Department of Defense and U.S. Transportation Command (USTRANSCOM)

Concept of Operations for

Migration to Defense Logistics Management System (DLMS) and Elimination of the Military Standard Systems (MILS) for Transportation

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Distribution Process Owner (DPO) MILS to DLMS Migration CONOPS for the United States Transportation Command (USTRANSCOM) and Military Components

EXECUTIVE SUMMARY

The DOD vision for migration from fixed length, inflexible Military Standard Systems (MILS) to variable length Defense Logistics Management System (DLMS) Electronic Data Interchange (EDI) or eXtensible Markup Language (XML) standards is a systematic, measurable, controlled process. This process includes capabilities available today for the future data information communication of both DOD and the commercial trading partners in the transportation community of interest. The migration to DLMS is a long-term process requiring a measured, phased implementation. Department of Defense Directive 8190.1, "DOD Logistics Use of Electronic Data Interchange (EDI) Standards", as supplemented by USD (AT&L) memorandum dated 22 December 2003 (Migration to the Defense Logistics Management Standards), provided policy and guidance to implement commercial EDI and/or XML standards and eliminate MILS for the DOD 4000.25 series of supply manuals. DLMS standards capitalize on the evolving commercial, industry, and international standards that enable transformation of the logistics business enterprise. The United States Transportation Command (USTRANSCOM), as the DOD transportation data proponent for business processes governed by the DTR 4500.9-R, desired to achieve similar benefits as those projected for the supply domain.

This Concept of Operations serves as a roadmap of the MILS to EDI and/or XML migration for transportation transactions. This roadmap includes the following areas:

- Authoritative guidance driving the need and requirements for selected transportation transactions;
- EDI and XML terminology, data elements, definitions, values, and business rules for their use;
- Creation and use of EDI and XML data to support operational business events and processes;
- Timelines and milestones to track progress.

As background, the Department of Defense mandated the elimination of the Defense Logistics Standard Systems (DLSS), commonly known as MILS and the

implementation of the DLMS. One of the compelling reasons for changing the standards in data transmission processes was the result of the additional capability that EDI and XML provided over the older technology incorporated by MILS. The older MILS processes are limited by the inflexibility of their fixed length, record position oriented formats and by the initial limit of 80 card columns of data similar to the old IBM punch cards. EDI and XML allow the media to carry much larger amounts of data in much more flexible formats. New business enterprise requirements involving additional data segments pertaining to the supply, acquisition (contract administration), maintenance, transportation and financial communities such as Radio Frequency Identification (RFID), and Standard Financial Information System (SFIS) and proposed Item Unique Identification (IUID) are driving this effort.

The Business Transformation Agency (BTA) has endorsed and promoted the MILS to DLMS migration efforts and has initiated a program to encourage the Military Services and Defense Agencies to migrate from MILS to EDI and/or XML. The program is called "Jump Start" and it is funded by BTA. The daily operations are managed by the Defense Logistics Management Standards Office (DLMSO) and the DPO. BTA provides seed money for approved conversions, technical and functional expertise, training, metrics and facilitation and planning. The Office of the Assistant Deputy Under Secretary of Defense for Transportation Policy (OADUSD/TP) & USTRANSCOM responded to this effort by identifying transportation MILS to EDI constructs that could be mapped by selected transportation and distribution systems using the start up funding from BTA. ***However, it is the responsibility of the system PMOs to appropriately budget, through the POM process, to ensure adequate funding is available for the MILS to DLMS migration effort.***

The Defense Transportation Electronic Business (DTEB) Committee, under the authority of USTRANSCOM, has been moving forward in the MILS to EDI and/or XML initiative for transportation processes under the Defense Transportation Regulation (DTR 4500.9-R). In accordance with its DOD charter, the DTEB Committee is the proponent for migration of the transportation data component to the DOD. In short, the DLMSO has responsibility for supply, maintenance, and acquisition administration DLMS standards and DTEB has responsibility for transportation standards.

This CONOPS is intended to be a source of reference and direction for the data information migration for a more robust capability and will be updated as progress occurs. Warfighting COCOMs and their component commands need to know where items are in the DOD supply chain pipeline. They must be able to influence the diversion of specific items from one mode to another mode, and from one destination to another destination based on warfighter needs. The ability to pass additional information currently not available in the MILS processes will enhance overall logistics support worldwide.

Chapter 1 Purpose and Scope

Purpose. The intent of this CONOPS is to outline the process USTRANSCOM, the Military Services and Defense Agencies will implement to comply with the USTRANSCOM objective to migrate transportation systems to DLMS and to eliminate MILS (80 column card formats).

DLMS standards capitalize on the evolving commercial and industry standards that enable transformation of the logistics business enterprise. The various policies mandating this requirement and supporting documentation are included in Appendix B.

Scope. This Concept of Operations serves as a roadmap of the MILS to EDI and XML migration for transportation transactions. The roadmap includes but is not limited to the following areas:

- Authoritative guidance driving the need and requirements for selected transportation transactions;
- EDI and XML terminology, data elements, definitions, values, and business rules for their use;
- Creation and use of EDI and XML data to support operational business events and processes;
- Timelines and milestones to track progress.

USTRANSCOM's approach and schedule for implementing the DLMS is described in this CONOPS. The plan describes the roles and responsibilities of USTRANSCOM and its component commands, the USTRANSCOM DLMS operating environment, program management success factors, a summary schedule, projected costs, and implementation issues. It also contains six appendices that detail aspects of the plan.

As a point of departure, the CONOPS provides for more detailed guidance to be provided in appendices to this CONOPS for each data element and its use in the operational process. This CONOPS document represents the result of the initial phase of development for transportation transactions. Additional terms, values, and rules will be developed and incorporated. There are currently 32 MILS "T_ _" transactions that will map to 5 EDI implementation conventions (ICs) or XML schemas. This does not address all the exchanges of information that are presently processed by the transportation community; there are many unique exchanges that have been negotiated between DOD systems (trading partner's agreements) and between DOD systems and industry. USTRANSCOM has numerous systems that already use ASC X12 EDI for their operating transactions. This CONOPS focuses on the systems that have not yet fully migrated to ASC X12 EDI and/or XML.

Our plan includes leveraging both technology and additive initial funding to assist program offices in migrating from the MILS (T_ _ transactions) to the enhanced capabilities of the EDI ICs and/or XML schemas that will benefit both the Military Services and Defense Agencies but most importantly, the deployed warfighter. Additional enhanced capabilities derived from this effort include transaction flexibility to contain IUID, RFID, Transportation Tracking Number (TTN), Serial Shipping Container Code (SSCC), and in-theater movements (Origin to Destination/Inland Location Codes). Today only partial information is communicated because of the inflexibility of MILS transactions.

