



DEFENSE LOGISTICS AGENCY
HEADQUARTERS
8725 JOHN J. KINGMAN ROAD
FORT BELVOIR, VIRGINIA 22060-6221

October 17, 2013

MEMORANDUM FOR DISTRIBUTION

SUBJECT: Defense Logistics Management Standards (DLMS) Supply Process Review Committee (PRC) Meeting 13-03, Focused on Materiel Receipt Acknowledgement (MRA), September 19, 2013

The attached minutes of the DLMS Supply PRC Meeting 13-03 are forwarded for your information and action as appropriate.

The DLA Logistics Management Standards Office points of contact are Ms. Mary Jane Johnson, (703) 767-0677; or email mary.jane.johnson@dla.mil, Ms. Ellen Hilert, (703) 767-0676, DSN 427-0676; or email ellen.hilert@dla.mil, Ms. Heidi Daverede, (703) 767-5111 or email heidi.daverede@dla.mil, and Mr. Kenneth Deans, (703) 767-2611 or email kenneth.deans.dla.mil.

A handwritten signature in blue ink, reading "Donald C. Pipp", is positioned above the typed name.

DONALD C. PIPP
Director
DLA Logistics Management
Standards Office

Attachment
As stated

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ODASD(SCI)
Supply PRC
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cc: Pipeline Measurement PRC
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MEMORANDUM FOR RECORD

SUBJECT: Defense Logistics Management Standards (DLMS) Supply Process Review Committee (PRC) Meeting 13-03, Focused on Materiel Receipt Acknowledgement (MRA), September 19, 2013

Purpose: The DLA Logistics Management Standards Office hosted the subject meeting at DLA Headquarters and via Defense Connect On-Line (DCO) for remote participants. This was a focused meeting to review and discuss MRA requirements and MRA Report enhancements. A list of attendees, the meeting agenda, and briefing materials are available on the Supply PRC webpage www.dla.mil/j-6/dlms/Archives/archives_sprc.asp. Meeting related material is hyperlinked to each of the topics in the meeting agenda file.

Brief Summary of Discussion: The Supply PRC co-chairs, Ms. Mary Jane Johnson (DOD MILSTRAP Administrator), Ms. Ellen Hilert (DOD MILSTRIP Administrator), Ms. Heidi Daverede (DOD MILSTRIP Alternate), and Mr. Kenneth Deans (Pipeline Measurement PRC Chair), facilitated discussion. Action items are to be worked within 30 days of this memorandum unless otherwise noted.

Review of Meeting Topics:

a. MRA Report Overview. Ms. Johnson provided an overview of the MRA requirements. The applicability of the MRA was addressed as were the current exclusions from MRA reporting. The MRA reporting and follow-up time frames were reviewed. Component Supply PRC representatives or designees are required to analyze the MRA Report to identify potential deficiencies in their Service or Agency MRA procedures that contribute to breakdowns in internal controls for in-transit wholesale stock and coordinating corrective action with delinquent/ non-reporting activities. In noting that the MRA was getting high level visibility as evidential matter supporting audit readiness, Ms. Johnson cited an upcoming change to policy in the draft DoDM 4140.01, "The owning DoD Component directing materiel into an in-transit status will retain accountability within their logistics records for that materiel (to include resolution of shipping and other discrepancies) until the consignee or receiving activity formally acknowledges receipt."¹ Mr. Joe Baker, DLA Headquarters (J-85), voiced a concern regarding the effect this will have on audit readiness and revenue recognition, (e.g., not being able to bill from the Defense Working Capital Fund (DWCF) until receiving the MRA). Mr. Baker stated that under Audit Readiness rules, billing while still being considered accountable for property is not allowed; under the policy cited, they are considered accountable for materiel until they

