

Defense Future Personal Property Program (DFPPP)

CWA VERSION RELEASES
29 June 2007

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CWA Version 2.0 New Features/Functionality (Released on 14 August 04)

I. New CWA front page login, navigation and user type(s)

1. Users now just get a single button upon entry to CWA. If already logged in to ETA, the page displays user ETA login info and button to enter. If not, button to login redirects user to ETA for authentication.
2. Upon authentication/entry to CWA, user navigation is customized to the user type. In this way, TP user type(s) only see links and navigation appropriate for them (i.e. no links to government pages). Similarly, government users only get links and navigation appropriate to their uses type and access level. So, for example, a PPSO user has no links to Audit Module (no access rights), but a PPSOMaster or DoDMaster user has the Audit links.
3. Only the new PPSOMaster user type was implemented. All new requirements involving TPAgents and TPMaster management of TPAgents has been deferred to a later date. The new PPSOMaster has the same functionality as a PPSO user type, but in addition can view the Audit Module, and when doing searches/reports, is not restricted to seeing only their associated GBLOC.

II. New PPSO Module functionality

1. New Messaging System.

1.1 Users can now create multiple messages per line item, with each message stamped with the date/time of creation, along with the userID that created the message. Messages are no longer restricted in content, and can now contain the characters % ‘ “. All messages for a given line item are displayed on a single page chronologically, reached with a link on the Shipment Services and Charges Page, indicating the total number of messages for that line item. New messages are indicated as “New”.

1.2 New messages can be sent from a TP to either the origin PPSO or destination PPSO, or from an origin/destination PPSO to a TP, or from the origin/destination PPSO to the destination/origin PPSO.

1.3. Messages are flagged as “new” upon creation, and remain in that state until the destination target of the message (i.e. TP SCAC, origin GBLOC, destination GBLOC) views the new message. The new flag is displayed on both the TP and PPSO open item reports as well as search results. The result is that users no longer have to search all their shipments to determine if there are new messages, it will be displayed and obvious from the listing of shipments.

1.4. The old, original notes capability was retained, and are now used explicitly to display notes that come in on the EDI 859 notes section, or notes that go out on the EDI 858 (i.e. costing reasons/notes for denial of items by costing engine).

2. Automatic popup of message box if PPSO denies or disputes an item. When an authorized user disputes or denies an item on the Shipment Services and Charges Page, a popup appears informing them they should leave a message explaining their reason for disputing/denying the item, and then the Message Page appears for them to create the message for that disputed/denied item.
3. New Invoice Report(s) per requirements. Users can select to generate report for either web view or download form (| separated fields). If user type is a PPSO, then reports are generated only for their GBLOC. If user type is other government user (i.e. PPSOMaster, DoDRead, DoDMaster), then users have the option of selecting a particular GBLOC to generate the web or download report, or generating either report type for all GBLOCs. The report shows the summary number of invoices per GBLOC in pending state, disputed state (i.e. items either denied or disputed) and total open invoices. The report also details all invoice numbers and shipment BLs that comprise the summary.
4. PPSO users can now edit all location information associated with a particular line item (i.e. in Version 1, you could only edit the zip code/rate area).
5. Line Of Accounting information display has been better organized, with all Lines Of Accounting for a shipment now appearing on a single LOA page/link. If a shipment has an additional LOA due to either a Diversion or a Long Delivery, all LOA information is displayed/editable from the one LOA page. This fixes the problem of trying to find the appropriate LOA for a shipment in CWA (i.e. in Version 1, the Diversion LOA was on the Diversion Page and the Long Delivery LOA was on the Long Delivery Page).
6. PreApproval entry has been simplified with the addition of some high level service buttons. When users click on the high level service button(s), the appropriate individual billed items are checked that correspond to the selected high level service. For example, if a user clicks the Shuttle Service Button, the Aux Vehicle and Labor Service boxes are checked, or if a user clicks the SIT Service Button, the SIT 1st day, SIT Additional Days and Warehouse Handling boxes are checked.
7. Print BL capability was added to the PPSO Module. Government users now have the link and ability to print the BL/generate PDF version of BL by entering the BL Number, exactly as in the TP Module. PPSO users are restricted to viewing/printing BLs for their GBLOC just as TPs are restricted to viewing/printing BLs for their SCAC.
8. Variable maximum quantities for packing items, based on weight, is implemented per the requirements. Items that surpass the max for the given shipment weight are flagged in red similar to other flags for mileage or weight discrepancies.

III. New TP Module functionality

1. New Messaging System described above in PPSO Module.

2. Edit of items on the TP Shipment Services and Charges Page automatically selects checkbox. So, as soon as a TP puts the mouse focus on an item to edit, the associated edit item checkbox is automatically checked for them. By doing this, it prevents TP users from accidentally editing an item but forgetting to check the associated edit box.
3. TP users can now edit all location information associated with a particular line item (i.e. in Version 1, you could only edit the zip code/rate area).
4. TP users can now enter/edit Reweigh information (i.e. in Version 1, only PPSOs could enter/edit Reweigh info).
5. View Shipments has been modified to allow users to enter a date range for the report, rather than just showing all shipments associated with that SCAC. In addition, TP users can filter the shipment report by Code of Service, if desired.

IV. Reweigh Functionality

1. Reweigh functionality fully implemented

1.1. Reweigh functionality fully implemented to handle this scenario. If a shipment has not been sent to PowerTrack, and a reweigh is entered into CWA, then the shipment will be picked up by the Reweigh Handler. The Reweigh Handler checks the new reweigh weight, and if it is less than the original linehaul net weight, takes action. In this case, all items that have been billed and that depend on the shipment net weight will have the value of the net weight in CWA changed to the new reweigh weight, and the status of all these items is reset to updated status (even if already approved or denied). Once the PPSO comes in and approves these updated items, the costing engine will then recalculate each item using the new reweigh weight. In addition, when the 858 is sent to PowerTrack, it will indicate the weight used for each calculation to be the reweigh weight. The net effect of the Reweigh Handler is to basically act as a TP and update the net weight for all billed items that use the net weight (i.e. if a TP came in and edited by hand every item on the shipment that uses the net weight with the new weight, then you would have the exact results that the Reweigh Handler generates).

V. Improved Audit Module

1. Additional audit trail elements have been added (per the requirements) to include the audit/display of changes to location information. For each billable item in the audit trail display, there is now a location link that takes the user to the audit trail for that location for that item. Any changes to any location for an item are displayed chronologically. In addition, there is a Shipment Address Audit Page, which shows the audit trail for all changes to all locations for a shipment (i.e. both THIST addresses as well as TP addresses).

2. The billable item audit trail display has been reorganized to make things easier to understand. Each item's audit trail is self contained, and separated from the next item's audit trail, and organized chronologically. Thus a user can see exactly what has changed for a given item moving forward in time. In addition, when there is more than one of a given item code (for

example multiple 405 Fuel Charges), each item is separated into its own audit trail, so users can distinguish between the two.

3. An additional display was added to show an audit trail of other shipment items and flags that have changed. Examples of things now displayed on this new page are changes to the OTO flag, reweigh flag, and header notes (these items were not displayed in Version 1).

VII. New Reports

1. A download version of the Shipment Detail Report was added per the requirements.

2. The Branch of Service Report has been expanded with two additional reports per the requirements (a web and a download view of the same report). The new report shows not only the summary PowerTrack payment information for the branch selected, but also the detailed subtotal PowerTrack payment information per shipment.

VIII. New CWA Management Module (for DoDMaster only currently)

1. Email Management Page

1.1 An authorized user can set the global times that email reminders will be sent out to the PPSOs. Each hour block can be enabled or disabled for email reminders. The system automatically takes into account time zone differences, so if 1 AM is enabled, then the system will send out email reminders for all GBLOCs at 1 AM local time for that GBLOC.

1.2 An authorized user can set the email reminder parameters for each GBLOC. These parameters are whether or not the GBLOC will receive reminders (enabled/disabled), and the email addresses to send the reminders to.

2. Costing Detail Pages provide the authorized user with the ability to research the costing of any item on any shipment. Once a BL is entered, all the costing parameters for that shipment are displayed, along with every billed item. The user can then select a particular billed item, and every parameter that was used to derive the cost for that selected item are displayed, as well as the parameters submitted by the TP to derive their cost.

3. Costing Metrics Pages

3.1 Provides reports detailing the efficiency of the costing engine. Every item code that has been rated is displayed with the count of how many times that item code has been rated, and the percentage the CWA cost agreed with the TP submitted cost for that item code.

3.2 Provides reports showing what GBLOCs and what item codes the costing engine was unable to locate a rate for, in order to show where the SDDC Rate Tables have incorrect or missing data.

3.3 A detailed report, line item by line item, is available for any items that had a costing discrepancy. Each item is then linked to the Costing Detail Page to determine what caused the discrepancy in the rating of that particular item.