As a result of continuous reengineering of our business processes, transportation data sets have continued to evolve. Our future system to system interfaces must be flexible enough to support this evolution, for example by employing EDI and XML protocols. This process embraces the latest E-Commerce technology, eliminates government-unique documentation, and reduces costs and infrastructure for the DOD. System programmers use DTEB developed EDI Implementation Conventions (IC) and/or XML schemas for structuring information to be electronically exchanged between and within government and commercial entities. In short, ICs and schemas establish the rules for populating EDI and XML transactions respectively. EDI and XML standards are designed to be independent of communication and software technologies. EDI and XML instance documents generally contain the same information that would normally be found in a paper document for the same function and by following an approved standard; trading partners with other systems will encounter fewer data quality problems during development and transmission of data between systems.

The below information displays the current MILS to EDI/XML Process:

MILS Document	Transaction Name	EDI/XML
T_1 thru T_9	Transportation Control and Movement Document	858B
T_A thru T_I	Strategic Air Manifest	858M
T_J thru T_R	Strategic Ocean Manifest	858M
TK_	In Transit Data	TBD
TAV/TAW CDP/CDF/CBF/CDY	Shipment Unit Consolidation/Deconsolidation Receipt Notice Due-in Notices	856A 856A 856A
AS_	Shipment Status	856S
TM_	Tracing, Status, Diversion, Hold, & Disposition	TBD
TAT	Truck Manifest	858M

CHAPTER 2 IMPLEMENTATION APPROACH

USTRANSCOM will implement this CONOPS in three phases:

- ***Phase I. Supply Chain Approach*** – Migrate 30 of the 32 DTR prescribed T_ _ transactions. The systems participating in Phase 1 are Distribution Standard System (DSS), Distribution Planning and Management System (DPMS), Financial and Air Clearance Transportation System (FACTS), Global Air Transportation Execution System (GATES) and Automated Manifest System -Tactical (AMS-TAC). Because of priority and funding constraints, Phase I will focus on these systems only. The sample system size is sufficient to provide a functional capability to the warfighter. This phase should result in the consolidation of 30 MILS T_ _ transactions into to 3 EDI ICs.

- ***Phase II. Deployment and Consolidation*** - Two of the systems participating in Jump Start Phase I (FACTS & GATES) will migrate the remaining two MILS T_ _ transactions. We will incrementally increase systems and capabilities in Phase II. The systems participating in Phase 2 are FACTS, GATES, Cargo Movement Operations System (CMOS), AMS-TAC, Transportation Coordinators' – Automated Information for Movement System II (TC-AIMS II) and Marine Air Ground Task Force Deployment Support System II (MDSS II). To implement this phase, USTRANSCOM will synchronize Phase I system schedules with Service and Agency systems' schedules participating in Phase 2. This phase should result in all 32 DTR prescribed T_ _ transactions being mapped to EDI and/or XML and all bugs worked out for the corresponding EDI ICs or XML schemas.

- ***Phase III. Locally Developed Transportation Transactions*** – Migrate all remaining transportation systems and any locally developed non-standard transportation transactions. During Phase III, several systems will be developing concurrently to migrate from MILS non-standard transactions to DTEB developed DLMS standards, adding functional requirements as necessary. As mentioned above in Phase II, this will require that USTRANSCOM synchronize the schedules to ensure that systems have trading partners (TP). At the completion of this phase all transportation systems should have migrated from 32 MILS T_ _ transactions to the corresponding EDI and/or XML formats/schemas.

Our approach will be an integrated strategy approach that will provide functional capabilities to the warfighter. The Jump Start transportation strategy is not looking at systems in silos but delivering an enterprise capability for the warfighter (for example: the Shipment Consolidation Notice/Shipment Status functionality will provide visibility from supply activities at CONUS depots and installations, through transportation nodes, to receipt-take-up in receiving theater

supply activities). As part of this enterprise approach, the systems participating in the overall Jump Start program represent the majority of the supply chain starting from the retail issuer (DLA/Services) to an Inventory Control Point (DLA/Services) to a storage and distribution depot (DLA/Services) to a transshipment point, such as a theater consolidation and shipping point, a consolidation and containerization point (CCP), an aerial or water port (DLA/USTRANSCOM) to the last tactical mile in theater (USTRANSCOM/JFCOM/Geographic COCOMs). This CONOPS will initially focus on those systems that meet the Jump Start criteria which are tied to the BTA materiel visibility strategy.

What is Jump Start? Jump Start is a Business Transformation Agency initiative designed to provide seed funding to Components to accelerate legacy system migration to EDI and/or XML and to enable materiel visibility initiatives.

System Eligibility: A system is eligible for Jump Start Phase I (FY07) if it is migrating a MILS standard transaction to a DLMS X12 EDI and/or XML and the system will not sunset within 5 years. The criteria "must be replacing a MILS transaction" has been lifted for Jump Start FY08. However, funding priority will be given to proposals that replace MILS transactions.

Project Eligibility criteria: A migrated system must be able to complete the Jump Start project within 12 months from receipt of funds. In some cases, a waiver may be granted by the BTA, with the endorsement of the Assistant Deputy Under Secretary of Defense, Transportation Policy (ADUSD/TP), that adjusts the project completion requirement to be in testing within one year of receipt of funds. However, for Jump Start Phase II (FY08) in terms of who would get funding, first priority would be the MILS transactions mapping to EDI and/or XML. Jump Start Phase III (FY09) will address the additional Theater Distribution Management (TDM) (deployment meta-information exchange), ITV and Theater Distribution (TD) requirements. All uniquely negotiated non-standard transactions will be migrated in Jump Start FY09 and identified systems that were not funded with Jump Start FY 08 funds.

Do you qualify for Jump Start?

- Is your system planned to sunset within 5 years?
- Can the Jump Start project be completed within 12 months (or in some cases, be in testing within a year) of receiving funds? If no, can your migration project be scoped more narrowly to conform to the one year requirement?
- If you answered no to any of these questions – then perhaps you don't quality for Jump Start Funding. You will need to work closely with the DTEB/USTRANSCOM Corporate Data Office (CDO) to re-scope your migration project or see if you can request a waiver.

- If you answered yes to the questions above – please contact your DTEB representative or USTRANSCOM Corporate Data Office (CDO) to submit your nomination package(s).

