



UNITED STATES
POSTAL SERVICE

MTAC

Mail Prep & Entry Focus Group

November 2, 2016



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First Class Track

November 2, 2016

- **First Class Track**
 - Opening Remarks
 - Delivery Issues
 - Service Performance
 - Work Group 175 – CSA Update
 - Remittance Update
 - Network Integration Support Update
 - MTE Update
 - Open Discussion

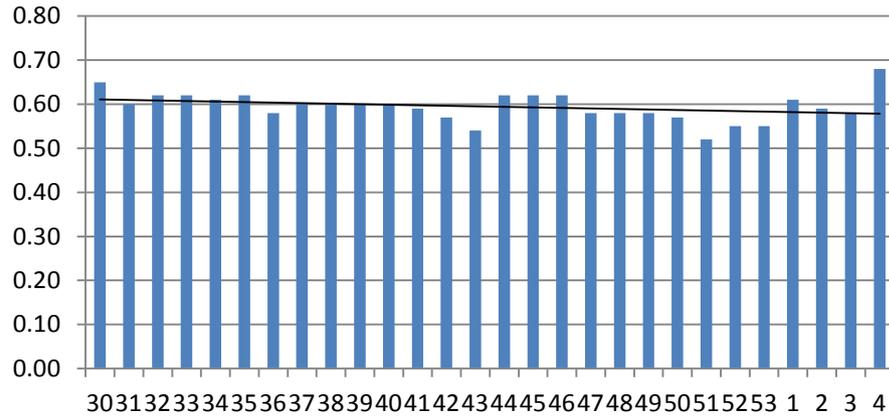
Opening Remarks

Delivery Issues

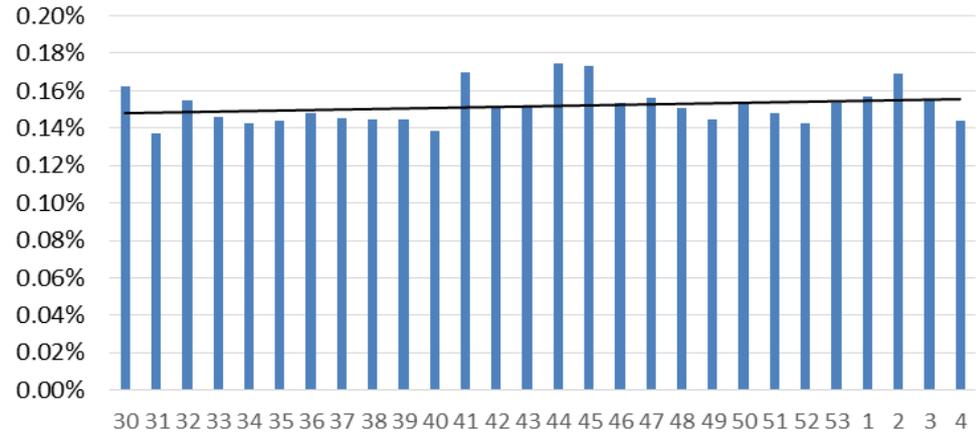
- **Delivery Performance Update Last Mile Impact**
 - **All Pieces**
 - 6,651,356 selected out of 6,651,356 included piece count
 - -2.1% impact
 - **First Class Letters**
 - 1,638,733 selected out of 6,651,356 included piece count
 - -1.8% Impact
 - **First Class Flats**
 - 24,689 selected out of 6,651,356 included piece count
 - -3.9% Impact
- **Quality of Delivery**
 - Package look ahead
 - Scan / Location mismatch – Still testing
 - eCC / Misdelivery reduction initiative

- **First Class Mail**
 - **UAA attribute data**
 - Letter and Flat piece level endorsements
 - Deceased, Temporarily Away, Refused, No Mail Receptacle, Vacant
 - No database kept
 - **Creation of a permanent “non-delivery” address**
 - Door Not Accessible
 - No Mail Receptacle
 - **Incorrectly addressed mail pieces**
 - Address Correction Return Service (forwards only)