VIII. New CWA EDI Reports Module (for DoDMaster only currently)

1. An authorized user can view the EDI 824 Report by ISA SenderID, which shows every EDI 824 that was generated by CWA for a given ISA SenderID (per the requirements), for a selected date range. Each entry in the 824 report is linked to take the user to the detailed information concerning the selected 824. The detailed information shows every problem/advice that was given in the EDI 824 that was sent to PowerTrack.

CWA Version 2.2 Inform Document (Released on 09 September 04)

SCR 196 - Extra Pickup/Deliver Address not printing on BL printed from CWA

Issue: When the TSP printed the BL in CWA, if the shipment had an extra pickup/delivery, the extra pickup/delivery address was not printing in Block 13 on the BL.

Solution: The software has been modified and the extra pickup/delivery addresses are now printing on the BL. If there is more than one extra pickup/delivery, or a combination of both, the first extra pickup/delivery address will print in Block 13 and any additional extra pickup/delivery addresses will print in Block 25 on the BL.

SCR 216 - Wrong Rate Section for Dest/SIT and less than 500 miles

Issue: The costing engine was not choosing the correct destination SIT location information for rating when one is specified in the invoice AND there is also a different primary delivery address. Because of this, line hauls that are less than or equal to 500 miles were being rated by the costing engine using the wrong rate section if the destination SIT is in a different county/city than the primary destination.

Solution: The software has been modified to pull the rate from the correct rate section.

SCR 217 - Hawaii GBLOC not Found if both County AND State are not Specified

Issue: If the TSP supplies the STATE only on addresses in Hawaii and the address is a destination SIT or any other address besides Primary Origin or Primary Destination, the CWA will not be able to identify the GBLOC if the TSP does not also provide the COUNTY. This is because the PPSO GBLOC lookup for Hawaii only lists the GBLOC by county names and does not use the city names.

Solution: The software was modified to use the rate area in Hawaii to determine the GBLOC as opposed to using the PPSO GBLOC lookup.

SCR 218 - Extra mileage costing on PDS is using wrong rate section

Issue: A problem was identified with the way that the costing engine determines the applicable rate section for extra mileage greater than 30 and less than 500 miles on pickup/delivery SIT (PDS) charges.

Solution: The software has been modified further to define the costing rule for PDS to look at the correct location address to determine the applicable rate section. For primary origin to origin SIT, the city/county of the origin SIT, is used. For destination SIT to primary destination, the primary destination city/county is used. For the rare case of origin SIT to destination SIT, the destination SIT city/county is used.

SCR 220 - DTOD Miles Incorrect when Pickup Date is not Available

Issue: When the invoice is processed into the CWA before the TOPS/THIST pickup date is available, the step to get the DTOD miles and do the up-front MAX PACK rules checking is skipped and never done before the PPSO approves the invoice.

Solution: The software was modified so that when the DTOD miles could not be determined at the time the invoice was initially processed into CWA as a result of the pickup date was not being available, each subsequent time the "Shipment Service and Charges" screen is accessed for that BL, the system will do another check for DTOD miles until which time as the pickup date is available.

SCR 221 - Increase Size of BLI_RT_QTY column

Issue: A costed invoice was being held up in Production from going back to PowerTrack after all line items had been approved due to limited size of the BLI_RT_QTY column which is 999.99. Need to increase the size to 9999.99.

Solution: The size of the BLI_RT_QTY column was increased to 9999.99.

SCR 224 - Validation Check 859

Issue: Currently, if a TSP submits an invoice for a shipment that has been canceled in TOPS, if the shipment record is in CWA, the 859 is processed in. A validation needs to be added to the 859 generator to prevent this. CWA insert a record in the void_gbl_number table in the CWA database. The shipment record remains in CWA in a BK status and can still be viewed by the CWA users. If an 859 is received from PT for that BL and the void BL indicator is set to a Y, the invoice will be rejected and an 824 will go back to PT stating the reason for rejection as "BL is cancelled".

Solution: A validation has been added to the 859 generator. If an 859 is received from PowerTrack for a particular BL and the void BL in the CWA database is set to a Y, the invoice will be rejected and an 824 will go back to PowerTrack with an error that reads "BL is cancelled".

SCR 225 - Status Code

Issue: Currently, if a shipment (BL) is cancelled in TOPS the status code on that shipment record in CWA remains in a BK status. Need the status code on the shipment in CWA to be changed to CA so users will know the BL has been cancelled.

Solution: The software has been modified so that when the su_void_gbl_flg_code = Y for a BL in CWA the status code of the shipment is updated to CA (cancelled).

SCR 229 - Branch of Service Report

Issue: When the user tries to run both the summary and detailed level reports for an individual branch of service (such as Army, Navy, Marine Corps, etc.) the "Total PowerTrack Paid" column shows zero in the dollar value. If the user selects "All Branch of Service" from the drop down, the software is able to find the dollar values for the paid invoices.

Solution: The software has been modified so that when an individual branch of service is selected from the drop down, such as "Army", the query will find applicable records for that branch of service and display the dollar values for those invoices.

SCR 230 - Reweigh for International Baggage

Issue: Item 506A (Reweight fee) box shows net weight. This is an INTL UB shipment (JP-677003) and will be paid on gross weight. Recommend box be retitled. The title in that box should read "Net Weight" for international HHG shipments and "Gross Weight" for international UB shipments.

Solution: While re searching this problem it was determined th at this was not the only place within the CWA application where the title of the weight was displayed incorrectly. The software has been modified to reflect "Gross Weight" for INTL UB and "Net Weight" for INTL HHG throughout the application.

SCR 231 - GBL Print Date

Issue: Currently, the system date prints in Block 5 on the CWA version of the BL. A request was made during the SAT for Version 2.0 to have the original date the BL was printed at the TOPS site also print in Block 5 on the CWA BL.

Solution: While researching this issue it was determined that the date_gbl_printed column is stored in the CWA database as the date_b_l_prepared. The software has been modified to print the original date the BL was printed by the TOPS site in Block 5 on the BL.

SCR 232 - PowerTrack Reference Tables

Issue: Currently, there is an existing table in the CWA database called PWRTRCK_SHPMNT. This was the original table that was used in TOPS to determine if the shipment was a US Bank/PowerTrack shipment. It has since been replaced in TOPS with new tables (powertrack_carrier and powertrack_gbloc). These new tables are not in the CWA database structure. The PWRTRCK_SHPMNT table is not used in the CWA application. The table will never be needed in CWA because if a shipment makes it into CWA this because the shipment is being paid for by US Bank/PowerTrack or it would not be in CWA. Since this table is not used by the CWA application in anyway a decision has been made to remove it from the database.

Solution: This table has been removed from the CWA database structure.

SCR 236 - Invoice Tracking Pages

Issue: Rejected and Unprocessed Invoices are not being displayed when the View Details Link is selected. Select CWA EDI Reports, and then select Invoice Tracking Pages. The invoice field is left blank. Enter in the Start Date 01-Jan-04 and End Date 30-Aug-04. Select the Search button. The system will display the Type, Count, and Description of Multiple types of invoices. When the View Details link is selected for Accepted, Sent, and Paid Invoices the system will display the information. However, when the View Details link is selected for Rejected and Unprocessed Invoices the system displays a blank screen.

Solution: The software has been modified so that the list rejected and unprocessed invoices are displayed when the View Details Link is selected.

SCR 240 - Edit Capability for TP Multiple Report

Issue: In the TP Multiple Report link for "View Report of All Unapproved Items for All TPs with Approval Status" remove the capability to edit. The user should only be able to view the report.

Solution: The software has been modified and the edit icon has been removed. The user no longer has the ability to edit on the “View Report of All Unapproved Items for All TPs with Approval Status”.

SCR 242 - 858 Generator Failing for HI

Issue: When determining whether an address was CONUS or OCONUS, the 858 generator is failing when the state is "HI" and the country code is null. Need to add a check to the 858 generator for addresses where the state code is "HI" and the country code is null.

Solution: The 858 generator was modified to allow for the country code to be NULL or missing when the state is HI.

SCR 243 - PPSO Dispute Capability for LHS until TOPS Weights are Received

Issue: When an invoice arrives in CWA and the weights have not been entered into TOPS, the PPSO can have the ability to approve or deny all but the LHS. The invoice is then left in a pending status. The PPSOs need the capability to DISPUTE the LHS until the weights are received.

Solution: The software has been modified so that the DISPUTE radial button now appears for the LHS line item when the weights are not in CWA. This allows the PPSO to dispute the line item and send a note to the TSP notifying them that they need to provide the weight tickets.

SCR 244 - CWA Validation Component

Issue: CWA validation component was configured to reject any negative charge, it needs to be changed to accept negative charges.

Solution: The validation component was modified to accept negative charges.

SCR 249 - Invoice Notes

Issue: When creating invoices and sending to (PowerTrack User Interface) PTUI, when notes are included that are specific to the line items billed as well as the invoice as a whole. Those notes are appearing on the invoice in PowerTrack. However, they are not viewable on the invoice that is in CWA. The notes data is being pulled from the wrong field in the EDI staging data.

