargo (including personal property) into the Defense Transportation System.

**Allowable Cabin Load (ACL)** – The maximum payload that can be carried on an individual aircraft sortie.

**Area of Operation (AO)** – An operational area defined by the joint force commander for land and naval forces. Areas of operation do not typically encompass the entire operation area of the joint force commander, but should be large enough for the component commanders to accomplish their missions and protect their forces.

**Army Pre-positioned Stocks (APS)** – Supplies placed at or near the point of planned use or at a designated location to reduce reaction time, and to ensure timely support of a specific force during initial phases of an operation.

**Arrival/Departure Airfield Control Group (A/DACG)** – A provisional organization provided by the designated installation to perform aerial port functions during unit deployment/employment/ redeployment.

**Assembly Area** – A site where a command is assembled preparatory to further action.

**Authorized Stockage List (ASL)** – A list of items that a direct support unit is authorized to stock based on established criteria. Criteria are usually crafted based on demands for the item to be supplied.

**Automated Air Load Planning System (AALPS)** – A computerized system to rapidly estimate total airlift requirements and to produce individual aircraft load plans. The system allows preplanned equipment deployment packages to be built, analyzed, and maintained.

**Automated Battlebook System (ABS)** – An automated system that provides reference information and real-time visibility of the afloat and land based Army pre-positioned stocks (APS).

**Automatic Identification Technology (AIT)** – A suite of tools for facilitating total asset visibility (TAV) source data capture and transfer. Automatic Identification technology (AIT) includes a variety of devices, such as bar codes, magnetic strips, optical memory cards, and radio frequency tags for marking or tagging individual items, multi-packs, equipment, air pallets, or containers, along with the hardware and software required to create the devices, read the information on them, and integrate that information with other logistic information. AIT integration with logistic information systems is key to the Department of Defense's TAV efforts.

**Available-to-load date (ALD)** – A date specified for each unit in a TPFDD indicating when the unit will be ready to load at the POE.

## B

**Bar Code** – A code consisting of a group of printed and variously patterned bars, spaces, rectangles, or other shapes that encode data that is designed to be scanned and read into computer memory to provide identification or other information relating to the object it labels.

**(1) Linear Bar Code** - A code consisting of a group of printed and variously patterned bars and spaces, and sometimes numerals, that is designed to be scanned and read into computer memory as identification for the object it labels. An ordinary linear barcode, with vertical bars and stripes, can hold about 16 ASCII characters.

**(2) Two Dimensional Bar Code** - Data encoded in many different size rectangles, can hold between 1000 and 2000 ASCII characters. Two Dimensional barcodes have to be scanned in a raster format (like a television) to cover their whole area.

**Brigade Movement Coordinator (BMC)** – Coordinates the movement of personnel and equipment beyond the capability of organic unit assets with the installation transportation officer or UMC. The BMC is the liaison between the UMO (at battalion and company) and the ITO in CONUS locations, the MCT in OCONUS locations; and in both locations, the UMC.

## C

**C-Day** – see Commence Movement from Origin Day.

**Call Forward Area** – The area is that portion of the departure airfield where the DACG and TALCE conduct joint inspections of aircraft loads. A final briefing is provided to deploying troops by the TALCE. The DACG and TALCE review all load plans and manifests for accuracy. The deploying unit corrects all discrepancies found by the joint inspection in this area.

**Call-Forward Schedules** – Movement directives issued by the port commander that specify when units must have their equipment at the port of embarkation (POE) to meet the available-to-load (ALDs) date.

**Cargo Documentation Team** - A Cargo Documentation Team is a small TOE detachment staffed with 88N Documentation Specialists. Its mission is to administrate the documentation associated with moving cargo. The Cargo Documentation Team has no MHE. The team is normally assigned to augment a Cargo Transfer Company to prepare documentation for cargo and equipment being loaded on vessels.