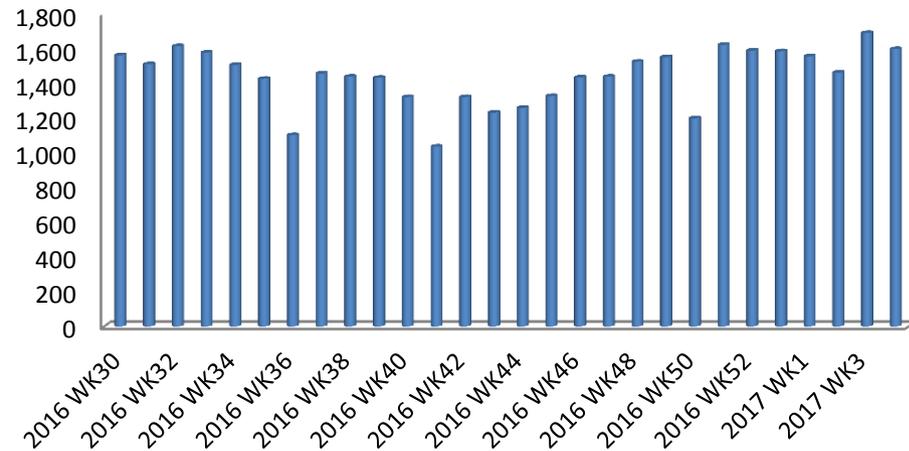
WIMP - Complaints per 1000 Packages



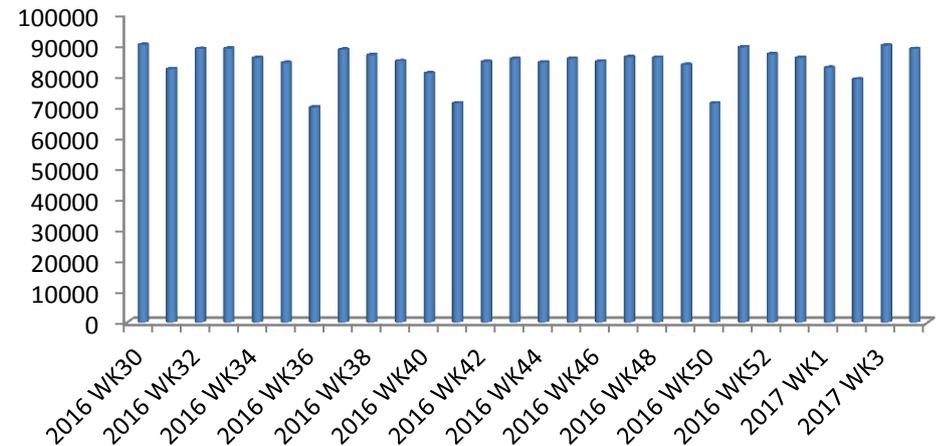
UAA % to Volume



Misdelivered Mail

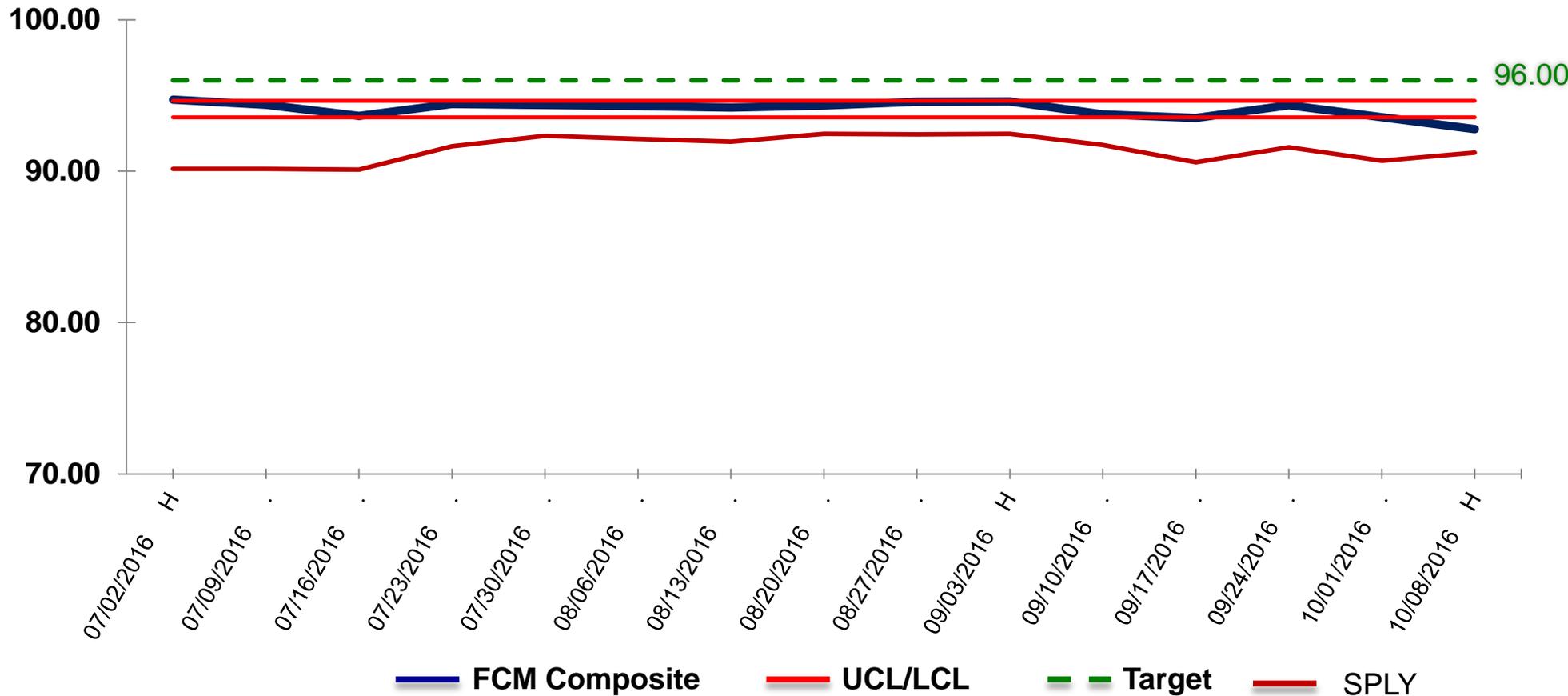


Total eCC Case Count

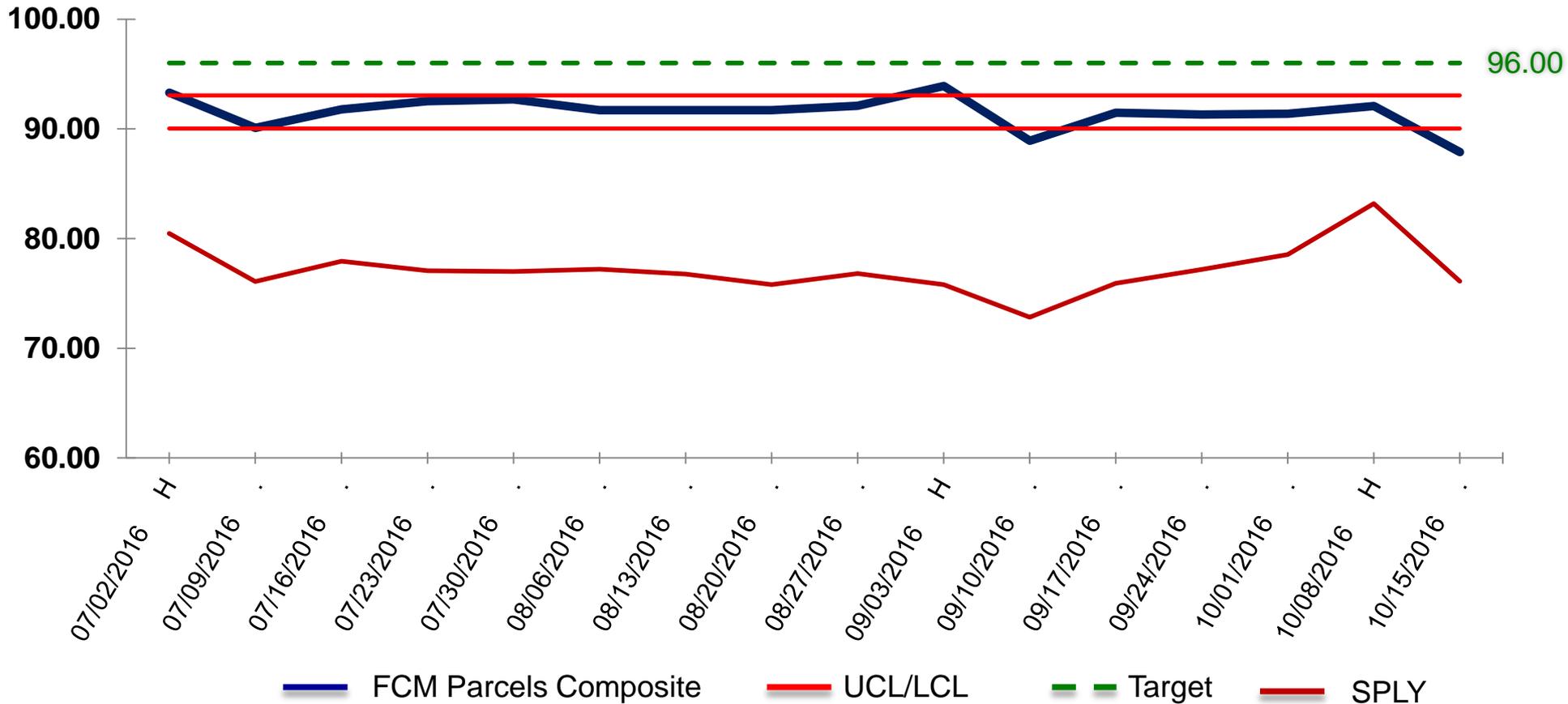


Service Performance

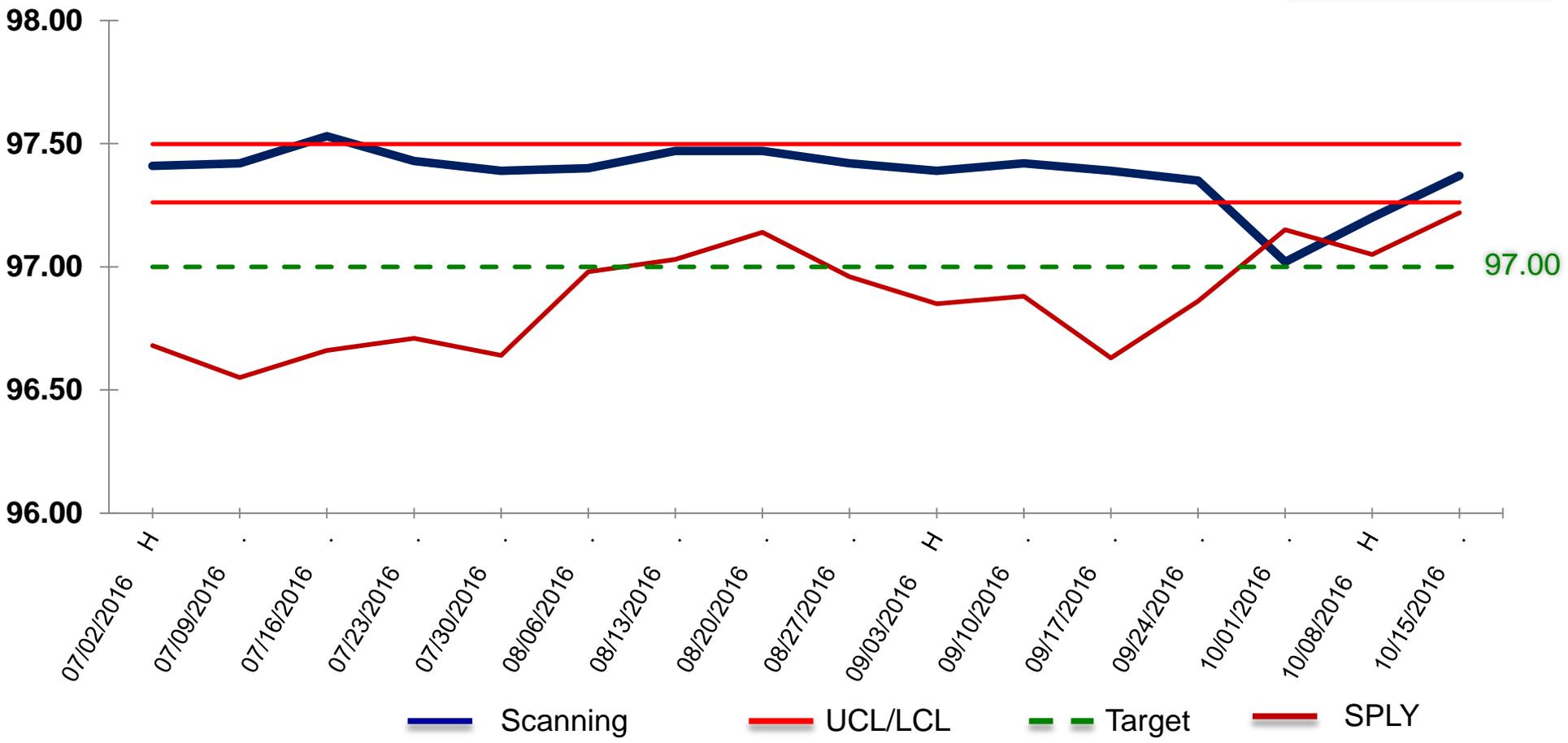
YTD & Q1TD
Actual
93.15
SPLY Var
+1.40



YTD & Q1TD	
Actual	90.37
SPLY Var	+10.82



YTD & Q1TD
Actual 97.45
SPLY Var +0.32



Work Group Updates



Work Group 175

