IN REPLY
REFER TO   J627

December 12, 2011

MEMORANDUM FOR DOD ACTIVITY ADDRESS DIRECTORY (DoDAAD) PROCESS
REVIEW COMMITTEE (PRC) MEMBERS

SUBJECT: Approved Defense Logistics Management System (DLMS) Change (ADC) 468,
DoD Activity Address Directory Points of Contact (DoDAAD) (Staffed as PDC
485)

The attached change to DOD 4000.25-M, Defense Logistics Management System
(DLMS) Volume 6 is approved for immediate implementation.

Addressees may direct questions to Mr. Robert Hammond, DoDAAD PRC Chair, 703-
767-2117, DSN 427-2117 or email Robert.Hammond@dla.mil. Others must contact their
Component designated representative.

DONALD C. PIPP
Director
DLA Logistics Management Standards

Attachment
ADC 468

cc:
ODASD (SCI)

ADC 468
DoD Activity Address Directory (DoDAAD)
Points of Contact (POC)

1. **ORIGINATING SERVICE/AGENCY AND POC INFORMATION**

    a. **Service/Agency:** USTRANSCOM

    b. **Originator:** USTC J6-AD Data Quality

2. **FUNCTIONAL AREA:** DoDAAD

3. **REFERENCES:**

    a. DOD 4000.25-M, Defense Logistics Management System (DLMS) Volume 6, DOD Logistics Systems Interoperability Support Services), Chapter 2 – DOD Activity Address Directory, Paragraph C2.5 (Procedures)

    b. DTR 4500.9-R 201-27, Defense Transportation Regulation, Part II, Chapter 201, paragraph P.

    c. DoDAAD Process Review Committee (PRC) meeting of March 18, 2010

4. **REQUESTED CHANGE**

    a. **Description of Change:**

    (1) This change clarifies the existing POC and phone number fields in the DoDAAD to be the DOD Activity Address Directory (DoDAAC) POC and makes these fields optional.

    (2) A related proposal, included in PDC 485, to add two discrete telephone number fields (commercial and DSN) for "Type of Address Codes" (TACs) 1, 2, and 4 for transportation purposes is not approved as a result of non-concurrences from Army, Navy, Marine Corps and DLA. Moreover, Air Force indicated that they would not be able to implement the proposed transportation phone number change into their DoDAAD update application in the near term. Comment resolution is at enclosure 4.

    b. **Background;**

    (1) **Existing POC Field Background – Change Approved**. During DoDAAD reengineering, POC and phone number fields were added to the DoDAAD. Reference (a), paragraph C2.5.2.2 indicates that POC information is mandatory. However, no edit is enforced at DLA Transaction Services, because of confusion over what kind of POC is required (e.g. general DoDAAC information, billing, transportation, DoDAAC monitor, etc.), what the DoDAAC monitor should do if this information is not available, and concerns about keeping the

information current. After a very brief period of enforcement, DoDAAC monitors requested that the mandatory edit be disabled, as "bad data" was being entered into the DLA Transaction Services DoDAAD web update application. At the March 18, 2010 DoDAAD PRC meeting (reference (c)), there was unanimous agreement that the POC field should be renamed "DoDAAC POC" and that POC and phone number fields should be optional fields. There was also discussion that these fields are not being widely used, difficult to maintain, and may be of limited value.

(2) **Transportation POC Fields Background** **– Change Not Approved**

a) Each DoD Activity Address Code (DoDAAC) in the DoDAAD may include up to four distinct Type of Address Codes: Owner ID (TAC 1), Ship-To (freight) (TAC 2), Bill-To (TAC 3), and Commercial Small Parcel Shipping Information (TAC 4). If no TAC 4 is entered, the TAC 2 is used; if no TAC 2 address is entered, the TAC 1 is used. Each TAC address has four address lines, and telephone numbers can be found embedded in any of the four address lines (including the last line of the address, if the DoDAAC was entered freeform). This is done so that the phone number prints on the Military Shipping Label or in the case of mobile units it is done because the shipping location is not published (e.g. "Call NOLSC" for Navy ships).

b) Air Force has not implemented TAC 4 capability or Authority code capability in the USAF DoDAAC update application.

c) There are approximately 246,000 active DoDAACs.

