

DOD Directive 8190.1, Appendix M  
Accredited Standards Committee (ASC) X12  
Implementation Plan for the United States  
Transportation Command (USTRANSCOM)



November 2000

**UNITED STATES TRANSPORTATION COMMAND**508 SCOTT DR  
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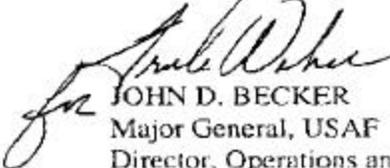
5 DEC 2000

**MEMORANDUM FOR DEPUTY UNDER SECRETARY OF DEFENSE FOR LOGISTICS  
AND MATERIEL READINESS**

FROM: TCJ3/J4

SUBJECT: DOD Directive 8190.1, Appendix M, Accredited Standards Committee (ASC) X12  
Implementation Plan for the US Transportation Command (USTRANSCOM)

1. USTRANSCOM has been an active member of DOD Directive 8190.1 (formerly Defense Reform Initiative Directive # 48) Integrated Product Team. This committee was chartered to develop a comprehensive implementation plan for migrating DOD logistics data exchange standards to the American National Standards Institute Accredited Standards Committee X12 standards. Enclosed is our implementation plan. It is Appendix M to DOD Directive 8190.1.
2. Our points of contact are MAJ Rob Goodrich, TCJ4-LP, DSN 779-1846 or commercial (618) 229-1846, and Mr. Kevin Boyce, TCJ4-LP, DSN 779-1846 or commercial (618) 229-1846.



JOHN D. BECKER  
Major General, USAF  
Director, Operations and Logistics

Attachment:

DOD Directive 8190.1, Appendix M, ASC X12 Implementation Plan for USTRANSCOM

cc: Director, DLMS0



# Contents

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Accredited Standards Committee (ASC) X12 Implementation Plan for  
the US Transportation Command .....M-1

BACKGROUND ..... M-1

    Purpose ..... M-1

    Scope ..... M-2

IMPLEMENTATION APPROACH ..... M-2

ROLES AND RESPONSIBILITIES ..... M-3

DEFENSE LOGISTICS MANAGEMENT STANDARDS (DLMS) OPERATING  
ENVIRONMENT ..... M-4

    Current Systems, Business Processes, and Standards ..... M-4

    Process Improvement Initiatives ..... M-5

PROGRAM MANAGEMENT SUCCESS FACTORS ..... M-6

    Program Administration ..... M-7

    Technology Management ..... M-8

IMPLEMENTATION PLAN ..... M-9

    Phase I Schedule ..... M-9

    Phase I Costs ..... M-10

    Phases II and III ..... M-11

    Implementation Issues ..... M-11

SUMMARY..... M-12

Exhibit A–Systems

Exhibit B–Concept of Operations (CONOPS)

Exhibit C–Common Corporate Service Requirements

Exhibit D–Implementation Schedules

Exhibit E–Costs

Exhibit F–Worldwide Port System (WPS) Narrative

Exhibit G—Transportation Operational Personal Property System (TOPS)  
Narrative

Exhibit H—Global Transportation Network (GTN) Narrative

## FIGURES

Figure M-1. Schedule Summary.....M-10

## TABLES

Table M-1. USTRANSCOM Integrated Product Team Members and Their Roles and  
Responsibilities .....M-3

Table M-2. Cost Summary (\$).....M-10



# Accredited Standards Committee (ASC) X12 Implementation Plan for the United States Transportation Command (USTRANSCOM)

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## BACKGROUND

The Deputy Secretary of Defense approved the Defense Reform Initiative Directive (DRID) #48, *Adoption of Commercial EDI Standards for DoD Logistics Business Transactions*, in December 1998, which was formally implemented by the Under Secretary of Defense (Acquisition and Technology) on 1 November 1999. Now known as DOD Directive 8190.1, it describes new DOD policy, calling on all Military Services and defense agencies to "...replace DOD-unique logistics data exchange standards with American National Standards Institute (ANSI) Accredited Standards Committee (ASC) X12 standards as a stepping stone to move transactional-based logistics business processes toward use of international open data interchange standards." Further, it requires systems to "Use the Defense Logistics Management Standards (DLMS) as a process improvement enabler in new, replacement, and legacy logistics business systems..."

The Joint Electronic Commerce Program Office (JECPO) is developing a plan, *Adopting Commercial EDI Standards for DoD Logistics*,<sup>1</sup> for implementing the directive. The plan will require that DOD logistics information system migrate from the Defense Logistics Standard Systems (DLSS) to the DLMS. To make the migration, Military Services and defense agencies will need to synchronize their implementation of the DLMS and report their plans for doing so.

JECPO reserved Appendix M of its plan for the US Transportation Command (USTRANSCOM) ASC X12 Implementation Plan (which we refer to as the "plan" or "implementation plan").<sup>2</sup>

## Purpose

This plan describes USTRANSCOM's approach to, and schedule for, implementing the DLMS. The plan describes the roles and responsibilities of USTRANSCOM and its component commands, USTRANSCOM DLMS operating environment, program management success factors, a summary

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<sup>1</sup> Throughout this report, we will refer to this implementation plan. A list of requirements fulfilled by the plan is in Section 2 of the JECPO Implementation Plan.

<sup>2</sup> DOD Directive 8190.1, Reference (e), Appendix C, Action Number 46.

schedule, projected costs, and implementation issues. It also contains eight exhibits that detail aspects of the plan.

## Scope

JECPO defined the scope of the implementation plan to cover planned, new, and legacy DOD logistics systems listed in the DOD Year 2000 (Y2K) database. Furthermore, the “legacy systems will not be replaced or modified solely for the purpose of implementing ASC X12. These systems will only be replaced or modified... on [the basis of] sound functional requirements and supporting economic justification.”<sup>3</sup> The implementation plan adheres to this predefined scope.

## IMPLEMENTATION APPROACH

USTRANSCOM will implement the DLMS in three phases

- u *Phase I.* USTRANSCOM systems will implement DLMS interfaces among themselves. The systems are the Integrated Booking System (IBS) and Worldwide Port System (WPS), Transportation Operations Personal Property Standard System (TOPS), and Global Transportation Network (GTN). Because USTRANSCOM controls the priority and funding for these systems, Phase I will focus on these systems only. This phase should result in six DLMS interfaces.
- u *Phase II.* The four systems of Phase I will build DLMS interfaces to systems that are outside USTRANSCOM. To implement this phase, JECPO will need to synchronize Phase I system schedules with Service and agency systems’ schedules. This phase should result in 18 DLMS interfaces.
- u *Phase III.* USTRANSCOM and its component commands operate systems that interface exclusively with external systems. During Phase III, USTRANSCOM and its components will build external interfaces for those systems. However, as in Phase II, this will require that JECPO synchronize the schedules. This phase should result in 10 DLMS interfaces.

While the above phased approach suggests a sequential implementation schedule, we reserve the right to capitalize on “out of phase” implementation opportunities as they occur and as funding and JECPO prioritization allow.

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<sup>3</sup> DOD Directive 8190.1, Reference (e), Section 2.1

## ROLES AND RESPONSIBILITIES

USTRANSCOM has assembled an Integrated Product Team (IPT) to implement the plan and will direct the IPT for the duration of the plan. Each team member will have a designated role and fulfill a set of responsibilities. Table M-1 lists the IPT members and their roles and responsibilities.<sup>4</sup>

*Table M-1. USTRANSCOM IPT Members and Their Roles and Responsibilities*

Member	Role	Responsibilities
USTRANSCOM	Implementation Director	Identify corporate service requirements for supporting ASC X12. Manage and coordinate implementation of ASC X12 into communications among intra- and inter-component logistics business processes. Provide semiannual ASC X12 implementation progress reports. Ensure that ASC X12 implementations are integrated into policy and procedures regulations, specifically the Defense Transportation Regulation (DTR). Also, ensure that the DOD data standards in the Defense Data Depository System and the communications data standards in ANSI X12 are well integrated
Air Mobility Command (AMC)	User	Report the status of ASC X12 implementation to USTRANSCOM. Support USTRANSCOM in changing to ASC X12.
Military Traffic Management Command (MTMC)	User	Report the status of ASC X12 implementation to USTRANSCOM. Support USTRANSCOM in changing to ASC X12.
Military Sealift Command (MSC)	User	Report the status of ASC X12 implementation to USTRANSCOM. Support USTRANSCOM in changing to ASC X12.
Defense Transportation Electronic Data Interchange (DTEDI) Committee	Support group	Identify additional business functions that could benefit from ASC X12 and ensure that new and replacement systems being modified will use ASC X12 for exchanging transactions.
Joint Transportation Corporate Information Management Center (JTCC)	Support group	Improve efficiency and effectiveness of the Defense Transportation System by applying functional process improvement techniques and centrally directing the development of transportation-related command, control, communications, and computer systems.
Joint Electronic Commerce Program Office (JECPO)	Support group	Provide transportation and other corporate services to USTRANSCOM and the component commands.
Defense Information Systems Agency (DISA)	DLMS infrastructure	Serve as the coordination body between government agencies working on ASC X12.

<sup>4</sup> DOD Directive 8190.1, Reference (e), Appendix C, Action numbers 43, 48, 49, 69, and 70.