Solution: The software has been modified to pull the notes data from the correct EDI staging data. These notes are viewable in CWA at the line item level as well as the BL level. The line item notes can be viewed by clicking the Message icon beside the applicable line item. The notes at the BL level can be viewed by clicking the TP Shipment Note icon. If there are multiple invoices for that BL, the notes for all invoices will appear at the TP Shipment Note link.

CWA Version 2.3 Inform Document (Released on 22 October 2004)

SCR 248 – New Branch of Service Summary Report

Issue: The Navy requested that a new Branch of Service Report be developed. This will be a downloadable report with pipe delimiters listing the following fields: Date Paid, Origin GBLOC, Origin City, Origin State, Dest GBLOC, Dest City, Dest State, TAC, LOA, Last Name, First Initial, SSN, Rank, Professional Books Wt, GBL #, Service Code, Net Material Weight, Rate, Line Haul Charge, Sit Charge, GBL Charge, Accessorial Charge, Delivery to (R=Residence/S=Storage), Receipt of Shipment Date, Fuel Surcharge, Entitlement Weight, Excess Weight.

Solution: A new Branch of Service report was developed under the Branch of Service Report link. The report is called Branch of Service Summary Report and provides the user with a list of BLs, to include related shipment information, that have been paid by PowerTrack for a specified date range. This report is a downloadable pipe delimited report containing the requested data elements above as well as four additional data elements not requested above. These data elements are captured in a similar report generated from the Report Main Page for individual shipments/BLs and it was determined that they would also be beneficial on this report as well.

The user is required to select the applicable branch of service from a drop down, enter the date range for the report, and click the Download Branch of Service Summary Report button. The system generates a list of shipments that were paid by PowerTrack for the date range entered where the branch of service matches the selected branch of service. It is important to note that this report contains only those records where the branch of service equals the branch of service selected by the user. The report is pipe delimited and easily exported into excel with heading names populating in columns across the spreadsheet.

Additional modifications were made to the design of the Branch of Service Report link screen to make it more user friendly. Users will now only be required to select the branch of service and enter the date range for the report once and click on the desired report. A RETURN button has been added at the bottom of each report to allow the user to return to the previous screen and select different report without being required to select the branch of service and enter the date range again.

CWA Version 3.2 Inform Document (Released on 24 November 2004)

SCR 246 - PPSO Pending list

This will allow for all invoices received in CWA to be included on the PPSO Pending List. This should include invoices that have only auto-approved items being billed.

These invoices should also trigger sending an email notification to the PPSO of a pending invoice.

SCR 247 - Transposition of Total SIT Cost and Fuel Surcharge/Other Surcharges on Shipment Info Report.

On the Report Main Page Link, the View Shipment Info, the Shipment Info Report is displayed under the Payment Information section of the report and Total SIT Cost and the Fuel Surcharge/Other Surcharge dollars amount are switched. On the Report Main Page link when the user click on the View Shipment Info icon the Shipment Info Report is displayed Under the Payment Information section of the report the Total SIT Cost and the Fuel Surcharge/Other Surcharges dollars amount are switched. The same problem occurs on the Download Shipment Info Report.

SCR 253 - SIT at Origin.

Allow for TOPS to Populate CWA with Weight while shipment is in SIT at Origin. A Pop Up box comes up to alert the PPSO that a shipment is still in SIT at Origin. The PPSO will only have one choice but to deny the Line Haul Item Code. Allow for TOPS to Populate CWA with Weight while shipment is in SIT at Origin. Need Pop Up box to alert PPSO that shipment is still SIT at Origin as follows.

"Shipment in SIT at Origin. LHS must be denied" To curtail PPA Penalties, PPSO will have only one choice, "Denied" for LHS Item Code.

SCR 254 - CWA Audit Trail.

This allow for all CWA PPSO user types to view the audit trail for invoices managed at their sites. Currently, only PPSO master can view the audit trail.

SCR 255 - Fuel Surcharge Location Code Validation.

In validating the Fuel Surcharge Item Code, when the TSP submit a 405A and use a LOC Code of D, CWA should reject the invoice because 405A is an origin service and it should have LOC Code of O only.

LOC Codes

O = Origin Service

D = Destination Service

N = None

For 405A, the TSP must send a LOC Code of O because 405A is an origin service only.

For 405B, the TSP can send a LOC Code of O or D because this service can be performed at either origin or destination.

SCR 258 - Switching of the DTOD URLs

Need to switch the DTOD URLs so that the CWA will use the new official SDDC DTOD and stop using the CWA specific DTOD.

SCR - 262 - Validation when processing the invoices from PowerTrack (EDI 859) in CWA

When processing the EDI 859's in CWA, the following validations will now take place:
City, County, and State.

SCR 268 - Validation for Country Code specified in the invoice.

This release of CWA has a validation for county codes as specified in the invoice.

With this update, CWA will now reject any invoice that does not have the correct 2-digit Country Code listed (a 3-digit Country Code is not valid). Therefore, all TSP's are again encouraged to use spellings as listed in the DTOD Locations file, located on the SDDC web site.

SCR 272 – Case Mis-match.

The system looked for Navy (all upper case) and the code was actually Navy (upper and lower case) from ETA.

CWA Version 3.3 Description (Released on 15 December 2004)

CWA 3.3 Version was released into production on Friday, 10 December 2004. This release consists of the creation of a new table to store the commercial ocean rates for Code 3 shipments. This was done in part to accommodate new sites coming on board in Korea and Japan in order to ensure the proper rates area available to cost Code 3 Invoices in CWA.

All participants are encouraged to review the Item Code list that is available on the SDDC web site for the related updates.

CWA Version 3.4 (Released on 18 February 05)

250 Print BL – Invalid BL Number

Issue: When the user attempts to print a BL in CWA and the user enters an invalid BL number, an error message appears, "The BL Number Entered Is Not Valid". Underneath the message there is a CLOSE button. When the user clicks on the CLOSE button nothing happens.

Solution: When the user clicks on the CLOSE button, the window with the error message will close and the "PRINT BL" screen will appear.

251 View BLs - Date Range not Entered

Issue: If View BLs is selected and the user does not enter start date and an end date and clicks on the "Get Shipments" button, the next screen displays the date range in the header with a default start and end dates of 2003-12-15 and no records appears.

Solution: The screen instructions specifically state that a date range must be entered. However, if the user does not enter the date range, then a message will appear on the screen indicating that the date range is mandatory.

If the date is not in the correct format, an error message will prompt the user to enter a valid date format (DD-MM-YY).

259 EDI 858 transaction - Consignee CN and Ship From SF address

Issue: There was a coding error that caused both ship from (SF) and consignee (CN) addresses to appear in the 858 transaction for PowerTrack as the ship from address. However, within the EDI database the addresses were different in the shipment_edi table and costing of invoices were not affected. Addresses will have an impact on GSA, Coast Guard and FACTS interfaces.

Solution: The software was modified on 19 Jan 2004 to show the SF address in the SF field and the CN address in the CN field in the 858 transaction set.

**261 Mandatory MAXPACK (100A) item code

Issue: When the TSP submits an invoice for packing and determines MAXPACK does not apply; the invoice would only contain item codes for the actual packing. As a result, the CWA costing engine calculates to determine if MAXPACK is applicable. The costing engine is expecting item code 100A and when the costing engine did not find this item code it used the billable weight from the LHS submitted in the EDI 859 to perform its calculation. If the billable weight for that LHS was based on a breakpoint weight, the costing engine calculated the MAXPACK incorrectly as it has determined MAXPACK was applicable, when in fact it was not. As a result, the item codes that included packing charges would be denied with a cost of zero.

Solution:

CWA will check for two conditions:

- 1. If MAXPACK applies, CWA costing engine will check for item code 100A along with packing charges (100B thru 100M).*
- 2. If MAXPACK does not apply, CWA costing engine will check for packing charges (100B thru 100M) and item code 100A with appropriate billable weight as the quantity.*

Therefore, it is mandatory for TSPs to submit item code 100A with any invoice that includes packing charges whether MAXPACK applies or not. Appropriate billable weight as a quantity and item code 100A must be submitted when MAXPACK does not apply. The CWA rating engine will then cost item code 100A as zero. If MAXPACK does apply, the packing charges will be costed at zero and item code 100A will apply.

For item code 100A, radio buttons are removed and item codes associated with packing charges are displayed as "AUTOMATIC APPROVED".

A new validation to the EDI 859 processor will be added, which will reject any invoice containing packing charges (item codes 100B thru 100M) that does not include item code 100A. If this occurs, an 824 rejection error message ("ADR031: Invalid MaxPak Item code codes") will be sent back to PowerTrack.

A new error message has been created ("ADR 031: Invalid MaxPak Item code codes") to illustrate MaxPack has been violated.

