

**Mailer Technology Advisory Council (MTAC)
Meeting Report
2/10/2016 12:30 PM - 1:30 PM**

USER GROUP 4 (UG4) SESSION

AGENDA

- 1) Political Mail Dashboard (deferred to next week due to last minute scheduling conflict with Presenter)
- 2) Long Haul issues
- 3) AOB

DISCUSSION POINTS

The purpose of this meeting is to provide an ongoing forum to facilitate communications between the Postal Service and users, define and review improvements in process/production functionality and address and resolve issues.

Political Mail Dashboard

- Due to scheduling conflicts Chris Karpenko the presenter for the Political Mail Dashboard will instead be joining UG4 next week to discuss the Political Mail Dashboard.

Long Haul Issues

- Angelo – there are two transportation-related events that need to be discussed. There is a desire to have these scans available in Informed Visibility™
 - 1) USPS transported mail: This is primarily First class mail where the Postal Service drops off a trailer at a mail service provider's site. When the truck arrives at the USPS facility, the clock is started. Angelo also added that if the driver shows up at the second stop late, the mailer is marked as a no-show or as late. Close to 50% are reflected inaccurately as no shows, negatively impacting mailers' scorecards.
 - 2) Multi stop appointments on mailer transported mail: Delays in getting a trailer unloaded should be captured for both the Postal Service side and Industry. These events are: 1) arrival event, 2) in yard, 3) start unload 4) end unload 5) depart.
- Himesh – To more accurately provide service measurement, we are looking at three specific events for USPS transported mail out of a DMU site: 1) when the trailer pulls away, 2) the containers are being loaded to the trailer, and 3) the trailer departs.
- The idea of using the off-loading of pallets (containers) as a scan event, and performing an association was discussed.
- Arslan – Confirmed that today, for DMU Mailer verified transport, start the clock begins at the Induction facility. Start the clock begins for Mailer transported DMU verified mail, by using the unload scan (or primary arrival time). If the unload scan doesn't exist, we fall back on the scheduled ship date, or date when the mail left the DMU site, whichever is in eDoc.
- In order to improve visibility and capture the trailer depart event for USPS and industry, Steve Dearing agreed to make a mobile app available for DMU Verified Mailer Transporting. He indicated any of the drivers could have access to it. This option needs to be developed.
- Also being considered is capturing a departure scan on the trailer by utilizing the 99T trailer barcode to record the start the clock event.

PRODUCT INFORMATION

- Pilots are underway that will provide greater insight into trailer movements to postal facilities and delivery units on local trips.
- Right now we are using a carrier device to capture bread crumb data as it has a built-in GPS. The potential advantage would be to gain more insight into movement and the number of trips to/from the DU.
- Angelo – This would enable USPS to use the same technology for scenario #2 above, which would be to show when mailer transportation arrives at an NDC or SCF and when it is unloaded.
- USPS is working to figure out the best way to capture yard arrive, dock arrive and the trailer departure event.
- Tom – Highlighted the scanner modifications in SV that are being done. He will relay to Himesh the person's name at Ditmar who coordinates projects in UG3 under Linda's group.
- | Angelo – Asked if we ever resolved the suppression of data in IV™ ~~for~~™ for non-auto portions of full service mailings and whether a policy change is in effect to release it instead.
- It was emphasized that the mail owner and preparer would be determined based on the eDoc, and does not require a finalized postage statement before visibility will be made available. IV™ should get the eDoc data at the same time PostalOne ingests it.
- Judy – Raised a question about Long Haul, and whether it would be possible to devise a barcode to be able to provision scans for long haul events, both for USPS and Mailer transport?
- The application of barcode to trailer could possibly create a challenge for Industry using 3rd party logistics. However, USPS is working to develop a process for mailer transport that is robust, replicable and one that encourages compliance.
- Under Review: There is an impact of mailer transport on how we measure the arrival of mail that is being looked at, to include:
 - The problem of unscheduled trips
 - On-time customer arrivals that should not result in closing appointments late
 - Excluding appointments from measurement when they are not closed out on time
 - The default mechanism for mailer scheduled trips using the FAST appointments, i.e., when container scans are missing, using the appointment time

IMb Tracing

- When IMb Tracing was taken down for maintenance a few weekends ago, a new indexing mechanism was performed on the database, revealing the true issue: processing capacity. As a result, memory was re-sized significantly. There should no longer be an issue with latency.
- | STIDs for BPM and for Reply Mail are ready. New STIDs ~~in March~~ are expected to go live in March. Himesh is coordinating with Kai Fisher on ACS processing and data provisioning in Memphis, and confirming the timeline with PostalOne. A meeting with Steve Monteith is pending.
- Pending an index upgrade, there is a planned migration to a real time data source from MPT to IOS in March. This should add to the current improvement in data latency.
- All issues identified since the previous December (and ones that were delayed due to the system failure) will have been addressed at this point.

PRODUCT INFORMATION

- Randy – Requested an update on the IV™ Timeline presented last November. Will there be any documentation on how we will transition? What's the plan for putting out technical documentation for developers?
- Amy – Some delay in the configuration of the hardware environment is impacting IV™ milestones.
- Bob – What will the impact be of the additional data from IMb Tracing? What is the % of increase to be expected? When will the data be made available?
- Amy – As a rough order of magnitude, first assume today's average is 2 ½ or 3 scans per piece, then add one more event per piece, resulting in a 33% increase. This is one example of the increase to expect, and as a reminder, data may be optionally subscribed to in IV™.
- Lisa – Requested an update on the IMb Tracing Application and would like for a repeat presentation to be held at an upcoming UG4 meeting.
- Reggie – Confirmed the IMb Tracing Application is on RIBBS, and the new application is ready to be processed.
- There were no further discussion points. The meeting was adjourned.

Action Item: Himesh to talk to the USPS person on UG3 regarding SV scanner modifications being considered

Action Item: Himesh to contact the SV Team regarding direction they have received on scanner modifications

Action/Agenda Item: Amy to present a revised IV™ Timeline/milestones for the IMb Tracing migration, discuss educational awareness and required training plans, review how people gain access and what is different in IV™ from what is done today

Agenda Item: Mobile App concept: Discuss data that is critical to Industry and Postal, and the 'who and how'

Agenda item: Review the original June presentation on the IMb Tracing Application

Agenda item: Next MTAC UG4 meeting: Chris Karpenko will present the Political Dashboard