IN REPLY
REFER TO

DLMSO

March 19, 2007

MEMORANDUM FOR SUPPLY PROCESS REVIEW COMMITTEE MEMBERS

SUBJECT: Approved Defense Logistics Management System (DLMS) Change (ADC) 223, DLMS Shipment Status Enhancements: Secondary Transportation Number, Initial Shipping Activity, Carrier Identification, and Port of Embarkation (POE) (Supply) (Staffed by PDC 224)

The attached change to DOD 4000.25-M, DLMS, is approved for phased and staggered implementation. Components undergoing modernization should plan to accommodate the new data content identified in this document. DAASC changes to accommodate transition will be effective within 6 months of the above date.

The updated DLMS Supplement will be posted to the Defense Logistics Management Standards Office (DLMSO) Web site http://www.dla.mil/j-6/dlmso/elibrary/TransFormats/ formats.asp within **10** days from the above date for implementation planning. DLMSO will submit concurrently any necessary revisions to the governing Federal Implementation Convention to the DOD Electronic Data Interchange Standards Management Committee and the Federal Electronic Data Interchange Standards Management Coordinating Committee.

Addressees may direct questions to the DLMSO points of contact, Ms. Ellen Hilert, Chair, Supply Process Review Committee, 703-767-0676, DSN 427-0676, or e-mail: ellen.hilert@dla.mil, Mr. Robert Hammond, 703-767-2117, DSN 427-2117 or e-mail: robert.hammond@dla.mil. Others must contact their Component designated representative.

DONALD C. PIPP
Director
Defense Logistics Management
Standards Office

Attachment

cc:
ADUSD(L&MR)SCI

**DLMS Shipment Status Enhancements: Secondary Transportation Number,
Initial Shipping Activity, Carrier Identification, and POE**

1. ORIGINATOR:

   a. Service/Agency: Defense Logistics Management Standards Office (DLMSO)

   b. Sponsor: Supply PRC, Chair: Ellen Hilert, DLA DLMSO/J-6251, Defense Logistics Management Standards Office (DLMSO), 703-767-0676 (DSN 427), ellen.hilert@dla.mil

2. FUNCTIONAL AREA: Supply

3. REFERENCES:

   a. DLMSO memorandum dated July 29, 2004, subject: Approved DLMS Change (ADC) 127, Unique Identification (UID) of Items and Radio Frequency Identification (RFID) in DLMS Shipment Status (856S)

   b. DLMSO memorandum dated April 10, 2006, subject: Approved Defense Logistics Management System (DLMS) Change (ADC) 195, DLMS Unique Item Tracking (UIT) Procedures

   c. Unique Item Tracking (UIT) policy is published by DOD 4140.1-R, DOD Supply Chain Materiel Management Regulation, which is available at: http://www.dtic.mil/whs/directives/corres/html/41401r.htm

   d. Unique Identification (UID) policy and associated documentation are available at: http://www.acq.osd.mil/dpap/UID

   e. Radio Frequency Identification (RFID) policy and associated documentation are available at: http://www.acq.osd.mil/log/rfid/index.htm

4. REQUESTED CHANGE:

   a. Title: DLMS Shipment Status Enhancements: Secondary Transportation Number, Initial Shipping Activity, Carrier Identification, and POE

   b. Description of Change: This change provides guidance for implementation of multiple enhancements to the DLMS Shipment Status (856S) transaction. This change specifically requests implementation of enhancements identified during the development of the DLMS for   a secondary transportation number and identification of the initial shipping activity. It provides clarification on how DLMS handles identification of the Port of Embarkation (POE) (for air or water) or the Consolidation and Containerization Point (CCP) which are mapped to the same record positions in the MILS and may not be identifiable by code characteristics. Additionally, it inserts language in the DLMS manual for RFID and item unique identification (IUID) content for UIT within the shipment status guidance.

c. Procedures: Changes identified in *bold italics.*

(1). Modify the DLMS manual, Vol 2, Chapter 5, as indicated below:

C5.2.1.2. Shipment Status. Shipment status informs organizations of the actual shipping dates (such as the date released to the carrier), the release criteria for shipments, or shipment delay notifications. It also provides for an interface with transportation and for shipment tracing by organizations under DoD 4500.9-M. *The shipment status may be provided by the shipping activity or by the supply source using the DLMS Supplement 856S. Shipment status provided by shipping activities will reflect enhanced data content under DLMS and support item unique identification (IUID) and intransit visibility requirements as directed under DoD policy/procedures (DoD 4140.1-R)[1]. Shipment status provided by the supply source for direct vendor deliver (contractor direct) or in response to a requisition follow-up will include enhanced data content when available. DLMS enhancements for expanded data content, including Passive Radio Frequency Identification (RFID) and IUID include, but are not limited to the following:[2]*

C5.2.1.2.1   Passive RFID for the shipment unit/case/pallet associated at the requisition document number level. The shipment status transaction may identify a hierarchy to clarify the relationship of passive tags within different shipment levels.

C5.2.1.2.2   For Unique Item Tracking (UIT) purposes, the Item Unique Identification (IUID) and/or serial number. Serial number without applicable IUID may only be used during MILS/DLMS transition and pending implementation of IUID capability. Additional UID information as identified in the DS 856S is optional. Refer to chapter 19 for UIT guidance.

C5.2.1.2.3   Both the TCN and a secondary transportation number, such as the small package carrier number, when this is applicable.

C5.2.1.2.4   Identification of the carrier when other than United States Postal Service (USPS) by name and Standard Carrier Alpha Code (SCAC).

C5.2.1.2.3   Identification of the initial DoD shipping activity (origin) by DODAAC.

C5.2.1.2.4   For Outside Continental United States (OCONUS) shipments made via Defense Transportation System (DTS), GBL/CBL, parcel post, and small package carrier shipments, specific identification of the Port of Embarkation (POE) or Consolidation and Containerization Point (CCP). The shipment status will specify air terminal, water terminal, or CCP by applicable qualifier code in the DS. (During MILS/DLMS transition, DAAS may substitute a generic terminal qualifier for shipment status transactions converted from MILS where the type of facility is unknown.)

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[1] DoD 4140.1-R guidance for passive RFID and IUID requirements is pending publication as of the date of this change. Interim guidance is available at http://www.acq.osd.mil/log/rfid/index.htm (RFID) and http://www.acq.osd.mil/dpap/UID (IUID).

[2] Refer to ADC 223 approved for phased and staggered implementation.

(2) Adopt DLMS enhancements per the DS 856S, Shipment Status, as specified in the Enclosure. Above references provide guidance for RFID, IUID, and UIT.

(3) Update the DLMS Supplement to remove mapping of the RFID tag ID in the shipment status loop. The Tag ID is included in the Pack Loop; and is identified in the UID loop for implementation planning.

5. REASON FOR CHANGE:

a. By agreement with the Supply Process Review Committee, DLMS enhancements are to be specifically addressed under the DLMS change (configuration management) process. This is necessary to ensure that enhancements identified during DLMS development are still valid. Associated procedures must be provided to ensure requirements are understood and institutionalized within DOD guidance.

b. The purpose of this change is to improve the data content of the shipment status during DLMS migration. The specific enhancements listed are known shortcomings of the current MILS format and will substantially improve access to information for the customer. Organizations transitioning to the DLMS may not be aware which enhancements are to be adopted during initial programming or may be added without prior coordination. This change documents such guidance for the specified elements. It also facilitates capture of this information in applications such as WebVLIPS and GTN, making it accessible to customers who do not yet have DLMS-capable systems.

(1) Initial Shipping Activity: Inclusion of the initial DOD shipping activity eliminates the need for the separate submission of a follow-up and status transaction (as per MILS design using DI Code AFY, Request for DODAAC of Initial Transportation Shipping Activity and DI Code ASY, Shipment Status, DODAAC of Initial Transportation Shipping Activity) to provide the customer the identification of the shipper. Identification of the shipper is required for shipment tracing and for submission of a supply discrepancy report.

(2) Secondary Transportation Number: When DoD mandated that the 17-position standard configuration for the transportation control number be reflected in the MILS shipment status, this eliminated the space needed to inform the customer of the actual transportation number used by the carrier (AMCL 138, Revision of the Transportation Control Number (TCN) Field in MILSTRIP Transactions). This is often a very useful piece of information to the customer, especially for shipment tracing. Inclusion of the secondary number, such as the FEDEX number or the registered mail number, in the original shipment status eliminates the need to research this information.