d) At the March 18, 2010 DoDAAD PRC meeting, USTRANSCOM and Air Force briefed ongoing efforts to obtain shipping POC phone numbers to support Cargo Movement Operations System (CMOS). Heretofore, transportation has relied on information in the Transportation Facilities Guide maintained by Military Surface Deployment and Distribution Command and locally maintained address tables for phone number information.

e) CMOS, an Air Force transportation-focused, combat support system, requires a telephone number associated with the Freight (TAC 2) and Commercial Small Parcel Shipment (TAC 4) shipments that it processes. The CMOS Program Management Office states that "it is express shipper policy to have a street address and commercial phone number for all their shipments." CMOS cannot meet the commercial shipping data standards without owner, freight, and express shipment telephone numbers being readily available.

f) CMOS is currently restricting telephone numbers it processes/displays to 15 digits.

g) CMOS currently contains only three address lines.

h) Many DoDAACs have a telephone number embedded somewhere in their TAC 1, 2, 3, or 4 address information. Extracting these phone numbers from the free-form text lines is a very difficult process to automate and can be done only by the most robust enterprise data analysis tools.

c. **Approved Changes:** Components and Agencies commented separately on each proposed change and accepted the change described below for the existing POC and phone number fields. Those procedures are approved for immediate implementation. Addition of Transportation Phone Numbers was not approved. Those procedures are included for historical purposes only.

(1) **Existing POC and Phone Number Fields.** Approved changes:

a) Rename the POC field as "DoDAAD POC" and make the DoDAAC POC and phone number fields optional.

b) Revise DOD 4000.25-M volume 6 as shown in enclosure (1).

c) Update DAASINQ and eDAASINQ applications.

(2) **Addition of Transportation Phone Number Fields**. Changes not approved; included for historical purposes:

a) For DoDAACs with Authority Codes with "ship-to" authority (Authority Codes 00, 01, 04, 05, 06), add two optional telephone number fields for TAC 1, TAC 2, and TAC 4 addresses.

b) Each telephone number data field will be 35 characters in length and will allow both numeric and alpha characters. This field length will provide maximum flexibility in accommodating OCONUS phone numbers and phone numbers that include extensions. Data in these fields will be left justified and will allow blank spaces within the data. Inclusion of alphabetical characters in the field permits such entries as "1-203-555-1234 Ext. 3-5678" and "Call NOLSC."

c) Label TAC 1 telephone data fields "Commercial Contact" and "DSN Contact", respectively. For TAC 2 and TAC 4 telephone fields, label those fields "Commercial Shipping Contact" and "DSN Shipping Contact" respectively.

d) When a DoDAAC is created or modified, the User Interface will *actively prompt* the user to add a minimum of one phone number (commercial or DSN) entry for TAC 1, TAC 2, and TAC 4 addresses. The TAC 1, TAC 2, and TAC 4 phone numbers may be the same or different phone numbers. However, the User Interface will not make entry of a telephone number mandatory in order to save the record. Entry of TAC 1, TAC 2, and TAC 4 telephone numbers for existing DoDAACs will not be mandatory, but is encouraged.
STAFFING NOTE: It is recognized that the CSP will not likely know this information and that it will have to be provided by the person initiating the requested change. Components and Agencies would have to build this requirement into their internal processes. It is also recognized that Army and Air Force DoDAAD web update applications would have to build this into their applications. Given these changes to data collection, Components and Agencies should comment on the value of the active prompt at the time of DoDAAC creation/modification.

e) In those cases involving a DoDAAC supported by a Central Receiving Facility (CRF), the recorded TAC 1 or TAC 2 phone number for the DoDAAC should be that number of the CRF if known. It is recognized that the CSP and the initiator of the DoDAAC change may not know the CRF phone number.

f) Update DoDAAD replication to make the new transportation phone number fields available. **STAFFING NOTE: Components/Agencies will have to request that the new fields be added to their replicated data feeds.**

g) Update DAASINQ and eDAASINQ applications.

h) DoDAAD Central Service Points (CSPs) will review phone numbers provided in paragraphs i) and j) below to load them into the DoDAAD or to have DLA Transaction Services load them upon CSP approval.

i)   **Initial population of new telephone number fields:**

~~**i.** Using the Dataflux enterprise data analysis tool, the USTRANSCOM J6-AD Data Quality Team will provide the DoDAAD Administrator a onetime data extract of phone numbers (keyed to respective DoDAAC) pulled from current DoDAAC TAC text field lines 1 through 4. This will be provided to the CSPs for review/action. Currently, this process could provide approximately 12,000 telephone numbers.~~