**Cargo Transfer Company** – A CTC is organized with four Cargo Transfer Platoons and a Documentation Section. The four platoons have material handling equipment (MHE) to support transshipping cargo, containers, and unit equipment to ships and aircraft. Each platoon can operate independently at a remote site to support transshipment operations. The company assists in loading ships and operating a staging area.

**Center of Balance (COB)** – The point on the vehicle or pallet at which the vehicle or pallet would balance if placed on a fulcrum.

**Chock** – A piece of wood or other material placed at the side of cargo, or to the front and rear of wheels on vehicles and aircraft, to prevent rolling or moving sideways.

**CMF-ETA System** – CFM is a DOD freight traffic management information system designed to provide a centralized database of master reference files, freight tenders, domestic route order requests, Bill of Lading shipment information, and carrier performance data. The CFM interface provides timely accurate carrier costing data to the ITO/TMO for Bill of lading shipments. ETA is the Electronic Transportation Acquisition aspect of the system, which moved to a web-based home page and eliminated the field portion of the system.

**Classified Cargo** – Cargo that has been determined by proper authority to require protection against unauthorized disclosure in the interest of national security, and which has been so designated.

**Close Column** – A form of convoy organization that provides the greatest degree of convoy control. It is characterized by vehicle intervals of 25 to 50 meters and speeds under 25 mph. Close column is normally used during limited visibility or on poorly marked or congested roads.

**Commence Movement from Origin Day (C-Day)** – The unnamed day for planning on which movement commences in a deployment operation in support of a crisis. The deployment may be movement of troops, cargo, weapon systems, or a combination of these elements using any and all types of transport. All movement required for C-Day preparatory actions or pre-positioning of deployment support are expressed relative to this day as negative days. For execution, the actual day is established under the authority and direction of the Secretary of Defense.

**Common Tables of Allowances (CTA)** – An equipment authorization document which prescribes basic allowances of organizational and individual equipment. (Does not pertain to major military equipment.)

**Computerized Movement Planning and Status System (COMPASS)** – A FORSCOM system designed to support unit movement planning and requirements for Active and Reserve Component Units. This system provides the automated organization equipment list (OEL) containing unit movement data (UMD), which reflects the go-to-war equipment profile of deploying units.

**Concept Plan (CONPLAN)** – An operation plan in a concept format that would require considerable expansion or alteration to convert to an OPLAN and OPORD.

**Container Handling Equipment (CHE)** – Material handling equipment (MHE) designed specifically to receive, maneuver and dispatch containers.

**Continental United States (CONUS)** – The 48 contiguous states and the District of Columbia.

**Convoy Clearance Number (CCN)** – Each convoy is identified by its CCN. The CCN identifies the convoy during its entire movement. The CCN is normally assigned by the STARC via the MOBCON system, but can be assigned by the installation.

**Convoy Commander** – An officer, designated to command the convoy, subject to the orders of the officer in tactical command.

**Crisis Action Planning (CAP)** – The system used to conduct planning during a crisis situation. The focus of the process is to determine the best method of accomplishing assigned tasks and direct the actions necessary to accomplish the mission.

## D

**Defense Movement Coordinator (DMC)** – Defense Movement Coordinator (DMC) is a designated official established in each State Movement Control Center to routinely coordinate defense highway movements. The DMC coordinates military movement plans that traverse or originate in his/her State including those that originate elsewhere. In coordination with his/her State counterparts, the DMC requests permits, obtains clearances, monitors and coordinates moves, resolves problems, and reroutes moves as necessary. (See also State Area Command, and State Movement Control Center.)

**Defense Transportation System (DTS)** – The infrastructure supporting DOD's common-user transportation needs. The DTS consists of military and commercial assets, services, and systems organic to, contracted for or controlled by DOD.

**Defense Transportation Regulation (DTR)** – The regulation that establishes the specific governing requirements to be followed when moving personnel, supplies, and equipment, including arms, ammunition, explosives and classified material. The DTR assigns various levels of required protection and monitoring to material based on categories of risk.