(3) Carrier Identification: This will facilitate more timely tracer action on urgently needed material, especially when the priority changes after shipment. Inclusion in the shipment status will reduce customer requests for this information.

(4) **POE/CCP Codes:** The intent of the DLMS is to use specific codes to indicate the CCP or POE when applicable for OCONUS shipments. This supports the DLMS data mapping philosophy and moves away from multi-purpose fields used in the MILS. Currently, it is not always possible to distinguish between the three-position codes for air and water terminal (air terminal codes are always 3 alpha characters, but water terminals may be all

alpha or alphanumeric), so DLMS-capable systems must be able to receive any of the specific qualifiers for POE/CCP when the status is prepared by a DLMS-capable application, as well as the generic all-purpose code used for conversion from the original MILS transaction.

6. ADVANTAGES and DISADVANTAGES:

    a. Advantages: Supports DLMS migration. This change directs those systems having DLMS capability to adopt additional expanded data content.

    b. Disadvantages: None known.

7. IMPACT:

    a. This change impacts DLMS-capable application and those in the process of planning for migration. This change may be implemented on a phased and staggered basis without prior coordination with trading partners. DLMS-capable receiving applications which have not yet adopted these DLMS enhancements should verify that inclusion of the new data will not cause transactions to reject.

    b. Corresponding changes will be needed for the 945A, Material Release Confirmation, to be documented separately.

    c. This change impacts the Defense Automatic Addressing System (DAAS), Global Transportation Network (GTN), and other applications maintaining a historical database and query capability so that additional data content may be saved and displayed appropriately. Carrier's SCAC must be linked to carrier name and information.

Enclosure

Enclosure 1 - DS 856S, Shipment Status

Item	Location	Data Elements This is an extract reflecting only that content applicable to this change proposal. Changes are indicated by ***bold italics.***	Comments/ Reason for Change
1	Cover page	The following introductory notes are applicable to the contents of this DLMS Supplement. Cross-references to these notes appear throughout this document to clarify relevant data requirements; however, absence of such a note does not explicitly mean that none are applicable. a. Data associated with a DLMS enhancement which may not be received or understood by the recipient's automated processing system. DLMS procedures may not have been developed. Components must coordinate requirements and business rules with DLMSO prior to use. b. Data associated with an Approved Change which may not have an established implementation date. This data may not be received or understood by the recipient's automated processing system. Components must ***implement in accordance with the approved change implementation schedule or*** coordinate implementation with DLMSO prior to use. c. Defense Logistics Standard System (DLSS) data which must be retained in the DLMS for a transition period to support transaction conversion in a mixed DLSS/DLMS environment. This data will be streamlined out once full DLMS implementation is reached. Components may coordinate with DLMSO for early termination (or retention) of specific data requirements for users operating in a full DLMS environment. d. Data elements which have an expanded files size above existing DLSS capability which may not be supported by the recipient's automated processing system. Components must coordinate implementation with DLMSO prior to use. e. Data required to accommodate Component-unique transaction requirements (ex. C or B-series transactions). Data does not apply to DLSS transactions. ***f. Data associated with a DLMS enhancement authorized for implementation by modernized systems under DLMS migration. This data should be adopted during, or subsequent, to modernization when applicable to the Component's business process. Prior coordination is not required. Components should ensure that inclusion of this data in a DLMS transaction does not cause inappropriate rejection of the transaction.***	Clarification New note added to clarify intent for implementation of specific enhancements. These data elements should be adopted by DLMS-capable systems without prior coordination and trading partner agreement.
2	2/REF/1500	*Revise DLMS Segment Note as follows:* 2. This transaction will support association of the ***IUID*** information with the RFID tag at the ***IUID*** packaging level and/or at each higher level of packing which has been tagged. ~~*If a single RFID tag is identified for the shipment, the tag may be identified in the shipment status loop.*~~	Removes specific data structure for inclusion of RFID tag ID which is no longer authorized.
3	2/REF04/1500	Revise DLMS notes as follows: 128 Reference Identification Qualifier DLMS Note: Use one of codes 08, AW, BL, BM, IZ, K2, K3, ZH, or WY with REF01 code TG *(TCN)* to identify a secondary transportation number. **08 Carrier Assigned Package Identification Number** DLMS Note: ***1. Use to identify carrier package identification number when carrier is other than the United States Postal Service. Use recommended in conjunction with identification of the carrier (2/N101/2200 qualifier CA).*** ***2. Authorized*** DLMS ***migration*** enhancement; see introductory DLMS *2f*.	Adds authorized DLMS enhancement note.