****NOTE: THIS MODIFICATION WILL REQUIRE A CHANGE FOR SUBMISSION OF INVOICES. ANY INVOICES SUBMITTED WITH PACKING CHARGES MUST CONTAIN ITEM CODE 100A WHETHER MAXPACK IS APPLICABLE OR NOT.**

270 Item Codes 152C and 152D costing rules check

Issue: The CWA costing engine was not rating item code 152A correctly. Due to the lack of clarity in the domestic solicitation(s), the Rates Team checked with the Day Companies' billing department and GSA's post audit side. Both GSA and the Day Companies confirmed item codes 152C and 152D should have a rate of 10% of SIT charges (145A and 145B) when the shipment has Full Replacement Protection. As a result, it is possible TSPs may have been overpaid.

Solution: The rate solicitation and CWA costing engine have been updated to reflect the 10% rate for item codes 152C and 152D.

Currently, SDDC is reviewing historical invoices in CWA to determine if any TSPs were overpaid. Any overpayment of monies will be recouped from the TSPs.

280 EDI 858 transaction - Destination Rate Area Missing

Issue: Destination rate area for the RH loop actually reflected the destination GBLOC and not the destination rate area. This will have an impact on GSA, Coast Guard and FACTS interfaces. i.e. N1~RH~LKNQ~27~LKNQ N4~~~~RA~LKNQ should be **US88**.

Solution: As of 19 Jan 2004, the CWA software was fixed so that the N406 element of the RH loop will reflect the destination rate area. The destination rate area field will no longer show GBLOC. It will show the destination rate area.

281 EDI 858 transaction - Multiple invoices

Issue: When multiple invoices are submitted against a single BL and the PPSOs approve and/or deny line items and submit to PowerTrack for payment, the 858 transaction is generated with all of the data for both invoices. However, only one invoice number appeared in the 858 transaction set. PowerTrack received all of the data but could not locate the other invoice without having an invoice number.

Solution: As of 19 Jan 2004, each invoice is being sent as a separate EDI invoice and is sent in the same file. It is sent separately because PowerTrack does not have the capability to handle multiple invoices.

282 Open Comprehensive Address Validation Algorithm

Issue: Creation of a more comprehensive validation for any address received in the 859s from PowerTrack.

Solution: Please refer to the steps below:

- 1. First, the code will look at the COUNTRY CODE submitted in the 859 to determine which table (na_locations or non_na_locations) to use for the validation process.*
- 2. If it is determined the na_locations table should be used, the code will look for an identical match on STATE, CITY and/or COUNTY. If an identical match is not found, the invoice will be rejected and an 824 error message will go back to PowerTrack stating "Invalid Address Element" and will indicate which field (city/state/county) is incorrect.*
- 3. If it is determined the non_na_locations table should be used, the code will look for an identical match on CITY and COUNTRY. If an identical match is not found, the invoice will be rejected and an 824 error message will go back to PowerTrack stating "Invalid Address element". In this case, it will be indicated that the entry for the city field is the incorrect element.*

283 810's Not Processing Correctly

Issue: 810's from Power Track have not been processing correctly into the database. Some of the fields were not populated.

Solution: The information on the EDI 810s will process correctly and populate in the database. This includes the paid lines of accounting (LOA) information. Each line item will record its LOA data separately to allow for different accounting for Long Delivery from SIT moves and diversions. This payment information will be available for display via the Branch of Service report.

284 Not able to Bill Fuel Surcharges at Origin and Destination for International Shipments

Issue: CWA was not accepting invoices for destination fuel surcharges on international shipments. CWA treated the invoice as if it were a domestic shipment. For domestic shipments, fuel surcharges apply to origin services only.

Solution: As of 14 Jan 2005, CWA software was modified to allow invoices containing origin or destination fuel surcharges on international shipments to be accepted in CWA.

- *When billing fuel surcharge for domestic shipments - Item 405A applies to ORIGIN services only.*

When billing fuel surcharge for international shipments - Item 405A applies to either ORIGIN or DESTINATION service

CWA 3.5 Release (Released on 10 March 2005)

SCR 227 Database precision change on all EDI table numeric columns

Issue: The GENTRAN documentation indicates numeric fields of format type R0 to R9 are explicit decimal fields with precision of 1 – 9 respectively. When the create table scripts for EDI database tables were generated, the precision was SUBTRACTED from the max length. The precision should have been ADDED to the max-length in the scripts because GENTRAN validates based on the total data length, not the precision.

Solution: As a result of inspecting all of the different numeric fields with precision, it was determined the numeric fields have more than enough capacity than this SCR specifies. Therefore, a fix is not required for this SCR.

SCR 228 CWA Metrics 2 Report

Issue: 1. SDPP request internal CWA metrics 2 report to contain invoices that are pending in CWA. These transactions shall contain blanks for PowerTrack Sent Date and Number of Denied Line Items. Request total list of pending items be received each week.

Issue: 2. Display additional column to reflect the number of days from updated status to first action taken by PPSO for each invoice.

Solution: CWA metrics 2 report has been modified to contain invoices that are pending in CWA. The PowerTrack Sent Date and Number of Denied Line Items are blank. This report is generated weekly.

Since issue #2 is no longer a requirement, the report was not modified to include the additional column to reflect the number of days from updated status to first action taken by PPSO for each invoice.

SCR 265 Specific Field in CWA related to Fuel Surcharge

Issue: Services request the fuel surcharge to show separately instead of being included in the “Other Charges” category.

Solution: CWA was modified to display the fuel surcharge separately from the “Other Charges” category in all CWA functionality. Every display or report that once combined the fuel surcharge with “Other Charges” has been updated.

SCR 285 Additional Summary Requirements for Navy Branch of Service Report

Issue: Navy request additional column in the branch of service report to identify the code of service. They want to be able to track how much money is spent for each code of service rather than a bottom line figure for all shipments.

Solution: The code of service was added to the Branch of Service Report.

SCR 289 PPSO Pending List Report

Issue: The PPSO pending list report contains erroneous values for the number of days pending.

Solution: The software was modified to correctly calculate the number of days. The PPSO pending list now displays the correct number of pending days for the oldest open line item for a shipment.

SCR 292 Missing 859 Transaction Information

Issue: The EDI 859 (invoice) transaction was received from PowerTrack, processed through the translator and was put into the UDF file for loading into CWA. However, the invoice did not load into CWA database and was causing an error.

Solution: This is more of an issue that occurs with the way transaction management is built into the process of accepting a validated invoice and storing it in the database. The entries for billable line items are being populated before the address fields are being populated.

SCR 296 PPSOs cannot approve charges that are applicable to their GBLOC

Issue: Destination PPSOs cannot approve charges applicable to their GBLOC and origin PPSOs cannot approve charges applicable to their GBLOC. For example, line item 101B – Labor Overtime charge was billed as a destination charge and requires the destination PPSO to approve. However, this line item appeared on the origin PPSOs screen for the origin PPSO to approve. This is incorrect.

Solution: The reference table (blabl_lin_inf) containing all of the items codes was updated accordingly to allow the responsible PPSO to approve charges applicable to their GBLOC. As of 11 Feb 2004, the reference table was updated with the information contained on the master item code listing located on SDDC website .

SCR 300 Internal Errors in CWA

Issue: Invoices received from PowerTrack contained '0' as the net weight and caused internal error message to display in CWA.

Solution: Modification was made to the software to look for net weight other than null (blank) or zero value when net weight is required. When net weight is required and net weight is sent as a null value (blank) or zero, CWA will generate an EDI 824 requiring TSP to resubmit invoice with a net weight value greater than or equal to 1.

SCR 304 Additional Items Codes

Issue: SDPP provided updated domestic item codes listing to include service codes for 113 bulky articles, 113L and 113P.

Solution: The reference table, blabl_lin_it_in f was updated to reflect the new description for service codes 113L and 113P. The changes were also sent to SDPP to advise them of the need to update the domestic_addl_service_item table for TOPS. Once this is accomplished then the table in will automatically update in CWA.

CWA 3.6 Release (Released on 10 March 2005)

SCR 257 Adding CWA Version Number to the CWA Login/Main Page

Issue: A request was made to add the version number to the CWA login/Main Page. This way the user, upon logging in to the CWA application will know the current version of the software.

Solution: The version number appears in the footer at the bottom of all CWA web pages.

SCR 269 Displaying TSP Shipment Level Notes

Issue: When the TSP submits invoice level notes in their EDI 859, these notes should be viewable in the CWA application when the user clicks on the TP Shipment Notes icon. If there are multiple invoices for a particular BL, the invoice level notes will be appended for each invoice and all invoice notes will be viewable for that BL when the user clicks on the TP Shipment Notes icon.

Solution: The shipment notes icon will display a popup that includes the shipment level header note and all the invoice level header notes.

