IN REPLY
REFER TO

DLMSO   October 7, 2008

MEMORANDUM FOR SUPPLY PROCESS REVIEW COMMITTEE (PRC) MEMBERS

SUBJECT: Approved Defense Logistics Management System (DLMS) Change (ADC) 303,
          Transportation Identification Numbers in Wide Area Workflow (WAWF)
          (Supply/Contract Administration/Transportation) (Staffed as PDC 323)

     The attached change to DOD 4000.25-M, DLMS, is approved for implementation. The updated
DLMS Supplement will be posted to the Defense Logistics Management Standards Office (DLMSO)
Web site http://www.dla.mil/j-6/dlmso/elibrary/TransFormats/formats.asp within **10** days from the above
date for implementation planning.

     Addressees may direct questions to the DLMSO points of contact, Ms. Ellen Hilert, Chair,
Supply Process Review Committee, 703-767-0676; DSN 427-0676; or, e-mail: ellen.hilert@dla.mil,
or Ms. Heidi Daverede, 703-767-5111; or, e-mail: Heidi.Daverede@dla.mil. Others must contact their
Component designated representative.

                                        DONALD C. PIPP
                                        Director
                                        Defense Logistics Management
                                        Standards Office

Attachment

cc:
DUSD(L&MR)SCI

ADC 303
Transportation Identification Numbers in Wide Area Workflow (WAWF)

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

   a. **Sponsor:** Business Transformation Agency (BTA)

   b. **Originators:**

   (1) Ms Ellen Hilert, Defense Logistics Management Standards Office (DLMSO), Chair, Supply Process Review Committee, 703-767-0676, DSN 427-0676, or ellen.hilert@dla.mil

   (2) Ms Heidi Daverede, DLMSO, 703-767-5111, or Heidi.Daverede@dla.mil.

2. **FUNCTIONAL AREA:** Supply/Contract Administration/Transportation

3. **REFERENCE:**

   a. DoD Supply Chain Materiel Management Regulation (MMR), DoD 4140.1-R, May 23, 2003, at http://www.dtic.mil/whs/directives/corres/pdf/414001r.pdf.

   b. Defense Transportation Regulation, DTR, 4500.9-R-Part II Cargo Movement, Appendix L, as updated.

   c. WAWF 4.1 Engineering Change Proposal (ECP) 517, TCN Data Improvements (available via Joint Interoperability Test Command (JITC) Intercall - Interoperability Joint Venture Meeting Center

   d. WAWF 4.1 ECP 518, Bill of Lading Data Improvement (available via Joint Interoperability Test Command (JITC) Intercall - Interoperability Joint Venture Meeting Center

4. **APPROVED CHANGE:** This change modifies WAWF to correctly handle transportation identification numbers and carrier identification codes. It is required to make the Transportation Control Number (TCN) data field in WAWF compliant with DoD business rules and enhance the visibility of secondary transportation identification numbers and other transportation related numbers. The existing data field for bill of lading number is modified to allow proper identification of the type of BL (commercial vs. Government). This change corresponds to WAWF ECPs 517 and 518 (referenced above). Substantive revisions from the PDC staffing are <mark>highlighted in yellow</mark>.

   a. **DoD Components are expected to implement this change in conjunction with WAWF Release 4.1. Components must negotiate with the DISA Global Exchange (GEX) if mapping adjustments are needed pending Component implementation.**

   b. Paragraph 6, Data and Process Changes, (below) provides a detailed explanation of requested revisions.

   c. Enclosure 1 provides a mock screen layout to better describe relationship of data content.

d. Enclosure 2 provides mock X12 EDI transactions with mapping.

e. Enclosure 3 provides DLMS Supplement and Federal Implementation Convention (IC) updates for the 856. Note: Comparable changes are required for the 857, Federal IC, upon approval. Refer to Paragraph 10, Impact, for other affected transactions.

f. <mark>Enclosure 4 provides the proposed change comment resolution matrix</mark>.