BTA's Criteria for selection: The BTA, in coordination with ADUSD(TP) and DTEB, will assess each nominated system using the following criteria:

- **Is the system in scope?**
    - Is the system planned to sunset within 5 years? If yes, out of scope for Jump Start.
    - Will the Jump Start project be completed within 1 year? If no, can the project be re-scoped or is a waiver justified? If no, out of scope for Jump Start.
    - Is the system a better candidate for a different solution (e.g., DLMS Bridge)? If yes, out of scope for Jump Start.
- **If the system is in scope, the migration project will be assessed for business value:**
    - Cost of DLMS migration
    - Volume of transactions
    - Impact on Warfighter
    - Impact on the Business Enterprise (e.g., enables RFID thread)
    - System specific information (e.g., migration will enable Enterprise Resource Planning (ERP) implementation; system is a hub that passes transactions to/from downstream systems)
- **The system will be prioritized based on the transactions that will be implemented**:
    - Priority Group 1: Transactions that enable Materiel Visibility initiatives (e.g., RFID, IUID, standard manifest)
    - Priority Group 2: Other critical transactions for supply chain fulfillment
    - Priority Group 3: Remaining DLMS transactions

Lastly, it is understood that participating systems may need to exchange MILS and DLMS (EDI and/or XML) concurrently to minimize feeder/receiving systems impacts or use DAAS/GEX or DLMS Bridge translation capabilities.

CHAPTER 3 IMPLEMENTATION PLAN

Phase I Implementation Strategy

Phase 1 will allow us to test four different capabilities: (1) Transportation Control Movement Document, (2) advance shipping notice, (3) truck, water and air manifesting, and (4) visibility of vendor shipments and other transportation transactions outside the Defense Transportation System (DTS).

Jump Start Phase 1 will include the mapping of T_1 – T_9 MILS Transactions to 858B EDI and the TAT Transaction to the 858M EDI by the GATES and FACTS systems. GATES will incorporate changes within its 4.0 release to enable it to receive 856A information and generate TCMDS (858B) for *Air only*. FACTS will not only be mapping to the EDI 858B, 858M (Truck), they will include the air and sea manifest functionality in the 858M and also receipt of advance shipping notice information from BTA Wide Area Work Flow (WAWF) 856 transactions. DLA has already completed the 856A programming and is currently an existing capability within DSS. DLA will be delivering the 858M (Truck Manifest) and 858B (TCMD) as part of this enterprise strategy. They have provided their milestones and timelines for those transactions that require them to be a trading partner. DLA/DSS is not receiving funds from Jump Start FY07 but is a vital part of our Supply Chain strategy.

Phase I Costs

Table 1 identifies funding requirements that will enable USTRANSCOM and its components to develop plans of action and milestones (POA&Ms) through 2007.

Table 1 Cost for Jump Start Phase I ($)

SYSTEM	MILS	EDI	FY07
FACTS			
	T_1-T_9	858B	$270,000
	TAT	858M	$83,333
	T_A-T_I	858M	$83,333
	T_J-T_R	858M	$83,333
		856 WAWF	$282,240
GATES			
(Only receive IC)	TAV/TAW	856A	$200,000
(Air only)	T_1-T_9	858B	$324,500
	TAT	858M	$324,500
DSS			
	T_1-T_9	858B	N/A
DTEB Support			
			$78,000
Total			$1,729,239

Phase I Schedule

The timeline chart below represents the systems participating in Jump Start for Phase 1. The charts depict several Implementation Conventions (ICs) for the TCMD (858 B) and the Manifest (858 M) for Truck/Air/Water. As Program Management Offices (PMOs) determine additional milestone events, these charts will be updated in future versions. Please note: DLA continues to be proactive in the MILS to DLMS migration effort. While they are not receiving Jump Start funds for the current EDI migration efforts, they are using their own funding stream to support the Phase I effort and are playing a vital role in the overall DOD enterprise strategy.

Jump Start - Phase I

ICs	Systems	Mar 2007 – Sept 2007	Mar 2008 – Sept 2008	Mar 2009 – Sept 2009
858B TCMD (Air Only)	FACTS	(testing in Jan)		(Completed in Mar)
	GATES	(testing in Mar)		(Completed in Sept)
	DSS	(testing in April)		(Completed in July)
858M (Truck)	FACTS	(testing in Jan)		(Completed in Mar)
	GATES	(testing in Mar)		(Completed in Sept)
	DSS	(testing in Sept)		(Completed in Jan)
858M (Air)	FACTS	(testing in Jan)		(Completed in Mar)
	GATES			
858M (Ocean)	FACTS	(testing in Jan)		(Completed in Mar)
	GATES			
856A (receiving)	GATES	(testing in Jan)		(Completed in Mar)
856 WAWF	FACTS	(testing in Jan)		(Completed in Mar)

△ **Testing** ▲ **Completed**

Phase II Implementation Strategy

In accordance with the COCOM 129 functional requirements, Phase 2 will focus on standardizing the deployment & consolidation processes. By doing so, this will help drive standardization, interoperability, integration and In-Transit Visibility (ITV) in this critical area.

This phase is expected to encompass all the DTR prescribed T_ _ transactions. However, each system will be at different stages of migrating MILS to DLMS. The projected participants include the following systems: TC-AIMS II, MDSS II, GATES, CMOS, and AMS-TAC. TC-AIMS II & MDSS II will be mapping to the following EDI transactions: 858B, 858M and 856A.

During Phase I of Jump Start, FACTS anticipates mapping 30 of the 32 MILS T_ _ transactions to DLMS. In Phase 2, it is envisioned FACTS will finish the remaining 2 MILS T_ _ transactions, TK_ & TM_. During Phase 2, GATES anticipates mapping will occur for the air and water manifest (858M), the two additional T_ _ transactions, the 856A consolidation functionality and the TCMD (858B) for Ocean.

The consolidation functionality is a mandatory COCOM 129 functional requirement for ITV purposes and a requirement in the DTR section 203. Accomplishment of this functional requirement is heavily dependent on shipper systems consolidating in a standard manner (856A functionality). All shipper systems will also need to communicate the consolidation functionality in the 856A logic.

The following logic for shipment consolidation and advance shipping notice was agreed upon by the OSD/DPO (Information Flow Summit). When cargo is shipped, the original shipper will generate the appropriate 856A EDI transaction. This transaction will provide detail on individual requisitions in the shipment, all shipment units and any shipment unit consolidations (consolidation, containerization) that may have been performed. Shipping systems will send this transaction to the database determined to be the single source for ITV/total asset visibility (TAV) information (TAV Central). Transshippers (1) will receive notification of a due-in shipment, (2) may download from TAV Central any shipment details they need, and (3) will generate an updated 856A transaction if they change the shipment configuration. If the reconfiguration is at the shipment unit level, there is no need to include requisition level data in the 856A update. Transshippers will generate a (yet to be determined) movement status transaction to TAV Central when material is moved without changing its configuration. Again, this does not need to have the requisition level data. After update from the last transshipper, TAV Central will push a complete updated 856A to the receiving activity to support receiving functions (associating active/passive RFID with a TCN). Receivers need the shipment unit data, packaging data and requisition data to support transportation and supply in-check. By implementing

the above described capability, we are enabling standardization, interoperability, integration and ITV across the entire supply chain.

