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July 27, 2016

MEMORANDUM FOR SUPPLY PROCESS REVIEW COMMITTEE (PRC) MEMBERS

SUBJECT: Approved Defense Logistics Management Standards (DLMS) Change (ADC) 1206, Transportation Account Code (TAC) Validation in the Retail Supply and Transportation Interchange and Creation of New Shipment Hold Code S (Supply/Transportation)

   The attached change to DLM 4000.25, Defense Logistics Management Standards, and DLM 4000.25-1, Military Standard Requisitioning and Issue Procedures (MILSTRIP) is approved for staggered implementation. The updated DLMS Implementation Conventions (IC) will be posted to the Defense Logistics Management Standards Office Website at http://www.dlmso.dla.mil/elibrary/TransFormats/140_997.asp within 10 days from the above date.

   Supply PRC addressees may direct questions to Ms. Ellen Hilert or Ms. Sylvia Williams, email: DLMSOSupply@dla.mil. Others must contact their designated Supply PRC representative available at https://www.dlmso.dla.mil/CertAccess/SvcPointsPOC/allpoc.asp .

HEIDI M. DAVEREDE
Director
Defense Logistics Management
Standards Office

Attachment
As stated

cc:
ODASD (SCI)

Attachment to ADC 1206
Transportation Account Code (TAC) Validation in the Retail Supply and Transportation Interchange and Creation of New Shipment Hold Code S (Supply/Transportation)

1. ORIGINATING SERVICE/AGENCY AND POC INFORMATION:

a. **Technical POC:** Erin Fowles, DLA – Information Operations, J62DCB, DSN 586-0211, Erin.Fowles@dla.mil

b. **Functional POC:** Wendy Evans, DLA Distribution, J4 BC, DSN 771-6038, Wendy.Evans@dla.mil

2. FUNCTIONAL AREA:

a. **Primary/Secondary Functional Area:** Transportation/Billing

b. **Primary/Secondary Functional Process:** Transshipment/Issue

3. REFERENCES:

a. DLM 4000.25, Defense Logistics Management Standards (DLMS), Volume 3, Transportation, Chapter 2, Retail Supply and Transportation Interchange – Stock Shipments

b. ADC 316, Retail Transportation and Supply Receipt and Acknowledgement Transactions (Transportation/Supply), (Staffed as PDC 324)

c. DTR 4500.9-R, Defense Transportation Regulation (DTR), Part II, Cargo Movement, Appendix V, Transportation Account Code (TAC) Procedures

d. DLM 4000.25, Defense Logistics Management Standards (DLMS), Volume 2, Supply Standards and Procedures, Appendix 7.17, Shipment Hold Codes

e. DLM 4000.25-1, Military Standard Transaction Reporting and Inventory Procedures (MILSTRIP), Appendix 2.17, Shipment Hold Codes

4. APPROVED CHANGE(S): Substantive updates subsequent to staffing are identified in green highlighting.

a. **Brief Overview of Change:**

(1) This change establishes the requirement for Transportation Account Code (TAC) validation prior to shipment of cargo by transportation as part of the retail supply and transportation interchange procedures prescribed in DLM 4000.25, Volume 3, Chapter 2, Retail Supply and Transportation Interchange – Stock Shipments (Reference 3.a.).

(2) In support of the new process, this change proposes a new Shipment Hold Code S, Invalid or Missing Transportation Account Code (TAC), to inform the supply activity of potential

delays due to a missing or invalid TAC in the DLMS 940R Materiel Release Order (MRO). The new shipment hold code is provided via a DLMS 945A (MILSTRIP Legacy Document Identifier Code (DIC) AE6) Materiel Release Advice with the new code value.

b. **Background**:

(1) ADC 316 (Reference 3.b.) and its addenda introduced a standardized interchange between retail supply and transportation through the use of EDI transactions, specifically the DLMS 940R, Materiel Release and the DLMS 945A, Materiel Release Advice. The retail supply and transportation interchange provides visibility and accountability of government assets shipped within the Defense Transportation System (DTS). In addition, the transactions provide end users an electronic method of obtaining shipment data and status codes on specific line items upon inquiry.

(2) During a design review to implement the standardized interchange between the DLA Distribution Standard System (DSS) and the Air Force's Integrated Logistics System-Supply (ILS-S, formerly Standard Base Supply System (SBSS)), a requirement was identified to validate the TAC that is transmitted via a DLMS 940R MRO from the retail supply system to the transportation system.

(3) The TAC is a data element used to identify the appropriation or user responsible for paying the transportation costs. The shipment cannot be accomplished without identification of a valid TAC; however, the current retail supply and transportation interchange does not provide an automated method for the transportation system to communicate to the supply system that the TAC is missing or invalid or explain the reason for the delay while awaiting identification of the valid TAC.

c. **Approved Change in Detail**:

(1) **TAC Validation**: This change introduces the process of TAC validation as part of the retail supply and transportation interchange.

NOTE: The DLMS 940R MRO and the DLMS 945A Materiel Release Advice transactions involved in this TAC validation process must cite the Distribution Code 111, to flag the transactions as part of the retail supply and transportation interchange.

(a) Following receipt of the MRO from the retail supply system, the transportation system will determine if the provided TAC is valid and funded to ensure proper billing for shipments. TAC validation early in the process will prevent delays due to missing or invalid TACs. The web-accessible Transportation Global Edit Table (TGET) is the authorized data source for determining a valid TAC and obtaining a list of TAC Coordinators. Information about how and where to access the TGET and detailed TAC procedures can be found in the Defense Transportation Regulation (DTR), Part II, Cargo Movement, Appendix V, Transportation Account Code (TAC) Procedures (Reference 3.c.)

(b) If the TAC in the MRO is invalid or missing, the transportation system will send a DLMS 945A (MILSTRIP Legacy DIC AE6), Materiel Release Advice transaction with a Shipment Hold Code S, Invalid or Missing TAC, back to the retail supply system.

(c) The supply activity has the option to resend the DLMS 940R MRO with the correct TAC after receiving the DLMS 945A (AE6) with Shipment Hold Code S in order to prevent possible delays.

(d) If the supply system sends an updated MRO, the transportation activity will validate the TAC and append the MRO.

(e) If the supply system does not resend the DLMS 940R MRO with the correct TAC, the transportation activity will check the DD 1348-1A following arrival of the physical item for a valid TAC.