5. BACKGROUND: The current 856 WAWF design allows miscellaneous transportation-related numbers to be erroneously populated and accepted in the TCN field. When a bill of lading (BL) number is captured, WAWF does not support identification as a commercial vs. Government BL, allowing incorrect labeling in transaction formats.

<mark>**6.**</mark> **DATA AND PROCESS CHANGES:** The detailed requirements for allowing additional transportation-related data elements and correctly identifying specified transportation-related elements within WAWF and all applicable transaction formats follows. <mark>Functional changes are identified as optional (with the exception of EDI syntactical edits), pending further analysis of a possible change to the Defense Federal Acquisition Regulation Supplement (DFARS) to support a vendor requirement for the TCN submission.</mark>

a. <u>**Redefined TCN data field**</u>**:** WAWF will edit input to ensure TCN valid format. Allow one TCN per ASN.

(1) Characteristics: Optional use. Must be fixed length of 17 characters alphanumeric; "I" and "O" are prohibited in the 16th position.

(2) Provide user clarification for this data field: "The TCN is a 17-character data element assigned to control and manage every shipment unit throughout the transportation pipeline. The TCN for each shipment is unique and not duplicated. The 17th position normally is an "X", with the exception of SEAVAN/MILVAN shipments. The TCN is constant across multiple transportation legs of a shipment, with the exception of 17th position when used as a split shipment code under DTR guidance.

(a) For Military Standard Requisition and Issue Procedures (MILSTRIP) shipments the first 15 positions are derived from the requisition number and suffix (X if no suffix is assigned.[1]). The 16th position is used by the shipper to identify the partial shipment codes indicating whether or not a shipment unit is separated into increments and, if separated, identify the specific increments. Use "X" if the entire shipment unit moves together. If not, use "A" for the 1st increment of a partial shipment; "B" for the 2d, "C" for the 3rd; etc. I and O are omitted. If the shipment unit is divided into more than 23 partial increments, an additional TCN must be constructed, <mark>except for ammunition and explosives, or shipments under the Security Assistance Program which require a new document number suffix.</mark> Contact the ordering/contracting office for guidance.

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[1] <mark>MILSTRIP supports the valid use of Suffix Code X, which may be perpetuated into the 15th character of the Transportation Control Number (TCN) (which is normally derived from the MILSTRIP suffix code). However, the Defense Transportation Regulation (DTR) also allows X as a default value when no suffix code is assigned. This redundancy in the significance of the X in the TCN is recognized and accepted</mark>

(b) Unless the contract or delivery order specifies a particular TCN, non-MILSTRIP shipments exclusive of FMS/Grant Aid Shipments, the TCN shall be constructed IAW DTR 4500.9-R, Appendix L, Paragraph O. The TCN consists of "X" in the first position, followed by the CAGE of the vendor or contracting activity assigning the TCN. The seventh position contains the last digit of the calendar year followed by the three digit Julian date for when the TCN is assigned. The 11th position contains an "X" followed by a three position serial number, not duplicated for the Julian date cited in the TCN, starting with "001"; if more than 999 numbers are used on a particular Julian date, then use alphanumeric serial numbers (e.g., A01, A02,…B01, B02). The 15th and 17th positions always contain an "X"; the 16th position is used by the shipper to identify the partial shipment code, previously described in paragraph 6.a.2).a).

(c) For SEAVAN/MILVAN shipments, the TCN shall be constructed in accordance with DTR 4500,9-R, Appendix L, Paragraph J. These TCNs are assigned by the DoD ocean booking/clearance authorities. The TCN consists of the DoDAAC loading the SEAVAN in the first six positions, followed by the voyage document number assigned by the DoD in the booking process. The 11th position contains either a "V" (container movement) or "M" (paid via USBank's PowerTrack system). The serial number assigned by the DoD booking office goes in positions 12-14. The 15th and 16th positions contain the type of SEAVAN service at origin and destination for the SEAVAN and is assigned by the DoD booking office; the 17th position identifies the type of SEAVAN.

b. **Redefined BL data field:** Optional use. WAWF will replace the static design for Government BL and establish a two-part data field consisting of the value of the BL and a separate indicator/drop box to specify whether a BL number provided is commercial or Government. For X12 EDI use the qualifiers consistent with DLMS requirements. For web input the default value will be commercial.