## DLMS OPERATING ENVIRONMENT

This section describes current systems, business processes, and standards that the USTRANSCOM IPT members use when conducting DLSS transactions. The section also summarizes where team members believe that commercial standards for electronic data interchange (EDI) can improve the business processes.

### Current Systems, Business Processes, and Standards

USTRANSCOM has numerous systems that use ASC X12 for their operating transactions. This plan focuses on the systems that have not yet fully migrated to ASC X12.

Exhibit A shows USTRANSCOM and component Y2K systems, migration systems, and systems targeted by USTRANSCOM for DLMS implementation. USTRANSCOM identified 166 Y2K systems that it operates today. Of these, 23 systems exchange DLSS transactions and other data formats. USTRANSCOM evaluated 17 of the 23 systems and found that only 4 meet the decision criteria to include in this implementation plan.<sup>5</sup>

The four systems use the military standards described below to conduct business:

- u *Military Standard Transportation and Movement Procedures (MILSTAMP)*<sup>6</sup> MILSTAMP, Volume I, implements DOD policy for transporting material to and from overseas locations. It prescribes standard data elements and codes, formats, rules, methods, and procedures that the Military Services and defense agencies must use to meet the transportation data requirements for moving cargo in the Defense Transportation System (DTS). MILSTAMP, Volume II, implements DOD policy for paying for transportation services. It prescribes standard data elements and codes, formats, rules, methods, and procedures that the Military Services and defense agencies must use to bill and pay for transportation charges for moving cargo in the DTS.<sup>7</sup>
- u *Military Standard Requisitioning and Issue Procedures (MILSTRIP)*. MILSTRIP prescribes standard procedures, methods, rules, data elements, forms, documents, formats, and time standards for exchanging logistics information about requisitioning; supply advice and status; shipment status; materiel issue, receipt, and returns; redistribution; and reclamation processes. The procedures govern exchanging information about materiel commodities between supported activities and inventory control and

<sup>5</sup> DOD Directive 8190.1, Reference (e), Section 2, Figure 2.1.

<sup>6</sup> MILSTAMP is being integrated into the Defense Transportation Regulation (DTR), Part II. The expected publication of the new DTR is on or before December 31, 2000.

<sup>7</sup> [www.dlmsq.hq.dla.mil](http://www.dlmsq.hq.dla.mil)

distribution systems in DOD and other participating organizations. In this plan, only one system, GTN, uses MILSTRIP.<sup>8</sup>

Exhibit B identifies the concept of operations (CONOPS) for the four systems. Exhibits F, G, and H are system-specific submissions detailing the systems' current operating environment and future conversion activities. Exhibits F and G were written by MTMC. Exhibit H was written by USTRANSCOM.

## Process Improvement Initiatives

IPT members have various process improvement initiatives under way. The *Defense Transportation EDI Program Implementation Plan* (June 1996), available at website [www.lmi.org/dtedi/](http://www.lmi.org/dtedi/), describe many of these initiatives. Additional initiatives under way when this report was written are described below.<sup>9</sup>

- u *Vendor Visibility.* GTN captures in-transit visibility (ITV) information about shipments initiated by defense shipping activities. The next initiative is to capture ITV information about vendor-initiated shipments. USTRANSCOM projects that this information will improve not only the visibility of vendor shipments but also will improve the processing of vendor shipments at DOD ports and consolidation points. This initiative requires that vendors generate EDI transactions and automatic identification technology (AIT) package labels.
- u *Management Reform Memorandum (MRM) #15.* USTRANSCOM has initiated many projects for improving DOD's documentation, billing, and payment processes for transportation services under the MRM #15 umbrella. For example, USTRANSCOM has developed, in conjunction with its component command, an 858 transaction set, titled Ocean Cargo Shipping Instruction, that addresses component-unique transactions not included in the DLMS process. This transaction set provides an opportunity for using ASC X12 in a new environment. In addition, USTRANSCOM has created mode-specific transactions that address the unique nature of different transportation systems. The mode-specific transactions enable the government to communicate using commercial EDI standards rather than government standards. Further, MRM #15 eliminates the government bill of lading (GBL), replacing it with a commercial bill of lading (CBL) transaction set. MRM #15 requires the defense transportation community to use the latest EDI format for exchanging lines of accounting information. MRM #15 has prompted the defense transportation community to upgrade software for automated transportation systems to meet the requirement.

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<sup>8</sup> Ibid.

<sup>9</sup> DOD Directive 8190.1, Reference (e), Appendix C, Action Numbers 54, 55.

- u *Foreign Customs Clearance.* USTRANSCOM is assessing the feasibility of applying new business practices and technology to streamline the process for clearing German and South Korean customs. For the assessment, USTRANSCOM is developing a web-based prototype system that will exchange customs clearance information between a defense shipping activity and German and Korean customs services. It is implementing the Extensible Markup Language (XML), a new web technology, that will preposition shipment information with customs authorities before shipments arrive at locations outside the continental United States (OCONUS). If the test is successful, USTRANSCOM expects to expand its capability to other countries.

## PROGRAM MANAGEMENT SUCCESS FACTORS

When the defense transportation community began implementing EDI in 1987, it did not have procedures in place for organizing and managing the design, development, testing, implementation, and maintenance phases of an EDI system life cycle. Now, because of concerted efforts by the defense transportation community, IPT members revise industry EDI standards, administer telecommunications requirements, develop trading partner agreements, and monitor program performance with greater accuracy.<sup>10</sup>

These previous efforts have been quite successful. This implementation will take them one step forward. USTRANSCOM has developed some success factors that will be necessary to implement this plan. This plan classifies the success factors into two categories—program administration and technology management.

- ◆ *Program administration.* This category consists of the factors for managing the business aspects of the DLMS implementation program.
- u *Technology management.* This category consists of the factors that contribute to managing technology.

Two elements—funding and prioritization—are applicable to both categories and their related success factors. JECPO and DOD need to provide clear guidance about both of the elements for USTRANSCOM to successfully implement this plan.

Exhibit C details USTRANSCOM’s approach to translation, testing, and training.

The following sections describe the success factors applicable to each category.

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<sup>10</sup> Ibid. Action Number 67.

## Program Administration

The USTRANSCOM IPT needs to succeed at four program administration factors if it is going to implement the DLMS. The team must do the following.

### *Recognize One Lead Agent for the DLMS Implementation Program*

To successfully synchronize the schedules and coordinate the DLMS implementation among IPT members, USTRANSCOM will direct the DLMS implementation. To direct the implementation, USTRANSCOM will

- u develop an IPT Charter,
- u be the focal point for all implementation issues, and
- u ensure that all the program administration success factors are met.

### *Synchronize IPT Member Implementation Plans*

The 17 systems named in the plan that exchange DLSS transactions among themselves also may exchange transactions with systems from other Military Services or defense agencies. To synchronize IPT implementation plans, USTRANSCOM will

- u identify interfaces among IPT members and other Military Service and defense agency systems,
- u establish criteria for ranking the order of transition from DLSS interfaces to DLMS interfaces in the IPT member community,
- u compare the order of transition with other Military Service and defense agency plans,
- u work through JECPO to rank the priority of the transitions with other services and agencies, and
- u establish a final transition schedule with IPT members.

USTRANSCOM will control the configuration of the plans by collecting and integrating them using a computerized project management system.

### *Measure Program Performance*

To measure program performance, the USTRANSCOM IPT will

- u establish and track metrics, and

- u report results to JECPO.

#### *Track Funding Requirements*

Before and during the implementation of the DLMS, USTRANSCOM will work with IPT members to identify funding requirements. USTRANSCOM will continue identifying funding requirements throughout the implementation and periodically report its findings to the JECPO program manager.

## Technology Management

The USTRANSCOM IPT also needs to succeed at four technology management factors to transition smoothly to the DLMS. The team will do the tasks listed below.

#### *Seek EDI Training*

Although most of the IPT members are familiar with EDI techniques, they need to be trained in EDI as required. They may get the training either through the JECPO training program or by relying on USTRANSCOM EDI advisory groups, such as the DTEDI Committee, for guidance and training.

#### *Develop DLMS Mapping Tables*

For IPT members to transition from the DLSS to the DLMS, they need to know which DLMS data requirements their systems will need to satisfy. By identifying the requirements, they will be able to develop tables for mapping between the DLSS and DLMS. To ensure that mapping is effective, IPT members need to

- u identify DLMS transactions they plan to exchange,
- u list the data in their systems that they need to produce in the DLMS transaction,
- u map the data list into the DLMS transaction and catalog the map in a table,
- u share the mapping table with all trading partners responsible for exchanging the transaction, and
- u develop and test computer output software according to the mapping table.

#### *Resolve Data Quality Problems*

To initiate an aggressive data quality (DQ) program, USTRANSCOM, through the IPT, will

- u establish a DQ task group,
- u develop administrative procedures, and
- u maintain a DQ program.