1. If the TAC on the DD 1348-1A is invalid, manual research will be performed resulting in the identification of the correct TAC. This manual research may include contacting the supply activity offline to resolve the TAC discrepancy. Once a valid TAC is identified, the transportation activity will follow internal procedures to insert the valid TAC in the historic data.

2. If the TAC is missing on the DD 1348-1A, manual research will be performed resulting in the identification of the correct TAC. This manual research may include contacting the supply activity offline to resolve the TAC discrepancy. Once a valid TAC is identified, the transportation activity will follow internal procedures to insert the valid TAC in the historic data.

(f) Following the physical arrival of the item at transportation, the transportation activity will perform another TAC validation by comparing the TAC from the MRO with the TAC on the DD 1348-1A.

1. When the TACs match, the validation is complete.

2. If the TAC on the 940R and DD 1348-1A do not match, the transportation activity will perform manual research resulting in the identification of the correct TAC. This manual research may include contacting the supply activity offline to resolve the TAC discrepancy. If it is determined that the TAC on the DLMS 940R is invalid, the transportation activity will follow internal procedures to correct the TAC in the historic data and process the shipment for release citing the TAC on the DD 1348-1A.

(2) **New Shipment Hold Code:** This change introduces a new Shipment Hold Code S, Invalid or Missing Transportation Account Code (TAC), to be used in the DLMS 945A (DIC AE6), Materiel Release Advice, when the transaction supports the retail supply and transportation interchange.

(3) **Transportation System DSS:** This change identifies DSS as a transportation system within the standardized retail supply and transportation interchange. ILS-S is its interface partner until further retail supply systems express interest to be part of this interchange and coordinate implementation with the appropriate parties as indicated in DLM 4000.25, Volume 3, Chapter 2, C2.3.1., Supply and Transportation Systems.

d. **Revisions to DLM 4000.25 Manuals:**

(1) Revisions to DLM 4000.25, Volume 3, Chapter 2: Refer to Enclosure 1.

(2) Revisions to DLM 4000.25, Volume 2, Appendix 7.17, and DLM 4000.25-1, Appendix 2.7: Refer to Enclosure 2

(3) Revisions to DLMS 940R IC: Refer to Enclosure 3.

e. **Proposed Transaction Flow:** The transaction flow is shown in Enclosure 4.

f. **Alternatives:** No viable alternative.

5. **REASON FOR CHANGE:** This change will establish a process to validate the TAC in an MRO and inform the supply system in case of an invalid or missing TAC. An invalid or missing TAC can create a delay in shipment processing. TAC validation is also vital to ensuring the proper appropriation or user responsible for paying the transportation costs is identified. Informing the supply activity of a failed TAC validation will clearly identify the source of a possible delay in shipment processing. This will also give the supply activity the opportunity to provide the appropriate TAC to the transportation activity and potentially avoid a delay as well as ensure the correct entity to pay the transportation costs is identified.

6. **ADVANTAGES AND DISADVANTAGES:**

a. **Advantages:** Provides visibility to customers and the inventory control point of delays in processing a shipment due to an invalid or missing TAC. Provides historical description of original problem that may result in a delay in shipment processing.

b. **Disadvantages:** No disadvantages have been identified throughout the course of development.

7. **ESTIMATED TIME LINE/IMPLEMENTATION TARGET:**

a. DSS implemented the changes with ILS-S on April 24, 2016.

b. Staggered implementation is authorized for other systems that are or will be part of the retail supply and transportation interchange.

8. **ESTIMATED SAVINGS/COST AVOIDANCE ASSOCIATED WITH IMPLEMENTATION OF THIS CHANGE:** Errors in TAC application for one incident alone at Distribution Depot Susquehanna, Pennsylvania (DDSP) resulted in the loss of over $19M out of DLA funds. Further cost avoidance is expected with respect to the DSS cross dock process for on-base customers being supported by DSS as the transportation activity; in particular, with regard to the now obsolete transmission and conversion of flat-file file transfer protocol (FTP) transactions for input into ILS-S for further processing of shipment status.

9. **IMPACT:**

a. **New DLMS Data Elements:** There are no new DLMS data elements defined in this ADC.

b. **Changes to DLMS Data Elements:**

(1) Add Shipment Hold Code S, defined as "Invalid or Missing Transportation Account Code (TAC)".

(2) LOGDRMS to update DLMS Qualifier and External Code List Details for shipment hold code as follows:

(a) Add new Shipment Hold Code S with the definition "Invalid or Missing Transportation Account Code (TAC)".

(b) Update remarks as follows: Used in DLMS 856S, DLMS 945A, and MILSTRIP Legacy DIC AS_, AR_, *and AE6* transactions. USTRANSCOM Reference Data Management *(TRDM)* also replicates this code list under the data element name *Cargo Unit Hold.*

c. Automated Information Systems (AIS):

(1) Distribution Standard System (DSS) will implement the standardized retail supply and transportation interchange as documented in Reference 3.a., to include the new TAC validation procedures as defined in this DLMS change.

(2) Integrated Logistics Solution – Supply (ILS-S) will implement the new TAC validation procedures as defined in this DLMS change.

(3) All other DOD Component AISs may implement this new TAC validation process as a part of the standardized retail supply and transportation interchange as documented in Reference 3.a.

d. Transaction Services: There are no changes to the transaction flows supporting the retail supply and transportation interchange.

e. Non-DLM 4000.25 Series Publications:

(1) The new process identified and the introduction of a new shipment hold code may require updates to internal operating procedures of designated supply and transportation activities that are part of the retail supply and transportation interchange.

(2) This change will also require the addition of Shipment Hold Code S defined as "Invalid or Missing Transportation Account Code (TAC)" to the Cargo Unit Hold table in TRDM.

10. PDC 1206 RESPONSE/COMMENT RESOLUTION TABLE:

Component	Component Response	DLMSO Response
DLA	Concurs without comment	Noted.
Army	Concurs without comment	Noted.
Marine Corps	Concurs without comment	Noted.
Navy	Concurs with comment: This PDC will impact Navy ERP, which will require the addition of Shipment Hold Code S.	Noted.
USTRANSCOM	Abstains. There is no impact to USTRANSCOM systems based on this change	Noted.
Air Force	Concurs with comment: The Cargo Movement Operations System (CMOS) also uses the EDI 940/EDI 945 transactions approved in ADC 316 to exchange data with retail supply systems, including ILSS. The CMOS TAC validation process occurs following receipt of the item. Unless the PDC is	Noted.