(a) Qualifier BL, Government Bill of Lading

(b) Qualifier BM, Bill of Lading Number
Use to identify the shipment unit commercial bill of lading number.

c. **New data fields:**

(1) **Transportation Leg Number (also known as Route Sequence Number in X12)**

(a) Provide user clarification for this data field: "The Transportation Leg Number is a sequential number assigned for the purpose of identifying the applicable transportation identification numbers associated to that leg. Each transportation leg involves the loading of cargo onto a transportation device and its conveyance from one physical location to another. Although WAWF version 4.1 only captures the first (origin) transportation leg; the capture of subsequent legs using the Transportation Leg number to link individual pieces of information with the appropriate leg will be addressed in a future release."

(b) Characteristics: Conditional - used when transportation numbers are provided, one position numeric.

(c)   WAWF web input processing will auto-assign as "1" for initial implementation.   Future goal is to support an expansion to a minimum of two transportation legs with appropriate transportation identification numbers.

(d)   The X12 EDI will use the data element called Route Sequence Code and the values will be consistent with the ANSI code list. The initial route is identified as B, Origin/Delivery Carrier (Any Mode). For the second leg (future capability) the X12 Route Sequence Number is 1, 1st Carrier after Origin Carrier.

(2)   Secondary Transportation Identification Numbers:

(a)   Establish two sets of paired data fields for secondary transportation identification numbers using a field to identify the value of the number and an indicator/drop box to identify the type of number. Secondary transportation identification numbers are optional, but the value must be paired with a type. The field lengths for each type of number vary, however, USTRANSCOM recommended that a maximum of 30 positions be allowed for consistency with transportation transactions (many are actually much smaller).

(b)   The secondary transportation identification numbers will be associated with the transportation leg. In ASC X12 format this is to be accomplished by using the REF03 to repeat the value of the route sequence number.

(c)   For X12 EDI use the qualifiers consistent with DLMS requirements as follows. **Note** that the X12 EDI text name associated with the qualifier is not exactly the same as the content in all cases so the proposed data field name is provided in quotes.

(1)   Qualifier 08, Carrier Assigned Package Identification Number. Use to identify carrier package identification number when carrier is other than the United States Postal Service. User instructions should recommend this be use in conjunction with identification of the carrier identification by Standard Carrier Alpha Code (SCAC).

(2)   Qualifier AW, Air Waybill Number. Use to identify the shipment unit air waybill number.

(3)   Qualifier IZ, Insured Parcel Post Number. Use to identify the shipment unit insured parcel post number.

(4)   Qualifier K2, Certified Mail Number. Use to identify the shipment unit certified mail number.

(5)   Qualifier K3, Registered Mail Number. Use to identify the shipment unit registered parcel post number.

(6)   Qualifier WY, Waybill Number. Use to identify the shipment unit "Surface Waybill Number."

(7)   Qualifier ZH, Carrier Assigned Reference Number.   Use to identify the shipment unit "Express Mail Number".

(8) Qualifier BN, Booking Number. Use to identify the "Sealift Booking Number."

(9) Qualifier CN, Carrier's Reference Number. Use to identify the "PRO/Invoice Number." A PRO or invoice number is a progressively sequential numbering system generated by commercial carriers to identify freight bills.

(10) Qualifier FI, File Identifier. Use to identify the "Port Call File Number (PCFN)." This is a sealift identifier generated and assigned by the Integrated Booking System to uniquely identify a booking; sometimes referred to as the government's booking number.

(11) Qualifier XY, Other Unlisted Type of Reference Number. Use to identify "Other Unlisted Transportation Number." When using this qualifier, the Referenced By (Qualifier OL) must also be used.

