

**USTRANSCOM
LMI Midwest Regional Office
Scott AFB, IL 62225**

DTEB Committee Meeting Minutes

25 June 2020

Facilitator: Mr. James DeCarli

Minutes Taken By: Mr. Daniel Eisenberg

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
- Sync Chart – Systems Review
- 417/418 Implementation
- Harmonized Commodity Codes
- Open Discussion
- Action Item Review
- Next Steps, Next Meeting, Wrap Up
- Adjournment

Discussion

- 1) Technical Secretary Report: X12
 - a) Last Meeting
 - i) 2 June 2020 – Teleconference
 - ii) Standing meeting for all Transportation subcommittee (X12-I) activities
 - iii) Meeting minutes have been submitted to ASC X12 web site
 - (1) Minutes available upon request
 - b) Next Meeting
 - i) 4-8 October 2020
 - ii) Cincinnati, OH
 - iii) 5-6 October 2020 - Proposed Teleconference
 - c) X12 Data maintenance
 - i) X12I (Transportation) activities
 - (1) The task group reviewed nine maintenance request (MR) items
 - (a) 5 approved (008318, 002120, 013120, 015220, 017220)
 - (b) 2 deferred pending output (041316, 013117)
 - (c) 1 deferred to give Rail task group more time to review (005120)
 - (d) 1 disapproved (014120) because we already have the capability in the ISX
- 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.

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- b) USTRANSCOM will support the ITV from Depot forward.
- c) GEX proposes to send copies of 214A to Prime vendors, identified by the TCN DoDAAC.
- 3) Technical Secretary Wrap-up
 - a) February Meeting Minutes were approved for publication.
 - b) No further questions from the committee on the Technical Secretary report.
- 4) Sync Chart – Systems Review
 - a) All DMs and IC have been updated in the DTEB synchronization chart
 - b) No new DMs since 29 January 2020
 - c) Discussion:
 - i) Annually, DTEB receives 24 DMs so potentially there could be multiple new DM submissions that were not previously submitted due to COVID-19.
- 5) 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. Eisenberg provided an update on internal meetings with USTC J5/4 and iSDDC to discuss the interface between the DoD 214 and the Rail 404 status messages. Additional discussion took place regarding proposals to implement the Rail 417 Rail Carrier Waybill and the Rail 418 Rail Advance Consist transactions (based on CSX Railroad Implementation Guides). All U.S. and Canadian Class 1 Rail carriers use the 417 to exchange detailed movement instructions for Rail shipments; the 418 conveys information on rail equipment being exchanged to form a complete train. Mr. Napoli reminded the participants that the Rail industry normally does not support X12 versions older than 2 versions back from the current version, which may result in DTEB needing to upgrade some transactions to newer X12 versions for compatibility with the Rail industry. Bret Derr indicated that CSX Rail definitely wants to move forward with discussions related to 214/404/417/418 transactions. Discussion ensued regarding the need for new DMs to update the ICs, and resurrecting the Rail ACI WG was considered as an appropriate forum for these discussions.
- 6) Harmonized Commodity Codes
 - a) The Harmonized System was introduced in 1988 by the World Customs Organization, and has been adopted by most countries worldwide.
 - b) The Harmonized Commodity Description and Coding System (HS) is an international nomenclature for the classification of products.

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- c) The Standard Classification of Transported Goods (SCTG) is based on :
 - i) Harmonized Commodity Description and Coding System (HS) product classifications, or on
 - ii) Product classifications from the Standard Classification of Goods (SCG - Canada's extension of HS)
- d) Commodity Classification (Harmonized) table was added to TRDM in January 2020.
- e) For TMS National Stock Numbers were not enough
 - i) TRDM provided the TMS prototype with a Materiel Item (NSN) table of over 7.3 million records.
 - ii) TMS needed to know the various commodity codes (air, water, etc.) associated to the NSN's.
- f) Materiel Item (NSN) now includes a column for Harmonized Commodity Classification.
- g) TRDM removed Export and Import Census Schedule B Commodity Code tables
 - i) TRDM removed the Export Census Schedule B Commodity Code; 9,358 records
 - ii) TRDM removed the Import Census Schedule B Commodity Code; 19,111 records
- h) By December 2020, F-35 Prime vendors will be reporting Harmonized Commodity Codes through the DLA Vendor Shipment Module (VSM)
- i) Which ICs, currently supporting Commodity Codes, could support Harmonized Commodity Codes?
 - i) **DE 23 – Commodity Code Qualifier** (300A, 304A, 310A, 404A, 856A, 858B, 858M, 858R)
 - (1) **A** - Harmonized Tariff Schedule of the United States Annotated - *Classification of imported merchandise for rate of duty and statistical purposes*
 - (2) **J** - Harmonized System-Based Schedule B - *Classification of exported merchandise*
 - ii) **DE 128 – Reference ID Qualifier** (314A, 310A, 315A, 856A, 858B, 858D, 858DA, 858E, 858M, 858R)
 - (1) **HS** - Harmonized Code System (Canada)
 - (2) **JY** - Origin of Shipment Harmonized-Based Code – *Harmonized code of the commodity in the country which is the origin of the shipment*
 - (3) **LY** - Destination of Shipment Harmonized-Based Code - *Harmonized code of the commodity in the country which is the shipping destination*
 - iii) **DE 235 – Product/Services Identifier Qualifier** (856F)
 - (1) **HD** - International Harmonized Commodity Code - *For customs authority purposes, the class and description of a subject part or material item per harmonized agreements on tariff commodity codes*
- j) Discussion
 - i) A Harmonized Commodity Code supersedes mode-specific (Rail, Air, Water, etc.) Commodity Codes. Slide 15 documents development and implementation of the Harmonized Commodity Description and Coding System (HS); TRDM added HS in January, 2020, and removed the Import and Export Census Schedule B Commodity Codes. Both USTC's TMS and DLA's VSM (will) use HS. Slide 17 includes a listing of DTEB ICs that could support HS; Mr. Bowman is proactively beginning to draft DTEB DMs to update DTEB ICs to add HS-related codes as needed, and noted that while the HS codes would probably not replace the NSN, he did expect they

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would replace mode-specific (air, water, etc.) commodity codes. He also noted that changing to HS codes has potential to affect Customs ICs and business procedures. The change may also affect procurement and financial exchanges on the Supply side. DTEB recommends that EBSO conduct a comprehensive review of DLMS ICs to determine if any changes have already occurred, or if changes are needed to add HS to any DLMS ICs.