Component	Component Response	DLMSO Response
	specific to the DSS/ILSS data exchange (see para 4.c.(3)) and will not impact the CMOS/ILSS data exchange, the following changes are required:	The PDC applies to all systems being part of the Retail Supply and Transportation Interchange.
	4.a.(1) should be rewritten to say "This change establishes the requirement for Transportation Account Code (TAC) validation prior to shipment of cargo by transportation as part of the retail supply and transportation interchange procedures prescribed in DLM 4000.25, Volume 3, Chapter 2, Retail Supply and Transportation Interchange - Stock Shipments (Reference 3.a.)."	Accepted the change from TAC validation *prior to receipt/in-check of cargo* to TAC validation *prior to shipment of cargo* by transportation. This will allow for TAC validation any time prior to shipping by transportation, which includes the possibility to perform TAC validation prior to receipt/in-check of cargo.
	4.c.(1)(a) should be written to say "Following receipt of the MRO from the retail supply system, the transportation system will determine if the provided TAC i s valid and funded to ensure proper billing for shipments...."	Accepted the change from "*Upon receipt of the MRO...*" to "*Following receipt of the MRO...*". New wording allows for flexibility in timing. However, the earlier in the process the TAC gets validated, the higher the chances of preventing delays due to missing or invalid TACs.
	4.c.(1)(e) should be rewritten to say, "If the supply system does not resend the DLMS 940R MRO with the correct TAC, the transportation activity will check the DD 1348-1A for a valid TAC."	Made the following change to accommodate flexibility in timing. "*If the supply system does not resend the DLMS 940R MRO with the correct TAC, the transportation activity will check the DD 1348-1A upon arrival of the physical item for a valid TAC.*" to "*If the supply system does not resend the DLMS 940R MRO with the correct TAC, the transportation activity will check the DD 1348-1A following arrival of the physical item for a valid TAC.*"
	4.c.(1)(f) should be rewritten to say, "For DLA, if the initial MRO contains a valid TAC, the transportation activity will store the MRO pending in-check of the shipment from the supply activity. Once the physical item arrives at transportation, the transportation activity will perform another TAC validation by comparing the TAC from the MRO with the TAC on the DD 1348-1A."	After coordination with CMOS Functional Analyst, the following wording was developed, which is in support of current practice: "*Following the physical arrival of the item at transportation, the transportation activity will perform another TAC validation by comparing the TAC from the MRO with the TAC on the DD 1348-1A.*"

Enclosure 1, Revisions to DLM 4000.25, Volume 3, Chapter 2, Retail Supply and Transportation Interchange – Stock Shipments

Changes are identified by *bold red italics* and strike-through text.

Revise DLM 4000.25, Defense Logistics Management Standards, Volume 3, Chapter 2, Retail Supply and Transportation Interchange – Stock Shipments, as shown.

C2.3. STOCK SHIPMENT PROCEDURES

    C2.3.1. Supply and Transportation Systems. ~~Initially~~ *T*here are ~~five~~ *six* Automated Information Systems (AISs) that ~~are expected to~~ use this standardized interchange between retail transportation and supply activities. They are the Defense Medical Logistics Standard Support (DMLSS), Global Combat Support System – Marine Corps (GCSS-MC), USAF Expeditionary Combat Support System (ECSS), and the *Integrated Logistics Solution – Supply (ILS-S; formerly* Standard Base Supply System (SBSS)*)*, which represent the supply systems for their respective business areas, and the Cargo Movement Operations System (CMOS*), as well as the Distribution Standard System (DSS)*, which represent~~s~~ the transportation system*s*. Systems other than the ~~five~~ *six* systems above, planning to use these standardized interchange transactions to implement a similar capability must coordinate with *the* ~~DLA~~ *Defense* Logistics Management Standards ~~o~~*O*ffice *(DLMSO)* ~~and United States Transportation Command (USTRANSCOM)~~ prior to attempting to implement the interchange.

Intervening text not shown

    C2.3.3. Servicing Transportation Activity. This paragraph provides general procedures for servicing transportation activities following *receipt of the materiel release order (MRO) from the retail supply systems and subsequent* local delivery of items for shipment (received from retail supply).

        C2.3.3.1. Initial Transportation Account Code Validation.[1] *Following receipt of the MRO from the retail supply system, transportation will validate the transmitted transportation account code (TAC). In case of an invalid or missing TAC, the transportation system will generate a DLMS 945A (AE6), Materiel Release Advice transaction with Shipment Hold Code S, Invalid or Missing Transportation Account Code (TAC), and send it back to the retail supply system. This provides visibility for possible delays in processing a shipment due to an invalid or missing TAC and gives the supply activity the option to resend the DLMS 940R with the correct TAC. If the supply activity sends an updated MRO, the transportation activity will validate the TAC and append the MRO. Figure C2.F1 depicts the transaction account code validation process.*

        C2.3.3.~~1~~*2*. In-Check. Upon local delivery of the item (from retail supply) to the transportation activity customer service area, transportation personnel will in-check the items as follows:

            C2.3.3.~~1~~*2*.1. Either scan the [DD Form 1348-1A](#), IRRD using a handheld scanner or manually in-check the document numbers into the transportation system.

            C2.3.3.~~1~~*2*.2. Generate DLMS 945A, Materiel Release Advice/Disposal Shipment Advice (DIC AE6/AEJ) in-check status message and send it to the supply activity electronically.

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[1] *Refer to ADC 1206 for detailed procedures.*

C2.3.3.~~1~~2.3. When CMOS is the servicing transportation activity, the in-check status message will include the transportation in-checker identification code (three position numeric value) and the associated in-checker full name in the format of First Name Middle Initial Last Name, with no special characters (e.g., periods, commas) to separate the components of the full name. If there is no middle initial, then insert NMN (no middle name) in place of the middle initial. Optional contact information may include phone numbers (e.g., commercial, DSN, international, and fax) and electronic mail. If more than three types of contact information are required, repeat the X12 PER segment, not to exceed two repetitions.

C2.3.3.3. Transportation Account Code Validation on Shipping Documents. Verify that the TAC on the DD Form 1348-1A matches the TAC on the MRO. If the TAC on the DD Form 1348-1A is either missing or there is a mismatch, then coordinate with the supply activity. Upon receipt of a valid TAC from the supply activity, update historical records and shipping documentation to reflect the correct TAC citation. Figure C2.F1 depicts the transaction account code validation process.