		AW Air Waybill Number DLMS Note: 1. Use to identify the shipment unit air waybill number. 2. *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*. **BL Government Bill of Lading** DLMS Note: 1. Use to identify the government bill of lading. 2. *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*. **BM Bill of Lading Number** DLMS Note: 1. Use to identify the shipment unit commercial bill of lading number. 2. *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*. **IZ Insured Parcel Post Number** DLMS Note: 1. Use to identify the shipment unit insured parcel post number. 2. *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*. **K2 Certified Mail Number** DLMS Note: 1. Use to identify the shipment unit certified mail number. 2. *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*. **K3 Registered Mail Number** DLMS Note: 1. Use to identify the shipment unit registered parcel post number. 2. *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*. **WY Waybill Number** DLMS Note: 1. Use to identify the shipment unit *surface* waybill number. 2. *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*. **ZH Carrier Assigned Reference Number** DLMS Note: 1. Use to identify the shipment unit express mail number. 2. *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*.	
4	2/N101/2200	**CA Carrier** DLMS Note: 1. Use as needed to identify the shipment unit carrier *when other than the United States Postal Service.* *2. The carrier may be identified by name (N102) and Standard Carrier Alpha Code (SCAC).* 2. *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*.	Adds authorized DLMS enhancement note and improves flexibility by allowing identification by name or SCAC.
	N102	Insert DLMS note 5 and renumber remaining note. **Name** *Use with N101 code CA to identify the carrier by name. (Field length restricted to 20 positions.)*	
	N103	**2 Standard Carrier Alpha Code (SCAC)** DLMS Note: Use as needed to identify the commercial carrier.	

5	2/N101/2200	**SB Storage Area** DLMS Note: *Use to identify* the initial shipping activity. **10 Department of Defense Activity Address Code (DODAAC)**	Administrative correction to notes reflected
	N103	DLMS Note: *Use as needed to identify the organizations listed to include: ship-to, bill-to, and shipping activity.*	
6	2/LQ01/3500	**36 Air Terminal Identifier Code** DLMS Note: 1. Use to identify port of embarkation (POE) air terminal identifier codes for Outside Continental United States (OCONUS) shipments made via Defense Transportation System (DTS) air modes. 2. ~~This DLMS enhancement may be used during initial implementation.~~ *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*. 3. During the DLSS/DLMS transition period, transactions originating as DLSS DI Code AS_, Shipment Status, will carry this information in REF01, qualifier TT, Terminal Code, due to the translator's inability to distinguish among code types. **37 Water Terminal Identifier Code** DLMS Note: 1. Use to identify port of embarkation (POE) water terminal identifier codes for OCONUS shipments made via DTS water modes. 2. ~~This DLMS enhancement may be used during initial implementation.~~ *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*. 3. During the DLSS/DLMS transition period, transactions originating as DLSS DI Code AS_, Shipment Status, will carry this information in REF01, qualifier TT, Terminal Code, due to the translator's inability to distinguish among code types. **38 Consolidation and Containerization Point Code** DLMS Note: 1. ~~This DLMS enhancement may be used during initial implementation when~~ *U*sed to identify the SEVAN CCP code for OCONUS shipments made via DTS. 2. *Authorized* DLMS *migration* enhancement; see introductory DLMS *2f*. *3.* During the DLSS/DLMS transition period, transactions originating as DLSS DI Code AS_, Shipment Status, will carry this information in REF01, qualifier TT, Terminal Code, due to the translator's inability to distinguish among code types.	This is already implemented within the Distribution Standard System (DSS).