~~**ii.** Using Global Freight Management's (GFM's). Transportation Facilities Guide (TFG) database, a one-time feed of TFG DoDAAC-related telephone number data will be provided to the DoDAAD Administrator in order to further populate the new telephone fields. This will be provided to the DoDAAD Administrator to forward to the CSPs for review/action. Note CSPs may not be able to match information from the CRF to individual DoDAACs. Since some DoDAACs use the same CRF, the CRF's phone number could be used to populate the TAC 1 and/or TAC 2 phone number field of those DoDAACs where the owner had not already provided a phone number. The precise quantity of telephone numbers available through this process is uncertain, at this time, but could be approximately 960 based on TFG onscreen displays. Note that it may be difficult for the DoDAAD CSP to associate the CRF to specific DoDAACs.~~ ==~~STAFFING NOTE. USTRANSCOM has indicated that there are approximately 1,000 Transportation Officer (TO) entries in the TFG. As of 1 August 2011, the TFG application reports that 351 TO operations have not taken the required steps to update their information within the past year. However, USTRANSCOM indicates that it is unlikely that phone numbers have changed. Components/Agencies should comment on the utility of this data source.~~==

~~**j)** **Long-Term field population:**~~

~~**i.** DoDAAD CSPs and transportation components would increase the availability of TAC telephone numbers over time by publicizing the new fields and accentuating the importance of readily available, accurate data to facilitate timely transportation and delivery of military supplies.~~

~~**(3)** USTRANSCOM will support this effort by submitting a parallel Defense Transportation Regulation (DTR) change that institutionalizes the need for TAC 1, TAC 2, and TAC 4 telephone numbers. Enclosure (3) to this ADC details the DTR change that will be processed for approval once ADC 485 is issued as an Approved DLMS Change (ADC) .~~

5. USTRANSCOM ADDITIONAL COMMENTS: These comments, included in PDC 485, relate to the additional transportation fields that are not being implemented. They are included for historical purposes.

    a. CMOS limitation.

    (1) CMOS currently restricts telephone numbers it processes/displays to 15 digits. This CMOS constraint is in contrast to the actual telephone number data embedded in DoDAAC TAC address lines. When international access codes and extensions are included, some phone numbers exceed 20 characters. When USTC J6-AO uses DataFlux to extract telephone numbers from a weekly snapshot of TRDM sourced DoDAACs, the output back to TRDM, then CMOS, is constrained to 15 digits. This constraint results in truncation of some telephone numbers, especially user-supplied Extension Numbers. USTC J6-AO Data Quality offered the DataFlux extraction process as a short term solution to support the CMOS immediate

need for TAC 2 related phone numbers in early CY 2010. This short-term solution will not become a de facto long-term solution.

(2) Approval and implementation of this proposal will result in telephone data fields that are 35 alpha-numeric characters in length. CMOS will then be required to modify its code that handles the application (internal usage), display, and printing of telephone numbers associated with DoDAAC TAC addresses. **Note:** *Since the additional transportation phone number fields are not going to be added to the DoDAAD, the only POC data available to CMOS is: POC (30 characters), Telephone (21 characters) and email (40 characters). CMOS may still want to expand the telephone field in CMOS to 35 characters, but the minimum required is 21 characters.*

(3) In FY 2013, CMOS will become a USTRANSCOM application. Funding and manpower positions are planned to transition to USTRANSCOM's control. A memorandum of agreement (MOA) is being staffed within USTRANSCOM. A transition plan is being drafted to detail government provided equipment (GPE), contracting, billets, roles & responsibilities, etc.