#### *Use DOD Electronic Commerce Corporate Services*

Where appropriate, USTRANSCOM and its components will use the corporate services offered by JECPO, which plans to offer the following services:

- u *Translation.* USTRANSCOM uses the Defense Electronic Business Exchange and numerous commercial translators to conduct ASC X12 translation.
- u *Testing.* USTRANSCOM has conducted numerous EDI tests since 1987. As it implements and tests new DLMS interfaces, it will ask JECPO to observe the tests. In addition, JECPO will participate in the final assessments of interfaces before trading partners change to a production environment.
- u *Training.* USTRANSCOM has chaired the Defense Transportation EDI Committee since 1993. Under that committee, USTRANSCOM and its components develop and maintain standards and conduct training. As required, the committee will ask JECPO to conduct DLMS training workshops.

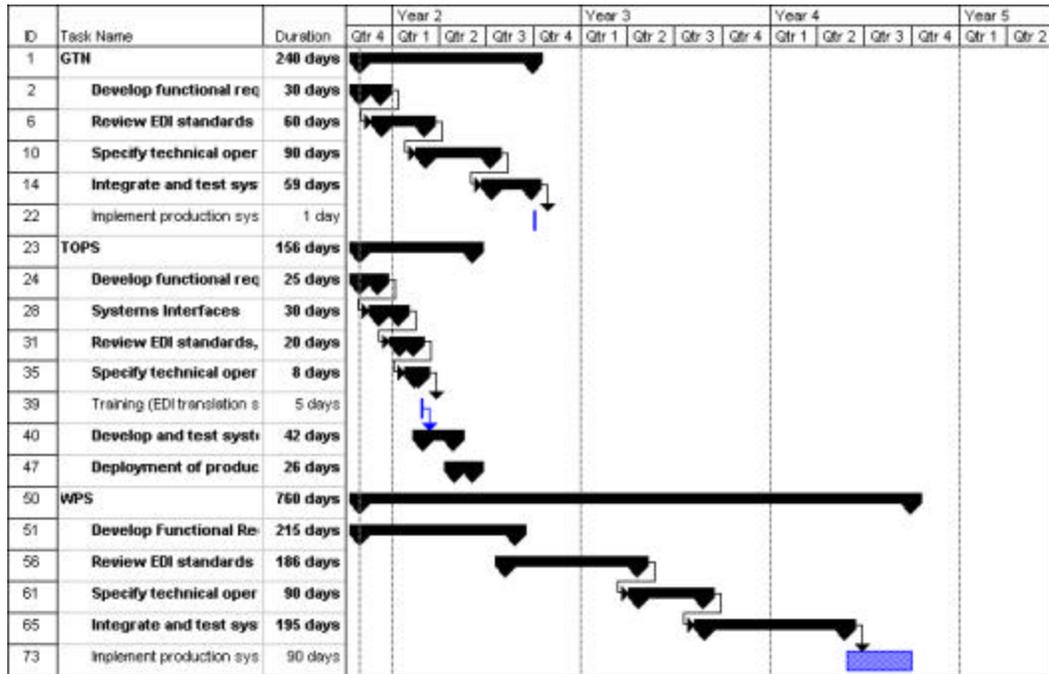
## IMPLEMENTATION PLAN

As stated above, USTRANSCOM will implement the DLMS in three phases. This section summarizes the schedule and costs for Phase I. Because USTRANSCOM cannot develop the schedules and costs for Phases II and III until JECPO synchronizes DLMS implementation schedules among Military Services and defense agencies, we only mention them in this section. This section lists issues that may affect schedules among all phases of implementation.

### Phase I Schedule

Figure M-1 summarizes the schedule the IPT members plan to follow as they transition from the DLSS to the DLMS.

Figure M-1. Schedule Summary



This timeline includes MILSTAMP only. The estimated MILSTRIP costs are in Exhibit D but are not a part of the Phase I plan. A detailed project plan, depicting DLMS transactions cross-referenced with IPT member systems, is in Exhibit D.

### Phase I Costs

Table M-2 summarizes the funding required during the first 5 years of the DLMS implementation.

Table M-2. Cost Summary (\$)

	Year 1	Year 2	Year 3	Year 4	Year 5	Total
GTN	1,025,000	75,000	75,000	75,000	75,000	1,325,000
TOPS	339,200	210,500	215,500	218,500	224,500	1,208,200
WPS	515,000	735,000	1,050,000	890,000	980,000	4,170,000
Total	1,879,200	1,020,500	1,340,500	1,183,500	1,279,500	6,703,200

This table shows only the MILSTAMP costs. The MILSTRIP costs are shown in Exhibit E because they are included in Phase II. Exhibit E includes spreadsheets that detail the funding requirements for the IPT member systems.

## Phases II and III

USTRANSCOM will establish schedules for Phases II and III as Military Services and defense agencies synchronize their schedules through JECPO. USTRANSCOM will publish the schedules as JECPO continues synchronizing the systems.

The IPT estimates a single interface will cost approximately \$1 million. Beyond Phase I, USTRANSCOM may implement as many as 28 additional interfaces at a cost of \$28 million. As plans to expand beyond Phase I become available, USTRANSCOM will develop future funding requirements.

## Implementation Issues

We noted various implementation issues while preparing this plan. The issues are identified and briefly described below.

- u *Prioritization.* The provisions of many directives and memorandums, such as MRM #15, DOD Directive 8190.1, that apply to USTRANSCOM and numerous memorandums by Dr. Jacques Gansler, Under Secretary of Defense (Acquisition, Technology, and Logistics), contain competing requirements for resources.
- u *Tactical applications.* Requiring an EDI translator on every computer in a tactical military environment is unreasonable. The limitations of EDI application under tactical field conditions must be acknowledged and addressed. JECPO also needs to consider the practicality of implementing ASC X12 standards.
- u *Implementation planning for long line of accounting.* Although necessary for converting the full system, Defense Finance and Accounting Service (DFAS) has yet to complete its implementation guidelines describing long line of accounting (LOA) requirements. Such guidelines need to be published before USTRANSCOM's systems can fully implement ASC X12.
- u *Conflicting directives.* Dr. Gansler recently signed a memorandum directing that trading partners generate all EDI transactions within one half hour of their corresponding business event. Are EDI transactions a viable method of conducting business in light of the Gansler time criteria? How are conflicts between directives handled? JECPO needs to provide guidance on this issue.
- u *Program metrics.* DOD Directive 8190.1 states that USTRANSCOM will report progress semiannually, although JECPO has yet to identify metrics.

Reporting progress without JECPO performance metrics is not possible. What is JECPO's schedule for identifying the program metrics?<sup>11</sup>

## SUMMARY

This plan specifies a three-phased approach for implementing the ASC X12 standards and the DLMS. In the plan, USTRANSCOM establishes its role as the implementation director and asks its component commands to adopt the ASC X12 standards. For program administration and technology management, the plan identifies eight program success factors to which USTRANSCOM must adhere in order to implement its plan. The plan also summarizes USTRANSCOM's schedule and costs for Phase I and emphasizes five implementation issues that the community needs to resolve as it implements ASC X12 standards.

USTRANSCOM will report progress on this plan to JECPO semiannually. As JECPO synchronizes all Military Services' and defense agencies' ASC X12 standards implementation schedules, USTRANSCOM will publish updates to this plan to include its Phase II and III efforts.

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<sup>11</sup> Ibid. Action Number 65.

# Exhibit A—Systems

This exhibit presents four tables:

- u Table A-1 lists the USTRANSCOM systems identified by the Joint Transportation Corporate Information Management Center (JTCC) in the Y2K database. The systems are listed by Military Service and USTRANSCOM component.
- u The list in Table A-2 comprises the 23 systems listed in Table A-1 as migration systems. Of the 23, USTRANSCOM identified 17 systems that they direct.
- u Table A-3 identifies the interfaces between USTRANSCOM systems and those of other Military Services and defense agencies. The systems listed on the left axis are only USTRANSCOM systems, whereas those listed on the top axis are both USTRANSCOM and other Military Services and defense agencies systems. In the table, “R” indicates that the system on the left axis receives data from the system on the top axis. “S” indicates that the system on the left axis sends data to the system on the top axis. Only four systems internal to USTRANSCOM trade MILSTAMP and MILSTRIP transactions. The other 13 systems send MILSTAMP transactions only to external systems.
- u Table A-4 shows the MILSTRIP transactions.