¹ Draft DoDM 4140.01, Vol 5 (target publication November-December 2013)

receive an MRA. The group indicated this is a Comptroller decision/determination. Ms. Jan Mulligan, ODASD(SCI) noted this issue was also raised by the DWCF Group, which has already worked with the Comptroller (OSD/DWCF) to address this concern. Ms. Mulligan agreed to send DLA Logistics Management Standards Office the language that has been worked through the OSD Comptroller on this issue, and DLMSO will forward the language to the Supply PRC. Note: Subsequent to the meeting, Ms. Mulligan provided the following excerpt from the draft DODM 4140.01, Volume 5:

“2. *ITEM ACCOUNTABILITY AND CONTROL*

d. In-Transit Accountability

(1) *The owning DoD Component directing materiel into an in-transit status will retain accountability within their logistics records for that materiel (to include resolution of shipping and other discrepancies) until the consignee or receiving activity formally acknowledges receipt.*

(2) *The selling DoD Component is directed to bill the consignee or receiving activity upon the materiel being placed in an in-transit status, reducing their inventory and increasing their revenue accounts.*

(3) *Commercial carriers and intermediate distribution nodes, though not accountable for the materiel, are responsible for the care of materiel in transit to minimize and eliminate loss or damage of cargo as described in Reference (k).*

(2) *[SIC] The selling DoD Component will retain an accountable record of in-transit materiel until the consignee or receiving activity formally acknowledges receipt.”*

b. MRA Report Demonstration. Mr. Paul Jensen, contractor support to DLA Logistics Management Standards Office, provided an overview of the MRA submission, follow-up, and follow-up response timeframes. He also explained the MRA Report criteria used to determine whether an MRA was received or not received. Mr. Jensen provided a live demonstration of the MRA Report Tool. He briefly described the nine existing MRA Reports and then used several MRA Report scenarios to show the data available on each of the existing summary and detail screens. There were several comments and questions during the MRA Report demonstration:

(1) Mr. Mike Wilson, (Army G4) asked why there is only a single MRA Follow-up if no MRA is received and why multiple follow-ups are not sent? He noted that there are times, especially to places like Afghanistan, that the transportation time will take longer than the allowed time for the unit to receive a shipment. Mr. Bill Shaffer, DLA Supply PRC representative, noted that DLA was looking at the follow-up requirements. Time definite delivery (TDD) was being considered for a proposed revision to follow-up criteria. Ms. Hilert noted that a status code or policy similar to the Navy for deployed ships could be workable. It was noted that MRAs should be done for EMall purchases using the MRA input capability in EMall if not provided systemically. Ms. Johnson noted that revision to the MRA follow up criteria would require submission of a PDC.

(2) A question was asked why MILSTRAP legacy DIC AS8 Shipment Status shows on the WebVLIPS transaction history screen versus the Shipment Status transaction that was actually sent out. Ms. Mary Maurer, contractor support to DLA Transaction Services, indicated this was due to a display space restriction and only the AS8 transactions are shown.

(3) Commander Patrick Brown, NAVSUP-N5, asked to confirm that the MRA Reply to Follow-up (legacy DIC DRB) transaction should be a systemic response to the MRA Follow up (DRF) transaction. It was agreed that if there is no response to a follow up it could indicate a systemic problem. CDR Brown noted the Navy may be seeing some issues with the MRA in Reply to Follow-up transactions (DRB), possibly due to communications issues from deployed units. CDR Brown noted the Navy will work their issue internally.

(4) A question was asked whether MRA reports can be formatted to display by part number. While the MRA format allows for entry of stock number or part number, the existing MRA Report results will not distinguish between types of stock numbers or part numbers from the transaction since the report is designed using the legacy format.

Subsequent to the meeting, Mr. Shaffer noted that DLA third party ordering systems generally use a generic materiel number (GM) in the NIIN field on a MILS transaction (not unique to third party ordering systems). DLA Construction and Equipment (C&E), as a supply chain with a proportionately large volume of third party ordering, ends up showing many orders with a GM* NIIN. Mr. Shaffer noted, "This in and of itself is not the problem, however, rather that there is a system that works outside of DLA Transaction Services which is causing a problem for MRAs. In other words, seeing a GM NIIN on an order or DRF may indicate the use of a third party system, but does not guarantee that is the root cause of lack of an MRA."