C2.3.3.~~2~~4. Hold Status. Subsequent to in-check and prior to materiel release confirmation, if the cargo is placed in transportation hold status, additional DLMS 945A, Materiel Release Advice/Disposal Shipment Advice (DIC AE6/AEJ) status messages will be sent by transportation to supply.

C2.3.3.~~3~~5. Status/Follow-up Response. The transportation system will respond to a follow-up request using DLMS 945A, Materiel Release Advice/Disposal Shipment Advice (DIC AE6/AEJ) supply status message.

C2.3.3.~~4~~6. Cancellation Response. The transportation system will generate a DLMS 945A, Materiel Release Advice/Disposal Shipment Advice (DIC AE6/AEJ) status message with applicable status code indicating acknowledgement of the cancellation requirements.

C2.3.3.~~5~~7. Materiel Release Confirmation

C2.3.3.~~5~~7.1. Initial Materiel Release Confirmation. After the shipment is processed and shipped, the transportation activity generates a DLMS 945A, Materiel Release Confirmation/Disposal Release Confirmation, and sends it to the supply activity, where the shipment status message will be generated and transmitted.

C2.3.3.~~5~~7.2. Materiel Release Confirmation Changes/Updates. In the event a shipment does not get lifted as originally intended (e.g., shipment is left off the truck), the transportation activities that originate the DLMS 945A Materiel Release Confirmation will send an updated MRC transaction with all of the changed transportation information to the supply activity to enable the supply activity to prepare an updated DLMS 856A Shipping Status message. See DLM 4000.25 Volume 2, Chapter 4 for detailed procedures for preparation of the MRC change/update message. Examples of changed transportation information would include transportation method code, SCAC, ship date, bill of lading information, and tracking information.

C2.3.3.~~5~~7.3. Item Unique Identification. When the DLMS 940R contains IUID data content (e.g., UII and/or serial number), perpetuate the IUID content in the DLMS 945A Materiel Release Confirmation to clearly delineate which UIIs/serial numbers were shipped under a particular TCN. When a shipment contains IUID content and is shipped in multiple freight pieces, shippers are NOT authorized to execute the movement of the shipment using multiple freight piece procedures

(e.g., citing the same TCN for all boxes). Those shipments must be "partialled" by using the 16th position of the TCN to uniquely identify each freight piece. A separate DLMS 945A MRC will be transmitted for each document number – partial TCN pair, identifying the contents of each freight piece, to include pRFID tag(s) and UII(s) and/or serial numbers.

C2.3.3.~~6~~8. <u>Transaction Information Copy</u>. For designated supply trading partners (currently limited to the SBSS–CMOS interface), an information copy (image) of the DLMS 945A, Materiel Release Advice will be used in support of Air Force PIC Fusion program data requirements. The routing of an additional information-only copy of the DLMS 945A, Materiel Release Advice transaction is authorized for forwarding PIC Fusion data needed for the Air Force UIT Registry. This is a specific authorized use with unique identifiers to flag the transaction as information only.

C2.3.3.9. <u>Transaction Account Code Validation Process Flow</u>. Figure C2.F1 depicts the transaction account code validation process.

Figure C2.F1 – Transportation Account Code (TAC) Validation Process Flow

*The supply activity has the option to resend the 940R with the correct TAC to prevent delays.
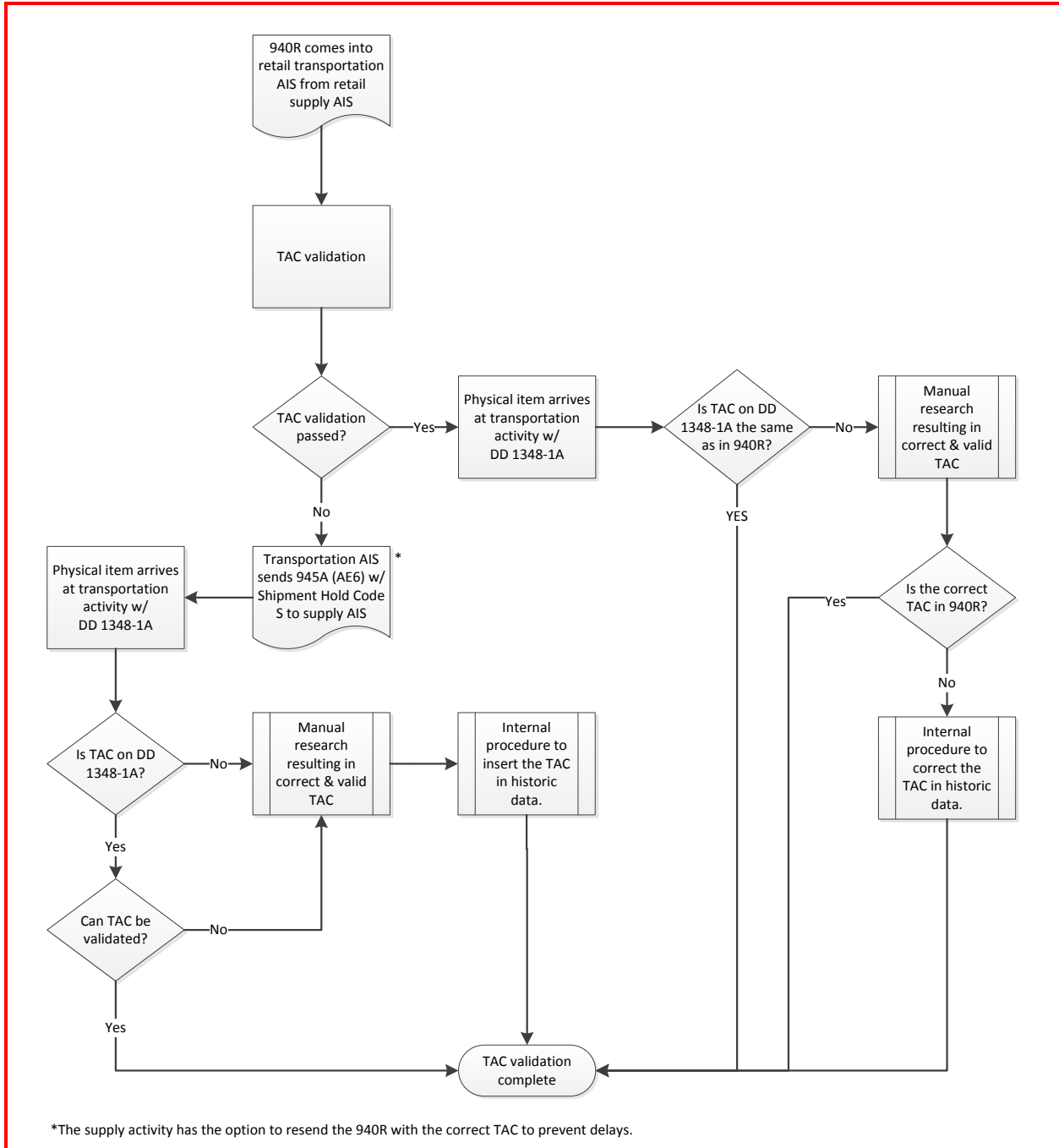
C2.3.4. ~~DLA~~ Transaction Services Processing. ~~DLA~~ Transaction Services will route transactions between designated supply and transportation systems based on mutual agreements between the trading partners. This includes both DLMS compliant and ~~=~~MILSTRIP legacy transaction compliant systems.