*Table A-1. USTRANSCOM Y2K Database Systems*

Military Service or defense agency	Component	System <sup>a</sup>	Migration/legacy
Air Force	AMC	ACAS	Migration
Air Force	AMC	C2IPS	Migration
Air Force	AMC	CAMPS	Migration
Air Force	AMC	GATES	Migration
Air Force	AMC	GDSS-MLS	Migration
Air Force	AMC	JALIS	Migration
Air Force	AMC	89 APS ASBP	Legacy
Air Force	AMC	89 APS ATS	Legacy
Air Force	AMC	89 APS BIRS	Legacy
Air Force	AMC	89 APS PSS	Legacy
Air Force	AMC	89 AW CMS	Legacy
Air Force	AMC	89 AW DVSS	Legacy
Air Force	AMC	89 AW MMS	Legacy

Table A-1. USTRANSCOM Y2K Database Systems (Continued)

Military Service or defense agency	Component	System <sup>a</sup>	Migration/legacy
Air Force	AMC	89 AW SES	Legacy
Air Force	AMC	89 AW STS	Legacy
Air Force	AMC	89 CG RBS	Legacy
Air Force	AMC	89 CG SES	Legacy
Air Force	AMC	89 MDG VSR	Legacy
Air Force	AMC	89 SFS BCS	Legacy
Air Force	AMC	89 SFS PSQ	Legacy
Air Force	AMC	89 SFS QCS	Legacy
Air Force	AMC	89 SFS RBSS	Legacy
Air Force	AMC	89 SFS UELS	Legacy
Air Force	AMC	89 SFS YITP	Legacy
Air Force	AMC	99 ALS ES	Legacy
Air Force	AMC	ACAS	Legacy
Air Force	AMC	ACFP	Legacy
Air Force	AMC	ADANS	Legacy
Air Force	AMC	AFIRDS	Legacy
Air Force	AMC	AFTAS	Legacy
Air Force	AMC	AMC AFORMS	Legacy
Air Force	AMC	AMCAM	Legacy
Air Force	AMC	AMP	Legacy
Air Force	AMC	ASIFICS	Legacy
Air Force	AMC	ASIS	Legacy
Air Force	AMC	ATCBT	Legacy
Air Force	AMC	ATDS	Legacy
Air Force	AMC	ATMP	Legacy
Air Force	AMC	BROKER	Legacy
Air Force	AMC	C-17GSS	Legacy
Air Force	AMC	CAASS (AMC)	Legacy
Air Force	AMC	CAMS-FM/G081	Legacy
Air Force	AMC	CAPP	Legacy
Air Force	AMC	CAPS II	Legacy
Air Force	AMC	CCS	Legacy
Air Force	AMC	CMARPS	Legacy
Air Force	AMC	CMAS	Legacy
Air Force	AMC	COINS	Legacy
Air Force	AMC	CTBS	Legacy
Air Force	AMC	DCAMMS	Legacy
Air Force	AMC	DFCS	Legacy
Air Force	AMC	DMS	Legacy
Air Force	AMC	DOLLARS	Legacy

Table A-1. USTRANSCOM Y2K Database Systems (Continued)

Military Service or defense agency	Component	System <sup>a</sup>	Migration/legacy
Air Force	AMC	FFLT	Legacy
Air Force	AMC	FPMIS	Legacy
Air Force	AMC	FSS SYSTEM	Legacy
Air Force	AMC	GDAS	Legacy
Air Force	AMC	HAVE DAMA II	Legacy
Air Force	AMC	HOST	Legacy
Air Force	AMC	IARMS	Legacy
Air Force	AMC	ICAO DBMS	Legacy
Air Force	AMC	IFPS	Legacy
Air Force	AMC	IVD	Legacy
Air Force	AMC	KAVOURAS	Legacy
Air Force	AMC	KC10WBP	Legacy
Air Force	AMC	KC-135WBP	Legacy
Air Force	AMC	L-BAND SATCOM	Legacy
Air Force	AMC	L-BAND SATCOM (D)	Legacy
Air Force	AMC	MAIRS	Legacy
Air Force	AMC	MASS	Legacy
Air Force	AMC	MILDENHALL'S FIDS	Legacy
Air Force	AMC	MSCMS	Legacy
Air Force	AMC	OMCFP	Legacy
Air Force	AMC	PAPS	Legacy
Air Force	AMC	PMAMS	Legacy
Air Force	AMC	PRAMS	Legacy
Air Force	AMC	PSDS	Legacy
Air Force	AMC	RCAPS-C	Legacy
Air Force	AMC	REVENUE SYSTEMS	Legacy
Air Force	AMC	SAMMS	Legacy
Air Force	AMC	SAR	Legacy
Air Force	AMC	SCX PTS	Legacy
Air Force	AMC	SICOFAA	Legacy
Air Force	AMC	SIMS	Legacy
Air Force	AMC	SITFAA	Legacy
Air Force	AMC	STACS	Legacy
Air Force	AMC	SYS INT	Legacy
Air Force	AMC	TAMS	Legacy
Air Force	AMC	TCOCGS	Legacy
Air Force	AMC	TDC	Legacy
Air Force	AMC	TMDS	Legacy
Air Force	AMC	TODR	Legacy
Air Force	AMC	TWOTS	Legacy

Table A-1. USTRANSCOM Y2K Database Systems (Continued)

Military Service or defense agency	Component	System <sup>a</sup>	Migration/legacy
Army	CNGB	MOBCON	Migration
DLA	DLA	CANTRACS	Migration
MSC	MSC	ICS	Migration
Navy	MSC	11-048 (BEMT)	Legacy
Navy	MSC	ARAMS	Legacy
Navy	MSC	COSI	Legacy
Navy	MSC	CSCDB VER 1.X	Legacy
Navy	MSC	CTTS	Legacy
Navy	MSC	DHAMS VER 3.X	Legacy
Navy	MSC	EASY	Legacy
Navy	MSC	EZMED	Legacy
Navy	MSC	FI	Legacy
Navy	MSC	FMIS	Legacy
Navy	MSC	FMIS GATEWAY	Legacy
Navy	MSC	FSM VER 3.07	Legacy
Navy	MSC	GLAS	Legacy
Navy	MSC	MASP	Legacy
Navy	MSC	MISHAP VER 1.1	Legacy
Navy	MSC	MSCXPRT (DOS)	Legacy
Navy	MSC	MSCXPRT (WIN)	Legacy
Navy	MSC	P504 SR	Legacy
Navy	MSC	PCS	Legacy
Navy	MSC	PD2	Legacy
Navy	MSC	PENG (DOS)	Legacy
Navy	MSC	PENG (WIN)	Legacy
Navy	MSC	QIKGAGE VER 1.X	Legacy
Navy	MSC	QUICKLOOK	Legacy
Navy	MSC	ROMIS	Legacy
Navy	MSC	SAMM VER 4.5	Legacy
Navy	MSC	SAMM VER 5.X	Legacy
Navy	MSC	SEIS	Legacy
Navy	MSC	SHIPCLIP VER 3.4	Legacy
Navy	MSC	SHIPSLOG	Legacy
Navy	MSC	SM VER 5.18	Legacy
Navy	MSC	T & T	Legacy
Navy	MSC	TDMS	Legacy
Navy	MSC	UCPS (ASHORE)	Legacy
Army	MTMC	AALPS	Migration
Army	MTMC	AMS	Migration
Army	MTMC	CFM	Migration

Table A-1. USTRANSCOM Y2K Database Systems (Continued)

Military Service or defense agency	Component	System <sup>a</sup>	Migration/legacy
Army	MTMC	ELIST	Migration
Army	MTMC	GOPAX	Migration
Army	MTMC	IBS	Migration
Army	MTMC	ICODES	Migration
Army	MTMC	TOPS	Migration
Army	MTMS	WPS	Migration
Navy	NAVSEA	DTTS	Migration
Navy	NAVSEA	SEASTRAT	Legacy
Navy	Navy	FACTS	Migration
Army	PEO STAMIS	TC-AIMS II	Migration
Army	PEO STAMIS	TC-ACCIS	Legacy
Air Force	USTRANSCOM	GTN	Migration
Air Force	USTRANSCOM	TRAC2ES	Migration
Air Force	USTRANSCOM	ACSRD	Legacy
Air Force	USTRANSCOM	CRIS	Legacy
Air Force	USTRANSCOM	DCAMS	Legacy
Air Force	USTRANSCOM	ENTCOM	Legacy
Air Force	USTRANSCOM	FORM51	Legacy
Air Force	USTRANSCOM	JFAST	Legacy
Air Force	USTRANSCOM	JPS	Legacy
Air Force	USTRANSCOM	LOGBOOK	Legacy
Air Force	USTRANSCOM	MILDENHALL'S MPIDS	Legacy
Air Force	USTRANSCOM	USTRANSCOM C-LAN	Legacy
Air Force	USTRANSCOM	WHAMMS	Legacy

<sup>a</sup> Definition of system abbreviations may be found in the Y2K database, available from DLMSO.

Table A-2. List of 23 Systems

Organization	System <sup>a</sup>	Component
AMC	ACAS	USTRANSCOM
AMC	C2IPS	USTRANSCOM
AMC	CAMPS	USTRANSCOM
AMC	GATES	USTRANSCOM
AMC	GDSS-MLS	USTRANSCOM
AMC	JALIS	Navy
Army	MOBCON	Army
DLA	CANTRACS	DLA
MSC	IC3	USTRANSCOM
MTMC	AALPS	USTRANSCOM
MTMC	AMS	USTRANSCOM
MTMC	CFM	USTRANSCOM
MTMC	ELIST	USTRANSCOM
MTMC	GOPAX	USTRANSCOM
MTMC	IBS	USTRANSCOM
MTMC	ICODES	USTRANSCOM
MTMC	TOPS	USTRANSCOM
MTMC	WPS	USTRANSCOM
NAVSEA	DTTS	Navy
NAVSEA	FACTS	Navy
PEO STAMIS	TC AIMS II	Army
USTRANSCOM	GTN	USTRANSCOM
USTRANSCOM	TRAC2ES	USTRANSCOM

<sup>a</sup> Definition of system abbreviations may be found in the Y2K database, available from DLMSO.