Action: Navy provide additional information if there is a specific MRA Report requirement relating to part numbers.

c. Draft PDC 1086, Create New MRA Source of Supply, Report, Create Requisition Download File and Eliminate Shipment Discrepancy Report by Depot. Mr. Jensen provided an overview of PDC 1086, which consists of 3 changes DLA proposed for the MRA Report:

(1) **Eliminate the MRA 04 Shipment Discrepancy Report by Depot.** There was no objection by the Supply PRC group to this change.

(2) **New MRA Report by Source of Supply.** DLA proposed a new MRA Report by Source of Supply to enable wholesale inventory control points (DLA and Services) to report metrics on how well the Services acknowledge receipt of materiel the ICP shipped out of wholesale assets, for a given Service/Agency. The concept for the report was reviewed and examples of the proposed MRA Source of Supply Summary and Detail Reports were reviewed. There were no concerns noted for the proposed MRA Source of Supply Report.

(3) **Create Requisition Data Download File.** DLA's request for the requisition data download file was positively received. Mr. Wilson noted that the Services look to see where the Follow-up for Delinquent MRA transaction was sent and would like to include a view that identifies the automated information system that received the follow-up transaction. Mr. Wilson requested three data pattern (DP) communication routing identifiers (COMMRI) also be added to the data requirements for the download file as well as the MRA Detail Report. The three DP COMMRI² will help the Army (and others) to determine the originating system generating the

² COMMRIs are the "mail boxes" to which DLA Transaction Services routes logistics transactions. Each DoDAAC, RIC or Distribution Code may have one or two COMMRIs, including the Data Pattern (DP) or main

requisition, what system the requisition was routed to, and what system received the follow-up for delinquent MRA. Mr. Wilson noted the COMMRI would be most helpful to him, more than other data fields, when looking at MRA reports. The key is to see what system submitted the requisition transaction and which system received the follow-up for delinquent MRA. Ms. Hilert agreed these would be valuable data, but further discussion and research with Mary Maurer and the DAAS team is needed to see if it is feasible. DLA Transaction Services noted that the DP COMMRI is not currently stored and there would be multiple issues to address to see if this is feasible.

The three DP COMMRI requested by the Army are

- DP_COMMRI that originated the requisition,
- DP_COMMRI for the requisitioner DoDAAC in the DOD Activity Address Directory (DoDAAD), and
- DP_COMMRI to which the Follow-up for Delinquent MRA transaction was transmitted.

Action: DLA Transaction Services review requirement for adding the three data pattern COMMRI and identify any issues with the requirement.

Response subsequent to the meeting: The initial response from DLA Transaction Services (Oct. 11, 2013) indicated the requisition data download file and DP COMMRI requirement is feasible. DLA Transaction Services raised multiple questions about the configuration that will be addressed in PDC 1088.

d. Draft PDC 1087, Receipt Transaction Exclusion for MRA Reports. Ms. Johnson provided an overview of the proposed MRA Report exclusion criteria identified in PDC 1087. At various Supply Process Review Committee meetings, the DOD Components have identified a disconnect with the MRA Report selection criteria for excluding items when the issuing ICP expects and receives a Receipt transaction on an intra-Component basis, rather than an MRA transaction, as a result of the ICP's shipment of wholesale assets. This scenario is excluded from the MRA process, however these items often show up on the report as 'no MRA received' even though no MRA is expected or required. There is no expectation that the issuing/owning wholesale ICP would receive both an MRA transaction and a Receipt transaction from the intra-Component reporting activity. To close this known gap, this change proposes revising the report selection criteria to exclude items from the report when the issuing wholesale ICP does not generate a Follow-up for Delinquent MRA transaction for an intra-Component shipment out of wholesale assets within the required MRA follow-up timeframe. The rationale is that if the issuing/owning wholesale ICP is expecting a receipt transaction, rather than an MRA transaction, based on the Component's business process, then the issuing/owning ICP would not follow-up for a delinquent MRA transaction. There is a separate process for the ICP to follow up for a Receipt transaction, which is unrelated to the MRA process. This standard generic logic is expected to work for all Components, rather than attempting to discover, document, and program for specific rules for applicable to each scenario/trading partner arrangement. One problem was noted for near term implementation of the new rule. The rule is dependent upon proper implementation of the MRA follow-up and it appears some Service modernization programs

