

## INFORMATION PAPER

Subject: Transportation Tracking Number (TTN) Initiative

1. Purpose. To provide information to LPD Branch Head for possible weigh in on service position.
2. Discussion. The Transportation Tracking Number (TTN) is a USTRANSCOM and USJFCOM initiative. The TTN concept was initiated to improve command and control of in-transit visibility at the Joint level by assigning unique numbers generated by a single source to track service component's unit move cargo. Though we as a service agree that in-transit visibility at the joint level needs to improve, we have reservations on whether the TTN concept is the answer. Personnel from I&L and PP&O PLN represented the Marine Corps at conferences such as Unified View have expressed to TRANSCOM, JFCOM, and the other service components our concerns with the TTN concept. Our main concerns with this initiative continue to be the undefined operational impact on the warfighter, business process, unit move, and FDP&E time and process flow. Until the TTN and joint process is operationally tested and evaluated by our operating forces utilizing our service systems, business processes and functionalities, we should non-concur with this initiative. During the testing/evaluation process, the TTN will have to prove itself by properly working with no negative impact on systems, process, time and user. Basically, if the TTN has a negative impact on our FDP&E process and ability to rapidly plan/deploy, is complicated to do, or becomes too burdensome on the warfighter by bogging down the overall process, it fails to meet our service requirements.
3. Key Points.
  - As a service we can already gain ITV utilizing a TCN and RFID because our service business process is to imbed a unique ULN within each TCN for both deployment and redeployment.
  - The Army imbeds their UIC within their TCN and JOPES won't accept UICs which creates a gap in visibility.
  - The Air Force typically flips their deployment PID for redeployment utilizing the same ULNs which creates duplicate numbers taking away the uniqueness.
  - Implementation will be difficult. It will require both technical and operational changes in database structure and business process for all JOPES related and supporting systems as well as business process changes in our current FDP&E process.
  - The TTN could lock us into a process of downloading TTNs from a repository into JFRG→MDSS, and then sourcing back up which could negatively impact our ability to rapidly plan/deploy.
  - JOPES currently only accepts up to level 4 detail so if the intent of the TTN is for increased visibility above level 4, then under the current process that won't work. If each piece of cargo in MDSS II is assigned a TTN above level 4, the detail would end up getting stripped out when sending the data back up to JOPES via JFRG causing loss of visibility.

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- The TTN could delay movement. If a similar piece of cargo gets changed or switched out at the last minute and a TTN has already been assigned to that piece of cargo within JOPES, it could delay our movement by having to request another TTN via the TTN repository.
- Perfect process discipline will have to occur to enable the TTN to correctly track level 4 cargo data, IOT actually improve ITV.
- TTN initiative is currently planned for JCIDS/JROC Implementation Directive (Sept 08).

4. Recommendation.

- Testing and evaluating the TTN process against our FDP&E process and systems utilizing subject mater experts from the operating forces is crucial and should be a prerequisite before any concurrence to move forward on TTN implementation.
- TTN implementation must be seamless and transparent to user and current process.
- Rather than utilizing a new number, the TTN, take a look a writing a Joint business process that all service components must follow utilizing a number already in use today, the TCN. This process would have to include imbedding a ULN into a TCN, keeping the numbers unique and tied to a single PID.

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