**Deliberate Planning** – The system used to conduct joint planning during peacetime. The focus of this process is to determine the best method of accomplishing assigned tasks and direct the actions necessary to accomplish the mission. Deliberate planning produces operation plans, either OPLANS, or CONPLANS, or functional plans.

**Department of the Army Movements Management System – Redesign (DAMMS-R)**

– DAMMS- R is an automated transportation system designed to provide movements control, and mode managers with an automated capability to perform their mission. Additionally, for unit personnel with a need to create and request convoys in the theater of operations, DAMMS-R provides an automated tool to assist them in the performance of their mission. DAMMS-R is also a source data system using manifest data when available to create TMRs. DAMMS-R provides automated assistance in convoy planning / highway scheduling, movement control, and mode management.

**Department of Defense Activity Address Codes (DODAAC)** – A unique six-position alphanumeric code assigned to identify specific units, activities, or organizations as found in Department of Defense Activity Address Directory.

**Departure Airfield Control Group (DACG)** – The organization provided by the designated installation which will control the unit to be airlifted from the marshaling area until released to the TALCE at the ready line.

**Deployment** – In the strategic sense, the planning, preparation, and movement of forces and their support from any location to an area of operations in response to a military need or crisis.

**Deployment Support Battalions (DSB)** – Units that execute coordinated deployment and sustainment transportation through terminals and facilities in a specified area of the world. They deploy personnel in deployment support teams (DST) worldwide.

**Deployment Support Command (DSC)** – A subordinate command of MTMC with the broad mission of supporting unit deployment.

**Division Transportation Officer (DTO)** – The DTO is a staff planner who coordinates with the division G3 on tactical moves and operations and with the G4 on logistical and administrative matters. The DTO also provides transportation guidance to other staff sections and commanders within the division. The DTO is the formal link between the division and the Corps transportation officer. The four primary DTO functions are advisory, planning, coordination, and technical assistance.

**Dunnage** – Lumber or other material used to brace and secure cargo to prevent damage.

**E**

**Earliest Arrival Date (EAD)** – A date specified by the supported CINC as the earliest date that a unit, resupply shipment, or replacement personnel can be accepted at a port of debarkation. Used with the Latest Arrival Date (LAD), it delineates a delivery window for transportation planning.

**Embarkation** – The process of putting personnel and/or vehicles and their associated stores and equipment into ships and aircraft.

**Emergency Deployment Readiness Exercises (EDRE)** – Periodic events designed to exercise a unit's or command's movement plans. EDREs may involve the unit moving to

ports of embarkation (POE) and loading unit equipment on strategic sealift or airlift transportation.

**Equipment Deployment Storage Systems (EDSS) Containers** – Unit owned containers. The EDSS container is a CTA item. Units must ensure all EDSS containers are reflected on their OEL.

## F

**Fixed Facility** – Terminal with established cargo-handling capability designed for the transfer of freight. These are usually facilities engaged in civilian commerce.

**Force Projection** – The ability to invoke the military element of national power from the continental United States (CONUS) or outside CONUS (OCONUS), in response to requirements for military operations.

**Freight Consolidation and Distribution Team (FCDT)** – An FCDT is a small TOE detachment staffed to prepare documentation for personnel, supplies, and equipment being loaded on vessels. It is located at small terminals to provide independent loading and documentation services; or at larger port complexes, as a tailored augmentation to the TTB

## G

**Global Command and Control System (GCCS)** – GCCS is the primary joint system designed to fulfill the requirement for a capability to move a US fighting force on the globe at any time providing the services, unified commander and components with the information and direction necessary to complete their mission. It is a highly mobile, deployable, compatible, interoperable, and integrated command, control, communications, computers, and intelligence system. GCCS objective is to provide the war fighter with a common, real-time picture of the battle space and the ability to order, respond, and coordinate horizontally and vertically to accomplish the mission.

**Global Air Transportation Execution System (GATES)** – An Air Force system that automates support for receipt, movement and billing of cargo and passengers.