COMMRI and the Special (SP), secondary COMMRI. Having two different COMMRI allows the transactions for a specific organization to be routed to two separate "mail boxes" or receiving systems (Reference ADC 1002).

have deferred this process. Staggered implementation is expected by the Services because of the current lack of DRF capability by some Services.

Action: Supply PRC representatives to review the examples of the receipt scenario cited for each Component in draft PDC 1087, and provide language to include in the PDC from their Component within **2 weeks** from the date of the minutes.

Action: Supply PRC representatives identify if your Component is compliant in generating MRA follow-ups under MILSTRAP/DLMS rules, and if not, provide the anticipated timeline for implementation.

e. Draft PDC 1088, Joint Supply and Logistics Metrics Analysis Reporting System (LMARS) Changes to the MRA Report. Mr. Jensen provided an overview of draft PDC 1088 that addresses several administrative items relating to the MRA Report. There was no significant discussion on the Draft PDC 1088. Ms. Johnson noted that while MRA is a MILSTRAP transaction/process, MILSTRIP transactions and business processes are the underlying foundation for the MRA process and the report. Ms. Daverede noted that the MRA Report Data is generated from the set of data that is pulled for LMARS, and that is what is driving the first item noted in the following summary of the key parts of draft PDC 1088:

- Update LMARS business rules selection criteria to recognize the DIC A3_ or A4_ as a requisition when there is no original source transaction (DIC A0_).
- Recognize DIC D7_ from a Navy activity to SMS (DLA) as a National Inventory Management Strategy (NIMS) post-post issue transaction.
- Document the MRA Report Business Rules in the DLMS Manual, Volume 2.
- Revise DLM 4000.25-4, DAAS Manual, Appendix 5, MRA Reports, to update and clarify exclusions and update the entire AP5.2.12.5 Section to clarify the MRA Report and column descriptions. Additionally, align the MRA exclusions in the DLMS/MILSTRAP and DAAS Manuals.
- Document the requirement for DLA to provide a list of Distribution Standard System (DSS) DoDAACs and RICs to enable the data collection and display for all MRA Reports under the Service of the Ship To DoDAAC. Except when the Ship To DoDAAC is a DSS Depot, the data will display under the Service of the requisitioner.

f. Draft PDC 1089, Create MRA Report Help Files. DLA Logistics Management Standards Office will draft a PDC or administrative Approved DLMS Change (ADC) to develop Help Screens for the on-line MRA Reports that will help users navigate the MRA Reports and: 1) explain the report options, 2) explain the report selection criteria, and 3) explain the data portrayed in the report.

g. Future PDC for Same Area/Different Area MRA Tracking. This proposed change will enhance the MRA report by enabling reporting by “Same Area/Different Area” rather than the current method of CONUS/OCONUS. In the existing MRA Report, a shipment of materiel from a depot in Germany to a nearby unit in Germany would fall under the extended OCONUS MRA reporting timeframes, while a shipment from Germany to a CONUS activity would fall under the CONUS time frames. This disconnect in the MRA process can be eliminated in the

future by leveraging a planned LMARS enhancement to incorporate Combatant Command (COCOM) designation logic. As this concept evolves, DLA Logistics Management Standards Office will develop a PDC to take advantage of the emerging COCOM foundation being established in LMARS to provide MRA Reports by Same Area/Different Area based on COCOM, rather than by CONUS/OCONUS. Note: ADC 1025, Update of Routing Identifier Codes (RIC), DoDAACs, Reparable/Non-reparable National Item Identification Numbers, and COCOM designations in the LMARS, identifies the requirement for USTRANSCOM to identify the DoDAACs assigned to each COCOM to coordinate its reporting of TDD LMARS Reports. ADC 1025 is available at:
www.dla.mil/j-6/dlms/eLibrary/changes/approved1000.asp.