At the time of publication, final decision has not been made on which EDI and/or XML formats will be used to map the existing MILS TK_ & TM_ functionality. This decision will be made prior to Jump Start Phase 2 and will be reflected in this CONOPS.

Phase II Costs

Table 2 Jump Start Phase II Cost ($)

SYSTEM	MILS	EDI	FY08
FACTS			
	TK_	TBD	TBD
	TM_	TBD	TBD
GATES			
(generate IC)	TAV_TAW	856A	$692,392
	T_A-T_I	858M	$325,000
	T_J-T_R	858M	$325,000
	TK_	TBD	TBD
	TM_	TBD	TBD
CMOS			
	T_1-T_9	858B	$433,000
	TAT	858M	$300,000
	T_A-T_I	858M	$300,000
	T_J-T_R	858M	$300,000
	TK_	TBD	TBD
	TM_	TBD	TBD
TC-AIMS II			
	TAV_TAW	856A	$700,000
	T_1-T_9	858B	$325,000
	TAT	858M	$325,000
	T_A-T_I	858M	$325,000
	T_J-T_R	858M	$325,000
	TK_	TBD	TBD
	TM_	TBD	TBD
MDSS II			
	TAV_TAW	856A	$700,000
	T_1-T_9	858B	$325,000
	TAT	858M	$325,000
	T_A-T_I	858M	$325,000
	T_J-T_R	858M	$325,000
	TK_	TBD	TBD
	TM_	TBD	TBD
AMS-TAC			
	TAV_TAW	856A	$700,000
	T_1-T_9	858B	$325,000
	TAT	858M	$325,000
	T_A-T_I	858M	$325,000
	T_J-T_R	858M	$325,000
	TK_	TBD	TBD
	TM_	TBD	TBD
IBS			
	T_1-T_9	858B	$250,000
MTMS			
	T_1-T_9	858B	$325,000
DTEB JS Support			
			$250,000
Total			$9,500,392

Phase II Schedule

Jump Start – Phase II Schedule

SYSTEM	MILS	EDI	Mar 2008	Sept	Mar 2009	Sept	Mar 2010	Sept
	Systems should start in March 2008 and be in testing or finished by Mar 2009							
FACTS	TK_	TBD						
	TM_	TBD						
GATES	TAV_TAW	856A	▲		▲			
	T_A-T_I	858M	▲		▲			
	T_J-T_R	858M	▲		▲			
	TK_	TBD						
	TM_	TBD						
CMOS	T_1-T_9	858B	▲		▲			
	TAT	858M	▲		▲			
	T_A-T_I	858M	▲		▲			
	T_J-T_R	858M	▲		▲			
	TK_	TBD						
	TM_	TBD						
TC-AIMS II	TAV_TAW	856A	▲		▲			
	T_1-T_9	858B	▲		▲			
	TAT	858M	▲		▲			
	T_A-T_I	858M	▲		▲			
	T_J-T_R	858M	▲		▲			
	TK_	TBD			▲			
	TM_	TBD						
MDSS II	TAV_TAW	856A	▲		▲			
	T_1-T_9	858B	▲		▲			
	TAT	858M	▲		▲			
	T_A-T_I	858M	▲		▲			
	T_J-T_R	858M	▲		▲			
	TK_	TBD						
	TM_	TBD						
AMS-TAC	TAV_TAW	856A	▲		▲			
	T_1-T_9	858B	▲		▲			
	TAT	858M	▲		▲			
	T_A-T_I	858M	▲		▲			
	T_J-T_R	858M	▲		▲			
	TK_	TBD						
	TM_	TBD						
IBS	T_1-T_9	858B	▲		▲			

▲ **Start** ▲ **Completed**

Phase III Implementation Strategy

Development in Phase III will concentrate on (1) migration from the many uniquely negotiated MILS-like transportation transactions (such as ocean movement status transactions), to DLMS EDI and/or XML standards and (2) the development of DLMS EDI and/or XML standards for new business processes (such as Transportation Discrepancy Reporting (TDR) and Freight Claims information).

Many of the uniquely developed transactions have been assigned T_ _ MILS document identifier codes, and are documented in interface requirements design documents negotiated between trading partners; but they are not recognized by the DTR or other standards authorities. Many are fixed length and record position oriented, but have more than 80 record positions dependant on the size of the data to be communicated. DLMS EDI and XML standard formats can efficiently satisfy all the needs of these interfaces.

The research to find all the uniquely negotiated transactions and to determine the reengineered business processes that can benefit from DLMS EDI or XML standards will have to be completed during the latter half of Phase I. As we break each phase down, the first four months of FY08 will be used to determine whether the new requirements can be worked into existing ICs/schemas or if new ICs/schemas will need to be developed. The remaining eight months of Phase II will be used to revise existing DLMS standards or develop new standards. The new or revised ICs/schemas must be ready for implementation before Phase III begins.