(4) USTRANSCOM sponsors this ADC and will provide the necessary guidance to transition CMOS to handle phone numbers as defined in this ADC.

b. USTRANSCOM indicates that adding these available telephone number fields to the DoDAAD is not intended to create a functionality-destroying burden for CSPs.

c. USTRANSCOM recognizes that some OCONUS locations either do not have or cannot supply telephone numbers.

d. USTRANSCOM J3-IA, Operations Analysis Branch, states that it will be "extremely useful to have a good (24 hour) shipper and receiver phone number especially for commercial bills of lading." However, it is noted that phone numbers may not be 24 hour point of contact numbers.

e. USTRANSCOM's J5J4-LS, Agile Transportation for the Twenty-First Century (AT21) Division and the J3-G Global Sustainment Division both need TAC 2 POC telephone numbers. Inefficiencies in the distribution pipeline exist. Having this information readily available would greatly reduce investigation time and workload, enabling action officers to more quickly react to activities which cause inefficiencies. Activities include, but are not limited to in-transit visibility (ITV) queries, contacting shippers to investigate why various shipments were sent to an Aerial Port of Embarkation (APOE), packing issues, and addressing issues. Having a TAC 2 POC phone number will assist action officers to quickly help shippers, war fighters, and leadership with ITV questions and resolve shipment mode determination for APOE shipments where the urgency is not clear. Also, a TAC 2 phone number may assist aerial port personnel in resolving packaging and addressing questions. However, it is recognized that the phone numbers provided may not meet all of these needs, particularly in the case of a phone number for a CRF. It is also noted that some automated air challenge procedures currently exist.

f. USTRANSCOM believes that there is potential for cost avoidance. Express carriers UPS and FedEx, for example, request a recipient phone number on their Air Waybill forms and may charge for erroneous or missing phone numbers. See Enclosure (2). Relative to World Wide Express (WWX) and GSA Blanket Purchase Agreement from the Third Party Payment System for the timeframe FY08 - FY10 (three years), commercial carriers billed 330 instances of accessorial charges related to telephone number research for a total of $ 9,633. The average discovery charge is thus $29.20 per incidence.

6. ALTERNATIVE. The alternative to continue to use the USTRANSCOM Transportation Facilities Guide for transportation phone numbers was selected.

7. REASON FOR CHANGE. Clarifies the purpose of the POC fields as being related to the DoDAAC POC, while making the fields optional to reduce "bad data" in the DoDAAD.

8. ADVANTAGES and DISADVANTAGES:

    a. <u>Existing POC and Phone Number Fields</u>

        (1) Advantages.
            a) Clarifies the purpose of the POC fields as the DoDAAC POC and documents current practice of allowing these fields to be optional.
            b) Reduces "bad data" in these fields by allowing DoDAAC CSPs to save DoDAAC changes when information is not known.

        (2) Disadvantages. None Identified.

    b. <u>Addition of Transportation Phone Number Fields</u> (Changes not approved included for historical purposes.)

        (1) Advantages:
            a) Provides discrete data fields in which telephone numbers can be stored.
            b) Eliminates need for users to mix telephone number information in with physical address information, unless desired for printing on the Military Shipping Label or required by Agency/Component policy/procedures.
            c) Provides a means for computer information systems to display and manipulate telephone numbers separately from address information.
            d) Eliminates the need for transportation systems such as CMOS to devise ways to extract telephone numbers from free-form address text information.

        (2) Disadvantages:
            a) There are costs associated with changes to the DoDAAD database, to the DLA Transaction Services DoDAAD Web maintenance application, and the Air Force and Army DoDAAD maintenance applications.
            b) Approved initial load strategies for phone numbers are extremely limited. There are approximately 246,000 active DoDAACs. Many of these DoDAAC are fixed

installations that will not experience DoDAAC changes. DoDAAC monitors may be unable to obtain transportation phone numbers for these. In addition, TFG data may not be current for use as source data for the initial load and associating CRF to individual DoDAACs may be problematic.

          c) DoDAAC monitors and customers requesting DoDAAC actions may not know the shipping phone number information, particularly for CRFs, limiting the utility of the Approved fields.

          d) DoDAAC monitors may be unable to keep information current, which may result in instances of "bad data" in the DoDAAD. Accessorial charges may be assessed for correcting phone numbers.

          e) The Air Force DoDAAC maintenance application does not support TAC 4 addresses, so phone numbers would not be available.

          f) CMOS is currently restricting telephone numbers it processes/displays to 15 digits, so changes to CMOS will be required.

