DTEB Committee Meeting Minutes   **27 February 2020**

Facilitator: Mr. Michael James

Minutes Taken By: Mr. Michael James

Attendees

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Purpose: Tri-annual DTEB Committee meeting to update members on current activities and gain member input on current and future projects.

Agenda

- ☐ Welcome & Introductions
- ☐ Technical Secretary Report: X12
- ☐ Technical Secretary Report: F-35 Global Transportation and Distribution Support
- ☐ Technical Secretary Report: Multimodal 3
- ☐ Technical Secretary Report: TMS
- ☐ Technical Secretary Report: X12 – Version 008010
- ☐ DM & IC Update
- ☐ Sync Chart – Systems Review
- ☐ Data Governance Efforts
- ☐ 858D – Shipping Cost in Accessorial Loop
- ☐ 417/418 Implementation
- ☐ Open Discussion
- ☐ Action Item Review
- ☐ Next Steps, Next Meeting, Wrap Up
- ☐ Adjournment

Discussion

1) Technical Secretary Report: X12
   a) Last Meeting
      i) 26-30 January, 2020 – Onsite is Portland, OR
      ii) Standing meeting for all Transportation subcommittee activities
      iii) Meeting minutes have been submitted to ASC X12 web site
         (1) Minutes available upon request
   b) Next Meeting
      i) 31 May – 4 June, 2020
      ii) Jacksonville, FL
   c) X12 Data maintenance
      i) X12I (Transportation) activities
         (1) The task group reviewed eight (8) maintenance request (MR) items
            (a) 6 approved (008318, 025319, 001120, 002120, 003120, 004120)
            (b) 2 deferred (041316, 013117)
      ii) Approved two requests for information (RFI)
         (1) "AN" for ST02 (Transaction Set Control Number) actually requires numeric values only
         (2) ST/SE errors can only be reported in version 007010 and newer with code value 32 in data element 716
   d) Way Ahead

  i) 2020 Initiatives: X12 is establishing alliances with the BlockChain Transport Association (BiTA). Up to this point, there was a split in BiTA – create a list versus or create a standard. Creating a standard won out.
   (1) At the next BiTA in May, there will be a demonstration of a proof of concept involving a smart contract with refrigerated trucks carrying poultry.
   (2) The blockchain will convey all the information regarding temperature, movement location, payment, etc.

2) Technical Secretary Report: F-35 Global Transportation and Distribution Support
 a) DTEB Support is assisting with developing automated EDI-based transactions to support the F-35 Supply effort.

3) Technical Secretary Report: Multimodal 3
 a) DTEB Support assisted with identifying the best path forward to ensuring ITV is met
 b) 315A was selected as the best option to meet ITV requirements.
  i) Existing system capabilities and existing contractual requirements were both considered
  ii) Minor changes to the 315A were required and implemented in DMs 1315, 1316, 1317, 1318, and 1320.
  iii) Changes were designed to support air-based movements and differentiate air legs of movements from surface legs.

4) Technical Secretary Report: TMS
 a) Error Checking needs to be a part of the TMS tool
  i) TMS prototype assumed USTC error checking 24/7
  ii) Better data quality is expected from systems employing EDI (DTEB and XML)
 b) Master Data – vs – Transactional Data
  i) Great reference data is still a snapshot in time – Vendor, TRDM
  ii) The most correct data is often provided by the user – DTEB transactions
 c) DTEB IC - Location and Business Partners need refinement
  i) <u>Location</u> – Ship From, Ship To; <u>Qualifiers</u> – Water Ports, IATA, GEOLOC, SPLC
  ii) <u>Business Partner</u> – Shipper, Consignee; <u>Qualifiers</u> – DoDAAC, CAGE, MAPAC, SCAC, GBLOC
 d) DTEB IC - Product and Commodity Types
  i) Nineteen DTEB ICs report some form of commodity information – six used for TMS
  ii) TRDM maintains 22+ tables supporting product and commodity
  iii) Jan 2020 – New TRDM – Commodity Classification (Harmonized)
 e) Discussion
  i) Mr. Bowman elaborated on one particular data quality issue that was identified (“Pseudo-DoDAACs”)
  ii) Mr. Napoli mentioned that there is a significant loss of standardization, search-ability, and reliability in data when utilizing free-form text (Transactional Data) instead of standardized Master Data
  iii) Mr. Morrow mentioned that he had passed on the slides to other members of EBSO, and the topics mentioned during this discussion had been issues he had noticed while working other projects.