C2.3.4.1. ~~Cargo Movement Operations~~ *Transportation* System*s*. The Cargo Movement Operations System (CMOS) *and Distribution Standard System (DSS)* ~~will be~~ are capable of receiving DLMS compliant DLMS 940R, Materiel Release and transmitting DLMS 945A, Materiel Release Advice messages.

C2.3.4.2. Supply Systems. Depending on whether the supply system is DLMS compliant, ~~DLA~~ Transaction Services will process the transactions as follows:

C2.3.4.2.1. DLMS Compliant Systems. If the supply system is DLMS compliant, ~~DLA~~ Transaction Services will not transform the transactions to/from ~~=~~ MILSTRIP legacy transactions, based on established trading partner profiles held by ~~DLA~~ Transaction Services. If the supply system is DLMS compliant and is exchanging information about multi-packs, the W0507 data element in the DLMS 940R, Materiel Release and W0612 data element in the DLMS 945A, Materiel Release Advice will carry Action Code CN. For assemblages (e.g., medical), the W0507 data element in the DLMS 940R, Materiel Release and W0612 data element in the DLMS 945A, Materiel Release Advice will carry Action Code ME. For interchanges other than multi-packs and assemblages, the W0507 data element in the DLMS 940R, Materiel Release and the W06112 data element in the DLMS 945A, Materiel Release Advice will carry Action Code A6. Additionally, DLMS 940R and DLMS 945A will have Distribution Code 111. These action codes and Distribution Code 111 will denote the applicability of special procedures authorized under this Chapter and authorize the use of selected EDI segments and loops to denote contents of multi-packs and assemblages.

C2.3.4.2.2. MILSTRIP Legacy Transaction Compliant Systems. If the supply system is MILSTRIP legacy transaction compliant, Distribution Code 111 will be identified to denote the applicability of special procedures authorized under this Chapter. Normally ~~DLA~~ Transaction Services will transform the transactions to/from MILSTRIP legacy formats based on existing maps, except when there is a Distribution Code 111 in DLMS 945A, Materiel Release Advice/Disposal Shipment Advice messages from the transportation system. Distribution Code 111 authorizes the following actions: use of DIC AE6/AEJ for unsolicited supply status responses by the transportation system; use of transportation hold and delay codes in DIC AE6/AEJ (rp51) by the transportation system in addition to its normal usage in the Materiel Release Confirmation; and use of DIC AE6/AEJ in lieu of DIC AG6/AGJ as a cancellation response by transportation system to facilitate usage of the supply status and transportation hold and delay codes.

C2.3.5. Retail Transportation and Supply Interchange. Figure C2.F~~1~~*2* shows the standard transactions that will occur between retail supply and the transportation activity for the business processes covered in this chapter.

Figure C2.F12 – Retail Transportation and Supply Data Interchange
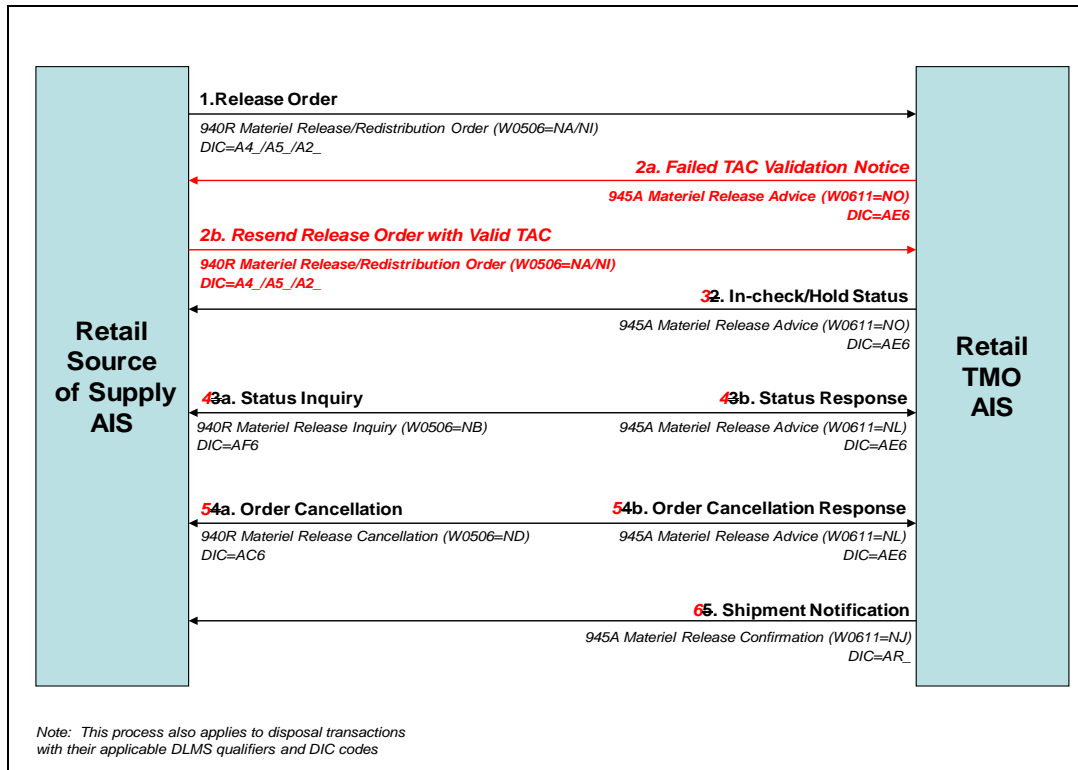
C2.3.5.1. <u>DLMS and MILSTRIP Legacy Transaction Designations</u>. To denote a transaction is in support of the Retail Transportation and Supply Receipt and Acknowledgement Interchange, it will contain the designated action code and/or distribution code as delineated below:

  C2.3.5.1.1. <u>Action Code (Other than Multi-packs and Assemblages (e.g., Medical))</u>

   C2.3.5.1.1.1. DLMS 940R (W0507) = A6

   C2.3.5.1.1.2. DLMS 945A (W0612) = A6

  C2.3.5.1.2. <u>Action Code (Multi-Packs and Assemblages (e.g., Medical))</u>

   C2.3.5.1.2.1. <u>Multi-Packs</u>. DLMS 940R (W0507) = CN and DLMS 945A (W0612) = CN

   C2.3.5.1.2.2. <u>Assemblages</u>. DLMS 940R (W0507) = ME and DLMS 945A (W0612) = ME

  C2.3.5.1.3. <u>Distribution Code</u>

   C2.3.5.1.3.1. DLMS 940R and DLMS 945A LQ01 = AK and LQ02 = 111

   C2.3.5.1.3.2. MILSTRIP legacy transaction distribution code = 111.

C2.3.5.2. <u>Pre-Positioned transactions from Supply</u>. For designated supply trading partners, ~~DLA~~ Transaction Services will transmit copies of DLMS 940R, Materiel Release Order/Disposal

Release Order/Redistribution Order (DICs A2_/A5_/A5J/A4_) transactions to the designated transportation system to be pre-positioned awaiting actual arrival of cargo from the supply warehouse. The applicable transactions can be readily identified by use of Distribution Code = 111. Additionally, the action code in DLMS 940R (W0507) and DLMS 945A (W0612) will be either A6, CN, or ME.

C2.3.5.3. <u>Transportation Account Code Validation</u>.[2] Following receipt of the DLMS 940R MRO transaction from the supply system, transportation will perform a validation of the transmitted TAC. If the provided TAC proves to be invalid or is missing, the transportation system generates a DLMS 945A (AE6), Materiel Release Advice transaction with Shipment Hold Code S, Invalid or Missing TAC, and sends it back to the supply system. The supply activity then has the option to resend the DLMS 940R MRO with the correct TAC to prevent delays in processing the shipment for release.

C2.3.5.3.1. If the supply activity sends an updated MRO, the transportation activity will validate the TAC and append the MRO.

C2.3.5.3.2. If the supply activity does not send an updated MRO, the transportation activity will validate the TAC following in-check of the materiel by comparing the DD 1348-1A to the MRO. If there is a mismatch, the transportation activity will coordinate with the supply activity to identify a valid TAC, at which time the transportation activity will update its records and process the shipment for release.

C2.3.5.~~3~~4. <u>Receipt/In-Check of Cargo by Transportation</u>. Upon physical receipt/in-check of cargo by transportation, the transportation system will self-initiate a DLMS 945A, Materiel Release Advice/Disposal Shipment Advice (DIC AE6/AEJ) supply status response message to notify the supply activity via ~~DLA~~ Transaction Services that the property has been received. Since there was no initial DLMS 940R, Materiel Release Inquiry/Disposal Release Inquiry (DIC AF6/AFJ) follow-up request prompting the status message, the American National Standards Institute, Accredited Standards Committee X12 (X12) Code NO will be inserted in the W0611 data element to denote that this is being used by transportation to report cargo processing status prior to materiel release confirmation, and X12 code A6 will be inserted in the W0612 data element to denote that the supply status response is part of the Retail Transportation and Supply Receipt and Acknowledgement Interchange. To facilitate mapping of the DLMS 945A, Materiel Release Inquiry/Disposal Release Inquiry to a MILSTRIP legacy DIC AE6/AEJ transaction, the Distribution Code will carry a value of 111 to inform ~~DLA~~ Transaction Services of the special routing and generation of an unsolicited supply status message and to authorize the use of the transportation hold and delay code in lieu of a signal code for a supply status response, in addition to the Materiel Release Confirmation where it normally is reported. If the materiel is later placed into a transportation hold status, such as awaiting air clearance, a self-initiated DLMS 945A, Materiel Release Advice/Disposal Shipment Advice supply status message will be generated for every reportable status change prior to shipment. The W06, LQ, and G62 segment values in the DLMS 945A, Materiel Release Advice/Disposal Shipment Advice for this step is as follows:

C2.3.5.~~3~~4.1. <u>In-Check Reporting</u>. To report in-check of cargo, W0611 = NO and W0612 = A6; LQ01 = AK and LQ02 = 111; LQ01 = 81 and LQ02 = BA; G6201 = 17 and G6202 = estimated shipping date in CCYYMMDD format.

C2.3.5.~~3~~4.2. <u>Transportation Hold and Delay Reporting</u>. To report a transportation hold and delay status, W0611 = NO and W0612 = A6; LQ01 = AK and LQ02 = 111; LQ01 = BC and LQ02 = authorized code values from ***DLM 4000.25, Volume 2, Appendix 7.17, Shipment Hold Codes***~~the~~

[2] *Refer to ADC 1206 for detailed procedures.*

~~Transportation Hold Code table located at the following web address:~~ ~~https://www-tmds.e2.ame.af.mil/TMDS~~**;** G6201 = 17 and G6202 = estimated shipping date in CCYYMMDD format.