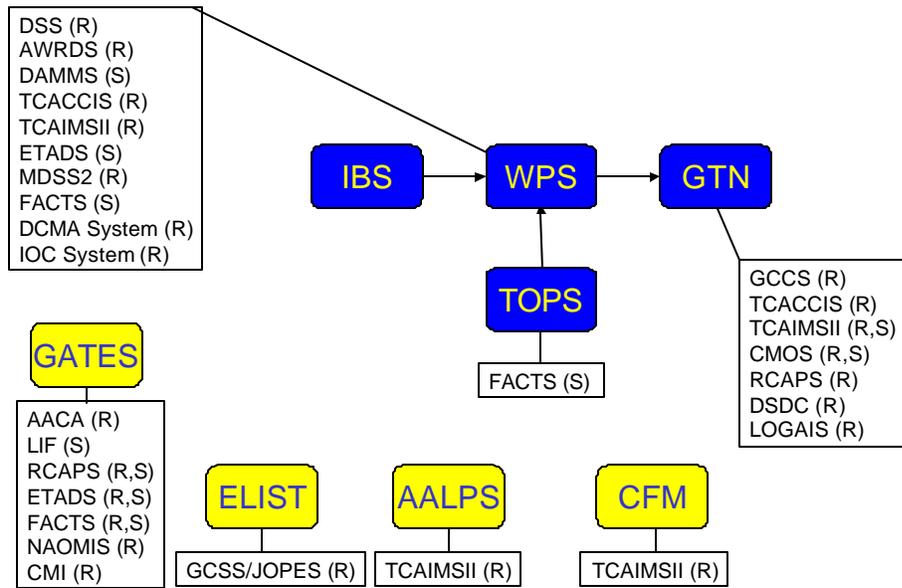
Table A-4. MILSTRIP Interfaces

	USTRANSCOM																DAAS		
	GTN	TRAC2ES	IC3	GATES	C2IPS	CAMPS	GDSS	ACAS	CFM	TOPS	WPS	GOPAX	ICODES	IBS	ELIST	AMS	AALPS	DSDC	
<b>USTC SYSTEMS</b>																			
GTN																			R
<b>No MILSTRIP interfaces</b>																			
<b>USTC SYSTEMS</b>																			
TRAC2ES																			
<b>MSC SYSTEMS</b>																			
IC3																			
<b>AMC SYSTEMS</b>																			
GATES																			
C2IPS																			
CAMPS																			
GDSS																			
ACAS																			
<b>MTMC SYSTEMS</b>																			
CFM																			
TOPS																			
WPS																			
GOPAX																			
ICODES																			
IBS																			
ELIST																			
AMS																			
AALPS																			

# Exhibit B–CONOPS<sup>12</sup>

This exhibit shows the current operating concepts for the USTRANSCOM systems and MILS transactions. USTRANSCOM assessment determined that its systems exchange MILSTAMP and MILSTRIP data. Figure B-1 diagrams the MILSTAMP interfaces and illustrates the internal and external interfaces that exist. Figure B-2 illustrates the external MILSTRIP interface that exists.

*Figure B-1. MILSTAMP Interfaces*



*Figure B-2. MILSTRIP Interfaces*



<sup>12</sup> Ibid. Action Numbers 57 and 66.



# Exhibit C–Common Corporate Service Requirements

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This section describes the common corporate service requirements that USTRANSCOM and its components expect to require while implementing the plan.<sup>13</sup> In the section, we also discuss the requirements for services for translating EDI transactions, testing legacy and new systems, and training.

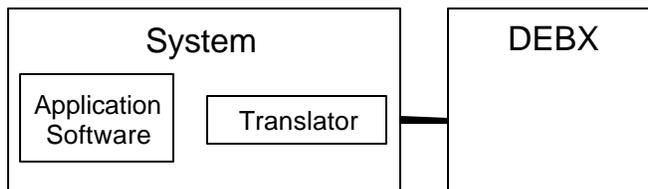
## EDI TRANSLATION

Below, we describe USTRANSCOM’s and its components’ translation architecture, technical POCs, and future translation requirements.<sup>14</sup>

### Technical Architecture

Currently, USTRANSCOM and its component commands use two approaches to translating. As shown in Figure C-1, the application system hosts translation software and translates before exchanging data through its telecommunications link.

*Figure C-1. Application System Translation Architecture*



The systems listed in Table C-1 follow the approach in Figure C-1.

*Table C-1. Systems That Have Their Own Translation*

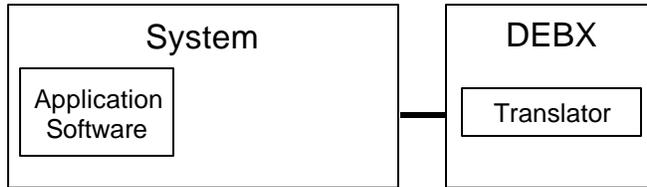
System
USTRANSCOM/GTN
MTMC/CFM
MTMC/TOPS
MTMC/IBS

<sup>13</sup> Ibid. Action Numbers 47, 56, 58, 59, 60, 61, 62, 63, and 64.

<sup>14</sup> Reference documents include *EDI Telecommunication Strategy for Defense Transportation*, Logistics Management Institute (LMI) Report PL005TR1; *Electronic Data Interchange Network Architecture Survey Results*, LMI Report AR430001 and *Defense Transportation EDI Program A Security Risk Assessment*, LMI Report PL205LN5.

As shown in Figure C-2, the application system creates a data file following a user-defined format and passes the file to a value-added service provider, such as the DEBX for translation.

*Figure C-2 DEBX Translation Architecture*



The systems listed in Table C-2 use the approach shown in Figure C-2.

*Table C-2. Systems That Use DEBX as Translator*

System
USTRANSCOM/TRAC2ES
USTRANSCOM/GTN
MSC/ULB
AMC/C2IPS
AMC/CAMPS
AMC/GDSS
AMC/ACAS
AMC/GATES

USTRANSCOM and its components do not anticipate using any other architecture for translating transactions.

## Systems' Points of Contact

Table C-3 identifies points of contact for each USTRANSCOM system.

*Table C-3. Systems Translating Internally*

System	Office	POC
USTRANSCOM/GTN	GTN PMO	Col. Speck
USTRANSCOM/TRAC2ES	TRAC2ES PMO	Lt. Col. Kirschner
MSC/ULB	ULB PMO	Ms. Anderson
AMC/C2IPS	C2IPS PMO	Major Johnson
AMC/CAMPS	CAMPS PMO	Captain Lang
AMC/GDSS	GDSS PMO	Major Routhier
AMC/ACAS	ACAS PMO	Mr. Mase
AMC/GATES	GATES PMO	Major Swifts
MTMC/GOPAX	GOPAX PMO	Mr. Norkus
MTMC/ICODES	ICODES PMO	Mr. Goodman
MTMC/ELIST	ELIST PMO	Ms. Dow-Hines
MTMC/AMS	AMS PMO	Mr. Hill
MTMC/ALPS	ALPS PMO	Mr. Coleman
MTMC/CFM	CFM PMO	LTC Abercrombie
MTMC/WPS	WPS PMO	Mr. Kaskoff
MTMC/TOPS	TOPS PMO	LTC Small
MTMC/IBS	IBS PMO	Ms. Henderson

## Forecast Future Translation Requirements

Because USTRANSCOM and its component commands possess a translation and telecommunications architecture, it believes it can satisfy future translation requirements with existing resources.

## LEGACY AND NEW SYSTEMS TESTING

Below, we describe trading partners plans for testing legacy and new systems and for forecasting future testing requirements.

### Test Plans

To test EDI interfaces, USTRANSCOM will develop test plans as it develops each interface. For this reason, it will adhere to the outline in Table C-4 as it creates the test plans.

Table C-4. Test Plan Outline

<b>Part 1. Test plan overview</b>
Plan organization
Test objective
Test participants
Roles and responsibilities
Test environment
Measures of performance
<b>Part 2. Tasks and schedules</b>
Test preparation
Trading partner internal testing
Integration test period
Integration test review
Operational test period
Test assessment

## Forecast Future Testing Requirements

USTRANSCOM and its component commands conduct EDI tests regularly. They, therefore, believe they will be able to satisfy future testing requirements by using existing test techniques and resources.

## TRAINING

This plan divides training into four areas: EDI standards, translation software, telecommunication, and new technologies.

### EDI Standards

The four Phase I systems have been conducting business using EDI standards since 1987. Each possesses in-house experts or contractors who are well versed in the functional and technical application of EDI standards. Consequently, USTRANSCOM and its components do not anticipate requiring formal EDI standards training.

### Translation Software

The Phase I systems either own and operate EDI translators or they use the DEBX translation service. As the software for the systems is upgraded, the system owners will require training on the new features of the software. They have estimated the training budgets that are shown in Exhibit E.

## Telecommunications

All systems will use the existing architecture to communicate. Currently, USTRANSCOM does not anticipate any formal training in this telecommunications.

## New Technologies

With the introduction of new technologies, like XML, into e-commerce business practices, USTRANSCOM and its components will require formal training in new standards and e-commerce business techniques. However, until the defense community adopts these technologies and decides on a strategy for implementing them, we cannot predict training requirements.