(12) Qualifier OL, Referenced By. Use to describe in free form text the type of secondary transportation identification number associated with the value cited as Other Unlisted Transportation Number (Qualifier XY). This qualifier must be used in conjunction with the Qualifier XY.

(3)   Serial Shipping Container Code (SSCC)

(a) Characteristics: Optional use. Must be fixed length of 18 numeric characters

(b) Provide user clarification for this data field: "The Serial Shipping Container Code (SSCC) is an 18 character number used to track shipment units. The Standard NATO Agreement has set the SSCC as the NATO standard equivalent to the United States use of the Transportation Control Number (TCN). It is available for use when appropriate or as directed by the ordering/contracting official."

(c) Allow one SSCC per ASN.   The SSCC is not to be used in lieu of the TCN; it is in addition when applicable.

(d) Use qualifier LA, Shipping Label Serial Number, in the EDI X12 format.

(4)   Standard Carrier Alpha Code (SCAC)

(a) Provide user clarification for this data field: "The SCAC is a unique two-to-four-letter code used to identify transportation companies. The National Motor Freight Traffic Association, Inc (NMFTA) developed and maintains the registry of SCAC identification codes to facilitate computerization in the transportation industry. The United States Customs Service has mandated the use of the SCAC and SCACs are commonly required when doing business with the U.S. Government. Contact NMFTA at nmfta@nmfta.org. For DoD the Table Management Distribution System (TMDS) has a reference table of authorized SCAC codes at https://www-tmds.c2.amc.af.mil/TMDS/getcdodata.xsql "

(b) Characteristics: Optional use. Two-four positions alpha characters. WAWF will edit SCAC input for valid codes at a future date.

(c) The future goal is to permit identification of a second carrier for the second transportation leg.

7. REASON FOR CHANGE:

a. One of the priorities for ADUSD(TP) is gaining visibility of shipments that occur outside the Defense Transportation System. Gaining visibility of these shipments will enable improvements in shipment tracking, air clearance, transportation planning, cost tracking, monitoring carrier performance, and invoice accuracy. Proper use of the TCN and secondary transportation identification numbers in WAWF shipment notices directly support materiel visibility objectives in the Enterprise Transition Plan (ETP).

b. The MMR (reference 3.a) requires the use of the TCN for requisitioned material: "To simplify order tracking once one or more shipments are made to satisfy a requisition, all shipments, regardless of origin or destination, shall be assigned a shipment transportation control number (TCN) that is linked to the requisition."

c. The DTR (reference 3.b) specifies the proper format for the TCN.

d. Currently the TCN field in WAWF has no edits and is used to hold many different types of transportation numbers which cannot be easily distinguished and it is not possible to provide both a TCN and a secondary transportation number. This has lead to data integrity issues within Defense Transportation System when receiving electronic data from WAWF.

e. The DTR was recently updated to expand guidance for vendor use of the TCN including non-MILSTRIP related shipments.

f. Identification of the carrier facilitates shipment tracing

g. Currently, the BL field in WAWF is labeled as the Government BL in multiple formats. This does not allow flexibility to specify a commercial BL which is actually the predominate form of BL. This may lead to data integrity issues within the Defense Transportation System for the bill of lading information and causes problems when paying transportation invoices and for tracking transportation costs.

h. The addition of the SSCC promotes DoD logistics missions becoming more reliant on joint and multinational capabilities, support coalition interoperability, and to leverage coalition in-transit visibility (ITV). One objective identified by ADUSD(TP) to support the Global ITV Project is for the DoD transportation automated information systems (AISs) to accommodate the Serial Shipping Container Code (SSCC) as codified in the NATO Standardization Agreements. The SSCC is the international equivalent to the Department's TCN. Many coalition partners use the SSCC to track shipments within their supply chains. When these shipments process through the DoD supply chain, TCNs are created, SSCC data is not captured, and ITV for coalition partners is lost. Although it is not anticipated that the SSCC is to be applied to vendor shipments to U.S. forces, the capability

is being added at this time in conjunction with other transportation identification numbers so that it will be available in the future in support of NATO partners.