h. Review Documentation of the MRA Report Business Rules. Mr. Jensen presented the decision tree that captures the current and proposed MRA Report business rules and selection criteria. This completed decision tree will be used as the basis for the narrative version of the MRA Report business rules document that will be incorporated into the MILSTRAP and DLMS Manuals.

Action: Air Force and Navy Supply PRC representatives provide input on the pending questions identified on the MRA Report business rules decision tree.

i. DLA – Known Gaps in MRAs. Mr. Bill Shaffer, DLA J331, provided a brief on known DLA MRA gaps. Mr. Shaffer noted there were several established DLA business processes where the MRA was done by alternative means or was not designed into an existing process:

- **Medical Prime Vendor** is a closed loop Tailored Vendor Relationship (TVR) system, mandatory MRA is done via other than 527R and is not visible to DLA Transaction Services. DLA is considering a proposal to leverage an existing feed to LMARS for various DLA prime vendor programs that will include the Medical prime vendor information and also make it available to the MRA reports.
- **Subsistence Prime Vendor** is a closed loop TVR system, mandatory MRA is done via other than 527R. Mr. Shaffer noted there was an existing feed to LMARS that they are trying to leverage for the MRA.
- **Maintenance Repair & Operations (MRO) Program** is a TVR system that did not require MRA submission via EDI when established. This is getting “high level” attention. To meet audit requirements, DLA is considering either use of standard DLMS transactions/business processes or use of DOD EMALL.
- **Industrial Prime Vendor (IPV) Program**, the Army and Air Force programs differ, but neither have MRAs from the customer for bin fill operations (some vendors do MRA or Receipts/D6K for the initial shipment to the contractor supporting the Service maintenance activity). To meet audit requirements, DLA is considering either use of standard DLMS transactions/business processes or use of DOD EMALL.
- **Kentucky Logistics Center (KYLOC) / Recruit Training Centers** have MRAs, but lack shipment status (AS_) from the storage location (or ICP). This causes a gap in recognizing the shipment is eligible for the MRA Report during DLA Transaction Services processing.

- **EMALL**, currently uses an 861 EDI transaction for MRA, and is actively working to re-map to the 527R MRA transaction. Target implementation date is first quarter FY2014.

Action: DLA provide a periodic update to DLA Logistics Management Standards regarding the status of implementing an MRA solution for the processes identified in this section with known MRA gaps.

- j. Navy – Known Gaps in MRAs.** Ms. Shannon Winters provided a brief on known gaps in the Navy MRA reporting but did qualify the briefing by noting that Navy is performing further review and analysis and will provide updated information upon completion. One specific gap noted was for the RSupply afloat sites (not a fully automated process) that requires manual intervention by the shipboard Supply Department personnel to execute the MRA output file. This can result in failing to send MRAs or sending duplicate transactions. A question was asked whether the Navy Single Supply Baseline initiative will fix this known MRA gap in R-Supply.

