

DEFENSE TRANSPORTATION ELECTRONIC BUSINESS (DTEB) COMMITTEE

REPSHIP Working Group Meeting Minutes

28 OCTOBER 2010

INTRODUCTION

Stakeholders from various DoD organizations and agencies met via teleconference to discuss and plan the implementation of the Due-In (856A) and Nodal Status (315N) Electronic Data Interchange (EDI) Implementation Conventions (ICs) to support the Report of Shipment (REPSHIP) process for Nuclear Weapon Related Material (NWRM) and Arms, Ammunition, and Explosives (AA&E) shipments. The 856A Due-In serves as the REPSHIP message while the Nodal Status 315N serves as the REPSHIP Notice Receipt message and Shipment Unit Receipt message. The 856A and 315N ICs are available on the DTEB website at the following link: [856A and 315N ICs](#). In addition, the Due-In information will be provided to the Air Force's Enterprise Data Collection Layer (EDCL) using a DTEB-developed temporary XML schema.

Jared Andrews, LMI (support contractor to USTRANSCOM), facilitated the meeting.

SYSTEM IMPLEMENTATION STATUS

Representatives from both DSS and CMOS indicated that the interface continues to work well. DSS and CMOS are exchanging production REPSHIP messages between several locations. Michael McDown, CMOS, indicated that all Air Force and National Guard activities are fully implemented. Marine Corps and Army activities will have the capability with CMOS Version 7.3.1.

Mr. Andrews asked if DSS had begun taking steps to send individual, tailored Due-In transactions to each consignee within a multi-consignee shipment. Dennis Kochert, DSS, indicated that a System Change Request (SCR) is required for DSS's developers to move out on the project. Mr. Kochert was unsure if anyone from DLA planned to submit the SCR in the near future.

John Mannino, SDDC/GFM, reported that GFM's Configuration Control Board (CCB) recently met and ranked the automated REPSHIP initiative in its top 10 initiatives/projects to pursue. He noted that GFM is still awaiting a response from USTRANSCOM on a list of REPSHIP-related questions.

The views, opinions, and findings contained in this report are those of LMI and should not be construed as an official agency position, policy, or decision, unless so designated by other official documentation.

PENDING DTR CHANGES

Mr. Andrews noted that the Air Force, in coordination with DLA, recently submitted two Defense Transportation Regulation (DTR) changes to USTRANSCOM for consideration. Mr. Andrews indicated that Gary Conklin, USTRANSCOM J5/J4, recently sent the proposed changes to the Services and other stakeholders for informal coordination. The first change will move figure 204-8 “REPSHIP Data Requirements” from Chapter 204 to Chapter 205. The second change adds a new requirement that the transportation node just prior to the ultimate consignee must generate and send a REPSHIP to the ultimate consignee. In most cases, this node will be the Port of Debarkation (POD).

ADVANCE PLANNING

Dave Perry, Navy, asked if the Due-In and Nodal Status transactions could be used to support the advance planning process. The DTR currently requires “TOs to contact the destination activity to confirm they have the ability and intent to receive and secure the shipment”. Mr. Andrews indicated that the advance planning process is currently being executed via phone or email. Mr. Andrews acknowledged that the Due-In and Nodal Status transactions could be enhanced to support the advance planning process; however, the AA&E Transportation Subgroup recently indicated that they preferred that the advance planning process continue to be performed via phone or email. The AA&E Transportation Subgroup is comprised of stakeholders from each of the Services, USTRANSCOM, SDDC, and DLA. The Subgroup is viewed as the owner of DTR Chapter 205 where REPSHIP and advance planning policy for NWRM and AA&E is located.

Mr. Perry asked if the supply community’s 856 Advance Shipment Notification (ASN) message could be used to support the advance planning process. The working group was unsure how far in advance the 856 ASN is sent to the receiving activity. They were also unsure whether the supply community requires an electronic acknowledgement from the receiving activity before the item can ship.

AIR FORCE REPSHIP REQUIREMENT

At the September REPSHIP Working Group meeting, Jim Wakeley, Air Force, reported that the Air Force plans to issue a memo that will prohibit the use of emailed or faxed REPSHIPS for Air Force-to-Air Force shipments. It’s expected that all Air Force activities will use the new REPSHIP functionality resident in CMOS for completing the REPSHIP process.

At the October meeting, Mr. Perry asked how the new Air Force policy applied to joint bases where, for example, a Navy entity may reside at an Air Force activity/installation. Mr. Wakeley did not attend the October meeting so no response

was provided. This question will be tabled until the next REPSHIP Working Group meeting.

ACTION ITEM REVIEW

REPSHIPS for Unit Moves

At a previous meeting, MAJ Erik Fagerheim, SDDC, had agreed to follow-up with the unit move community and determine if units are required to send REPSHIPS to the Port of Embarkation (POE).

MAJ Fagerheim indicated to Mr. Andrews that the units do not currently send REPSHIPS to the POE. MAJ Fagerheim acknowledged that an automated REPSHIP that is generated and sent automatically from a shipper system would add value.

This action item is closed.

NWRM Shipment Notification

At the September 2010 REPSHIP meeting, Mr. Wakeley indicated that Air Force is considering removing the NWRM Shipment Notification requirement from the DTR. The requirement may still remain in an Air Force Instruction (AFI).

Mr. Wakeley did not attend the October meeting and no update was provided.

WRAP-UP/SCHEDULE NEXT MEETING

The next REPSHIP WG meeting is scheduled for Thursday, 2 December from 1400–1530 EDT. A dial-in number and agenda will be provided prior to the meeting.