Phase III Costs

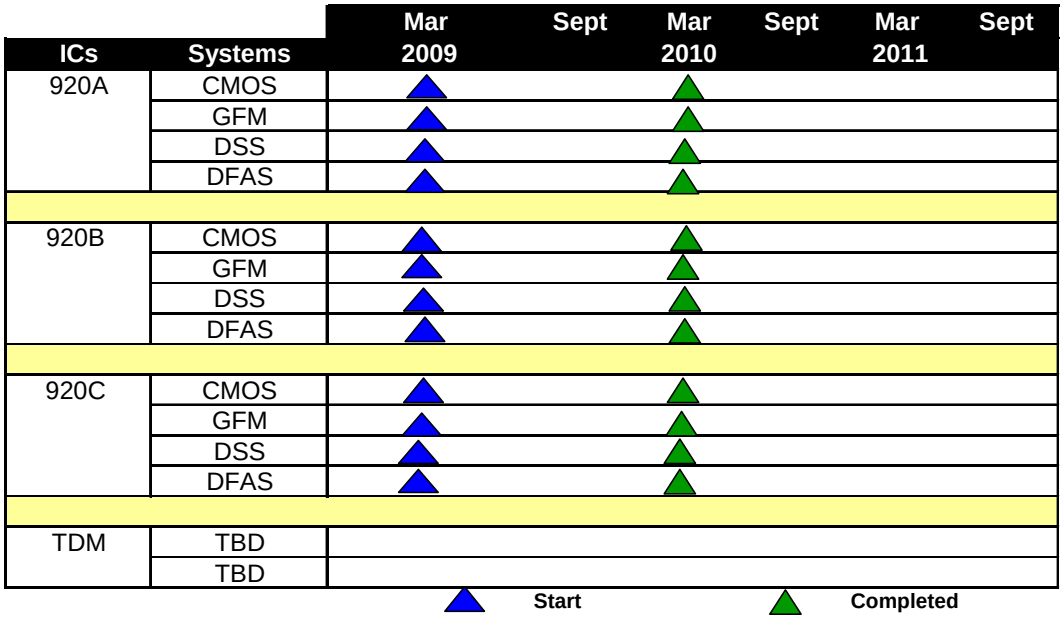
Table 3 will identify funding requirements that will enable USTRANSCOM and its components to develop plans of action and milestones (POA&Ms) through 2009. Currently Program Managers (PMs) are waiting for the ICs to be determined before they can begin to estimate costs and provide timelines to complete this effort. Until such time, cost figures will be reflected with TBD status. However, our systems going in strategy includes the following systems: CMOS, GFM, DSS, DFAS & those systems participating in the Theater Distribution Management (TDM) solution. Phase III funding requirements may grow as we perform the research indicated above, and this chart is subject to resultant updates.

Table 3 Estimated Cost for Jump Start Phase III ($)

SYSTEM	**DLMS**	**FY09**
Various	***TDM***	TBD
	Transportation Discrepancy Report (TDR)	
CMOS		
	920A	TBD
	920B	TBD
	920C	TBD
GFM		
	920A	TBD
	920B	TBD
	920C	TBD
DSS		
	920A	TBD
	920B	TBD
	920C	TBD
DFAS System		
	920A	TBD
	920B	TBD

Phase III Schedule

Jump Start – Phase III Schedule



Implementation Issues

As implementation issues arise please contact USTRANSCOM Corporate Data Office or your Service/Agency DTEB representative.

Chapter 4 Supporting Stakeholders

The key organizations and stakeholders involved in the MILS to DLMS Transportation Transaction mapping processes appear in this section. The following is a description of their roles and responsibilities.

- OSD
- Joint Staff
- All COCOMS
- Military Services Representatives
- Defense Agencies
- DTTF/DSG
- USTRANSCOM J6 Corporate Data Office
- DTEB Committee
- Business Transformation Agency (BTA)
- Industry
- Other organizations as needed

ROLES AND RESPONSIBILITIES

USTRANSCOM/CDO is responsible to update this CONOPS annually or on an as required basis in partnership with all key stakeholders. USTRANSCOM is the lead for Transportation Jump Start efforts and has assembled a functional/technical team to implement this CONOPS. USTRANSCOM will host monthly meetings/teleconferences to acquire the status of each of the systems and help facilitate any additional support they may require. Each team member will have a designated role and fulfill a set of responsibilities. Table 4 lists the Jump Start Team members and their roles and responsibilities.

Table 4. USTRANSCOM IPT Members and Their Roles and Responsibilities

Member	Role	Responsibilities
USTRANSCOM	Implementation Director	Identify corporate service requirements for supporting DLMS standards. Manage and coordinate implementation of DLMS standards into communications among intra- and inter-component logistics business processes. Provide semiannual DLMS standards implementation progress reports. Ensure that DLMS standards implementations are integrated into policy and procedures regulations, specifically the Defense Transportation Regulation (DTR). Also, ensure that the DOD data standards in the Defense Data Depository System and the communications data standards in the DLMS standards are well integrated

Table 4. USTRANSCOM IPT Members and Their Roles and Responsibilities

Member	Role	Responsibilities
Air Mobility Command (AMC)	User	Report the status of DLMS standards implementation to USTRANSCOM. Support USTRANSCOM in changing to DLMS standards.
Military Surface Deployment and Distribution Command (SDDC)	User	Report the status of DLMS standards implementation to USTRANSCOM. Support USTRANSCOM in changing to DLMS standards.
Military Sealift Command (MSC)	User	Report the status of DLMS standards implementation to USTRANSCOM. Support USTRANSCOM in changing to DLMS standards.
Military Service and Defense Agency Representatives	Support group	Identify additional business functions that could benefit from DLMS standards and ensure that new and replacement systems being modified will use DLMS standards for exchanging transactions.
Defense Transportation Electronic Business (DTEB) Committee	Support group	Identify additional business functions that could benefit from DLMS standards and ensure that new and replacement systems being modified will use DLMS standards for exchanging transactions
DPO/DSG	Support group	Provide transportation and corporate oversight to USTRANSCOM and the component commands.
OSD	Advisor	Assist and provide policy guidance and direction when required.

Appendix A - Background

In 1962, the Defense Logistics Standard Systems (DLSS) i.e. Military Standard Systems or MILS were established to realize the advantages of advancing computer technology. MILS provided procedures for communicating requirements, moving material, and performing the other tasks that ensured the continuing operation of DOD's logistics system. DLSS and supporting Directives/publications include the following:

Acronym	Title (Publication)
MILSTAMP	Military Standard Transportation and Movement Procedures (DOD 4500.32-R) Note: Replaced by the Defense Transportation Regulation (DOD 4500.9-R)
MILSTRIP	Military Standard Requisitioning and Issue Procedures (DOD 4000.25-1-M)
MILSTRAP	Military Standard Transaction Reporting and Accounting Procedures (DOD 4000.25-2-M)
MILSTEP	Military Supply and Transportation Evaluation Procedures (DOD 4000.25-3-M)
MILSCAP	Military Standard Contract Administration Procedures (DOD 4000.25-5-M)
MILSBILLS	Military Standard Billing System (DOD 4000.25-7-M)
DODAAD MAPAD	DOD Activity Address Directory (DOD 4000.25-6-M) Military Assistance Program Address Directory (DOD 4000.25-8-M)
DAAS	Defense Automatic Addressing System (DOD 4000.25-10-M)
LOGDESMAP	DOD Logistics Data Element Standardization and Management Program Procedures (DOD 4000.25-13-M)

For nearly four decades, the DLSS/MILS have enabled DOD logistics managers and consumers to communicate electronically. The functional procedures and supporting transactions have been the backbone of DOD's logistics system, with approximately three billion transactions transmitted annually. Used by over 70,000 customer activities, these standards have been implemented by the Military Services, Federal and DOD agencies, defense contractors, and allied governments. In addition, the DLSS/MILS have been a source of management information for military operations, planners, and field commanders requiring intelligence information. The commitment to each customer has been, and will continue to be, quality products and total support.