SCR 276 SIT Indicator

Issue: Currently, origin and destination GBLOCs of a shipment are used to determine SIT at Origin or Destination. If the GBLOC in the SIT record matches the origin GBLOC in the shipment record, the software assumes SIT at Origin. The problem with this concept, on a small percentage of SIT records, the origin and destination GBLOCs are the same. For example, shipment picks up in Alexandria, VA (Origin GBLOC BGAC) and moves to Sugar Grove, WV (Destination GBLOC BGAC). If the shipment goes into SIT in WV because the member is not ready for delivery, BGAC would put the shipment in SIT at Destination, however, the software would think it was SIT at Origin because the origin GBLOC in the SIT record that comes into TOPS HISTORY to CWA is BGAC and the origin GBLOC in the shipment record is also BGAC.

Solution: A new indicator was created in the SIT update record from TOPS site to TOPS HISTORY reflecting the type of SIT, origin or destination. This new column is called "SIT_LOCATION_INDICATOR". If the indicator is "D", it means SIT at Destination. If the indicator is "O", it means SIT at Origin.

TOPS whist scripts has been modified to send the indicator to TOPS HISTORY.

SCR 287 View BLs – Shipment Status Code of CA

Issue: Cancelled BLs appear on the View BL screen. However, the cancelled status code (CA) is not listed at the top of the screen.

Solution: The cancelled status code (CA) has been added to the upper portion of the View BL screen.

SCR 290 No PPSO Notes – TSPs Unpaid Item Report

Issue: On the TSPs Unpaid Item Report, the PPSO notes are displaying as the old style PPSO notes. This report needs to be modified to look for PPSO messages that have been recorded in the PPSO Message table for Line Items.

Solution: The report has been modified to look for PPSO messages that have been recorded in the PPSO message table. An icon will appear when new messages are available for viewing and it will display a clickable icon for TSP859 and PPSO858 notes. Clicking either of these two icons will display the message in a popup window.

SCR 291 Incorrectly displayed PPSO note Icon – TSPs Open Item Report

Issue: On the TSP's Open Item Report, The PPSO Note Icon displays all the time regardless of whether a PPSO note exist or not. This report needs to be changed to only display the icon if a PPSO note exists exclusively for the line item.

Solution: The Open Item Report has been modified to display an icon when New Messages are available for viewing and it displays a clickable icon for TSP859 and PPSO858 notes. Clicking either of these two icons will display the message in a popup window.

SCR 308 Additional Service Processing – 859 Pre-Process

Issue: When additional service items are submitted on an invoice with a zero '0' in the discount amount and the discount amount is greater than zero '0', the EDI 858 extraction process gets clogged because it does not meet the EDI compliance requirements.

Solution: The EDI 859 inbound process has been modified to reject any additional service items that require a discount amount greater than 0 where discount amount billed is null or has a zero value.

NOTE: *All line items that are not pass-through (i.e. have a non-zero charge amount associated with it) must have a non-zero discount rate. Any invoices that violate this rule will be rejected with an 824.*

SCR 309 Disabling TGET Reports

Issue: The Conversion Failure Reports link should not appear on the Reports menu because TGET is disabled.

Solution: The Conversion Failure Reports link will no longer appear on the Reports Menu.

SCR 310 Additional Services – Minimum Charges

Issue: The costing engine is not calculating the minimum charge for the 100R item code (crates minimum charge).

Solution: The costing of a 100R item has been corrected when a minimum rate applies (crates minimum charge).

CWA v 3.6.1 Release

SCR 312 MaxPack Costing Incorrect when more than one Invoice is Submitted for Packing Charges

Issue: When more than one invoice is submitted against a single BL/GBL and packing charges are included on both invoices, the costing engine is determining MaxPack by looking at all of the packing charges submitted on all invoices instead of looking at packing charges per invoice to determine MaxPack. This is causing the costing engine to rate MaxPack incorrectly.

Solution: The costing engine has been modified to include packing charges per invoice to determine whether MaxPack applies.

CWA v 3.6.1.1 Release

SCR 319 All Emails Contains Erroneous “=” Characters

Issue: All emails reports are errantly including equal sign characters. All lines longer than 80 characters are affected as well as lines that end with a line feed.

Solution: The software has been modified and “=” will no longer appear in the email.

SCR 327 Open Cursors

Issue: The system was running very slow. We detected a problem with open cursors, queries being run without being closed.

Solution: The software was modified to close queries where needed.

SCR 328 Life Cycle Modules

Issue: The modules appear to be problematic when used for batch processing.

Solution: The software was modified and batch-processing efficiency is improved.

SCR 329 Exception Handling

Issue: Modify Software to Better Handle Exceptions.

Solution: Software modifications were made to better handle exceptions.

CWA v 3.6.1.2 Release

SCR 336 Performance Issues

Issue: The system should release all statements and connections used by CWA and CWA EDI after relevant operations have been performed.

Solution: Corrections have been made to the code where appropriate and system performance has improved as a result.

CWA v 3.6.3 Release (Released on 01 July 2005)

SCR - 324 Erroneous 824 EDI sent for Maxpack

Issue: An 824 rejection was sent for an invoice that had an invalid maxpack line item charge. Packing charges does not apply to this invoice as the TSP is only billing for assessorial crate charges (100R).

Solution: Maxpack was assuming that the presence of any item code starting with 100 is a packing charge. This has been changed so that only item codes 100A thru 100M are considered packing charges.

SCR 332 - EDI 858 – Ship From and Consignee Addresses

Issue: The 858 Ship From (SF) addresses and the Consignee (CN) addresses were switched. It was determined that the address functions were being called from the wrong place in the script.

Solution: The software was modified to call the address functions from the appropriate places in the script. The Ship From and Consignee addresses are now correctly populated.

SCR 334 - CWA – MDC to TAC Relationship Table Requirement

Issue: A relationship table between MDC and TAC will be built. One MDC will correspond to one TAC. CWA will attempt to convert any MDC information entered in the TAC/MDC field in the TOPS system to a TAC.

Solution: If the TAC has been input directly or generated from an MDC input, it will, in turn generate a FA2 formatted LOA if available in TGET. If the TAC and/or MDC information "does not exist" in TGET, the TAC will be listed in the EDI 858 in the "TA" field and relayed as such. If a TAC, MDC, and text LOA are entered into TOPS, CWA will attempt to convert the TAC information to a FA2 formatted LOA. If an FA2 LOA is not available, the Text LOA field will be populated in the "ZZ" field of the 858 and the MDC or TAC which was not convertible to a FA2 LOA will be listed in the "TA" field of the 858.

SCR - 341 Internal Error Messages – Printing BL & Viewing Shipment Line of Accounting

Issue: The Print BL option on the main PPSO Menu and the Shipment Line of Accounting option of the PPSO View/Edit web pages both were receiving an Internal Error for shipments with pick-up dates prior to the TGET turn-on-date.

Solution: The code was modified to handle shipments with pick-up dates prior to the TGET turn-on date. It was also determined that the Shipment Line of Accounting required additional modifications to perform properly. The PPSO Line of Accounting has been changed to disallow the updating of the LOA information for shipments that have reached the end of their TGET lifecycle and also shipments with pick-up dates prior to the TGET turn-on date. The Turn off E-mail button has also been disabled until the rest of the TGET, Phase 2 changes are deployed.

SCR 344 - TGET Stuck Invoices

Issue: CWA and EDI code must take into account the TGET turn on date in relation to the member requested pick-up date while processing invoice/shipment information. This will enable

the system to know whether it's a pre turn on or a post turn on TGET shipment record and process it appropriately rather than getting stuck or showing an error.

Solution: CWA invoice processing logic has been modified to do a TGETSCAN and NON-TGETSCAN based on the Pre and Post TGET scenario.

SCR 345 - EDI 858 Rejection

Issue: There are user-defined file (udf) generated, but not all the transactions that are in the udf are being generated into 858 transactions. There seems to be a problem extracting data for the FA2 segment.

Solution: There was a CWA/TGET entry for the LOA, which was fixed.

SCR 347 - PPSO's Shipment Line of Accounting Information Screen

Issue: If a shipment is a post TGET (after 1 Jun 05) shipment and the TGET lifecycle for that shipment has not yet been reached, then allow the user to update the ZZLOA field.

If a shipment is pre TGET (prior to 1 Jun 05) shipment and the shipment has no yet been sent to PowerTrack, then allow the user to update the ZZLOA field.

If a shipment has a complete LOA or the shipment's invoice information has been sent to DFAS database then grey out ZZLOA and TAC field.

Solution: The above rules were implemented for the PPSO LOA data entry screen

CWA Version 3.7 (Released 22 October 2005)

SCR 338 – Costing Engine – PPPO to PPSO Relationship

Issue: The costing engine cannot locate a rate for shipments being sent to a PPPO that has inbound responsibility.

Solution: In those instances where shipments are consigned to a P PPO as the responsible destination GBLOC the costing engine will retrieve the responsible destination PPSO GBLOC to calculate destination service charges.

SCR 358 – Invoices are being sent PowerTrack when Maxpack applies and packing charges are disputed.

Issue: Maxpack applied on an invoice. The PPSO disputed two of the packing charges due to quantities. Although line items were disputed, PPSO clicked on the submit approvals button and the invoice was sent to Powertrack. The invoice should have not been sent to PowerTrack until all line items on an invoice are approved and/or denied.