## Exhibit D—Implementation Schedules<sup>15</sup>

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The following three schedules show the actions and milestones for IBS, WPS, TOPS, and GTN. USTRANSCOM identified these four systems as keystones of the DLMS migration. Figures D-1, D-2, and D-3 reflect the timelines for the IBS/WPS, TOPS, and GTN, respectively. Each schedule starts at the availability of priority, manpower, and financial resources. GTN has the same schedule for MILSTRIP and MILSTAMP.

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<sup>15</sup> Ibid. Action Numbers 52 and 68.

Figure D-1. IBS/WPS Implementation Schedule

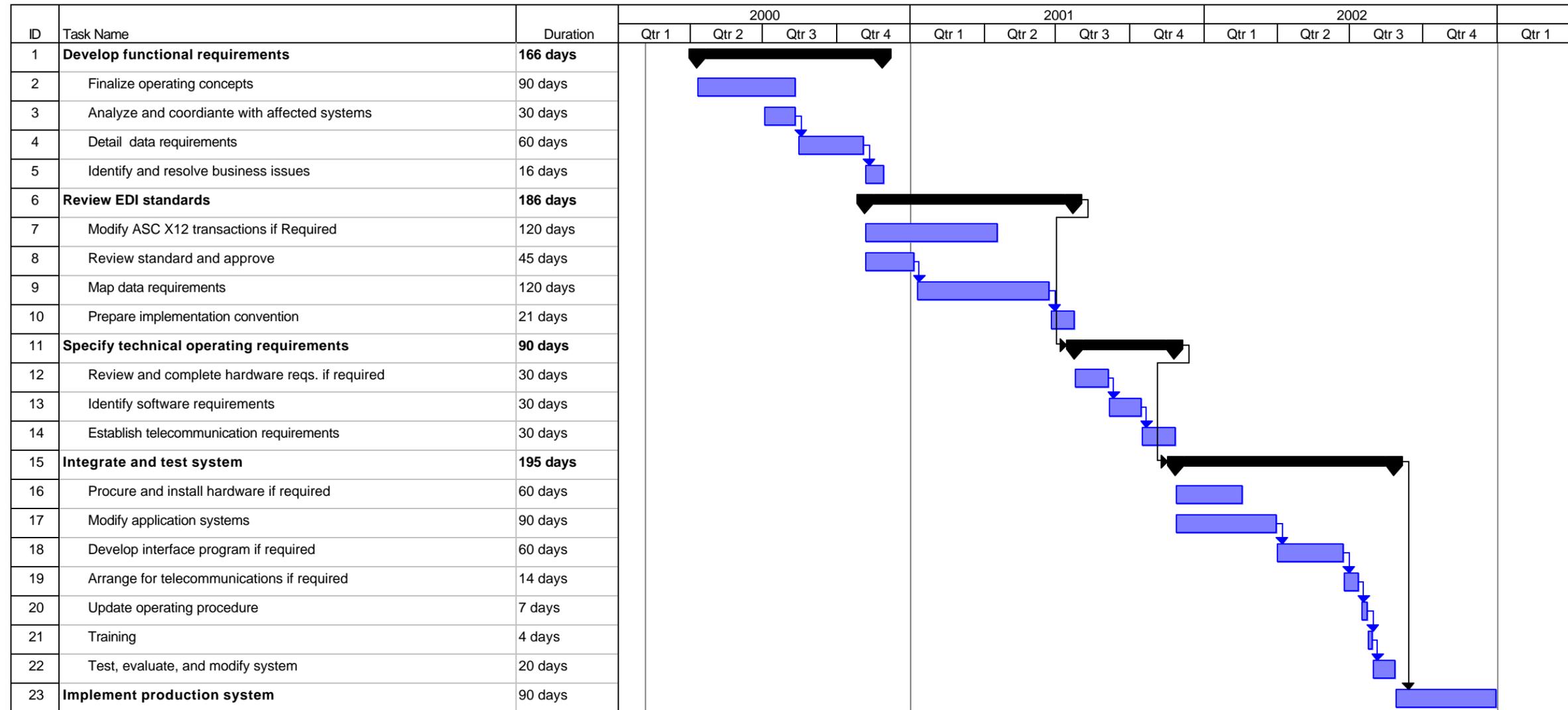


Figure D-2. TOPS Implementation Schedule

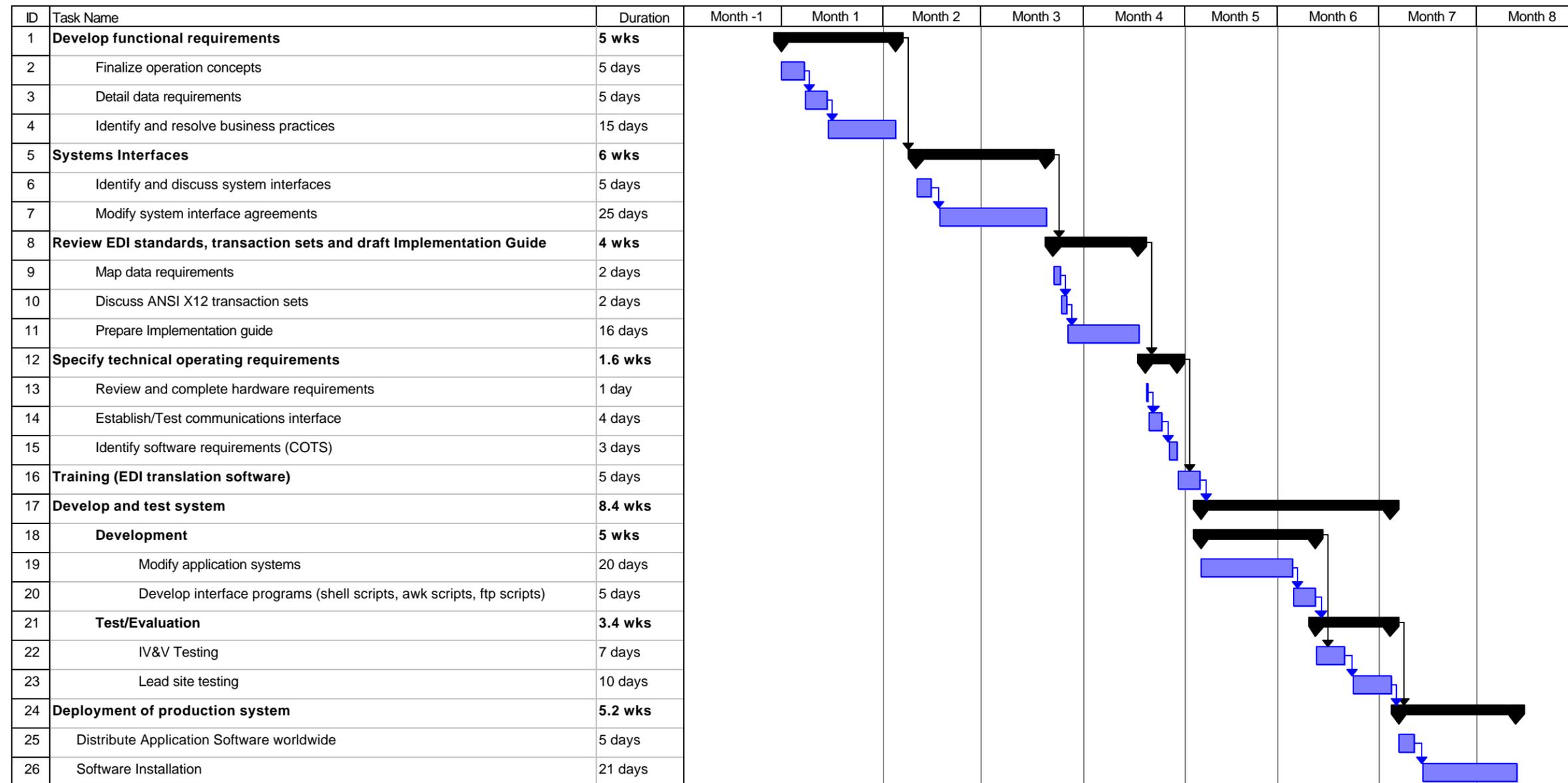
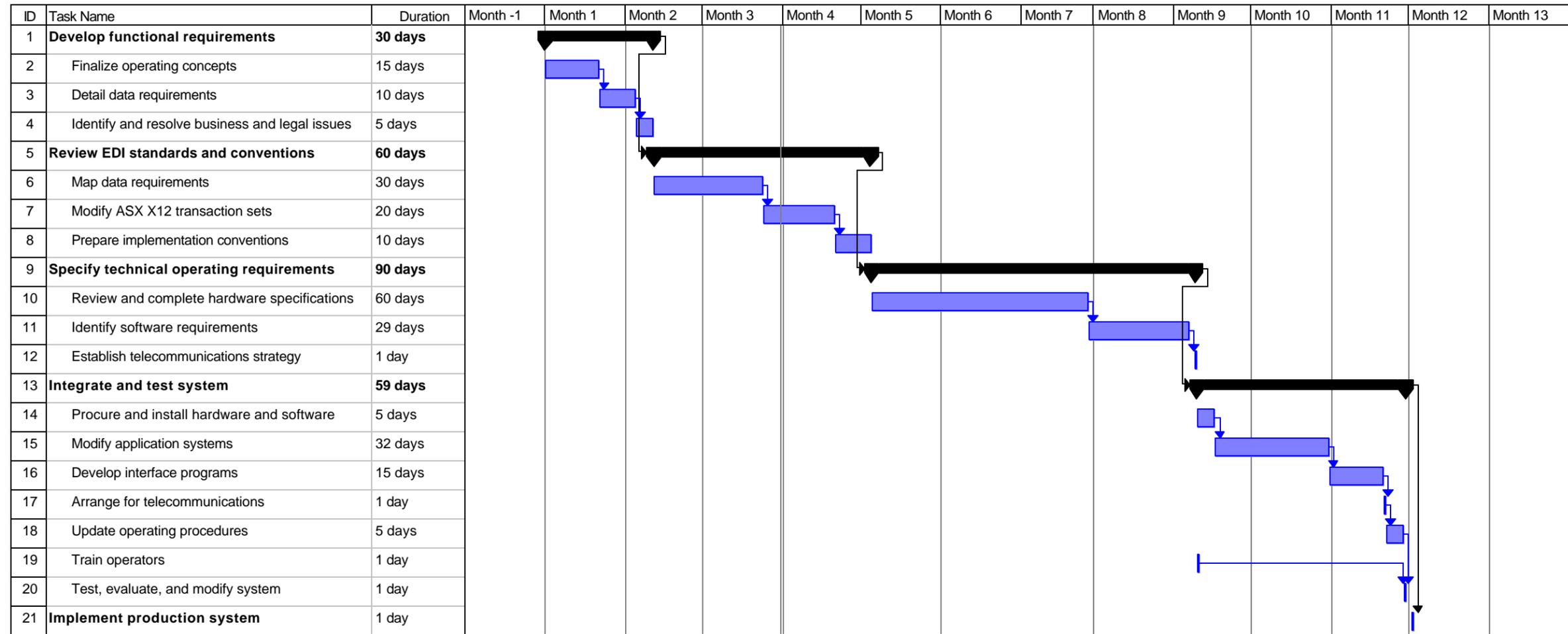