**Global Transportation Network (GTN)** – The automated support necessary to enable USTRANSCOM and its components to provide global transportation management. The global transportation network provides the integrated transportation data and systems necessary to accomplish global transportation planning, command and control, and in-transit visibility across the range of military operations.

## H

**Hazardous Material (HAZMAT)** – A substance or material that has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and that has been so designated.

**Holding Area** — A site where a unit's progress (personnel or equipment) is halted temporarily.

**Host Nation Support (HNS)** – Civil and military assistance provided by host nations to allied forces and organizations in peacetime, transition to war, and in wartime.

## I

**Infiltration – (1)** The movement through or into an area or territory occupied by either friendly or enemy troops or organizations. The movement is made, either by small groups or by individuals, at extended or irregular intervals. When used in connection with the enemy, it infers that contact is avoided. **(2)** A form of convoy organization characterized by varying vehicle intervals and speeds. It is used only as a last resort in extremely congested areas.

**Installation Food Advisor (IFA)** – The individual responsible for guidance and oversight of dining facility operations on an installation.

**Integrated Booking System (IBS)** - IBS is the execution system of the DTS for booking of international surface cargo during peacetime and wartime operations. The system supports MTMC traffic management and satisfies the MTMC mission to execute the deliberagte plans developed for international cargo. The system is responsible for booking cargo during contingency operations.

**Integrated Computerized Deployment System (ICODES)** – Assists in the pre-stowage process by matching a vessel characteristics file against the cargo being offered for shipment to produce a vessel stowage plan. Calculates critical sailing characteristics, including trim and stability.

## J

**Joint Chief of Staff (JCS)** – The principal military advisory group to the President of the United States, composed of the Chairman of the Joint Chiefs of Staff, the Vice Chairman of the JCS, the chiefs of staff of the Army and Air Force, the Chief of Naval Operations, and the Commandant of the Marine Corps.

**Joint Force Requirements Generator (JFRG)** – Single force integrator which accelerates deployment planning and execution and interfaces with JOPES. It is used to build force structures to meet mission, source required forces, develop and assess phasing/travel mode, compute sustainment requirements, and estimate airlift and sealift requirements.

**Joint Munitions Transportation Coordinating Activity (JMTCA)** – Activity established by Commander Operations Support Command to develop procedures to receive airlift and sealift export requirements of munitions.

**Joint Operations Planning and Execution System (JOPES)** – JOPES supports integrated planning and command control of mobilization, deployment, employment and sustainment activities using an improved information system.

## K

**L**

**Latest Arrival Date (LAD)** – A date specified by the supported CINC as the latest date that a unit, resupply shipment, or replacement personnel can be accepted at a port of debarkation. Used with the Earliest Arrival Date (EAD), it delineates a delivery window for transportation planning.

**Line Identification Number [LIN]** – A number assigned to a generic nomenclature, by US Army technical committee action, for the purpose of identifying the line on which the official generic nomenclature is listed. The LIN is used as a tool for sorting items into sequence, consolidating assets, requirements, and other data for federally stocked-numbered items to which it is related.

**Loading Ramp Area** – The area in which the process of putting personnel, materiel, supplies and other freight on board ships, aircraft, trains, road vehicles, or other means of conveyance occurs.

**Logistics Applications of Automated Marking and Reading Symbols (LOGMARS)** – A system that produces bar code labels. Associated system equipment reads the labels and the data is used for a variety of purposes. In transportation applications, it is used to track cargo.

**M**

**Main Supply Route (MSR)** – The route or routes designated within an area of operations upon which the bulk of traffic flows in support of military operations.

**Major Army Command (MACOM)** – A command directly subordinate to, established by authority of, a specifically designated by Headquarters, Department of the Army. Army component commands of unified and specific commands.

**March Column** – The largest of the three convoy organizational elements, it is a group of two to five serials, and represents approximately a battalion-to-brigade size element. Each column has a column commander.