8.   ADVANTAGES AND DISADVANTAGES:

  a.   Advantages (tangible/intangible).   As indicated above, this change provides:

- Clarification of business rules.

- Data integrity.

- Intransit visibility by primary and secondary numbers.

- Carrier identification.

- Flexible and data rich process

  b.   Disadvantages. None identified other than resource expense for program modification.

9.   ESTIMATED TIME LINE/IMPLEMENTATION TARGET (OPTIONAL): WAWF implementation is planned for 4.1 with a target deployment in mid-May 2009. DLMS applications accepting the 856, ASN, should be modified to accept the correct mapping for TCN, BL Number to meet the WAWF implementation; the SSCC, SCAC, and secondary transportation numbers may be deferred depending upon the receiving application and available resources.

10. IMPACT

  a.   <u>WAWF Extract</u>: Government extracted documents to include standard format and legacy:

- **Material Inspection and Receiving Report (MIRR)/Advanced Shipment Notice (ASN).** All of above revisions.

- **Property Transfer/Receipt Document.** All of above revisions, except SSCC.

- **Cost Voucher.** BL change only.

- **Commercial Invoice.** BL change only.

  b.   <u>WAWF Input</u>: Vendor Submission formats to include X12 EDI, User Defined File (UDF) format, and web input for above equivalents and the combination ASN/invoice document, (857).

Enclosure 1, Sample Screen for WAWF

This screen layout is provided for illustration only, to show the relationship of data fields discussed in this change.

Sample Screen

TCN: XXXXXXXXXXXXXXXXXXX
SSCC: XXXXXXXXXXXXXXXXXXXX
Transportation Leg: 1
    Carrier (SCAC) XXXX
    Bill of Lading: XXXXXXXXX

CBL ⇩
GBL

    Secondary Tracking Number(s):
      #1   XXXXXXXXXX   [Type⇩]

      #2   XXXXXXXXXX   [Type⇩]

Enclosure 2: ASC X12 Examples for TD5, Carrier Details (Routing Sequence/Transit Time), and REF, Reference Identification, Segments

Scenario 1:
TCN populated
1 Route segment
Small package express carrier with CBL, Airway bill #, and carrier tracking number

TD5*B*2*ABCD*AF~
REF*TG*ABCDEF12345678XXX~
REF*BM*123456789*B~
REF*AW*12345ABC*B~
REF*08*12345678*B~

Explanation of above X12 mapping:
TD5=Segment ID*B=Rte Sqn Code* 2=SCAC*ABCD=value of SCAC~
REF=Segment ID*TG=TCN*ABCDEF13445678XXX=value of TCN~
REF=Segment ID*BM=BL (Commercial)*B=Rte Sqn Code~
REF=AW=Air Waybill*12345ABC=value of air waybill*B=Rte Sqn Code~
REF=08=Carrier No*12345678=value of carrier no.* B=Rte Sqn Code~

Note: The REF03 segment should equal the matching TD501 segment, so as to link that instance of the REF segment to the TD5 segment with the carrier.

Scenario 2:
No TCN and no SSCC populated
No SCAC populated
1 Route segment
Small package express carrier with carrier tracking number and "other" tracking number assigned by vendor

TD5*B***AF~
REF*08*12345678*B~
REF*XY*12345*B~
REF*0L*VENDOR RELEASE NUMBER*B~.

Scenario 3:
No TCN and no SSCC populated
No SCAC populated
1 Route segment
Small package express carrier with no secondary tracking numbers or bill of lading information

TD5*B***AF~

Scenario 4:
TCN populated but no SSCC populated
No SCAC populated
1 Route segment
Small package express carrier with no secondary tracking numbers or bill of lading information

TD5*B***AF~
REF*TG*ABCDEF12345678XXX~

Scenario 5 (future capability):
TCN and SSCC populated
2 Route segments
1 – Truckload carrier with CBL and waybill #
2 – Ocean booking number and port call file number