7) Open Discussion

- a) Larry Tanner and Richard Morrow led a discussion regarding whether the (Government) Bill of Lading Office (GBLOC) can be deleted from the DoDAAD. Mr. Morrow had been tasked to review the DTR links between Supply and Transportation. He found that the GBLOC appears in DLMS ICs in two places (depending on the IC)—the N1 or the N9 segment, and as part of that research he discovered that multiple issues exist regarding the GBLOC data, including:
 - i) Since 2009 the DoDAAD gets its GBLOC feed from TRDM. That feed of GBLOCs from TRDM to DoDAAD appears to be at least corrupted and possibly broken—there is only about a 60% correspondence of the GBLOC listings between the two sources. (What is the Authoritative Source -- i.e., where does TRDM get its data?)
 - ii) While this feed appears to be broken, Mr. Morrow reports that no one has complained, which leads him to believe the GBLOC data in the DoDAAD is not used, and therefore may be removed from the DoDAAD without impact.
- b) Discussion ensued, salient points raised included that US Bank uses the GBLOC in its financial ICs; Mr. Morrow replied that he was only proposing removing the GBLOC from the DoDAAD, that data could still be conveyed in X12 transactions as needed, but the source would become TRDM. If having the GBLOC in DoDAAD is important, the reliability of feed from TRDM needs to be fixed. Mr. Morrow summarized that we have two COAs available: 1) Fix the DoDAAD feed from TRDM, or 2) Delete the GBLOC from DoDAAD. He further clarified that either solution was acceptable.
- c) Mr. Sam Clark, TRDM, verified that TRDM did send the GBLOC feed to DAAS (for the DoDAAD listing) in May, but the May feed did not include any updates/changes from the previous upload.
- d) Mr. DeCarli assigned an action item to all systems reps to research whether their systems use the GBLOC and provide a recommended COA back to him. He then proposed convening a smaller work group to resolve this issue after he receives feedback.

8) Action Item Review

- a) 008010 price structure (**AI # 2020.001**)
 - i) ANSI ASX X12 008010 price structure will be determined when more details are available
 - ii) Status: **Closed**
- b) Send email to J8 about use of L1 (shipping costs) in 858D (**AI # 2020.002**)
 - i) Status: In Progress
 - ii) Sent email about use (and possible removal) of L1 (shipping cost) segment from 858D to Josh Hunt to pass on the J8. J8 responded that there is no accessorial used for cost of rail shipments.
- c) Remove L1 (shipping cost) segment from 858D (**AI # 2020.003**)
 - i) Status: In Progress

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- ii) Work with Josh Hunt to submit DM for 858D.
- d) Add the DOD programs to the names of the commercial systems on the Sync Chart (**AI # 2020.004**)
 - i) Status: In Progress
 - ii) Changes so far:
 - (1) PAT – Added
 - (2) JCM – Added
 - (3) ONE TMS – Removed
 - (4) TOPS – Replaced with DPS
 - (5) DSS – Replaced with WMS
 - iii) Still to add:
 - (1) USBank/Syncada/TPPS
 - (2) 3GTMS
- e) 858R Accessorial Code list cleanup (**AI # 2019.002**)
 - i) Status: In Progress
 - ii) DTEB Support Staff will arrange Code Value Working group to address missing Service Unit Qualifiers and Service Rate Qualifiers for accessorial code list in section 6. Send available codes to DTEB Committee members before working group. Add code lists for Service Unit Qualifiers and Service Rate Qualifiers to 858R Section 6 material if not currently included
 - iii) Code Value Working Group held 8 May 2019
 - iv) Additional input from SMEs required
 - (1) Mr. Mannino has provided feedback on the middle column of the Rail segment.NEXCOM 810L testing assistance (AI # 2019005)
- f) 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
- 9) Wrap Up, Next Steps, Next Meeting
 - a) Next Meeting
 - i) Relevant Planning Dates
 - (1) X12 Meeting: 4-8, October 2020
 - ii) Recommended dates for next DTEB
 - (1) Primary: 29 October 2020
 - (2) Alternate: 5 November 2020
 - iii) Location
 - (1) LMI Office, Scott AFB with virtual option

Risks & Mitigations

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Action Items

- 10) DTEB Rail ICs for 417/418 (**AI # 2020.005**)
 - a) DTEB support will follow up with Rail POCs to determine X12 version for 417/418 development.
 - b) Status: Assigned – Mr. Dan Eisenberg
- 11) Research the potential of a Rail ACI (**AI # 2020.006**)
 - a) DTEB staff will consider reconstituting the Rail ACI working group
 - b) Status: Assigned – Mr. Bruce Bowman
- 12) Resolve GBLOC usage issues (**AI # 2020.007**)
 - a) Mr. DeCarli will convene a work group to resolve GBLOC issues after he receives input from Systems.
 - b) Status: Assumed by – Mr. James DeCarli