**March Unit** – The smallest of the three convoy organizational elements. It is a subdivision of the serial and comes under the direct control of the march unit commander. It is the smallest organized subgroup of the convoy and usually will not exceed 20 vehicles.

**Marshalling Area** – A location in the vicinity of a reception terminal or prepositioned equipment storage site where arriving unit personnel, equipment, materiel, and accompanying supplies are reassembled, returned to the control of the unit commander, configured in an effective way, and prepared for onward movement. The joint complex commander designating the location will coordinate the use of the facilities with other allied commands and the host nation, and will provide life support to the units while in the marshalling area.

**Material Handling Equipment** – Equipment specifically designed for mechanically handling packaged or bulky items that are usually in a shipping or storage configuration.

**Military Sealift Command (MSC)** – A major command of the US Navy and the component of USTRANSCOM which provides designated sealift for global movement by the Services

**Military Traffic Management Command (MTMC)** – A major command of the U.S. Army and USTRANSCOM's component command responsible for designated CONUS land transportation, common-user water terminals, and traffic management for global movement by the Services.

**Mission Essential Task List (METL)** – A list of materiel authorized to combat, combat support, combat service support, and combat readiness training forces necessary to accomplish their assigned missions.

**Mobilization Station (MS)** – The designated military installation to which a Reserve Component unit or individual mobilizes or moves upon mobilization for further processing, training, and movement.

**Movement Control Element (MCE)** – Any organization responsible for the planning, routing, scheduling, and control of personnel and cargo movements over lines of communications.

**Movement Control Team (MCT)** – Movement control teams (MCTs) are Army units that regulate the movement of personnel and materiel as well as the coordination of bulk fuel and water transportation at the pipeline and production take-off points.

**Movement Tracking System (MTS)** – MTS is a satellite-based tracking/communication system consisting of a mobile unit mounted in the vehicle and a base unit controlled/monitored by movement control and mode operators. The MTS includes a global positioning system capability, a capability to send messages between base and mobile units, and a capability to locate/track a vehicle position on a map background using personal computer-based software.

## N

**Not To Accompany Troops (NTAT)** - Equipment that is part of a unit move, but is normally shipped by surface and does not accompany the troops. It consists of all other equipment required by the unit to perform its mission not included in Red TAT and Yellow TAT categories, both of which designate equipment to accompany troops. (See also Red TAT and Yellow TAT.)

## O

**Open Column** – The preferred formation (of three) used to conduct a convoy. It is characterized by vehicle intervals of 100 meters or more and speeds in excess of 25 mph. Open column is normally used on well marked open roads with good visibility.

**Operation Plan (OPLAN)** — Any plan, except for the Single Integrated Operational Plan, for the conduct of military operations. Plans are prepared by combatant commanders in response to requirements established by the Chairman of the Joint Chiefs of Staff and by commanders of subordinate commands in response to requirements tasked by the establishing unified commander. Operation plans are prepared in either a complete format (OPLAN) or as a concept plan (CONPLAN).

**Organizational Equipment List (OEL)** – An OEL is a computerized listing (in printed and data file formats) of on-hand equipment, personnel and supplies in a unit. The OEL supports cargo manifesting for movements and provides input to transportation managers to identify movement requirements.

**Outside the Continental United States (OCONUS)** – Any location beyond the limits of the 48 contiguous United States and the District of Columbia. (Alaska, Hawaii, Puerto Rico, and U.S. territories and possessions are OCONUS).

## P

**Palletized Unit Load** — Quantity of any item, packaged or unpackaged, which is arranged on a pallet in a specified manner and securely strapped or fastened thereto so that the whole is handled as a unit.

**Placarding** — To display a label identifying cargo (i.e., hazardous, sensitive, or classified) contents for movement.

**Port of Embarkation** — The geographic point (seaport or airport) in the routing scheme where a movement transitions from ground to air or sea.

**Port of Debarkation** – The geographic point (seaport or airport) in the routing scheme where a movement transitions from air or sea back to land.