Figure D-3. GTN Implementation Schedule



# Exhibit E–Costs

This exhibit identifies funding requirements that will enable USTRANSCOM and its component to develop plans of action and milestones (POA&Ms) through 2005.<sup>16</sup> Tables E-1, E-2, and E-3 identify the costs for IBS, WPS, TOPS, and GTN, respectively. GTN has the same costs for MILSTAMP and MILSTRIP.

*Table E-1. IBS/WPS Cost Schedule (\$)*

	Year 1	Year 2	Year 3	Year 4	Year 5
Hardware	20,000	20,000	100,000	25,000	25,000
Software	20,000	20,000	100,000	10,000	100,000
Telecommunications	0	5,000	5,000	10,000	10,000
<b>Systems integration</b>					
Interface	250,000	250,000	250,000	250,000	250,000
Enhancements	20,000	200,000	250,000	250,000	250,000
Subtotal systems integration	270,000	450,000	500,000	500,000	500,000
<b>Program management</b>					
Coordination	50,000	50,000	50,000	50,000	50,000
Internal operations	20,000	20,000	20,000	20,000	20,000
Trading partner development	50,000	25,000	25,000	25,000	25,000
Subtotal program management	120,000	95,000	95,000	95,000	95,000
<b>Implementation support</b>					
Planning/coordination	25,000	25,000	25,000	25,000	25,000
Standards development	50,000	50,000	50,000	50,000	50,000
Implementation guidelines	10,000	20,000	50,000	50,000	50,000
Training	0	50,000	100,000	100,000	100,000
Trading partner expansion	0	0	25,000	25,000	25,000
Subtotal implementation support	85,000	145,000	250,000	250,000	250,000
System maintenance	0	0	0	0	0
<b>Total</b>	<b>515,000</b>	<b>735,000</b>	<b>1,050,000</b>	<b>890,000</b>	<b>980,000</b>

<sup>16</sup> Ibid. Action Number 45.

Table E-2. TOPS Cost Schedule (\$)

	Year 1	Year 2	Year 3	Year 4	Year 5
Hardware	0	0	0	0	0
Software	23,000	23,000	24,000	25,000	25,000
Telecommunications	0	0	0	0	0
<b>Systems Integration</b>					
Interface	125,000	0	0	0	0
Enhancements		40,000	42,000	45,000	48,000
Subtotal systems integration	125,000	40,000	42,000	45,000	48,000
<b>Program management</b>					
Coordination	20,000	20,000	25,000	26,000	27,000
Internal operations	50,000	50,000	45,000	40,000	39,000
Trading partner development	20,000	0	0	0	0
Subtotal program management	90,000	70,000	70,000	66,000	66,000
<b>Implementation support</b>					
Planning/coordination	66,200	70,000	72,000	75,000	78,000
Standards development	10,000	0	0	0	0
Implementation guidelines	20,000	0	0	0	0
Training	5,000	2,500	2,500	2,500	2,500
Trading partner expansion		5,000	5,000	5,000	5,000
Subtotal implementation support	101,200	77,500	79,500	82,500	85,500
System maintainence	0	0	0	0	0
Total	339,200	210,500	215,500	218,500	224,500

Table E-3. GTN Cost Schedule (\$)

	Year 1	Year 2	Year 3	Year 4	Year 5
Hardware	0	0	0	0	0
Software	0	0	0	0	0
Telecommunications	0	0	0	0	0
<b>Systems integration</b>					
Interface	800,000	0	0	0	0
Enhancements	0	0	0	0	0
Subtotal systems integration	800,000	0	0	0	0
<b>Program management</b>					
Subtotal program management	200,000	0	0	0	0
<b>Implementation support</b>					
Planning/coordination	0	0	0	0	0
Standards development	0	0	0	0	0
Implementation guidelines	0	0	0	0	0
Training	25,000	25,000	25,000	25,000	25,000
Trading partner expansion	0	0	0	0	0
Subtotal implementation support	25,000	25,000	25,000	25,000	25,000
System maintainence	0	50,000	50,000	50,000	50,000
Total	1,025,000	75,000	75,000	75,000	75,000

# Exhibit F–WPS Narrative

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The Worldwide Port System (WPS) submitted the following to address implementing the DLMS.

## WORLDWIDE PORT SYSTEM (WPS)

MTMC Ocean Cargo Systems Division is responsible for the development and implementation of an automated cargo traffic management information system. WPS is currently fielded to 94 Army and Navy active and reserve activities worldwide. WPS supports the terminal management and cargo documentation mission in MTMC, US Army Forces Command, and Navy Water Ports. WPS expedites the timely and orderly processing of both sustainment and unit movement cargo that is being shipped through DOD common-user water ports.

WPS sends a variety of transactions, both standard DLMS transactions and unique transactions developed for specific interfaces. The approach described below is principally for routine DLMS business transactions such as Manifests and Transportation Control and Movement Documents (TCMDs) but could be expanded to other types of transactions. WPS also has a direct operational mission and deploys into austere operational environments where interfacing systems are located in nearby physical proximity to each other. It is not realistic or cost effective to deploy EDI translation capability to all of these “tactical” systems or expect to transmit data back to the CONUS for translation and then retransmission back to the theater since telecommunication connectivity is unpredictable. Therefore, implementation of EDI solutions in this environment may not be practical.

## USTRANSCOM SUBSYSTEMS

This section describes the USTRANSCOM systems where connectivity exists or is planned for WPS. Figure 1 depicts the different MILSTAMP interfaces for WPS. Each of the systems identified in Figure 1 with WPS interfaces are listed below and candidates for migration are identified.

GTN MILSTAMP data such as TCMDs and Manifests are sent and received. GTN is a potential candidate for WPS EDI however there are alternative methods that may be better suited to the time-sensitive operational nature of the WPS and GTN interface. Discussions will be held with the GTN Program Manager (PM) to explore alternative options.

Unit Level Billing (ULB). This system is a legacy system and from the MTMC perspective will be replaced with a migration system. It is not identified as a potential candidate for WPS EDI.

Transportation Operational Personal Property System (TOPS). Shipment information is sent by TOPS. TOPS is a migration system and is a candidate for WPS EDI.

Integrated Booking System (IBS). IBS and WPS are physically collocated and there are better solutions for interfacing data than EDI, such as database level data replication. This interface is not a candidate for EDI.

## NON-USTRANSCOM SUBSYSTEMS

Depot Standard System (DSS). WPS receives data from DSS and it is a candidate for WPS EDI.

Army War Reserve Deployment System (AWRDS). This is a tactical system and is not a candidate for WPS EDI.

Department of the Army Movements Management System (DAMMS). This is a legacy system that is to be replaced by Transportation Coordinator's Automated Information for Movement System II (TC AIMS II) and is not a WPS EDI candidate.

Transportation Coordinator's Automated Command & Control Information System (TC-ACCIS). This is a legacy system that is to be replaced by TC AIMSII and is not a WPS EDI candidate.

Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II). This is a tactical system and is not a candidate for WPS EDI.

Enhanced Transportation Automated Data System (ETADS). This is a legacy system and is not a candidate for WPS EDI.

Marine Air Ground Task Force (MAGTF) Deployment Support System II (MDSS II). This is a legacy system and is not a candidate for WPS EDI.

Financial and Air Clearance Transportation System (FACTS). This system is a candidate for WPS EDI.