Navy ERP – Ms. Winters noted that as currently designed, Navy ERP does not require the MRA transaction in any situation and was designed to look for receipt transactions to close out orders and change inventory balances. Navy ERP will use an MRA to post proof of delivery when a receipt transaction was not received. Since the MRA (DRA) transaction is not required in Navy ERP, the Follow-up for delinquent MRA transaction is not sent out. DLA Logistics Management Standards Office noted that if Navy ships an item to a Service customer out of Navy wholesale assets, that Service will provide an MRA to Navy ICP, and not a receipt. Ms. Hilert further noted that not providing an MRA for DVD shipments is an audit issue and is cited in the anticipated DoDM 4140.01, *“The owning DoD Component directing materiel into an in-transit status will retain accountability within their logistics records for that materiel (to include resolution of shipping and other discrepancies) until the consignee or receiving activity formally acknowledges receipt.”*

Afloat – The Navy also has unique logic in DAAS for routing the MRA transactions (Navy Brief slide 6). The Navy was asked to clarify whether the use of XZZ is a Pseudo RIC and used as a null value in processing. This was a rule created in the 2003 time frame because RSupply Afloat was having problems putting the correct RIC-To in their MRA transactions where the system was picking up the depot RIC vice the ICP RIC. This resulted in the ships receiving numerous Follow-up for Delinquent MRA transactions from the ICPs and creating a significant manual workload.

Naval Air Stations – Navy ERP sends an MRA to record position 4-6 on the AS_ Shipment Status transaction. Since Navy ERP is often cited as the source of supply in record position 4-6 of the AS_ by the shipping activity, Navy ERP often ends up sending DRAs to itself.

Action: Navy to update their status on known MRA gaps.

Action: Navy to research and confirm whether the Navy Single Supply Baseline initiative will fix the MRA gaps that exist with R-Supply.

Action: Navy verify if the RIC “XZZ” is a pseudo RIC used as a null value in transaction processing.

Action: Navy provide an update on their “No MRA Required” policy that is programmed into Navy ERP and ensure their procedures are consistent with MILSTRAP guidance

k. Army – Known Gaps in MRAs – The Army did not submit a briefing or identify any known MRA gaps. The Army was asked if the MRA transaction is implemented in the Army Logistics Modernization (LMP) program, both from the aspect of generating MRAs, and from the aspect of the ICP Following up for delinquent MRA. Due to a bad phone connection, the Army will respond by an email to Ms. Johnson after the meeting.

Action: Army provide a response to identify any known MRA gaps and answer the question whether the MRA transaction (generating and follow-up) is implemented in LMP

l. Air Force – Known Gaps in MRAs – The Air Force noted that they had not identified any MRA gaps.

m. Component update on Implementation of ADC 247 which addresses submitting MRAs when a shipped line item is consigned as a split or partial shipment as the individual segments are received.³

Action: Army provide input on implementation of ADC 247

- Navy – The requirements of ADC 247 were not built into Navy ERP. Originally in Navy ERP 1.0, the TCN was being saved on the delivery, but using deliveries was causing problems when the material was substituted, so the functionality was taken out of the design. The 1.1 design does include saving the TCN on a delivery but it is not being sent out on the MRA or Receipt (D6_) transactions.

Action: Navy provide timeline for working this change (e.g., development of an SCR or a scheduled implementation timeline).

- Air Force – Has not implemented but thinks that the procedures will help identify what is a duplicate. Note: The Air Force procedures were a work-around that use the quantity shipped to try to recognize different shipments and accumulate the total.

Action: Air Force report on implementation status to eliminate the workaround process and provide a timeline for the retail side (to include in the PDC).

Action: Marine Corps provide input on implementation of ADC 247.

³ DLMS, VOL 2, Chapter 10. Acknowledgement of Split or Partial Shipments. When a shipped line item (requisition document number and suffix code) is consigned as a split or partial shipment, submit an MRA, for the shipment segments as they are received. The split or partial shipment codes are part of the transportation control number (TCN) structure in accordance with DTR 4500.9-R, DoD Transportation Regulation. Accordingly, reporting activities shall include the TCN in the MRA transaction when it is available. If the total quantity for the shipped line item is not received by the due-in date, report the missing quantity, citing Discrepancy Indicator Code F, in accordance with the guidance in the MRA transaction.