**Port Support Activity (PSA)** – A flexible support organization composed of assets from a designated installation which ensures the equipment of the deploying units is ready to load. The PSA operates unique equipment in conjunction with ship loading operations. The PSA is operationally controlled by the military port commander or TTB commander.

**Pre-deployment Activities** – Pre-deployment activities are those tasks accomplished by Army units and installations prior to movement to POEs.

**Prepositioned Material Site** — Location of strategically located unit configured stocks.

**Prescribed Load List (PLL)** – A PLL is kept to support a unit's daily organizational maintenance operations. Technically, it is a list of unit maintenance repair parts that are demand supported, non-demand supported, and specified initial stockage repair parts for newly introduced end items. Normally, this is for a prescribed number of days of supply. In practice, the term PLL is often used to refer to the actual body of materiel that the list delineates.

**Proponent** – An Army organization or staff activity that is assigned primary responsibility for material or subject matter in its area of interest.

**Protected Cargo** – Those items designated as having characteristics which require they be identified, accounted for, secured, safeguarded or handled in a special manner to ensure their safeguard or integrity. Protected cargo is subdivided into controlled, pilferable and sensitive cargo.

**Protected Sensitive Cargo** – Small arms, ammunition, and explosives which are a definite threat to public safety and can be used by militant, revolutionary, criminal or other elements for civil disturbances, domestic unrest, or criminal actions.

## Q

## R

**Ready-to-load date (RLD)** – The RLD is the date when the unit must be prepared to depart its origin. For AC (Active Component) units, origin is the installation and for RC units origin is the mobilization station or site.

**Red TAT** – Equipment that must accompany troops because they require it immediately at destination. (See also Yellow TAT and NTAT.)

**Redeployment** – The transfer of a unit, an individual, or supplies from one area to another area, to another location within the area, or to the zone of interior for the purpose of further employment.

**Required Delivery Date (RDD)** – The date that a force or materiel must arrive at the destination and be ready for employment.

**Reserve Component** – The Reserve Components of the Armed Forces of the United States are the Army National Guard, Army Reserve, Naval Reserve, Marine Corps Reserve, Air National Guard, Air Force Reserve, and the Coast Guard Reserve. Each component has three reserve categories: The Ready Reserve, the Standby Reserve, and the Retired Reserve.

## S

**Serial** – One of the three convoy organizational elements, a serial is a subdivision of the march column and consists of march units (the smallest of the three elements) of a march column. All the march units are grouped under a serial commander.

**Soldier Readiness Processing (SRP)** – The program established to ensure that all soldiers are maintained administratively ready for deployment at all times.

**Special Assignment Airlift Mission (SAAM)** – SAAM is defined as airlift requirements for special pickup or delivery by AF Air Mobility Command at points other than established routes, and which require special consideration because of the number of passengers

involved, the weight or size of the cargo, the urgency or sensitivity of movement, or other special factors.

**Staging Area** — A general locality established for the concentration of troop units and transient personnel between movements over the lines of communications.

**State Area Command (STARC)** – A mobilization entity within the ARNG state organization that is ordered to active duty when ARNG units in the state are alerted for mobilization. It provides for control of mobilized ARNG units from home station until arrival at mobilization station. It is also responsible for planning and execution of military support for civil defense, land defense plans under the respective area commander, and military family assistance. (See also Defense Movement Coordinator, and State Movement Control Center.)

**State Movement Control Center (SMCC)** – The agency responsible for performing the convoy movement control responsibilities of the Adjutant General of each state. The DMC is located in the SMCC. (See also State Area Command, and Defense Movement Coordinator.)

**Subversion and Espionage Directed Against the Department of the Army (SAEDA)**  
– Security guidance training required within the past 12 months for the deploying soldier.

**Supercargo** – Personnel that accompany cargo on board a ship for the purpose of accomplishing enroute maintenance and security.