C2.3.5.4*5*. <u>Status Inquiry and Response</u>. The supply system will initiate a DLMS 940R, Materiel Release Inquiry/Disposal Release Inquiry (DIC AF6/AFJ) message for follow-up requests to inquire on the status of a release order turned over to transportation for shipping; the W0507 data element will carry an A6 to denote that the follow-up request is part of the Retail Transportation and Supply Receipt and Acknowledgement Interchange. Based upon elapsed time from either the initial release of the Materiel Release Order/Disposal Release Order/Redistribution Order or the estimated shipping date from the Materiel Release Advice/Disposal Shipment Advice, the supply system will initiate the inquiry using normal follow-up procedures, with communications via ~~DLA~~ Transaction Services. The transportation system will respond to a follow-up request with a DLMS 945A, Materiel Release Advice/Disposal Shipment Advice supply status response message with an A6 in the W0612 data element and Distribution Code 111 to denote that the supply status response is part of the Retail Transportation and Supply Receipt and Acknowledgement Interchange. Distribution Code 111 also authorizes the use of the transportation hold and delay code in lieu of the signal code, as applicable for a supply status response, in addition to the Materiel Release Confirmation where it normally is reported. The W06, LQ, and G62 segment values in the DLMS 945A, Materiel Release Advice/Disposal Shipment Advice for this step is as follows:

C2.3.5.~~4~~*5*.1. <u>Materiel Release Order</u>

C2.3.5.~~4~~*5*.1.1. W0611 = NL

C2.3.5.~~4~~*5*.1.2. W0612 = A6

C2.3.5.~~4~~*5*.1.3. LQ01 = AK and LQ02 = 111

C2.3.5.~~4~~*5*.2. <u>Disposal Release Order</u>

C2.3.5.~~4~~*5*.2.1. W0611 = NQ

C2.3.5.~~4~~*5*.2.2. W0612 = A6

C2.3.5.~~4~~*5*.2.3. LQ01 = AK and LQ02 = 111.

C2.3.5.~~4~~*5*.3. To report the applicable supply status code, LQ01 = 81 and LQ02 = authorized code values from DLM 4000.25-1, Appendix 2.16. Typical status codes that may be reported by transportation are BA to denote the item is being processed for release and shipment (in-checked) or BF to denote that transportation has no record of the document for the follow-up request, or BX to indicate that pre-positioned data on the item from shipment was received from supply but the item has not yet arrived at the transportation activity for in-check. When providing a BA status, G6201 = 17 and G6202 = estimated shipping date in CCYYMMDD format.

C2.3.5.~~4~~*5*.4. To report a transportation hold and delay status, LQ01 = AK and LQ02 = 111; LQ01 = BC and LQ02 = authorized code values from ***DLM 4000.25, Volume 2, Appendix 7.17, Shipment Hold Codes***~~the Transportation Hold Code table located at the following web address~~ ~~https://www-tmds.e2.ame.af.mil/TMDS~~**;** G6201 = 17 and G6202 = estimated shipping date in CCYYMMDD format.

C2.3.5.~~5~~*6*. Cancellation Requests and Responses. The supply system will initiate a DLMS 940R, Materiel Release Cancellation/Disposal Release Cancellation (DIC AC6/ACJ) message when it wants to issue a cancellation request to the transportation system for release orders that have already been turned over to transportation for shipping; the W0507 data element will carry an A6 to denote that the cancellation request is part of the Retail Transportation and Supply Receipt and Acknowledgement Interchange. Normal cancellation request procedures will apply. The transportation system will respond to the cancellation request with a DLMS 945A, Materiel Release Advice/Disposal Shipment Advice message, with an A6 in the W0612 data element. The distribution code will carry a value of 111 to inform ~~DLA~~ Transaction Services of the use of the supply status response (MILSTRIP legacy DIC AE6/AEJ format) as part of the Retail Transportation and Supply Interchange. In addition to Distribution Code 111 identifying the retail interface, it also authorizes the use of supply status codes, as a response to the cancellation request. DLMS 945A, Materiel Release Advice/Disposal Shipment Advice (W0611), (W0612), and LQ01/02 data element values for this step are as follows:

C2.3.5.~~5~~*6*.1. Materiel Release Order

C2.3.5.~~5~~*6*.1.1. W0611 = NL

C2.3.5.~~5~~*6*.1.2. W0612 = A6

C2.3.5.~~5~~*6*.1.3. LQ01 = AK and LQ02 = 111

C2.3.5.~~5~~*6*.2. Disposal Release Order

C2.3.5.~~5~~*6*.2.1. W0611 = NQ

C2.3.5.~~5~~*6*.2.2. W0612 = A6

C2.3.5.~~5~~*6*.2.3. LQ01 = AK and LQ02 = 111.

C2.3.5.~~5~~*6*.3. To report the applicable supply status code associated with the cancellation response, LQ01 = 81 and LQ02 = authorized code values from DLM 4000.25-1, Appendix 2.16. Typical status codes that may be reported by transportation are BF to denote that transportation has no record of the document for the cancellation request, BQ to denote that the cancellation request is confirmed and the release order is no longer being processed for shipment, and B8 to denote that the quantity requested for cancellation cannot be processed because the item has already been shipped.

C2.3.5.~~6~~*7*. Shipment Notification (Materiel Release Confirmation). Once the materiel is shipped, the transportation system will initiate a DLMS 945A, Materiel Release Confirmation/Disposal Release Confirmation (DIC AR_) message to notify the supply system via DAAS that the materiel has been shipped. The W0612 data element will contain an A6 and Distribution Code 111. Upon receipt of a DLMS 945A, Materiel Release Confirmation/Disposal Release Confirmation (DIC AR_), the supply system will transmit, via DAAS, the required DLMS 856S, Shipment Advice (DIC AS_) messages to the designated recipients following normal supply business rules. Note: the retail supply system will apply the original distribution code in lieu of the specially assigned code value of 111 in the shipment status messages. The W06, LQ, and G62 segment values in the DLMS 945A, Materiel Release Confirmation/Disposal Release Confirmation for this step is as follows:

C2.3.5.~~6~~7.1. Materiel Release Order

    C2.3.5.~~6~~7.1.1. W0611 = NJ

    C2.3.5.~~6~~7.1.2. W0612 = A6

    C2.3.5.~~6~~7.1.3. LQ01 = AK and LQ02 = 111

C2.3.5.~~6~~7.2. Disposal Release Order

    C2.3.5.~~6~~7.2.1. W0611 = NM

    C2.3.5.~~6~~7.2.2. W0612 = A6

    C2.3.5.~~6~~7.2.3. LQ01 = AK and LQ02 = 111.

C2.3.5.~~6~~7.3. Partial Transportation Control Numbers. If the shipment is partialed into multiple TCNs (e.g., alpha character other than X in record position 16), the W12 sub-loop will be repeated for each related partial TCN (e.g., record positions 1-15 are identical) with the TCN and the document number for the shipment identified in the N9/0040 segment.

