

# DEFENSE TRANSPORTATION ELECTRONIC BUSINESS (DTEB) COMMITTEE

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## REPSHIP Working Group Meeting Minutes

14 JUNE 2011

## INTRODUCTION

Stakeholders<sup>1</sup> 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: [TRANSCOM site link](#). 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.

Pete Varone, contract support for USTRANSCOM – J6 facilitated the meeting.

## SYSTEM IMPLEMENTATION STATUS

Status updates were provided on various system's progress and levels of implementation.

DSS representatives indicated that systems are currently coded to the specifications outlined in the ICs (Version 0), and the plan for system release version 12.2 is scheduled for Spring 2012 release.

CMOS representatives advised that there has been no new development however did have an issue for discussion. While testing the effectiveness of the 856A, they discovered that when sending a REPSHIP to the final consignee, the response coming back may be from a different DoDAAC and the REPSHIP doesn't automatically get closed. CMOS to CMOS traffic handles this by aliasing tenant units to the host DoDAAC. DSS indicated a similar solution could be accommodated but would require system changes.

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<sup>1</sup> A list of participants is available to DTEB web account holders [here](#). If you do not already have access to the USTRANSCOM web services (ITS/CRIS web site), please address your request for access to [USTC-ITS@ustranscom.mil](mailto:USTC-ITS@ustranscom.mil).

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Two questions were raised for CMOS: 1) how are they closing out REPSHIPs and 2) when a shipment is received without a DODAAC, how is it closed out. CMOS indicated that when a REPSHIP is sent from the origin site to the POE, it is likely in-checked in GATES bypassing CMOS. At this point in the process a disconnect has occurred and from POE to POD, automated REPSHIP is lost. There is no requirement for any system to send an automated REPSHIP to GATES and although they agreed to implement the 856A, that capability currently does not exist. Only the final trans-shipment point must send the REPSHIP according to DTR. REPSHIPs are coming into the ports, but there is no requirement to send them anywhere else. At the moment, ports are receiving hard copies of REPSHIPs since GATES can't accept the 856A.

The other issue CMOS identified was an instance where two CMOS sites sent a REPSHIP and only the origin site gets closed out, not any transshipment points. DSS is only sending a closeout to origin, leaving the rest hanging. The transshipment points are receiving acknowledgements rather than close-outs.

A question was raised as to why DSS is sending REPSHIP messages based on Requisition Number if the REPSHIP itself is based on TCN. DSS representatives indicated that the system has never used TCN to receive shipments, instead using purchase order document numbers. There can be several document numbers under a single TCN. They have visibility of document number to TCN relationships then a 315N is generated.

A follow on question was raised that if IGC is a data warehouse, why not get all this information from IGC. IGC responded that there has never been a requirement. The requirement given to IGC was to store and integrate the 856A and 315N data with the rest of the transportation data in IGC. A single, central repository would solve many problems while offering oversight, but a lack of resources has never allowed this.

GTN/IGC Representatives reported that REPSHIP development was now complete and ready to field. They are currently undergoing operational testing.

DLA-TS representatives reported no issues with the implementation of REPSHIP at this time, and would continue to support testing and operation.

GFM Representatives reported no changes.

Air Force representatives were not present to provide an update.

GATES provided no update beyond items that were previously discussed.

## PENDING DTR CHANGES

No additional changes have been submitted to the DTR. Navy has been contacted and has yet to respond.

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## WRAP-UP/SCHEDULE NEXT MEETING

A lack of time prevented the group from touching on all the agenda items. The call adjourned at approximately 1355 hours CDT. The next REPSHIP WG teleconference is tentatively scheduled to be held as a combined teleconference with the STG on Thursday, 28 July 2011. A separate agenda including dial in coordinates will be provided prior to the meeting.