**Supply Support Activity (SSA)** – Activities assigned a Department of Defense activity address code and having a supply support mission.

**Survival, Escape, Resistance, and Escape (SERE)** – Training and actions taken by military members to assist them in surviving in hostile environments, resisting enemy activities, escaping enemy forces, and evading enemy forces until the individual or unit can be reunited with friendly forces.

**Synchronization** - Synchronization is arranging activities in time, space, and purpose to mass maximum relative combat power at a decisive place and time. Without synchronization, there is no massing of effects. Through synchronization, commanders arrange battlefield operating systems to mass the effects of combat power at the chosen place and time to overwhelm an enemy or dominate the situation. Synchronization is a means, not an end. Commanders balance synchronization against agility and initiative; they never surrender the initiative or miss a decisive opportunity for the sake of synchronization.

## T

**Table of Distribution and Allowance (TDA)** – An authorization document prescribing unit organization, personnel, and equipment for units which generally form the infrastructure of the Army. They are generally non-combat, non-deployable workload based units

**Tactical Assembly Area (TAA)** – An area that is generally out of the reach of light artillery and the location where units make final preparations (pre-combat checks and inspections) and rest, prior to moving to the line of departure.

**Tanker Airlift Control Center (TACC)** – The TACC is the Air Force Air Mobility Command's direct reporting unit responsible for tasking and controlling operational missions for all activities involving forces supporting USTRANSCOM's global air mobility mission.

**Tanker Airlift Control Element (TALCE)** – A mobile command and control organization deployed to support strategic and theater air mobility operations at fixed, en route, and deployed locations where air mobility operational support is nonexistent or insufficient.

**Time Phased Force Deployment Data (TPFDD)** – The computer-supported database portion of an operation plan; it contains time-phased force data, non-unit-related cargo and personnel data, and movement data for the operation plan.

**Table of Organization and Equipment (TOE)** – Prescribes the doctrinal organization, personnel and equipment required for a particular type of a unit. Fielded units operate in terms of a modification Table of Organization and Equipment (MTOE). MTOEs form the "go-to-war" units of the Army, whether those units are direct combat (infantry, armor, artillery), CS (engineer, signal, military police) or CSS (quartermaster, maintenance, medical) units.

**Total Asset Visibility (TAV)** – TAV is the capability to provide users with timely and accurate information on the location, movement, status, and identity of units, personnel, equipment, materiel and supplies. It also includes the capability to act upon that information to improve overall performance of the Department of Defense's logistic practices.

**Trail Officer** – The trail officer is a convoy position. The trail officer checks and observes vehicles at the SP and keeps the convoy commander informed on the status of vehicles that fall out of the convoy, oversees all maintenance, recovery, accident investigation, medical aid, and disposition of disabled equipment, picks up all guides and markers left by preceding march elements.

**Transportation Control Number (TCN)** – A 17-position alphanumeric character set assigned to control a shipment throughout the transportation cycle of the Defense Transportation System.

**Transportation Coordinator's - Automated Command And Control Information System** - TC-ACCIS automates the transportation functions of unit movement planning, execution, ITO. It provides accurate and timely movement information to the Army and joint deployment community for the deployment of active and reserve component units.

**Transportation Coordinator's Automated Information for Movement System II (TC AIMS II)** – An automated transportation system being fielded. It is for use by all the Services and will include most transportation functions required at the unit and installation for unit movement.

**Transportation Engineering Agency (TEA)** – TEA is a major subordinate command of MTMC whose mission is to provide the Department of Defense with the research,

engineering, and analytical expertise to improve the deployability of U.S. Armed Forces, the transportability of equipment, the infrastructure of the Defense Transportation System, and the management and execution of the DOD transportation programs for national defense. MTMCTEA administers the Highways for National Defense (HND) Program. This program ensures that DOD public highway requirements are being met.

**Transportation Protective Service (TPS)** – A commercial carrier service performed according to Department of Defense standards that provides in-transit physical security for shipments of SECRET, CONFIDENTIAL, or sensitive material.