To accomplish the logistics mission more efficiently and effectively, the Office of the Secretary of Defense (OSD) initiated the Modernization of DLSS (MODELS) program in 1984. The charter is defined as not merely an update of assorted procedures but a fundamental redesign of the way DLSS functions are performed. Functional analysis of the logistics processes confirmed the need for a more responsive and flexible service oriented logistics system. It was further established that a new system should be based on emerging computer and telecommunications technologies and should be capable of interacting with industry.

Over time, the fixed length DLSS transactions reached the saturation point and it has become virtually impossible, within the 400+ transactions created to this point, to satisfy the rapid growing logistics requirements. Further, the inflexibility and complexity of DLSS transactions created a backlog of approved but unimplemented changes. Stated simply, the DLSS are approaching the end of a long successful life. Emerging technologies provide opportunities for performing the DOD cost-saving initiatives. The MODELS program used (new at the time) Electronics Data Interchange (EDI) logistics transactions which conform to national EDI standards established by the American National Standards Institute (ANSI) Accredited Standards Committee (ASC). These transactions handle all the information required for current DLSS transactions as well as additional information required by new initiatives such as total asset visibility, serial number tracking, and weapon system identification.

TRANSITION TO DEFENSE LOGISTICS MANAGEMENT SYSTEM (DLMS)

In the mid 90's, the Department of Defense mandated the elimination of the DLSS/MILS and the implementation of the DLMS. As a baseline, the DLMS incorporates the full functionality of the DLSS/MILS and the enhanced capabilities and technical improvements resulting from on-going modernization efforts. The DLMS serves as the major integrator of logistics processes into a seamless structure spanning all logistics functions.

The plan for conversion from DLSS to DLMS recognizes the contributions of the functionally oriented legacy systems and the fact that most of the DLSS procedures were imbedded in the Military Service/Agency software applications. A more subtle incremental migration to DLMS will avoid the trauma and expense of "turn-key" implementation. These translation tables, resident at the Defense Automatic Addressing System Center (DAASC), enable logistics business to be conducted in both environments with "real time" processing. Under this environment, movement of logistics functions to a migration system can be made on a staggered, controlled basis without having a harmful effect on support of DOD warfighting capability.

Under Secretary of Defense Acquisition and Technology Memorandum (L/TP), "Electronic Data Interchange (EDI) Assignment for Department of Defense Transportation" (1/18/1995)

On January 18, 1995, USTRANSCOM was designated to lead the EDI program for the Defense Transportation System. This assignment was consistent with DOD Directive 5158.4, "USTRANSCOM Charter," and recognizes EDI's importance to our intransit visibility efforts, to fielding transportation migration systems and improving business processes. EDI program responsibilities included, but were not limited to the following:

a. Chairing the Defense Transportation EDI (DTEDI) Coordinating committee.
b. Developing and coordinating with the DOD Electronic Office, an integrated implementation plan for expanding EDI with Defense transportation. The plan should include major actions and time frames for requiring EDI as a standard for doing business between the DOD and the commercial transportation industry.
c. Providing a single functional focal point to the commercial transportation industry on EDI implementation and related issues.
d. In coordination with the Services/Agencies and the DOD EC Office, establishing EDI priorities and identifying funding requirements
e. Coordinating the integration of EDI with transportation automated information systems and automatic identification technologies to meet DOD requirements.
f. Resolving EDI data quality and standardization problems.
g. Providing DOD transportation functional representation to standards coordinating committees, as required.
h. Coordinating the DOD Transportation Implementation Plan with DUSD (AR-EC) to ensure adherence with the standard EC/EDI infrastructures.

The Defense Transportation Electronic Data Interchange (DTEDI) Committee was created in January 1996. The Under Secretary of Defense Acquisition and

Technology Memorandum transferred responsibility for Military Standard Transportation and Movement Procedures (MILSTAMP) to TRANSCOM (11/18/1998). MILSTAMP - DOD 4500.32-R was incorporated in the Defense Transportation Regulation (DTR). The initial mission of the DTEDI was expanded to include new and forthcoming electronic business/electronic commerce (EB/EC) capabilities and its title was changed to reflect this expansion to Defense Transportation Electronic Business (DTEB) in August 2001. Since then the DTEB has been operating as the single focal point for all standard transportation business transactions.

In summary, functional integration is being accomplished by integrating business processes that cut across traditional organizational boundaries and legacy stovepipe systems. The integrated processes are enabled by sharing data between systems linked by a common infrastructure that will allow this level of interoperability. This shared data environment is based upon the foundation of thirty years of EDI transactions between components of the logistics community using procedures established for the systems (DLSS). The DLMS is the essential tool that accomplishes the evolutionary iterative work of migration from the current legacy systems to a Logistics Common Operating Environment (COE). The ultimate goal of the COE is to provide integrated support for the warfighter in the twenty-first century.

Appendix B

MIGRATION TO DLMS/END MILS RELATED DOCUMENTS:

Under Secretary of Defense Comptroller, "Migration to the Defense Logistics Management (DLMS) and Elimination of the Military Standard Systems (MILS)" (07/24/06)

DLMSO Memorandum: "Migration to DLMS and eliminate MILS" (1/5/04)

Updated DOD Implementation Plan, "Amended Adoption of Commercial Electronic Data Interchange Standards for DOD Logistics" (01/05/04)

USD Memorandum: "Migration to DLMS and eliminate MILS" (12/22/03)

DOD Directive 8190.1, "DOD Logistics Use of Electronic Data Interchange (EDI) Standards" (5/5/00)

DOD Implementation Plan, "Adoption of Commercial Electronic Data Interchange Standards for DOD Logistics" (4/14/00)

Under Secretary of Defense Acquisition and Technology Memorandum, "Policy and Guidance for Department of Defense (DOD) Logistics Use of Electronic Data Interchange (EDI) Interchange Standards for Logistics" (9/14/99)

DOD Reform Initiative Directive #48 – "Adoption of Commercial EDI Standards for DOD Logistics Data Interchange" (12/9/98)

Memorandum transferring responsibility for MILSTAMP to TRANSCOM (11/18/1998)

"A Business Case for Defense Logistics EDI" (LGT8021T, 10/98)

Under Secretary of Defense Acquisition and Technology Memorandum, "Electronic Data Interchange (EDI) Assignment for Department of Defense Transportation" (1/18/1995)