9. REGULATIONS OR GUIDANCE: Changes will be required to: DOD 4000.25-M, Defense Logistics Management System (DLMS), Volume 6 (DOD Logistics Systems Interoperability Support Services), Chapter 2 – DOD Activity Address Directory, Paragraph C2.5 (Procedures)

10. ESTIMATED TIME-LINE / IMPLEMENTATION TARGET: Approved for immediate implementation

11. ESTIMATED SAVINGS /COST AVOIDANCE ASSOCIATED WITH IMPLEMENTATION OF THIS CHANGE: None noted.

12. IMPACT: This change clarifies policy related to the existing POC field.

Enclosure 1
Revisions to DoD 4000.25-M

Revise DOD 4000.25-M, volume 6 as follows:

C2.5.2 <u>Addresses</u>. There may be up to four distinct addresses contained in the DoDAAD for each DoDAAC. These distinct delineations are "Type of Address Code" (TAC) designations. The term TAC will be used when referring to the different types of address information available on the DoDAAD. TAC Information ~~and Point of Contact (POC)~~ follows:

      C2.5.2.1. <u>Owner Identification</u>. Also referred to as a "TAC 1", identifies the mailing address of the owner. <mark>***TAC 1 address information is mandatory.***</mark>

      ~~C2.5.2.2. Owner Information. Name, telephone number, and email address of the POC. This information is mandatory.~~

      C2.5.2.~~3~~ *2*. <u>Ship-To Information</u>. Also referred to as a "TAC 2", identifies the ship-to or freight address for the activity. If no ship-to information is entered, the TAC 1 address is used.

      C2.5.2.~~4~~ *3*. <u>Bill-To Information</u>. Also referred to as a "TAC 3", identifies the billing address or the activity responsible for payment of bills. If no bill-to information is entered, the TAC 1 address is used.

      C2.5.2.~~5~~ *4*. <u>Commercial Small Parcel Shipping Information</u>. Also referred to as a "TAC 4", identifies the commercial shipping address (e.g., address used by USPS, UPS (United Parcel Service), FedEx (Federal Express), etc.). If no Commercial Shipping information is entered, the TAC 2 address is used. If the TAC 2 address does not exist, the TAC 1 address is used.

UPS and FEDEX Phone Number Requirements and Charges
<mark>**Included for Historical Purposes**</mark>

1. **UPS.** While a Consignee phone number is not a mandatory field, UPS, in its "Air Waybill Instructions" specifically states:

    "Properly completed paperwork helps us to process and deliver your shipments faster. Please be sure that all information is complete and accurate… Consignee's Information. "Important: please list a phone number where we can reach someone if needed."

    Note: WWX-4 (Worldwide Express) and DoD GSA BPA (Blanket Purchase Agreement express carrier contracts have accessorial service fees for address changes, that includes <u>finding/correcting a phone number</u>.

2. **FEDEX.**
    a. FedEx's Air Waybill instructions regarding "Recipient Information" states**:** "Complete the details for your shipping destination. This included recipient name, address and phone number." Under certain circumstances FedEx may access a special handling fee ". . . if a valid telephone, fax, or telex number is not provided for the recipient" (as confirmed by Mr. Mike Kadivnik, Worldwide Account Manager –USAF, FedEx Government Services, Cincinnati, OH).

    b. Please see example FedEx phone number requirement at:
        http://www.fedex.com/us/services/createlabels/index.html?tsid=s3&tssect=app8

        Required FedEx Recipient Information includes:
            ". . . recipient name, address and phone number. You may send certain international shipments (including Puerto Rico shipments) to P.O. box addresses, if you include a telephone, fax or telex number."

    c. Please see example **FedEx Accessorial Billing Services** at:
        http://www.fedex.com/us/government/intl/termsandconditions.html
        which reads, in part:

        Address Correction
        Through experience with Government shippers, the use of locator tools and telephone calls, FedEx is often able to deliver incorrectly or insufficiently addressed packages to the correct address, even by the requested delivery times. In some cases, with the involvement of the shipper, we will hold a shipment longer than our

stated policy as we attempt to resolve the delivery address issue. If a recipient's address is found to be incomplete or incorrect, FedEx may attempt to find the correct address and to complete the delivery, but FedEx assumes no responsibility for its inability to complete delivery under such circumstances.