TD5*B*2*ABCD*J~
TD5*1*2*EFGH*V~
REF*TG*ABCDEF12345678XXX~
REF*LA*1234567890123456~
REF*BM*123456789*B~
REF*WY*12345*B~
REF*BN*123456*1~
REF*FI*ABCD1234*1~

Scenario 6 (future capability):
No TCN and no SSCC populated
2 Route segments
1 – Truckload carrier with CBL and waybill #
2 – Ocean booking number and port call file number

TD5*B*2*ABCD*J~
TD5*1*2*EFGH*V~
REF*BM*123456789*B
REF=WY*12345*B~
REF*BN*123456*1
REF*0G*ABCD1234*1~

Enclosure 3, DLMS Supplement/Federal IC Updates:

Item #	Location	Revision to 856, Advanced Shipment Notice (ASN)	Reason	Federal IC Impact
1.	Introductory DLMS Notes	Add ADC 303 to DLMS Introductory note 7: - *ADC 303, Transportation Identification Numbers in Wide Area Workflow (WAWF)*	Identifies DLMS Changes included in the DLMS Supplement.	No update required.
2.	2/REF01/150	Revised DLMS notes for qualifier TG as follows: *DLMS Note: "The TCN is a 17-character data element assigned to control and manage every shipment unit throughout the transportation pipeline. The TCN for each shipment is unique and not duplicated. Only one TCN per ASN is authorized.*	*Clarification of expected TCN data content*	No update required.
3.	2/REF01/150	Revise DLMS notes for qualifier BL and add qualifier BM with DLMS Note: **BL Government Bill of Lading** DLMS Note*: Applicable to Shipment loop. Use to identify the shipment unit Government bill of lading number* **BM Bill of Lading** DLMS Note: *Applicable to Shipment loop. Use to identify the shipment unit commercial bill of lading number.*		No update required.
4.	2/TD501/02/03/120	Open data elements TD501, TD502 and TD503:	Opens data fields for new information.	Updated required.

5.	2/TD501/120	Insert new DLMS Note:
		
		Routing Sequence Code
		DLMS Note:
		1. Use to identify each transportation leg which involves the loading of cargo onto a transportation device and its conveyance from one physical location to another.
		2. Equates to the Route Sequence Number in WAWF.
		
		B Origin/Delivery Carrier (Any Mode).
		    DLMS Note: For WAWF Version 4.1, only Code B is valid.
		
		1 1st Carrier after Origin Carrier.
		    DLMS Note: DLMS enhancement for future use. Not available at this time.
			Establishes capability to identify different transport legs and maintain association with specific transportation tracking numbers.	Update required.

6.	2/TD502/120	Insert new DLMS Note: Identification Code Qualifier DLMS Note: Use to identify the carrier applicable to the identified transportation leg (per TD501) by SCAC. **2 Standard Carrier Alpha Code (SCAC)**	Establishes capability to identify the carrier. This mapping will facilitate future expansion to identify carrier for second transportation leg.	Update required.
7.	2/REF01/150	Add the following qualifiers with DLMS notes: Date Element Note: DLMS Note: *Up to two secondary transportation*	Establishes available secondary transportation tracking numbers for	Update required.

Item #	Location	Revision to 856, Advanced Shipment Notice (ASN)	Reason	Federal IC Impact
		identification numbers may be provided for each transportation leg (per TD501). For WAWF Version 4.1 only one transportation leg may be identified. Field length for secondary transportation identification numbers in WAWF may not exceed 30 characters.	WAWF.	

08   Carrier Assigned Package Identification Number.
DLMS Note: *This is authorized as a secondary transportation identification numbers in WAWF. Use to identify carrier package tracking number when carrier is other than the United States Postal Service. Recommended this be use in conjunction with identification of the carrier identification by Standard Carrier Alpha Code (SCAC).*

AW   Air Waybill Number.
DLMS Note: *This is authorized as a secondary transportation identification numbers in WAWF. Use to identify the shipment unit air waybill number.*

IZ   Insured Parcel Post Number.
DLMS Note: *This is authorized as a secondary transportation identification numbers in WAWF. Use to identify the shipment unit insured parcel post number.*