- DLA Headquarters – DLA is researching status of implementation in their AIS.
Action: DLA Headquarters provide input on implementation of ADC 247.
- DLA Transaction Services – Provided a technical response by email to DLA Logistics Management Standards Office (9/13/2013). A Change request written; not yet implemented, DLA Transaction Services CRQ 01301 implements ADC's 221, 223, 242, 242A, 247, and 253.

n. MRA Report Anomaly Transactions. Ms. Hilert and Mr. Jensen presented a brief on MRA anomaly transactions that may be preventing MRA transactions from being successfully recorded. Specific events noted were:

- Receiving activities not updating records for incoming materiel based on supply and shipment status or shipment documentation upon receipt to reflect the suffix(s) that may be assigned as a transaction is processed in the supply chain.

Action: Services are to review procedures to ensure that the proper suffixes are identified in the MRA transactions to align with the suffixes identified in the corresponding shipment status.

- If MRA transactions are sent to an activity other than a recognized wholesale ICP RIC, the MRA will not be recorded.

Action: Marine Corps to research why MRA transactions are being sent to the RIC – LA9 (Advanced Military Packaging – MILSTRIP Orders, Oshkosh, WI). LA9 is not a valid wholesale ICP RIC per LMARS business rules and confirmed during the staffing of ADC 1025. If LA9 is in fact a wholesale ICP RIC, then Marine Corps needs to submit a PDC to update the LMARS business rules to reflect that change.

- DLA Transaction Services identified a sample of Navy MRA transactions that appeared to have inaccurate dates in RP 60-62 (date receipt posted to record) and RP 77-80 (Component use field that Navy may be using for consignee receipt date). Data requirements in MILS legacy Component use fields should be identified to DLA Logistics management Standards Office in a PDC so that they can be mapped to the corresponding DLMS transaction. If Navy is using rp 77-80 of DRA for a date field, it has not been documented at the DOD level, and is not mapped to the corresponding DLMS 527R MRA transaction.

Action: Navy submit a PDC to define and document the data requirement for RP 77-80 in the MRA legacy transaction (DRA) and clarify the procedures being used.

- DLA Transaction Services is not receiving all shipment status transactions from GSA issues. DLA Transaction Services provided a list of 100 document numbers for review. Mr. Ken Deans, DLA Logistics Management Standards Office, completed research on this set of document numbers using WebVLIPS. Of the 100 transactions, 39 did have shipment status, but issues from GSA depots do not appear to have shipment status. DLA Transaction Services also noted some of the document numbers were suffixed and are treated as a separate action requiring separate shipment status.

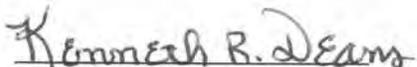
Action: GSA provide feedback on the results of their internal analysis of why some shipment status transactions are not being sent and take action to correct processing issues where not consistent with MILSTRIP procedures.

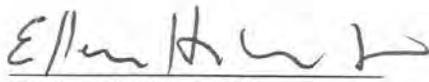
- A possible gap exists in the Army transmitting shipment status for Army directed shipments is resulting in (some) MRA transactions with no corresponding shipment status. In this issue, GCSS-Army sends an MRA for post-post issues from the Army Working Capital Fund supply support activity with no shipment status. Army recommended solution is to suppress the MRA transaction for internal GCSS-Army issues. Ms. Johnson noted that the MRA is required for issues from wholesale stock even when internal to the Service. Without the shipment status, DLA Transaction Services will not track for missing MRA transactions.

Action: Army to research Army-directed shipments that result in MRA transactions with no corresponding shipment status. If from wholesale assets, both a shipment status and MRA are required.

o. Ms. Johnson concluded the meeting by thanking the Components for their participation and noted that she will follow up with the Supply PRC representatives as necessary to clarify some of the issues discussed. PRC representatives should start seeing the PDCs for formal staffing in the near future. If more detailed Supply PRC review of the draft PDC requirements raise any issues, questions or additional suggestions, please provide them to Ms. Johnson by email for consideration for the PDCs before they are finalized for staffing.


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