The use of P.O. box numbers, P.O. box ZIP codes or incorrect ZIP codes, the omission of suite/room numbers or apartment numbers, and the use of out-of-date street addresses are some examples of how a shipment can be deemed undeliverable and in need of address correction. If a valid telephone/fax/telex number is not provided, an address-correction special handling fee will be assessed for U.S. export shipment

d. Please see example **FedEx Surcharges and Other Fees** relative telephone address correction at:
http://www.fedex.com/us/rates2010/surcharges.html
which reads, in part:

Effective Jan. 4, 2010

The following surcharge changes took effect Jan. 4, 2010, unless otherwise noted for FedEx Express®, FedEx Ground® and FedEx Home Delivery® services.

Address Correction
If a recipient's address on an air-bill, air waybill or shipping label is incomplete or incorrect, we may attempt to find the correct address and complete the delivery.

- For FedEx Express U.S. package services, the fee increased from $10 per correction to $11 per correction.
- For FedEx Express Multiweight® shipments, the maximum charge increased from $70 to $77.
- For FedEx Express U.S. freight services, the fee increased from $50 per correction to $55 per correction.
- For FedEx Express international package and freight services, the fee increased from $10 per correction to $11 per correction.
- For FedEx Ground services, the fee increased from $8 per correction to $10 per correction. For shipments receiving FedEx Ground Multiweight® pricing, the fee is $10 per package up to a maximum of $35 per shipment.

Enclosure 3
Associated Defense Transportation Regulation (DTR) Change
DTR Section II, Chapter 201, Paragraph P
<mark>Included for Historical Purposes</mark>

P. TRANSPORTATION FACILITIES GUIDE (TFG) *and DODAAD UPDATE*

1. TOs (CONUS and OCONUS freight TOs as listed in the Table Management Distribution System [TMDS] website: https://www-tmds.c2.amc.af.mil/TMDS/, then select DTR Reference Data and Bill of Lading Office Code) are required to update their TFG record as follows:

    a. On a semi-annual basis for secure holding areas.

    b. On an annual basis for installations not participating in the secure holding area program.

    c. Immediately whenever critical operational changes are made, such as:

    (1) Changes in operating hours.

    (2) Installations closures (e.g., holiday closure or inventory closure).

2. SDDC Operations will update secure holding area information on an as-needed basis when the information is not current.

3. Approved revisions that would modify terms of delivery, delay receipt, or increase transportation costs must be approved at major command level and coordinated with shipper Service HQs prior to initiating any online changes.

4. An online tutorial is provided on the TFG web site available at https://eta.sddc.army.mil/portal/etaPortal.asp?app=TFG&bhcp=1. The tutorial provides users with step-by-step procedures to use the TFG application system to update records.

5. TOs are required to provide SDDC (AMSSD-OPS-O) a notice 90 days in advance of ceasing their transportation operations to ensure TFG entries, Bill of Lading Office Codes (BLOCs), and commercial industry products supporting the DOD are updated or deactivated accordingly.

6. *TOs are required to ensure that the transportation information associated with their DOD Activity Address Code (DODAAC) is accurately identified in the DOD Activity Address Directory.*

    a. *The DOD 4000.25-M, Volume 6, Chapter 2 provides details on procedures for maintaining this information through a Component's or Agency's Central Service Point. http://www.dla.mil/j-6/dlmso/elibrary/manuals/dlms/default.asp.*

    b. *A listing of Central Service Points and DoDAAC Monitors is available at https://www.dla.mil/j-6/dlmso/eLibrary/Restricted/SvcPointsPOC/allpoc.asp.*

    c. *In addition to maintaining official mailing, freight, billing, and small parcel shipment addresses, TOs are also requested to provide phone numbers, if available, associated with their DoDAAC TAC 1 (Owner), TAC 2 (Ship-To,) and TAC 4 (Commercial Small*

Parcel Shipping Information) addresses. Where available, TOs are requested to provide both commercial and DSN telephone numbers. The availability of current telephone numbers within discrete data fields related to a DoDAAC allows defense transportation systems to satisfy the requirement of commercial carriers for accurate delivery-point telephone numbers. The absence of accurate delivery-point telephone numbers may result in commercial carrier accessorial charges for search effort when a number is needed for delivery. Additionally, central availability of phone numbers is a valuable asset for command operations in resolving frustrated shipments.