Appendix C– Acronyms

ACA – Air Clearance Activity

ADUSD – Assistant Deputy Under Secretary of Defense

AMC – Air Mobility Command

AMS–TAC – Automated Manifest System- Tactical

ANSI – American National Standards Institute

ASC – Accredited Standards Committee

BTA – Business Transformation Agency

CCP – Consolidation and Containerization Point

CDO – Corporate Data Office

CMOS – Cargo Movement Operations System

COCOM – Combatant Command

COE – Common Operating Environment

CONOPS – Concept of Operations

CONUS – Continental United States

DAAS – Defense Automatic Addressing System

DAASC – Defense Automatic Addressing System Center

DFAS – Defense Finance Accounting Service

DLA – Defense Logistics Agency

DLSS – Defense Logistics Standard Systems

DLMS – Defense Logistics Management System

DLMSO – Defense Logistics Management Standards Office

DODAAD – DOD Activity Address Directory

DPO – Distribution Process Owner

DSG – Distribution Steering Group

DSS – Distribution Standard System

DPMS – Distribution Planning and Management System

DTEB – Defense Transportation Electronic Business

DTEDI – Defense Transportation Electronic Data Interchange

DTR – Defense Transportation Regulation

DTS – Defense Transportation System

DTTF – Defense Transformation Task Force

EB – Electronic Business

EC – Electronic Commerce

EDI – Electronic Data Interchange

ERP – Enterprise Resource Planning

FACTS – Financial and Air Clearance Transportation System

GATES – Global Air Transportation Execution System

GEX – Global Exchange

GFM – Global Freight Management

IBM – International Business Machines Corporation

IBS – Integrated Booking System

IC – Implementation Convention

ITV – In-Transit Visibility

IUID – Item Unique Identification

JFCOM – Joint Forces Command

JS – Joint Staff

LOGDESMAP – DOD Logistics Data Element Standardization and Management Program Procedures

MAGTF – Marine Air Ground Task Force

MAPAD – Military Assistance Program Address Directory

MDSS II – MAGTF Deployment Support System II

MILS – Military Standard Systems

MILSBILL – Military Standard Billing System

MILSCAP – Military Standard Contract Administration Procedures

MILSTAMP – Military Standard Transportation and Movement Procedures

MILSTEP – Military Supply and Transportation Evaluation Procedures

MILSTRIP – Military Standard Requisitioning and Issue Procedures

MODELS – Modernization of Defense Logistics Management System

MSC – Military Sealift Command

OSD – Office of the Secretary of Defense

OADUSD(TP) – Office of the Assistant Deputy Under Secretary of Defense for Transportation Policy

PM – Program Manager

PMO – Program Management Office

POA&M – Plan of Action & Milestones

RFID – Radio Frequency Identification

SDDC – Military Surface Deployment Distribution Command

SFIS – Standard Financial Information System

SSCC – Serial Shipping Container Code

TAV – Total Asset Visibility

TBD – To Be Determined

TC-AIMS II – Transportation Coordinators' – Automated Information for Movement System II

TCMD – Transportation Control Movement Document

TCN – Transportation Control Number

TD – Theater Distribution

TDM – Theater Distribution Management

TDR – Transportation Discrepancy Report

TP – Trading Partner

TTN – Transportation Tracking Number

USD (AT&L) – Under Secretary of Defense for Acquisition Technology and Logistics

USTRANSCOM – US Transportation Command

WAWF – Wide Area Work Flow

XML – eXtensible Markup Language

Appendix D–EDI Implementation Conventions

EDI implementation conventions will continue to change, especially early on in our migration effort. We recommend that you visit the DTEB website to download the latest most current version at URL: https://dteb.lmi.org. You will be prompted for a user-id and password, however, this is not required to survey most of the site and download implementation conventions and schemas. To bypass the user–id password screen, click on the [guest] button and then click on DOD Transportation ICs or XML Gallery. The great majority of the currently used implementation conventions are in ASC X12 version 4010.

Appendix E–Monthly Status Reports Samples

Sample 1

Date:	16 March 2007	Description:	Jump Start Status Report

Jump Start Team Members

Keane	DLMSO	754 ELSG	643 ELSG Engineering	BTA
Robin Peterson	DC Pipp	**Supply**	Rebecca Boulware	Cynthia Van Der Kooi
Paul Saladna	Dale Yeakel	Horace Andrews	Eric Roettgen	Keith Rineaman
Rick Easom	Peter Miyares	Toni Briggs	Janet Mahlke	Corey Cunningham
Alain Nicolet		SMSgt William Harrington	Sharon Freeman	
Shaun Sheppard	**DAASC**	Herb Hunter	Bill McMullen	
April Mathis	William Strickler	Tony Nicholson		
	Doug Mummert	Rob Ohnemus		
	Stuart Scott	Allen Pratt		
	Mark Minch	Steve Reynolds		
	Lynda Marflak	Peter Talamonti		
	Lisa Tonkin	Dot Tribble		
		Phil Waugh		
		Contracting		
		Sharon Stallings		
		Finance		
		Cheryl Foster		

Current Status

Agenda Item/ No.	Area		Comments / Minutes		
1.	**Project Activities**	Summary Schedule **POP:** **02 Mar 2007 – 01 Mar 2008** **(Notional)**	**Jump Start Notional Schedule**	Planned	Actual
			• Funding Received	1 Feb 2007	21 Feb 2007
			• Develop PMA with DAASC	1-22 Feb 2007	Under discussion
			• Contract Award	1 Mar 2007	ECD: 30 Mar 07
			• Tool Selection (if required)	2 Mar 2007-29 Mar 2007	
			• Requirements Analysis	1 Mar 2007-29 Mar 2007	
			• Design	30 Mar 2007-13 May 2007	
			• Construction (Development)	14 May 2007- 2 Jul 2007	
			• Unit testing	3 Jul 2007 – 28 Aug 2007	
			• Acceptance testing	29 Aug 2007 – 27 Feb 2008	
			• Implementation complete	1 Mar 2008	
		Major Accomplishments and Current Plans	1. Jumpstart Teleconference with the AF was held on Wednesday 21 Feb from 1400-1530 (EST). 2. MIPR Received 21 Feb 07. Travel funding was specifically not permitted. Requested revision of MIPR. Revised MIPR to allow funding of travel received 23 Feb 07. 3. Training – current projection for training will be for DLMSO to provide training at 754 ELGS facilities. Dates of training still TBD		