Invoices are also being sent to PowerTrack when all line items on an invoice are approved and/or denied and/or disputed.

Solution: The costing engine will now allow the PPSO to dispute line items and will no longer attempt to send to Pow erTrack when the PPSO clicks on the submit approvals button. The invoice will only be sent to PowerTrack when all lines items are approved and/or denied.

SCRs 360 – 386 document various coding changes that have been made to CWA to improve efficiency and reliability of the application.

SCR 387 - Enhancements to Item Codes 521B and 521H

Issue: The below changes were made to Item 521 of the International Rate Solicitation

521B – CONUS and the Island of Oahu, Hawaii – over 30 miles – min charge

521H – Islands of Hawaii other than Oahu – over 30 miles – min charge

Solution: The descriptions and rating for items 521B and 521H has been changed to match the solicitation changes made in July.

SCR 388 – Automatic denial of miscellaneous charges 442A (international) and 429A (domestic)

Issue: Item codes 429A and 442A were being denied automatically by the costing engine.

Solution: The software has been changed to recognize 429A as a domestic charge and 442A as an international charge.

SCR 393 – Costing for One Time Only Shipments (BOTOs, MOTOs, and OTOs)

Issue: The costing engine is not costing OTOs correctly.

Solution: The costing engine will now rate Boats and Mobile Homes using the OTO rate as the total Linehaul cost. The costing engine will also rate regular OTOs by multiplying the OTO rate by the CWT.

SCR 398 – Denied Item Codes 535A and 431A

Issue: When 535A or 431A is denied by the PPSO, the costing engine needs to ignore them and leave them in a denied state so that they will be sent to PowerTrack.

Solution: CWA will not allow invoices with duplicate line items 100A, 431A, or 535A to be received by the costing engine.

SCR 400 – Maxpack not using minimum weight for rate

Issue: The costing engine is not using the minimum weight for rate when calculating the cost. Many TSPs submit the minimum weight for the rate as the billed weight for the invoiced maxpack (item code 100A) line items and have therefore been given an accurate cost by the costing engine. It is when a TSP submits an actual billed weight that is less than the minimum weight for the rate, the cost is not calculating correctly.

Solution: - The costing engine will now use the minimum weight for rate (when applicable) when calculating Max Pak charges.

SCR 402 - Item Code 521 for International shipments picked up or delivered prior to 1 Apr 05

Issue: Effective 01 Apr 05 item 521 of the international rate solicitation was revised, which resulted in billing codes being modified and added. This revision changed how item codes are billed and cost, thus having an impact on CWA, therefore requiring changes in CWA costing engine.

When an international shipment is picked up and/or delivered prior to 1 Apr 05, the costing engine does not revert to the previous billing codes for 521.

Solution: Item code 521 for international shipments picked up prior to April 1, 2005 were not being rated correctly. The costing engine has been modified to properly calculate the charges for those shipments using the logic that was in effect prior to April 1, 2005.

SCR 413 - Shipments appearing to be in SIT at origin when they are not

Issue: The following message appears on screen when origin and destination GBLOCs are the same and shipment is in SIT at destination: "This shipment is still in SIT at Origin. LHS must be denied." Message should not be displayed allowing PPSO to approve/dispute/deny line items on invoice.

Solution: Shipments that are placed into destination SIT by the GBLOC that originated the shipment will no longer receive an error message indicating that the shipment is in storage at origin. PP SOs are now able to approve the SIT related services without receiving error message.

SCR 414 - 1% TP Reimbursement Fee is not being Costed

Issue: One-percent service charges are not being costed when the last line item for the BL is denied. (The last line item is the one that has the highest sequence number in the database.)

Solution: CWA would not calculate the 1% service charge if the last sequenced item on the invoice was denied. The logic has been modified and the 1% service charge will now calculate on the total charges approved.

CWA Version 3.7.1 (Released 9 November 2005)

SCR 412 – I-16 and D-10 Costing Engine Configuration

Issue: The costing engine needs to be configured to handle the I-16 and D-10 solicitations.

Solution: The costing engine has been configured for costing I-16 and D-10 solicitation period invoices.

SCR 455 – TP Multiple Reports Link

Issue: When the user clicks on the “View report of all unapproved items for all TPs with approval status” link, the system will display a Java error message.

Solution: The software has been modified to allow users of TP Multiple type to view report of all unapproved items without receiving an error message.

SCR 458 – Location Addresses Cannot be seen in the view mode

Issue: When searching for BL and clicking on view option, the locations associated with the invoice cannot be viewed.

Solution: The link has been added to allow viewing of locations while in the view mode.

SCR 460 – Date Validation for Branch of Service Report

Issue: When user types in the date range for the Branch of Service Report the system is not validating the date and an error message is received.

Solution: The software has been modified to allow date validation to occur without receiving an error message.

SCR 461 – PowerTrack Sent Date

Issue: The PowerTrack sent date is not showing the actual time the invoice was sent to PowerTrack.

Solution: The software has been modified to display the date and time in the proper format.

SCR 463 – CWA time out

Issue: CWA does not time out when user is idle for more than 30 minutes.

Solution: When user is logged in to CWA for more than 30 minutes, the system will redirect the user to the CWA Welcome/Login Page. The user will be prompted to login through ETA. The message on the CWA welcome/login page was modified as follows:

In order to gain access to the CWA, you must be authenticated via ETA.

You may be seeing this message because you have not been authenticated via ETA or your session has expired. Please click the Login button below to login via ETA.

SCR 464 – Invoice Tracking Page for DoD Master

Issue: The CWA EDI Reports no longer contain information to view unprocessed, accepted, or paid invoices.

Solution: - The software has been modified and CWA EDI Reports are showing correct information.

SCR 466 – 1% TSP Reimbursement Fee

Issue: The 1% TSP reimbursement fee no longer applies to international shipments picking up on or after 1 Oct 2005 and for domestic shipments picking up on or after 1 Nov 2005.

Solution: The software was modified to deny line item codes 431A and 535A that are included on invoices for international shipments picking up on or after 1 Oct 2005 and for domestic shipments picking up on or after 1 Nov 2005.

NOTE: Although this line item (431A or 535A) will be denied by CWA, the radio buttons will continue to appear to allow the origin PPSO to approve or dispute, as with all other line items. However, when the origin PPSO clicks on the approve radio button, the line item will be in an approved status and CWA will cost at zero.

SCR 468 – TP Multiple – View Pending Items for Shipments

Issue: The SCAC does not appear at the top of the page to identify the TSP selected from the TP Main page.

Solution: The software has been modified to correctly identify the SCAC selected from the TP Main page. The SCAC will now appear at the top of the page.

SCR 469 - TP Multiple – Open Items and Unpaid Items Report

Issue: The format of the Open Items and Unpaid Items Report does not appear the same as prior to CWA 3.7 release. The submit date column does not show the time.

Solution: The date format has been added to properly display date and time in the submit date column.

SCR 471 – Welcome Page Does Not Redirect

Issue: When selecting CWA through a bookmark, the system did not recognize the userid and password. The user was being directed to the test server.

Solution: The necessary modifications were made to redirect the user to the correct ETA login page.

SCR 474 - TP Multiple – Cannot view or Edit Shipment Information

Issue: TP Multiples could not view or edit shipment information. When trying to view shipment information CWA displayed a message “You are not authorized to view this shipment”. When trying to edit shipment information CWA displayed a message “GBL number is not editable.”

Solution: The software was modified to allow TP Multiples to view and edit any GBL/BL that appear on their pending list and only those they are authorized to view.

SCR 475- Branch of Service Report

Issue: The Download Detailed Branch of Service Report no longer contains carriage return/line feeds.

Solution: The Detailed Branch of Service Report was modified and has carriage return/line feeds at the end of each line.

SCR 476 – ADR033 Error Code

Issue: Item codes 100A, 431A, and 535A were being recognized as duplicate charges when in fact there were not.

Solution: The validation has been changed to validate item codes 100A, 431A, and 535A without marking them as duplicates.

NOTE: This change was put into production on 2 Nov.

CWA 3.7.2 Release (Released 11 January 2006)

SCR 488 - JAVA Errors when viewing or searching BL

Issue: System will let user enter BL number and will pull information to the screen. However, when users click on the view or edit button the system takes an excessive amount of time and displays a Java error message.

Solution: The necessary modifications were made and users no longer receive error messages.

NOTE: This fix went into production as a hot fix on 17 Nov 2005.

SCR 489 - Item Code 521K – Minimum Charge Under 30 Miles

Issue: Item 521K is used for mileage under 30 miles. CWA performed this costing in the background.

Solution: Item 521K was added as a billable item code in the CWA costing engine.

SCR 492 - Optimize PPSO Pending Items List

Issue: PPSOs could not pull up pending items list in a reasonable amount of time or sometimes the list would not appear at all.

Solution: The PPSO Pending List and Search BL pages were optimized to improve system performance. PPSOs are now able to quickly retrieve the list or perform searches for BLs.