K2   Certified Mail Number.
DLMS Note: *This is authorized as a secondary transportation identification numbers in WAWF. Use to identify the shipment unit certified mail number.*

K3   Registered Mail Number.
DLMS Note: *This is authorized as a secondary transportation identification numbers in WAWF. Use to identify the shipment unit registered parcel post number.*

WY   Waybill Number.
DLMS Note: *This is authorized as a secondary transportation identification numbers in WAWF. Use to identify the shipment unit "Surface Waybill Number."*

ZH   Carrier Assigned Reference Number.
DLMS Note: *This is authorized as a secondary transportation identification numbers in WAWF. Use to identify the shipment unit "Express Mail Number".*

BN   Booking Number.
DLMS Note: *This is authorized as a secondary transportation identification numbers in WAWF. Use to identify shipment unit "Sealift Booking Number."*

CN   Carrier's Reference Number.
DLMS Note: *Use to identify the "PRO/Invoice Number." A PRO or invoice number is a progressively sequential numbering system generated by commercial carriers to*

Item #	Location	Revision to 856, Advanced Shipment Notice (ASN)	Reason	Federal IC Impact
		identify freight bills.		
8.	2/REF01/150	**FI File Identifier.** DLMS Note: *This is authorized as a secondary transportation identification numbers in WAWF. Use to identify the "Port Call File Number (PCFN)." This is a sealift identifier generated and assigned by the Integrated Booking System to uniquely identify a booking; sometimes referred to as the government's booking number.* **XY Other Unlisted Type of Reference Number.** DLMS Note: *This is authorized as a secondary transportation identification numbers in WAWF. Use to identify "Other Unlisted Transportation Number." Use additional REF segment instance with Qualifier "0L" to explain the type of number identified.* **0L Referenced By** DLMS Note: *Use to describe the type of secondary transportation identification number associated with the value cited as Other Unlisted Transportation Number (REF01=XY Other Unlisted Type of Reference Number)*	Clarification of content	Update Required
9.	2/REF03/150	Insert new DLMS Note: **Description** DLMS Note: *Use to identify the Routing Sequence Code (per TD501) as a cross reference when identifying secondary transportation identification numbers in WAWF, e.g. "B."*	Clarification of content	No update required.
10.	2/REF01/150	Add the following qualifier with DLMS note: **LA Shipping Label Serial Number** DLMS Note: 1. *Use to identify the fixe- length 18 character Serial Shipping Container Code (SSCC) used by NATO partners to track shipment units. Only one SSCC per ASN is authorized.*	Clarification of content	Update required.

Enclosure 4, Comment Resolution Matrix:

	Submitter	Comment	Resolution
1.	Army	. PDC 323 - Army (National Level community) concurs with this PDC. Detail comments are: a. AMCOM - Concur. b. TACOM - Concur. c. CECOM - Concur. (1) Characteristics Comment: Optional use. Must be fixed length of 17 characters alphanumeric; "I" and "O" are prohibited in the 16th position; the 17th position must be an "X". (2) Rebuttal #1: Leaves no latitude for port splits of multiple piece TCN's. Suffixes for port splits are Designated in the 17th position of the TCN. For MILSTRIP shipments the first 15 positions are derived from the requisition number and suffix (X if no suffix is assigned). The 16th position is used by the shipper to identify the partial shipment codes indicating whether or not a shipment unit is separated into increments and, if separated, identify the specific increments. Use "X" if the entire shipment unit moves together. If not, use "A" for the 1st increment of a partial shipment; "B" for the 2d, "C" for the 3rd; etc. I and O are omitted. If the shipment unit is divided into more than 23 partial increments, an additional TCN must be constructed. Contact the ordering/contracting office for guidance. (3) Rebuttal#2: An individual TCN may be split or partial beyond 23 increments. Position 15 and 16 may be utilized in combination to account for additional requirements.	#1. Port splits would be subsequent to the initial vendor shipment and therefore not applicable to the shipment notice, however the PDC edit for position 17 did not allow for identification of the type of SEAVAN. DLMSO has notified WAWF program office to remove the requirement for a mandatory X in position 17. The ADC is corrected and additional explanation for TCN construction is provided. #2. Position 15 and 16 are not combined to allow additional increments. However, the ADC is corrected to identify the exceptions requiring a new item manager suffix.
		LOGSA - Concur. Ammo community concurs. The following is provided: Although defined in the context of WAWF, this proposed change goes well beyond WAWF in terms of impact to other USTRANSCOM related automated systems including GFM, MTMS-FM, and MTMS. The change is applicable to	Accepted. Paragraph 6.a.(2) is updated to add the following sentence: "The TCN is constant across multiple transportation legs of a shipment, with the exception of 17th position when used as a split