Intervening text not shown

C2.3.6.2. MILSTRIP Legacy Compliant Supply Systems

C2.3.6.2.1. DLMS 940R, Materiel Release. DLMS 940R will be transformed by ~~DLA~~ Transaction Services from the MILSTRIP legacy transaction release order into a single line item order, as it is normally done today. The transportation system will in-check the multi-pack by either scanning or manually loading the lead document number; the transportation operator will then have to read the individual DD Form 1348-1A contained within the pack list to in-check the items individually and associate them to the lead document number. The TCN will be derived from the lead document number. Follow-up and cancellation requests will contain the single line Materiel Release Order document number. For cancellations, the transportation system will recognize that the document number used may not be the lead document number, but may still be part of a multi-pack. Cancellation will be attempted for all items/quantities for which a DD Form 1348-1A has been released and there is no record of transportation release, unless the dollar value of a single line packed in a consolidated shipment unit is less than $200, per DLM 4000.25-1, Chapter 3.

C2.3.6.2.2. DLMS 945A, Materiel Release Advice. For status and cancellation responses, the message will be originated by the transportation system at the single line item transaction, comparable to the single line item DLMS 940R, Materiel Release received from the supply system; it will be transformed by ~~DLA~~ Transaction Services into a single line MILSTRIP legacy DIC AE6/AEJ transaction at the Materiel Release Order document number level. For materiel release confirmations, the transportation system will originate the transaction at the single line item level, comparable to the single line item DLMS 940R, Materiel Release received from the retail supply system; ~~DLA~~ Transaction Services will transform the message into individual MILSTRIP legacy DIC AR_ transactions with the appropriate TCN (or partial TCN) mapped to the document numbers cited in the N9/0040 segment within the W12 sub-loop.

Intervening text not shown

C2.3.7.2. MILSTRIP Legacy Compliant Supply Systems

C2.3.7.2.1. DLMS 940R, Materiel Release. DLMS 940R will be transformed by ~~DLA~~ Transaction Services from the MILSTRIP legacy release order into a single line item for the entire assemblage as a single unit. The transportation system will in-check the assemblage by scanning or manually loading the AIN and process the assemblage as a single shipment unit. The TCN will be derived from the AIN. Follow-up and cancellation requests must only be at AIN level; no looping of the W01 is authorized.

C2.3.7.2.2. DLMS 945A, Materiel Release Advice. For status and cancellation responses, the message will be originated by the transportation system at the single line item transaction, comparable to the single line item DLMS 940R Materiel Release received from the supply system; it will be transformed by ~~DLA~~ Transaction Services into a single line MILSTRIP legacy DIC AE6/AEJ transaction at the AIN level. For materiel release confirmations, the transportation system will originate the transaction at the single line item level, comparable to the single line item DLMS 940R received from the retail supply system; ~~DLA~~ Transaction Services will transform the message into individual MILSTRIP legacy equivalent DIC AR_ transactions with the appropriate TCN (or partial TCN) mapped to the AIN cited in the N9/0040 segment within the W12 sub-loop.

Enclosure 2, Revisions to DLM 4000.25, Volume 2, Appendix 7.17 and DLM 4000.25-1, Appendix 2.7, Shipment Hold Code

Changes are identified by *bold red italics* and strike-through text.

A. Revise DLM 4000.25, Defense Logistics Management Standards, Volume 2, Appendix 7.17, as shown in B.

B. Revise DLMS 4000.25-1, MILSTRIP, Appendix 2.17 as shown.

AP2.17. APPENDIX 2.17

SHIPMENT HOLD CODES

NUMBER OF CHARACTERS:	One
TYPE OF CODE:	Alpha (except I and O)
EXPLANATION:	When MILSTRIP requisitioned materiel is delayed at a shipping activity after it has been picked, packed, marked, and made ready for shipment, the delay will be recorded on the shipment planning worksheet using the appropriate code below and will be reported for inclusion in the MILSTRIP shipment status and materiel release confirmation (MRC) transaction
RECORD POSITION:	51 (in MILSTRIP transactions).

CODE   EXPLANATION

A   Shipment unit held for consolidation.

B   Awaiting carrier equipment

C   Awaiting export/domestic traffic release.

D   Delay due to diversion to surface resulting from challenge by air clearance activity.

E   Delay resulting from challenge by air clearance activity for which no diversion to surface occurs and materiel was shipped by air.

F   Embargo.

G   Strikes, riots, civil commotion.

H   Acts of God.

J   Shipment delayed to process customer cancellation request(s).

K   Diversion to surface movement due to characteristics of materiel that preclude air shipment; for example, size, weight, or hazard clarification.

L   Delay requested and/or concurred in by consignee.

CODE   EXPLANATION

M   Delay to comply with delivery dates at Continental United States (CONUS) destinations/outloading terminal.

N   Delay due diversion to air (requisition priority upgraded).

O   Reserved

R   DLA Disposition Services receipt-in-place property held pending disposition and shipping instructions.

S   Invalid or missing Transportation Account Code (TAC).

T-V   *Reserved.*

W   Wood Packing Material (WPM) remediation/decontamination.

X-Y   Reserved.

Z   Holding action of less than 24 hours from date materiel is available for shipment.

Enclosure 3, Revisions to DLMS 940R IC

Changes are identified by *bold red italics* and strike-through text.

#	Location	DLMS 940R Materiel Release Advice	Reason
1.	DLMS Introductory Notes	<u>Add ADC 1206 to DLMS Introductory Notes:</u> *- ADC 1206, Transportation Account Code (TAC) Validation in the Retail Supply and Transportation Interchange and Creation of New Shipment Hold Code S*	Identifies DLMS Changes included in the DLMS Supplement.
2.	2/N901/0400	<u>Change DLMS note for the following existing code:</u> **TH Transportation Account Code (TAC)** **DLMS Note:** Only use when this transaction supports the Retail *Supply and* Transportation ~~and Supply Receipt and Acknowledgement~~ Interchange ~~SBSS interface with CMOS~~ *(see DLM 4000.25, Volume 3, Chapter 2).*	Administrative correction.

Enclosure 4, Proposed Transaction Flow for Transportation Account Code (TAC) Validation

*The supply activity has the option to resend the 940R with the correct TAC to prevent delays.