SCR 493 - Reports to be Optimized

Issue: Some of the reports are affecting system performance.

Solution: The following reports were optimized and now respond quickly to user requests:

TSP

- *View Pending Items for TP*
- *View BL*
- *Search for Shipments*
- *Unpaid Items*
- *TP Multiple Report*
- *Open Items*

PPSO

- *Pending Shipments*
- *View BL*
- *Search BL*
- *Open Invoices*
- *Reports Main Page*
- *Item Age Report*
- *Branch of Service Report*

NOTE: This fix went into production as a hot fix on 5 Dec 2005.

SCR 495 - Efficiency of Pre-Costing for DTOD Mileage

Issue: The Pre-Costing module performs a search on all invoices in the database to determine whether or not DTOD mileage for linehaul is needed.

Solution: Modifications were made to make the processing more efficient by reducing the number of searches being made.

SCR 500 - Java Errors Received When Trying to Edit an Invoice

Issue: Java errors are encountered when TSP searches for an invoice using the Invoice Number and then tries to edit the invoice.

Solution: The software was modified to correct this problem and TSP will no longer receive a Java error message when trying to edit an invoice.

NOTE: Search of invoice number must be performed using five digits of the invoice number and a wildcard ().*

SCR 502 - Report Search Page

Issue: An error page is displayed when returning from the Reports Search page.

Solution: The software was modified to correct this problem and an error page is no longer displayed when returning from the Reports Search page.

SCR 504 - PPSO Master Pending Shipment

Issue: Error message is displayed when accessing Pending Shipments List when logged in as a PPSO Master.

Solution: The necessary modifications were made to correct this problem. PPSO Master no longer receives error message when accessing Pending Shipments List.

SCR 505 - View PPSO Notes Error Page

Issue: Error message is displayed when accessing PPSO Notes.

Solution: Modifications were made to the software and TSPs no longer receive error message when viewing PPSO Notes.

SCR 507 - PPSO Line of Accounting (LOA)

Issue: Error message is displayed when accessing PPSO LOA.

Solution: The necessary modifications were made to allow PPSO LOA to display without receiving an error message.

SCR 516 - PPSO Pre-Approval Audit Trail

Issue: Error message is displayed when accessing Pre-Approval Audit Trail Report as a PPSO.

Solution: The necessary modifications were made to allow PPSO to display Pre-Approval Audit Trail Report without receiving an error message.

CWA 3.7.3 Release (Released 1 March 2006)

SCR 299 - Dash Required in BL Number

Issue: Since the release of CWA 3.7.1 a dash is required when entering the BL number.

Resolution: The dash is no longer required when entering BL number and will automatically populate when BL number is entered without the dash.

SCR 305 - Improper Unit of Measure (UOM)

Issue: Invoices containing invalid UOM cannot be processed into CWA.

Resolution: The software has been modified to detect invalid/improper UOM and will generate an 824 rejection.

SCR 395 - City and County Name Lengths

Issue: Within DTOD, some city and county names are longer than 30 characters. The 4010 standard for city name (N401) and county name (N406) is 30 characters.

Resolution: The software has been modified to accept city and county names, which are longer than 30 characters in the 859 process.

SCR 406 - Domestic Volume Moves – Additional Services

Issue: CWA receives invoices for Domestic volume moves, the line haul service (LHS) is costed correctly, but the additional services at origin and packing charges are not using the correct percent of the rate.

*Resolution: The costing engine has been changed to use the correct percent **age** of the rate for all volume moves, to include both the line haul charge and all accessorial service charges. The usage of the discount rate for volume moves is still limited by the rate solicitation percentage.*

SCR 407 - Domestic Volume Moves – Back End Screen

Issue: When CWA receives an invoice for domestic volume moves, the CWA screen does not show the correct percent of solicitation.

Resolution: The screen in CWA has been modified to display rate solicitation, volume move and OTO rate information in the bottom portion of the top section of the screen that lists shipment level information.

SCR 409 - PPSO Pending Items List

Issue: Invoice received in CWA is waiting for origin and destination PPSO to take action to approve/deny/dispute line items. When one PPSO approves all of the line items for which he is responsible and the other PPSO has not taken any action, the BL will continue to appear in the Pending Items List for both origin and destination PPSO and it should not. The BL should only appear on the PPSO's Pending Items List when the invoice contains line items for the PPSO that has not taken any action.

Resolution: The software has been modified so that the PPSO pending list will only contain BLs that have pending items for the specific PPSO requesting the pending list.

SCR 487 - No User-Id Showing Up for Notes on Line Items

Issue: TSP notes entered on line items are not generating the User ID of the person who entered the note.

Resolution: The necessary modifications have been made to allow the line item notes entered by TSPs on the TSP Edit screen to now record the User ID of the person entering the message.

SCR 490 - Item Code 508A – Minimum Charge

Issue: Item code 508A need to be added to the costing engine. This item code was effective 1 Oct 05 with I-16.

Resolution: The CWA Costing Engine has been modified and will now have the ability to process the Crate Minimum charge as item code 508A.

SCR 491 - Item Code 520B – SIT Pickup or Delivery Over 50 Miles

Issue: Item code 520B need to be added to the CWA costing engine. This item code is effective 1 Oct 05 for I-16.

Resolution: The CWA costing engine has been modified and will cost SIT pickup/delivery charges over 50 miles when billed as item code 520B.

SCR 524 - Invoices with Automatic Items Only Not Showing Up On PPSO Pending Items List

Issue: Invoices with automatic approval items only are not showing up on the PPSO Pending Items List.

Resolution: Invoices with automatic approval items only will appear on the PPSO Pending Items List. However, the PPSO will have to click the Submit button on the PPSO approval edit page in order for the invoice to be sent to PowerTrack.

Note: The approval process has been changed for invoices containing Auto Approved line items only. PPSO is required to click the Submit button on the PPSO approval Edit page.

SCR 527 - PPSO Pending List Oldest Item Date

Issue: Currently, the PPSO Pending List is based on the oldest uncosted line item for both origin and destination GBLOCs.

Resolution: The pending list had been modified to show the oldest item date only for the oldest item for the PPSO displaying the pending list.

CWA 3.7.4 Release (Released 10 May 2006)

SCR 315 - Multiple Addresses in the Packing Loops in the 859 Transaction

Issue: When the TSP submits multiple addresses in the packing loops, the 100 series, the costing engine uses the first one it finds, whether it is an origin or destination address. Only one address is needed for the packing loops.

Resolution: The 859 process will generate an 824 to reject the invoice when more than one address is submitted in the packing loops.

SCR 354 – Addresses: Intrastate Shipments with SIT in Another State

Issue: CWA is unable to rate shipments booked as intrastate shipments and have SIT charges in another state.

Resolution: The costing engine has been changed to identify the primary address supplied by TOPS/THIST as the address to use for determining the correct AOR GBLOC for looking up the TSP Percent of Solicitation rate and for the rate section to use for moves 500 miles or less. The AOR GBLOC whose geographic area covers the service point location will be used to determine the actual rate of the service.

SCR 356 - 1% TSP Reimbursement Fee – 858 Transaction

Issue: Some TSPs have been sending incorrect entries for the 1% TSP reimbursement fee in the 858 transaction set which causes PowerTrack to have costing problems. The unit of measure quantity should always be 1 with the actual fee in the rate quantity.

Resolution: The costing engine has been modified to always set the value for the unit of measure as 1.

SCR 359 - Item Age Report

Issue: The Item Age Report needs a start and end date.

Resolution: The Item Age Report now has a start and end date which are used to narrow the range of the report.

SCR 404 - TSP Edit Page Weight Change Functionality

Issue: When a TSP changes the weight value on line items some of the weights are not being updated. When a weight is changed on the TSP edit page, the following fields on the billable line item need to be updated: unit of measure #1 (if the UOM type is BW) and unit of measure #2 (if the UOM type is BW), net weight (for HHG shipment), gross weight (for baggage shipments), and billed weight (for all shipments). The billed weight is not currently being updated for the item codes, such as 130C.

Resolution: The billed weight will be displayed on the screen when the UOM #1 is a BW type and when the UOM #2 is a BW type. The “net weight” and “gross weight” will no longer display on the screen as “billed weight”.

SCR 456 - Editing of Location Type

Issue: Currently, the following fields can be edited by the TSP; location, quantity, invoice amount, and mileage. The TSP needs the ability to edit the location type.

Resolution: The TSPs and PPSOs have a pop-up window available from the Edit screens that allows updating of location information. The location information pop-up window has been changed to allow edit of the location "Type" for the address.

SCR 498 - Linehaul Service – LHS and LHSADD

Issue: The costing engine needs to determine what addresses to use when costing the LHS for a shipment that has SIT, when the SIT is either not in the AOR of the destination and whether or not it is at the convenience of the Government or the TSP, and when a SIT is in the same state that the origin GBLOC is in the destination GBLOC has a multi-state AOR.