**Transportation Terminal Brigades (TTB)** – TTBs are Reserve Component (RC) units that allow the MTMC to expand the number and capability of seaports. They normally take over responsibility for port operations from the Tiger Team. TTBs conduct ocean terminal operations at established ports where existing manpower, equipment, and infrastructure are available. They may be deployed OCONUS to expand the number and capability of ports for sustainment or redeployment purposes.

## U

**Unit Basic Load (UBL)** – A unit's quantities of class 1 through 5 and 8 supplies which allow a unit to initiate its combat operations. The UBL is maintained on hand and are combat-deployable using organic transportation in a single lift. It is expressed according to the wartime organization of the unit and maintained at the prescribed levels. Basic load items subject to deterioration or having a shelf life are replaced as required.

**Unit Deployment List (UDL)** – The UDL shows the equipment, personnel, and supplies that will actually deploy with the unit. It is a list tailored from the OEL.

**Unit Identification Code (UIC)** – A six-character alphanumeric code that uniquely identifies each active, reserve, and National Guard unit of the **Army** forces.

**Unit Line Numbers (ULN)** – A seven-character alphanumeric code that describes a unique increment of a unit deployment, i.e., advance party, main body, equipment by sea and air, reception team or trail party in a JOPES TPFDD.

**Unit Movement Coordinator (UMC)** – The UMC is the command technical transportation movements expert who provides advice to those in both superior and subordinate positions.

**Unit Movement Data (UMD)** – UMD is a unit personnel, equipment, and supply listing containing corresponding transportability data. Tailored UMD has been modified to reflect a specific movement requirement.

**Unit Movement Officer (UMO)** – The UMO is appointed at the company and battalion levels and represents the commander in attending to the details of getting the unit ready for movement and maintaining that readiness when it is achieved.

**Unit Movement Team (UMT)** – The UMT is a MTMC ad hoc organization that opens and temporarily operates a SPOE until the TTB is operational. It deploys to the SPOE to coordinate contracts, set up operations, and begin to receive cargo, plan for traffic flow,

obtain waivers and clearances, establish liaison with the deploying unit, develop pre-stow plans, and provide reports. Liaison with the deploying unit is especially critical to establish the flow into the port based on the priority of load. Command authority remains with the team until the TTB commander arrives and assumes command. See FM 3-35.4.)

**Unit Status Report (USR)** – Designated MTOE and TDA units submit recurring Unit Status Reports in accordance with the guidance in AR 220-1. These reports determine a unit's status by comparing selected personnel, equipment, and training factors to wartime requirements, and by obtaining the commander's overall assessment of the unit. Unit status reports are designed to measure the status of resources and training of a unit at a given point in time.

**United Nations Identification (UN/ID)** – A number from the Hazardous Materials Table in 49 Code of Federal Regulation 172 that identifies hazardous material proper shipping names for either the United Nations (UN) or North America (NA). The NA numbers are not recognized for international transport.

**United States Transportation Command (USTRANSCOM)** – The unified command that is the Department of Defense single manager for sea, land, and air transportation in both peace and war. USTRANSCOM controls all Department of Defense transportation assets except those that are Service-unique or theater-assigned.

**Unitized Load** – A single item or a number of items packaged, packed, or arranged in a specified manner and capable of being handled as a unit. It may be accomplished by placing the item or items in a container or by banding them securely together.



**Worldwide Port System (WPS)** – A standalone, transportable, cargo terminal operations and cargo documentation system designed to provide real time management capability to the terminal commander. It supports ITV for both general cargo and unit moves, and produces those reports necessary terminal operations, plus operating the MILSTAMP Ocean Cargo manifests.



**Yellow TAT** – Equipment that must accompany troops because it must be accessible during the voyage. For personnel traveling via commercial air, this is generally only baggage that fits under the seat. Yellow TAT is not palletized for shipment. (See also Red TAT and NTAT.)