		the EDI specification for BL which would impact GFM, and subsequently MTMS-FM and MTMS. There is room for different interpretations of the following and wish that they had been more specific so there was no "wiggle room". We read it just fine but am aware that others at some of the depots seem to have more trouble with respect to entries in GFM: Paragraph 6.a.(2) "Provide user clarification for this data field: "The TCN is a 17-character data element assigned to control and manage every shipment unit throughout the transportation pipeline. The TCN for each shipment is unique and not duplicated." This could be interpreted to mean that each "leg" of a shipment be assigned a unique TCN. That is already the interpretation of some depot personnel when entering data in GFM and that causes problems in determining matches of BL in MTMS with the TCN on receipt of GFM data via EDI. That should not be the interpretation. Some change the 17th position of the TCN from one leg to the next and this would prohibit that if read correctly. Regardless of how many "legs" of a shipment, the TCN should remain the same and be unique, edited, and 17 characters. Paragraph 6.c.1 Route Sequence Number should assist in clarifying that this new field can be used to indicate 1st and subsequent "legs" of a shipment while using the same TCN throughout the shipment unit's progress of transport from one shipment node to the next until arrival at final destination. -- Subparagraphs 6.a.(2)a and b are finally clarifying the construct of the TCN in very discreet terms. The Item Managers' continued use of an 'X' suffix as well as other suffixes should now go away as Transportation's position is now vindicated and supported very clearly in this proposed change which it states will be modified in both MILSTRIP and DTR. -- There is a requirement for a modification to MTMS to support multiple secondary tracking numbers and believe that this would be beneficial provided that MTMS-FM were also modified accordingly (and correctly).	shipment code under DTR guidance." Noted above that TCN is constant with exception of transhippers splits. -- There are no plans to eliminate Item Manager use of the X as a suffix. The MILSTRIP clarification (footnote) is added to the ADC for clarification. -- Component decision outside scope of DLMS change.
2	Navy	Navy has review PDC 323 and recommends DLMSO consider the following changes: In paragraph 6. a. 1), the Transportation Control Number (TCN) characteristic is referred to as "optional use." Recommend that data element as "mandatory use.'	The ADC is updated to explain why WAWF cannot identify the TCN as mandatory. DLMSO recommends Component contracts include the TCN requirement for vendor shipments. TCN is a DLMS ASN requirement.

		In paragraph 6. c. 4) b), the Standard Carrier Alpha Code (SCAC) characteristic is referred to as "optional use." Recommend that data element as "mandatory use."	WAWF cannot make this mandatory. It is a DLMS ASN requirement.
		Navy believes that these fields be established as mandatory for WAWF to work effectively for shipment tracking purposes.	
		Navy also agrees with the Army's position that a RFID tag number be included when applicable.	This requires identification in the Component's contract with the vendor and is outside the scope of this DLMS change.
3	DFAS	Multiple editorial comments provided	Accepted
4	LOGSA	Transportation Tracking Number may be misunderstood as a reference to a specific USTRANCOM initiative Transportation Tracking Number (TTN) is identified as an FY06-08 USTRANSCOM research and development project exploring use of identification numbers for unit cargo moves.	The ADC is updated to use the term "transportation identification number" to preclude any misunderstanding.