Resolution: The costing engine will use the primary addressed supplied from TOPS to determine the correct AOR GBLOC for looking up the TSP percent of solicitation rate and for the rate section to use for moves 500 miles or less. The AOR GBLOC whose geographic area cover the service point location will be used to determine the actual rate of the service.

SCR 512 - Intl Addl Service Item – 509A and 509C Costing

Issue: Data for item codes 509A and 509C has not been added to allow costing of these item codes.

Resolution: The data is now available to for the costing engine to be able to cost the 509A and 509C for the I-16.

SCR 517 - Line of Accounting (LOA) for Account Classification

Issue: CWA is not accepting changes in the LOA field for the Account Classification.

Resolution: When the PPSO's use the LOA link at the top of the PPSO edit page, the LOA pop-up edit page will allow the PPSO to enter the LOA information and submit the changes with no error.

SCR 521 - New CWA Tables for OCONUS Accessorials

Issue: New tables are needed to help properly cost international accessorial services.

Resolution: The new tables have been added to allow proper costing of international accessorial services.

SCR 528 - Mileage Validation for 520A and 520B

Issue: Some TSPs are billing item codes 520A and 520B incorrectly due to a misunderstanding of the correct billing procedures for 520A and 520B services.

The billing rules for the 520A and 520B are thus:

520A should be billed when the SIT pickup/delivery is 50 miles or less.
520B should be billed when the SIT pickup/delivery is over 50 miles. This means that the 520B cost will be the entire cost of SIT pickup/delivery inclusive of the excess mileage cost or minimum charges, whichever applies.

Resolution: A new validation rule has been added to generate an 824 rejection on invoices containing SIT pickup/delivery greater than 50 miles for 520A and less or equal to 50 miles for 520B.

SCR 531 - SIT Pickup/Delivery for Guam and Puerto Rico

Issue: The costing engine needs to process the 520A and 520B charges for GBLOCs OSNC, PBNQ, and PBFL to look for Puerto Rico and Guam to perform the rate look up the same way as CONUS.

Resolution: The costing engine has been modified to cost item codes 520A and 520B when performed in Puerto Rico or Guam, using the rate schedule rate instead of solely by the linehaul base rate.

SCR 536 - Linehaul Cost is Incorrect when TSP Miles are Missing

Issue: When the costing engine costs domestic linehaul and does not find a rate in the rate table for the mileage in the 859 LX loop for the LHS item code, the costing engine is using the rate that it used for the last line item that it costed instead of generating a CE07 error.

Resolution: The costing engine will now generate a CE07 error message (rate not found) when the TSP does not supply a miles value.

SCR 542 - Invoices are not being sent to PowerTrack when all the Line Items are either Approved or Denied

Issue: When two different BLs have the same invoice number, by coincidence and the invoice for the first BL has pending items and the invoice for the second BL is all set to be sent to PowerTrack, the second invoice will be stopped until the pending items are cleared for the first BL.

Resolution: CWA will now look at both the BL numbers and the invoice numbers when it does its query allowing the individual invoice to be sent to PowerTrack when all services have been approved and/or denied on the invoice.

SCR 556 - Two or More Invoice with Packing Charges do not Cost Correctly

Issue: When there are two or more invoices in CWA at the same time with packing charges that have not been sent to PowerTrack, the costing engine does not cost them correctly.

Resolution: The costing engine has been changed to only cost packing charges on a single invoice if more than one invoice with packing charges was approved by the PPSO.

Packing charges on the other invoices that had not been sent to PowerTrack yet, will be zero costed.

CWA 4.0 Release Notes (Released 8 September 2006)

CWA version 4.0 significantly improves EDI invoice processing and provides users the capability to perform invoice tracking. It also modifies the EDI document content by adding dates into and out of dispute in support of the PPI effort.

Improvements in business processes are:

- Improved Accountability – With extensive audit and archival of EDI data processing and the new EDI transaction file and invoice tracking, all EDI transactions with trading partners will be accounted for and tracked. Furthermore, with the new tracking capability, the time and effort required to ascertain the disposition of EDI transactions and/or invoices will be reduced.
 - Self-Help – The new tracking capability provides means for the user community to help themselves by checking the status of EDI transactions and invoices.
 - Reduced work load on all support tiers – Improved system performance, availability, and tracking capability for various roles should reduce the volume of calls to SDDC requesting assistance on CWA.
 - Real-time processing – EDI transactions will be processed immediately upon receipt. Any EDI data or system issues will be quickly communicated to our trading partners. And all users will be able to view invoices in the CWA web application shortly after the EDI data is successfully submitted.
 - Proactive notification of anomalies – The new software will monitor various failure conditions both in the data and the system aspects and notify the appropriate parties via e-mail immediately. This will ensure that the appropriate SDDC support staff is made aware of such conditions, so that he/she can respond to the conditions as soon as possible rather than discovering the conditions via customer notification.
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- To setup training, go to the SDDC website at:

Personal Property/POV
Families First
Phase I
Training
Training Schedule

CWA 4.1 Release Notes (Released 7 December 2006)

CWA Software Release 4.1 contains hot fixes from the CWA Software Release 4.0 deployment. There are 2 SCRs that are included in the hot fixes:

SCR 1 - When clicking on the question mark under pre-approvals in the window "View Approval Items", clicking on PPSO notes a Java error would be displayed.

SCR 2 - During the printing of the bill of lading from CWA, the word "Original" was being printed at the top and bottom of each document that was being printed. The word "Original" has been removed.

CWA 4.2 Release Notes (Released 14 February 2007)

SCR 30 – USCG Interface

Issue: CWA needs to send eligible CWA-USCG shipment and invoice data to US Coast Guard utilizing DOD EDI858C interface standards.

Resolution: Implemented software that sends eligible CWA-USCG shipment and invoice data to US Coast Guard via Government Electronic Exchange (GEX). Software complies with DOD EDI858C interface standards.

SCR 31 – Batch Costing Deployment

Issue: Batch costing deployment to fix uncosted approved invoices.

Resolution: When all line items in an invoice are approved, denied and are not costed by the front end Costing Engine, then the background Costing Engine will obtain a list of such invoices periodically and cost it in the background. This will ensure PowerTrack eligible EDI858 invoices are not stuck in CWA.

SCR 32 – Rejection Code MDF031

Issue: Whenever a carrier includes a line item which has a billed weight as the recommended unit of measure in the billable line item information table; then the billed weight should be present in the line item or it will be rejected with a code of MDF031.

Resolution: The 824 transaction will be generated when the required data is not present.

SCR 33 – Item Codes 519A and 510C Costing

Issue: Item Codes 519A and 519C are not costing and being sent to PowerTrack. The EDI module placed a zero in the billable weight field of the billable line item table instead of leaving it null.

Resolution: The cost will no longer be multiplied by zero.

CWA 4.3 Release Notes (Released on 29 June 07)

SCR 24 – Costing of the 521s

Issue: CWA Costing Engine is not costing the 521s according to the rate solicitation D-12.

Resolution: Costing of 521s has been fixed according to the business rules.

SCR 58 – Item Code 121A

Issue: The costing engine throws a NullPointerException when calculating the rate and terminates immaturely, hence leaving the invoice untouched.

Resolution: CWA is no longer throwing a NullPointerException and the 121A are now being costed correctly.

SCR 65 – Item Code 519 and 521

Issue: When Item Codes 519 and 521 line items are received, the EDI module puts a zero into the billed weight column instead of the billed weight proper value.

Resolution: The billed weight is properly populating Item Codes 519 and 521 line items with the proper value.

SCR 71 – Solicitation I-18 and D-12

Issue: Support for the I-18 and D-12 rate solicitation updates

Resolution: This SCR has been deployed into the production environment as a hot-fix on April 27, 2007.

SCR 73 - Message Module Revamp

Issue: Message indicators will now be made consistent with the messages received/viewed by the person to whom the messages are addressed.

Resolution: When the user goes to call up the list of bill of lading on any of their search screens. When a PPSO or TSP receives a new message the new message block will now contain a closed envelope with a red background. Once this message has been viewed the icon changes to a closed envelope with a blue background. If there is no icon in the new message block, that means there are no message at all for this bill of lading.

On a View GBL or Edit GBL page the message block for a line item contains a new message then the new message block will show a closed envelope with a red background. Once this message has been viewed the icon changes to a closed envelope with a blue background and the number of read messages. If there is no icon in the new message block, that means there are no message at all for this line item.

SCR 108 - Responsible PPSO Assignment when Line Items are Inserted

Issue: When long deliveries occurred, the long delivery GBLOC was being assigned as the responsible PPSO to all destination line items.

Resolution: CWA now assigns the Destination GBLOC as responsible PPSO instead of to Long Delivery PPSO even for long delivery shipments.

NOTE:

1. The refresh button no longer costs an invoice. The PPSO must always hit the submit button.
2. The PPSO must hit the submit button to populate the DTOD miles. This is only to show the DTOD miles the submit button has to be hit a second time to cost the invoice.