5) Technical Secretary Report: X12 – Version 008010
 a) X12 is awaiting approval from ANSI to release Version 008010

      i) No issues with the standard, just needs the time to work through the process
- b) Once approved, should the DTEB Committee purchase 008010?
- c) Does the DTEB Committee want to begin converting all ICs to new version?
  - i) Which ICs would be ideal to start converting?
- d) Discussion
  - i) Mr. James pointed out that 8010's key appeal to DTEB is that borrowing codes from later versions of the X12 standard is now allowed, and that current borrowing of codes is "illegal," meaning that it is non-compliant with the standard.
    - (1) Mr. DeCarli reminded the Committee that, as nobody participating is a lawyer, they should be careful when using words like "illegal".
  - ii) Mr. Hunt asked what the benefits of upgrading to 8010 would be
    - (1) Mr. James pointed out that 4010 is approximately 20 years old.
    - (2) Several Committee members elaborated that there had not been significant changes that impacted the Transportation side of the standard in that time.
    - (3) Mr. Napoli identified a couple cons that might impact USTRANSCOM's decision to purchase or implement version 8010.
      - (a) Changes to the control segment could impact trading partners that utilize a home-grown EDI translator.
      - (b) ASC X12 has implemented a change to their cost structure that could impact trading partners.

6) Technical Secretary Wrap-up
- a) October Meeting Minutes were approved for publication.
- b) No further questions from the committee on the Technical Secretary report.

7) DM & IC Update
- a) 6 DMs submitted for DTEB review since last DTEB Committee meeting
  - i) 5 Approved by Member Vote
  - ii) 1 Withdrawn by Submitter
- b) No further discussion requested by Committee

8) Sync Chart – Systems Review
- a) Current Systems Displayed
  - i) CMOS
  - ii) DSS
  - iii) FACTS
  - iv) GATES
  - v) GCSS-MC/LCM
  - vi) GFM
  - vii) IBS
  - viii) IGC
  - ix) ISDDC
  - x) LOGSA
  - xi) MTMS
  - xii) ONE TMS
  - xiii) TGIS
  - xiv) TOPS
  - xv) TRDM
  - xvi) VSM
- b) Changes
  - i) Modification to how systems/programs are listed (IRMDR ticket submitted)
  - ii) PAT – Add
  - iii) JCM – Add
  - iv) USBank/Syncada/TPPS – Add
  - v) 3GTMS – Add(?)
  - vi) ONE TMS – Remove
  - vii) TOPS – Replace with DPS
  - viii) DSS – Replace with WMS (eventually)
- c) Discussion

    i)   DTEB Committee discussed how to implement the commercial systems (3GTMS and Syncada). Final decision was to include the commercial systems, but include the DoD program in the name.

9) Data Governance Efforts
   a) Two Data Governance efforts are under way that will directly interact with DTEB Committee members.
   b) Data Stewards – Initiative to officially identify the primary POC for data-related issues for Systems/Programs/Initiatives (SPI).
   c) Standard Terms – Initiative to create an Enterprise data dictionary utilizing definitions and data specs from Authoritative Sources. Standard definitions and data specs could impact the content of the DTEB ICs in the long run
      i) Basing data dictionary on Enterprise Logical Data Model (DPIEDM + other logical data models)
      ii) Approval of Authoritative Data Source and definition will come from Data Stewards and EDMWG

10) 858D – Shipping Cost in Accessorial Loop
   a) HL (Accessorial Service Description Loop)
      i) HL Segment – Accessorial Service Description
      ii) Loop ID – L0 (Accessorial Service)
      iii) L0 Segment – Accessorial Service
      iv) L1 Segment – Accessorial Service Charge
      v) **L1 Segment – Shipping Cost**
   b) There is no explanation for how the bolded L1 segment should be populated or why it was created within the IC.
   c) DTEB support staff recommended that a DM be submitted moving the Shipping Cost segment to a less confusing location.
   d) Discussion
      i) Mr. Hunt asked that DTEB support staff contact him after the meeting to raise the question with J8. If they do not have inputs, he will sponsor the DM.

