

REPSHIP Working Group Meeting Minutes

23 SEPTEMBER 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.

DLA Transaction Services and IGC did not provide a report. Mike Ashton, who had represented IGC at previous REPSHIP meetings, recently left IGC and is now supporting Air Mobility Command (AMC).

John Mannino, SDDC/GFM, reported that GFM recently submitted questions to Mr. Will regarding the Due-In/Nodal Status implementation. Mr. Will indicated that he would review the questions and respond as soon as possible.

PENDING DTR CHANGES

Mr. Andrews noted that the AA&E Transportation Subgroup plans to propose two new changes to the Defense Transportation Regulation (DTR). The first change

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will move figure 204-8 “REPSHIP Data Requirements” from Chapter 204 to Chapter 205.

The second change under consideration is to add 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). Jim Wakeley, HQ Air Force, indicated that a REPSHIP from the node just prior to the ultimate consignee will be of more value to the ultimate consignee than the REPSHIP from the origin shipper because it will include more up-to-date information about when the shipment will actually arrive at the destination.

Mr. Wakeley also reported that the Air Force plans to issue a memo that will prohibit the use of e-mailed 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. Mr. Wakeley expected the memo to be posted on the Air Force’s electronic bulletin board within a few weeks. Jeff Corthell, AMC, believed that this requirement may be easy to implement for channel sustainment but was concerned about shipments to forward operating bases (FOBs). Mr. Wakeley indicated that manual REPSHIP procedures (i.e., fax/e-mail) will need to remain an option for FOBs and other similar activities that do not have systems or connectivity.

Mr. Andrews asked Mr. Wakeley if Air Force REPSHIP material would ever bypass central receiving at the ultimate consignee, thus not generating a Shipment Unit Receipt message back to the origin shipper and node immediately prior. Mr. Wakeley indicated that, due to the sensitive nature of REPSHIP material, it should always be processed through the destination’s central receiving activity.

REPSHIP MEMO

John Will, USTRANSCOM, reported that OSD is still considering issuing a follow-on memo to the 2008 NWRM memo which will require systems to take immediate action to implement Defense Logistics Management Standards (DLMS) transactions to support the REPSHIP process.

MULTIPLE DUE-INS FOR MULTI-CONSIGNEE SHIPMENTS

Mr. Andrews reported that representatives from USTRANSCOM, HQ Air Force, DSS, CMOS, DLA Transaction Services, and IGC met via conference call to address an issue regarding the use of multiple Due-Ins for multi-consignee shipments. Mr. Andrews provided background information on the issue. CMOS currently generates and sends multiple Due-Ins for multi-consignee consolidated shipments. CMOS creates a “tailored” Due-In for each consignee within the consolidated shipment. The consignee Due-In only includes the TCNs that are actually bound for that consignee (it does not include the highest level consolidation

TCN or the TCNs that are bound for other consignees). CMOS also creates a Due-In that documents the entire consolidation (i.e., includes both the highest level consolidation TCN and lower-level consignee TCNs) and transmits this Due-In to the transshipment point. DSS does not currently follow this same process. Instead, DSS only generates and sends a Due-In that documents the entire consolidation. DSS does not send “tailored” Due-Ins to each individual consignee. This meeting was called to determine if DSS and other implementing systems should begin generating “tailored” Due-Ins to support the automated REPSHIP process. The meeting also addressed the possible need to include a flag in the Due-In transaction which would indicate whether the Due-In was intended for an ultimate consignee or for the transshipment point.

Mr. Andrews reported that the meeting participants all agreed that systems should generate “tailored” Due-Ins for multi-consignee shipments to support the REPSHIP process, in addition to generating a Due-In that documents the entire consolidation. The participants also agreed that adding a flag to the Due-In transaction is likely not necessary, but acknowledged that a flag may be needed in the future for enabling IGC to differentiate the two transactions. Mr. Will indicated that USTRANSCOM will update the Nodal Status CONOPS to document the new process/method in the future.

EDCL XML DATA QUALITY ISSUE

Frank Napoli, LMI, reported that LMI is working with the Defense Logistics Management Standards Office to address an issue with the XML message equivalent to the Due-In. CMOS generates Due-In transactions which are then fed to DLA Transaction Services where they are transformed into an XML schema and passed to Air Force’s EDCL. CMOS is passing two codes in the Due-In’s MAN Segment (Special Requirements Code) that are not allowed. The IC currently only allows codes 444, 555, 777, 999, NNN, and EEE; however, CMOS is also passing codes N1A and NAA. Mr. Mannino noted that N1A and NAA are Project Codes.

Mr. Napoli noted that a DM may be developed in the future to address the issue.

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).

No update was provided and the action will remain open.

NWRM Shipment Notification

At a previous meeting, Mike Hanson, HQ Air Force, took an action to determine if the specific data elements that must be included in the NWRM Shipment Notification e-mail should be added to the DTR.

Mr. Wakeley noted 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). This action item will remain open pending the Air Force's decision to remove the requirement from the DTR.

WRAP-UP/SCHEDULE NEXT MEETING

A few attendees noted that the REPSHIP WG meetings sometimes conflicted with the Data Quality WG meetings. Mr. Andrews indicated that he would work to schedule future REPSHIP WG meetings around the Data Quality WG.

The next REPSHIP WG meeting is scheduled for Thursday, 28 October from 1400–1530 EDT. A dial-in number and agenda will be provided prior to the meeting.