<table>
<tr><th colspan="4">Current Status</th></tr>
<tr><th>Agenda Item/ No.</th><th colspan="2">Area</th><th>Comments / Minutes</th></tr>
<tr><td></td><td></td><td></td><td>Upcoming Activities:
1. Next Jump Start teleconference 21 Mar 07 1400-1530 EST
2. Contract award – See Acquisition section</td></tr>
<tr><td>2.</td><td>Acquisition Activities</td><td>Schedule</td><td>
<table>
<tr><th>ACTIVITY</th><th>PLANNED</th><th>STATUS</th></tr>
<tr><td>Funding Received</td><td>01 Feb 2007</td><td>MIPR #BTAM70195 Received 21 Feb 07</td></tr>
<tr><td colspan="3">Acquisition Actvities</td></tr>
<tr><td>• Finalize SOO</td><td>25 Jan 2007 – 01 Feb 2007</td><td>Complete 16 Feb 2007</td></tr>
<tr><td>• RFP Issued</td><td>02 Feb 2007 – 09 Feb 2007</td><td>Complete 22 Feb 2007</td></tr>
<tr><td>• Bid cost received</td><td>10 Feb 2007 – 16 Feb 2007</td><td>Complete 26 Feb 2007</td></tr>
<tr><td>• Bid Cost Tech Evaluation</td><td>17 Feb 2007 – 23 Feb 2007</td><td>Complete 02 Mar 2007</td></tr>
<tr><td>• Contract Award for Proposal</td><td>24 Feb 2007 – 02 Mar 2007</td><td>Completed 13 Mar 2007</td></tr>
<tr><td>• B&P Received</td><td>02 Mar 2007 – 09 Mar 2007</td><td>ECD: 20 Mar 07</td></tr>
<tr><td>• Proposal Tech Evaluation</td><td>10 Mar 2007 – 16 Mar 2007</td><td>ECD: 23 Mar 07</td></tr>
<tr><td>• Contract Modification for development</td><td>17 Mar 2007 – 23 Mar 2007</td><td>ECD: 30 Mar 07</td></tr>
</table>
</td></tr>
<tr><td></td><td></td><td>Major Accomplishments and Current Plans</td><td>1. SOO Finalized 16 Feb and provided to Contracting
2. Request for bid and proposal cost estimate issued to developer 22 Feb
a. Developer’s estimate received 26 Feb
b. Technical Evaluation completed 2 Mar 07
3. Contracting Officer awarded contract for Proposal on 13 Mar 07
a. Once contract has been awarded, developer will submit actual proposal for development. Government will perform technical evaluation and the contract will be modified to put the work on contract</td></tr>
<tr><td></td><td></td><td>Project Issues</td><td>Project Schedule is in a day-to-day slip awaiting contract award. Developer has assured the government that the response time for proposal will be minimized once the contract has been awarded.</td></tr>
<tr><td></td><td></td><td>Project Risks</td><td>No current active risks. As part of the developer’s proposal, a Project Risk Assessment Meeting will be held to identify risks. The government will participate in this meeting and active risks will be tracked following this meeting.</td></tr>
<tr><td>3.</td><td colspan="2">Deliverable and Change Acceptance</td><td>None pending until contract award.</td></tr>
<tr><td>4.</td><td colspan="2">Security Accreditation Documentation Status

Sharon Freeman</td><td>Sharon Freeman is the POC for the required SSAA documentation. At this time, she believes that Jump Start will be treated as a minor modification to the existing ILS-S Version 4.1 SSAA and therefore will not require extensive work.</td></tr>
<tr><td>5.</td><td colspan="2">Program Issues</td><td>No active issues at this time</td></tr>
<tr><td>6.</td><td colspan="2">Program Risks</td><td>No active risks at this time.</td></tr>
<tr><td>7.</td><td colspan="2">General Comments</td><td></td></tr>
</table>

Current Status		
Agenda Item/ No.	Area	Comments / Minutes

Action Items			
Action Number	Owner	Action	Due Date
1.	Multiple	See minutes of 21 Feb 07 Jumpstart telecom.	

Sample 2

Project Name:	RSupply DLMS BTA JumpStart	**Reporting Performance Period**	3/5/2007

Financial Summary				**Schedule Summary**		**Performance Summary**		
Appropriation:	Reimbursable DLMS BTA Jumpstart	Original Budgeted Amount @ SCR:		Planned Start Date:	03/05/07	Schedule:	On/Ahead/Behind	
Budget Amount:	$682,635	Expended		Planned Finish Date:	03/31/08	Cost:	On/Under/Over	
On Contract:		EAC Composite		Actual Start Date:	03/04/07	Technical Risk:	High/Medium/Low	
		EAC - CPI		Projected Finish Date:				
		Estimated Duration (EACt Wks.)		Planned Duration (Wks.)		Projected Duration (Wks)		
Original MR				% Planned		Original CR:		
Expended MR				% Complete		Expended CR:		
Remaining MR				% Spent		Remaining CR:		
TDL								
Technical POC	Lourdes Borden							

Brief Description of Task Objectives / Requirements:

Utilize the 856S Implementation Convention from the DLMS transaction sets to replace the current MILSTRIP/MILSTRAP transactions on:

1. Incoming Status for Supply/Referrals/Requisitions,
2. Outgoing Status for Supply/Referrals/Requisitions,
3. Status Release Window,
4. MFCS Reporting,
5. Referrals Processing,
6. Status Supply,
7. Suspense Processing, and
8. Activity Control Info for setting flag as to whether or not DLMS is turned on.

List of Deliverables/Products:

• Monthly Status Report Due the 5th of each month – SSCN shall be using their Earned Value (EV) Workbook Contract Performance Report (CPR) worksheet
• Master Test Plan – SSCN will be utilizing their software test plan template
• Risk Management Plan - SSCN will be utilizing their risk management template
• NTCSS RSupply release

Monthly Progress Status/Variance Explanations/Issues/Risks/Narrative Comments

MIPR received on Friday, 2 March 2007.

Task Status/Accomplishments:

1. Refining project plan with detail in order to baseline project plan, publish tasking, and track EV.
2. Input change proposals to command software tracking system for work to be accomplished.
3. Working on spend plan.
4. Working on command charter.

Budget Baseline Changes Authorized During Reporting Period

Variance Explanation (Problem/Impact/Response Plan):

Risks:

Issues:

Cost/Financial Issues:

Appendix F–Points of Contact

NAME	ORGANIZATION	PHONE	EMAIL
Ms. Stephanie Lopez	OSD/TP	(703) 601-4461 ext 148	stephanie.lopez@osd.mil
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Ms. Wanda Kelley	FACTS PMO	DSN 646-5508	Wanda.kelley@navy.mil
Major Lori Winn	GATES PMO	(618) 229-6359	Lori.winn@scott.af.mil
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Maj Jocelyn Anderson	USTRANSCOM	(618) 229-1209	Jocelyn.anderson@ustranscom.mil