	Originator	Response/Comment	Disposition
1	Army	The Army Central Service Point (ACSP) concurs to the 1st proposal of utilizing the existing POC and phone number fields in the DODAAC to be the DODAAC POC. We already do this and they are mandatory entries in our application. The ACSP non-concurs to the 2nd proposal for the following reasons: • The ACSP has not, nor will in the near future, implement the TAC4 capability. • The ACSP has no access to or the knowledge of, the TAC1 or TAC2 phone number information, nor do the DODAAC POCs who are submitting these transactions. • There are costs associated with changes to the Army DoDAAD enterprise application and it is not known whether or not the cost avoidance from the shippers each year will compare adequately to the costs associated with programming, testing, maintaining and broadcasting these TAC phone number fields in AESIP. • The ACSP already processes the largest quantity of DODAAC changes per year and does not have the resources to manage additional data fields required for this proposal. • Although many Army DODAACs are located at the various installations which may have static central receiving or supply support activity phone numbers, a large portion of our receiving DODAACs (Army Reserve and National Guard) are at customer located areas which move frequently. The ACSP suggests using the alternative solution provided at paragraph 6, which is continue to use the USTRANSCOM Transportation Facilities Guide for phone number.	Noted

2	USMC	**1.** Change 1 - The Marine Corps concurs with clarifying existing POC and phone number fields in the DoDAAD to be "DoDAAC POC" and make these fields optional.
		    a. This field is already being mandated by the Marine Corps and is populated with the contact information for the DoDAAC Major Command (MAJCOM) monitor (or subordinate activity as available).
		    b. Recommend additional language be added to the DoD 4000.25 to clarify what type of information is appropriate in this field.
		2. Change 2 - The Marine Corps does not concur with the addition of 2 discrete telephone number fields (commercial and DSN) for "Type of Address Codes" (TACs) 1, 2 and 4 for transportation purposes.
		    a. The information being added can be located in several other places and is a required field in the Transportation Facility Guide (TFG).
		        i. Several systems pull data from the DoDAAD as an authoritative data source. If this data is added system programmers will need to know how it will be provided during a standard query to ensure the query does not "error out" if/when the extra data is received.
		            1. Recommend adding language to this PDC that outlines how addition of this data will impact existing system executed DoDAAD queries.
		        ii. This effort may require "work-arounds" and system changes to ensure that the presence of the extra data does not prevent already existing standard system executed DoDAAD queries from executing.
		        iii. Recommend this effort evaluated on a small scale initially to determine value associated with implementing the required system changes.
		    b. In the event that this change is approved, the Marine Corps does not plan to mandate the telephone numbers for the TAC 1 and 2 addresses.
		    c. Recommend not including a telephone
			Noted

		number for the TAC-1 address.
		    i. If no TAC-2 address is entered for the DoDAAC, the TAC-1 is used. However, the TAC-1 is the DoDAAC mailing address and not all TAC-1 addresses are capable of receiving freight.
		  d. If the phone number associated with the "Ship To" address will be added to the Military Shipping Label then MIL-STD-129 will need to be updated with specifics on how to include the phone number in the MSL PDF 417.
		    i. Phone number does not currently exist as a data element in the MSL PDF 417.
		3. General
		  a. In the event that this change is approved, recommend eDAASINQ be modified to reflect any changes made to the DoDAAF as a result of this PDC.	

3	DLA	DLA agrees with USMC and the ARMY. The additional fields not needed, The DLA monitors will continue to the 1st proposal of utilizing the existing POC and phone number fields in the DODAAD to be the DODAAC POC. DLA Monitors will continue to have those as mandatory requirements when a DoDAAC is requested for entry. Also the TAC 4 is already on the DoDAAD for small parcel entry if needed.	Noted
4	Air Force	Concurs with both; unable to provide implementation date for second proposal at this time.	Noted
5	NAVY	Navy concurs with old POC fields reflecting DODAAC (activity) POC information and suggest edits within POC field be relaxed, for example if you wanted to put in a commercial/overseas and DSN number, you would be able to indicate DSN. I would also suggest all POC information including email address shows up on DAASINQ. Navy does not see an advantage to additional POC fields that would not contain accurate data and require additional CSP time to update inaccurate data. Do not concur with additional POC fields.	Noted

	HQUSSOCOM	The existing POC field is important now as the primary POC. --Adding phone numbers to the TAC sections will benefit the DoDAAC Monitors in validating the data as well as the transportation delivery. --Agree there are some disadvantages in trying to keep the data valid, especially when units reorganize and/or change facilities, phone numbers and address. So unless they notify us or a periodic validation is done, the information will not be valid.	