Defense Supply Center Philadelphia (DSCP). This is not a system but an organization and they enter data on-line to WPS. It is not a candidate for WPS EDI.

Defense Contract Management Agency (DCMA). DCMA is an organization, rather than a system, but data is transferred with WPS. It is a candidate for WPS EDI.

IOC. Data Replication is the planned interface with this system and it is not a candidate for WPS EDI.

## MIGRATION DRIVERS

WPS is an evolving system that is scheduled for a major enhancement in the fourth quarter of 2002 known as WPS-Enhanced. This enhancement will address the deficiencies of the existing system while maintaining its core functionality and more fully complying with the DOD joint technical architecture. This will provide an opportunity to implement EDI initiatives if the interfacing systems are ready.

## CRITICAL PATH

This section describes critical events and any potential problem areas. After potential WPS EDI candidates are identified and all trading partners approve the IC, the following events are on the critical path:

1. Coordinate with interfacing system organizations to determine whether EDI is in fact the best electronic commerce solution and establish timeframes for implementation of EDI transactions.
2. Select an EDI translation strategy. In conjunction with JECPO ECI conduct a business case analysis on whether JECPO or WPS can more cost effectively perform development, execution, and oversight. Critical issues focus on reliability, timeliness, and cost.
3. Complete mapping of EDI transactions. Dependent on costs, priorities, and funding availability.
4. Testing, debugging, and retest. The test strategy will comprise the development of test scenarios and acceptance criteria to ensure that communications capability is adequate and reliable, interfaces are working, and transmitted data is accurate. The plan will include the development of performance benchmarks for expected throughput rate, transaction volume, acknowledgment response time, etc. to pinpoint potential performance problems or data bottlenecks.
5. Training. In the event that JECPO provides translation services, training will not be necessary. Otherwise, WPS will need to provide an overview to all users and perhaps more in-depth training to technical support personnel.
6. Implement the production system.

## CONSTRAINTS, LIMITATIONS, AND RISK

There are several factors that may impact successful system migration. Timely completion of the project will be constrained by:

1. Synchronization of receiving and sending activities' EDI timelines.  
Depending on the strategy of the interfacing system for EDI translation or processing, timing of implementation may be affected.
2. Adequate funding and resources. Availability of adequate funds and personnel to support project implementation is critical.
3. Adequate telecommunications capability at OCONUS terminal locations.
4. It is not realistic or cost effective to deploy EDI translation capability to "tactical" interfaces or expect to transmit data back to the CONUS for translation and then retransmission back to the theater since telecommunication connectivity is unpredictable. Alternative methods of interfacing will be evaluated.

## SUMMARY AND CLOSING REMARKS

WPS is prepared to work in conjunction with interfacing systems to identify cost-effective solutions to meet electronic commerce objectives of the DOD. Given the role of WPS in both the strategic deployment of forces and logistic business process, a careful assessment of the best strategy for communicating information is the key to a successful interface. Once this strategy is determined, the availability of funds and the cooperation of interfacing systems is the key to meeting the projected timelines.

# Exhibit G–TOPS Narrative

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The Transportation Operational Personal Property Standard System (TOPS) submitted the following to address implementing the DLMS.

## TRANSPORTATION OPERATIONAL PERSONAL PROPERTY STANDARD SYSTEM

- A. TOPS is a DOD-approved transportation migration system. TOPS is in the final phase of development to achieve full operational capability (FOC) in support of the Personal Property Movement and Storage Program managed by the US Army Military Traffic Management Command (MTMC). TOPS processes transportation information for the movement of personal property shipments of service members and DOD civilians. TOPS is deployed to 332 sites worldwide.
- B. The TOPS system provides Advance Transportation Control and Movement Documents (ATCMD) to the WPS and to the Financial and Air Clearance Transportation System (FACTS). Depending on the code of service and mode of transportation, ATCMDs for water go to WPS and ATCMDs for air go to FACTS.
- C. When applicable, a file containing the ATCMDs will be generated at the origin Government Bill of Lading location (GBLOC). These files, which can be generated at any one of 180 GBLOCS worldwide, are then sent to the switcher (SWIT) machine at MTMC. This transfer is either Unix to Unix Copy (UUCP) or File Transfer Protocol (FTP), depending on the site architecture. From the SWIT machine, the files are then sent to the appropriate destination via FTP.
  1. EDI translation will occur on the SWIT machine. The cron (a job backgrounder within the software) will provide the execution because the ATCMDs can come into the SWIT machine at anytime. Monitoring of any translations will be done using email. Whenever a file is received for either WPS or FACTS, the shell script that processes the file will generate an email and send it to a designated userid. It will have to be determined on whether to run this job hourly or daily, depending on the needs of the receiving systems.
  2. The testing will be to ensure that the mapping will take the flat file received from the TOPS sites and translate it to the ANSI X12 transaction set that will be used for this interface and to FTP the file to the appropriate destination. An interface script will take the file received

from the origin GBLOC, put on trading partner codes, and reformat the flat file to the user-defined file for the translation process.

3. Training will be needed on the latest version of the translation software to be used. A primary and secondary mapping position should be considered.
- D. There has been no funding in the Program Objective Memorandum (POM) for this effort up to FY02. There will be a major effort underway until the end of FY02 to replace all TOPS sites servers and replace 'dumb' terminals at all TOPS sites with personal computers. Several other initiatives could affect this project. TOPS may go to a web based environment, which could change the approach currently being considered. FACTS system is not under the auspices of USTRANSCOM, so a coordination of effort would have to be worked out. System interface agreements (SIA) would have to be redefined between TOPS and FACTS as well as TOPS and WPS. Once funds are allocated, the Joint Development Team (JDT) and the General Officers Steering Committee (GOSC) must then decide what priority to assign this effort and what resources can be put to work on it.
- E. TOPS, though a migration system, may not be the same in 5 years time. While several efforts are under way to 'reengineer' the personal property arena, there still has to be an evaluation of the current system and the various efforts in progress. The final evaluation of all the efforts concerning personal property will be made April 2002. That is when the future of TOPS will be determined.

# Exhibit H–GTN Narrative

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The Global Transportation Network (GTN) submitted the following to address implementing the DLMS.

## BACKGROUND

In a memorandum, Dr. John Hamre, Deputy Secretary of Defense, approved Defense Reform Initiative Directive #48, Adoption of Commercial EDI Standards for DOD Logistics Business Transactions. Identifying new DOD policy, it calls on all Military Services and defense agencies to “replace DOD-unique logistics data exchange standards with American National Standards Institute (ANSI) Accredited Standards Committee (ASC) X12 standards as a stepping stone to move transactional based logistics business processes toward use of international open data interchange standards.” Further, it says to “use the Defense Logistics Management Standards (DLMS) as a process improvement enabler in new, replacement, and legacy logistics business system.” This paper will describe the GTN plan for implementing this directive.

## GLOBAL TRANSPORTATION NETWORK

GTN is an automated command and control (C2) information system that supports the family of transportation users and providers (both DOD and commercial) by providing an integrated system of in-transit visibility (ITV) information and C2 capabilities. GTN collects and integrates transportation information from selected transportation systems. The resulting information is provided to the National Command Authority (NCA), commanders in chief (CINCs), USTRANSCOM, its component commands, and to DOD customers to support transportation planning and decision making during peace and war.

Transportation responsibilities are grouped by intratheater, intertheater, and intra-Continental United States (CONUS) movements. USTRANCOM is responsible for both intra-CONUS and intertheater movements, while theater commanders are responsible for intratheater movements. Visibility of intratheater movements within the GTN system is dependent upon source system interfaces and the degree to which intratheater movement is reported to those interfaces.

The three major functional areas provided by GTN are Defense Transportation System (DTS) ITV, C2, and planning and analysis.

The first USTRANSCOM DRID #48 IPT meeting was held in April 1999. At that meeting it was decided that the only GTN interface that is a candidate for this initiative is the WPS, however there are alternative methods that may be better

suited to the time-sensitive operational nature of the WPS/GTN interface. Discussions will be held with the WPS program office to explore alternative options.

Current data exchanges within GTN are flat files.

## SCHEDULE DRIVERS

GTN is scheduled for a major enhancement beginning in the second quarter of 2003 known as GTN-2010. This enhancement will address the deficiencies of the existing system while maintaining its core functionality and more fully complying with the DOD joint technical architecture. This will provide an opportunity to review the EDI initiatives if the interfacing systems are ready. GTN is considered one system with no active subsystems. This enhancement will effect the entire GTN system.

## CONSTRAINTS, LIMITATIONS, AND RISK

There are two factors that may affect successful system migration. Timely completion of the project will be constrained by

1. Synchronization of receiving and sending activities EDI timelines. Depending on the strategy of the interfacing system for EDI translation or processing, timing of implementation may be affected.
2. Adequate funding and resources. Availability of adequate funds and personnel to support project implementation is critical.

## SUMMARY

GTN is prepared to work in conjunction with interfacing systems to identify cost-effective solutions to meet electronic commerce objectives of the DOD. A careful assessment of the best strategy for communicating information is the key to a successful interface, assuming the solution before the assessment is complete will complicate the final recommendation. Once this strategy is determined, the availability of funds and the cooperation of interfacing systems is the key to meeting the projected timelines.