11) 417/418 Implementation
   a) iSDDC is looking to implement 417 and 418 for Rail shipments.
      i) CSX versions of the 417 and 418 ICs have been provided as examples.
      ii) Is this still of interest to the iSDDC community?
   b) 417 - Rail Carrier Waybill Interchange
      i) The transaction set can be used to provide the rail carrier with detailed movement instructions pertinent to a rail carrier shipment and is used by all Class I rail carriers in the United States and Canada
   c) 418 - Rail Advance Interchange Consist
      i) Consist (Noun) - A set of railroad vehicles forming a complete train
      ii) The transaction set can be used to transmit advance information on equipment being interchanged to a connection rail carrier, from a consignor or to a consignee.
   d) Discussion
      i) Mr. Kirkpatrick notified DTEB that this is an on-going matter of interest to SDDC, but that the move to the Cloud is top priority at this point in time. DTEB staff continues to stand by.

12) Open Discussion
   a) DTEB staff raised the question about PDC 1361, which is retiring DD1348, 1348-6, and 1348M.
       i) There were some questions about if this impacts DD 1348-1A. This PDC should not.
       ii) If DTEB Committee members identify an issue, then they should notify DTEB support staff asap.
13) Action Item Review
   a) 858R Accessorial Code list cleanup (AI # 2019002)
       i) Work in progress
       ii) No estimated completion date due to schedules of SMEs required for input
   b) NEXCOM 810L testing assistance (AI # 2019005)
       i) Closed Task
       ii) DTEB Support Staff coordinated with EBSO and NEXCOM to identify POCs from DLA and EBSO Transportation ad EBSO Finance who might be able to assist with resolving this issue.
       iii) Since these POCs have been identified and DTEB does not directly play a role in either the system nor the DLMS 810L IC, DTEB has stepped back to allow the involved parties to coordinate matters.
   c) DTEB Sync Chart Systems Update (AI # 2019009)
       i) Work in progress
       ii) Email sent to Committee members, Feedback Received, and ITS contacted for assistance.
       iii) ITS requires IRMDR ticket to allow alias-ing of systems per member request.
           (1) IRMDR submitted 12/18/19
   d) 858D L1 (shipping cost) segment (AI # 2019010)
       i) Work in progress
       ii) Email sent to Committee members
       iii) Feedback Received
       iv) Sponsor for DM required. DTEB Support Staff will coordinate with sponsor on wording.
14) Wrap Up, Next Steps, Next Meeting
   a) Next Meeting
       i) Relevant Planning Dates
           (1) X12 Meeting: 31 May – 4 June, 2020
       ii) Recommended dates for next DTEB
           (1) Primary: 18 June 2020
           (2) Alternate: 25 June 2020
       iii) Location
           (1) LMI Office, Scott AFB with virtual option

Risks & Mitigations

Action Items

- Perform further investigations into the 8010 price structure **– Dan Eisenberg – Due Date: 6/18/20**
  Status – assigned
- Send email about use (and possible removal) of L1 (shipping cost) segment from 858D to Josh Hunt to pass on the J8 **– Dan Eisenberg – Due Date: 3/6/20**
  Status – assigned
- Work with Josh Hunt to submit DM for 858D. **– Michael James – Due Date: 3/20/20**
  Status – assigned
- Add the DOD programs to the names of the commercial systems on the Synch Chart. **– Michael James – Due Date: 6/18/20**
  Status – assigned