Customer Supplier Agreement

(CSA)



The Problem

CSA Approval lead time is > 56 days causing high risk for incorrect mail flow and extreme customer dissatisfaction

Strategic A3

Root Causes:

FAST approval layers | Manual input into FAST | No CSA content rules ★

★ Tactical One A3

Problem:

Lack of standard business rules around the design of a CSA lead to difficulty maintaining accuracy as well as possible degradation of our transportation network.

Solution:

Developed standard business rules to govern the content design of a CSA
Reduced FAST approvers to (1) Mailer, (1) Area and (1) HQ

Original Pilot Sites (Jan. 2015):

PBPS Los Angeles, SMF, Phoenix | DST Hartford

Pilot Results:

Implemented updated CSA, alignment of separations to volume and network

MTAC Work Group #175 Created to vet business rules against smaller mailers to test validity

Tabletop pilots conducted with: Wells Fargo || AT&T || Bank of America || Transcentra
Requested to test business rules with Indy PBPS

Indy PPBS Tabletop Analysis Round 1

Actions:

- ✓ Applied business rules via Model to their April 2016 volume
- ✓ Proposed increase from 55 to 85 PSI separations

Synopsis:

Transportation cost analysis showed increase cost
Not ideal to increase # of separations

Indy PPBS Tabletop Analysis Round 2

Actions:

- ✓ Ran model
- ✓ Capped PBPS # Separations at 55 (aligned to current CSA)
- ✓ Worked with Indy P&DC MIPS to compare current vs. proposed

Synopsis:

90% Alignment current vs. proposed
10% variation due to service constraints

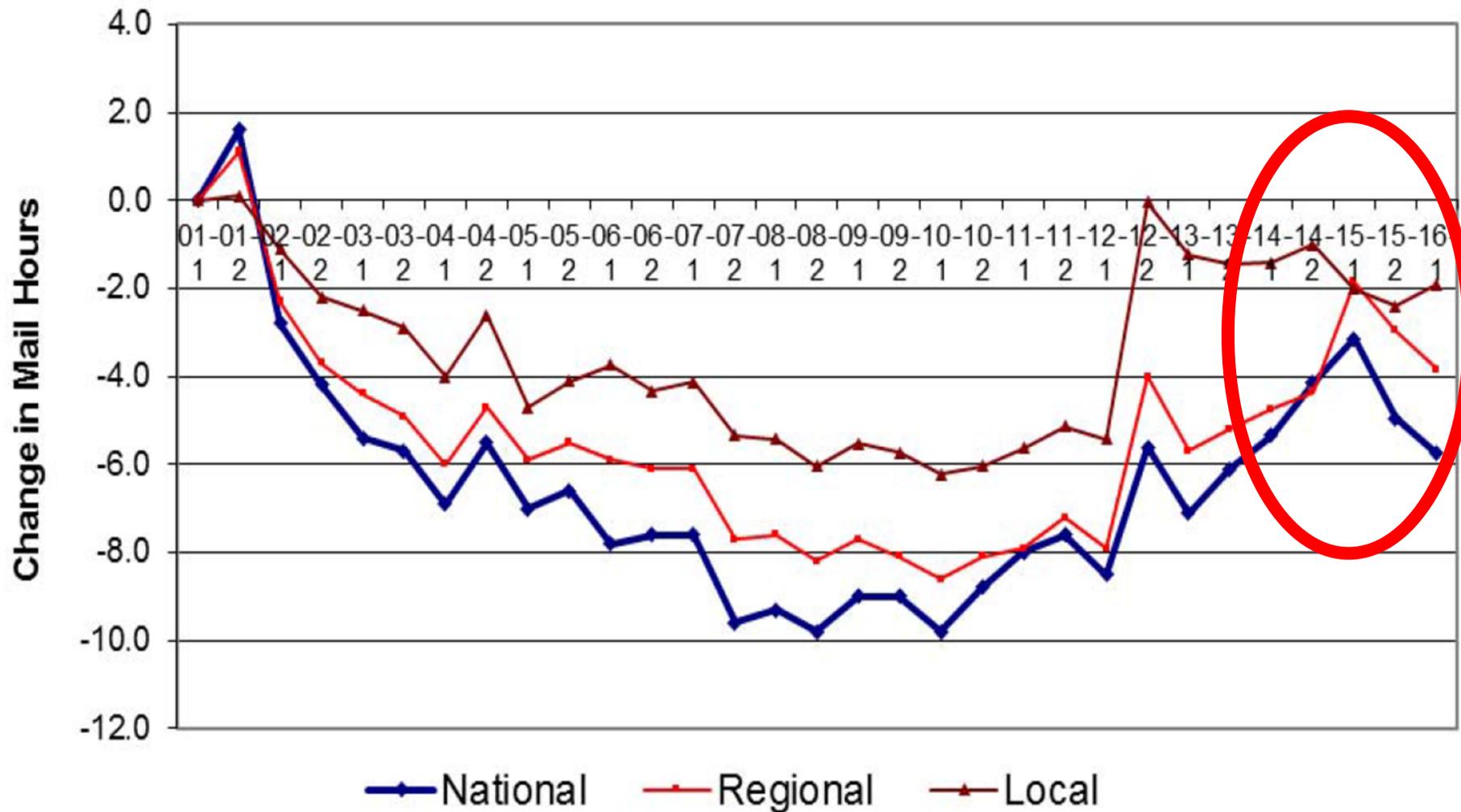
Pilot Findings

- Business rules cannot 100% determine all separations
- Model good reference to assist with creation of CSA separations



Remittance Update

Trend of Average Site in Mail Hours



- **Nationally improved by 2.6 hours over the past year**
- **Improved in up to 22 out of the 28 cities measured in the past year**
 - **11 Cities achieved below 50 hours**
 - **10 cities improved by 4 or more hours versus the previous survey**
- **Caller handoff metric improved by 1.30 hours in the past year**

- **Just completed the Fall 2016 survey last week**
- **Focused on:**
 - **Customer-USPS partnership related to mail availability and communication**
 - **Internal operational optimization**
- **Expect official results in January**

Network Integration Support Update

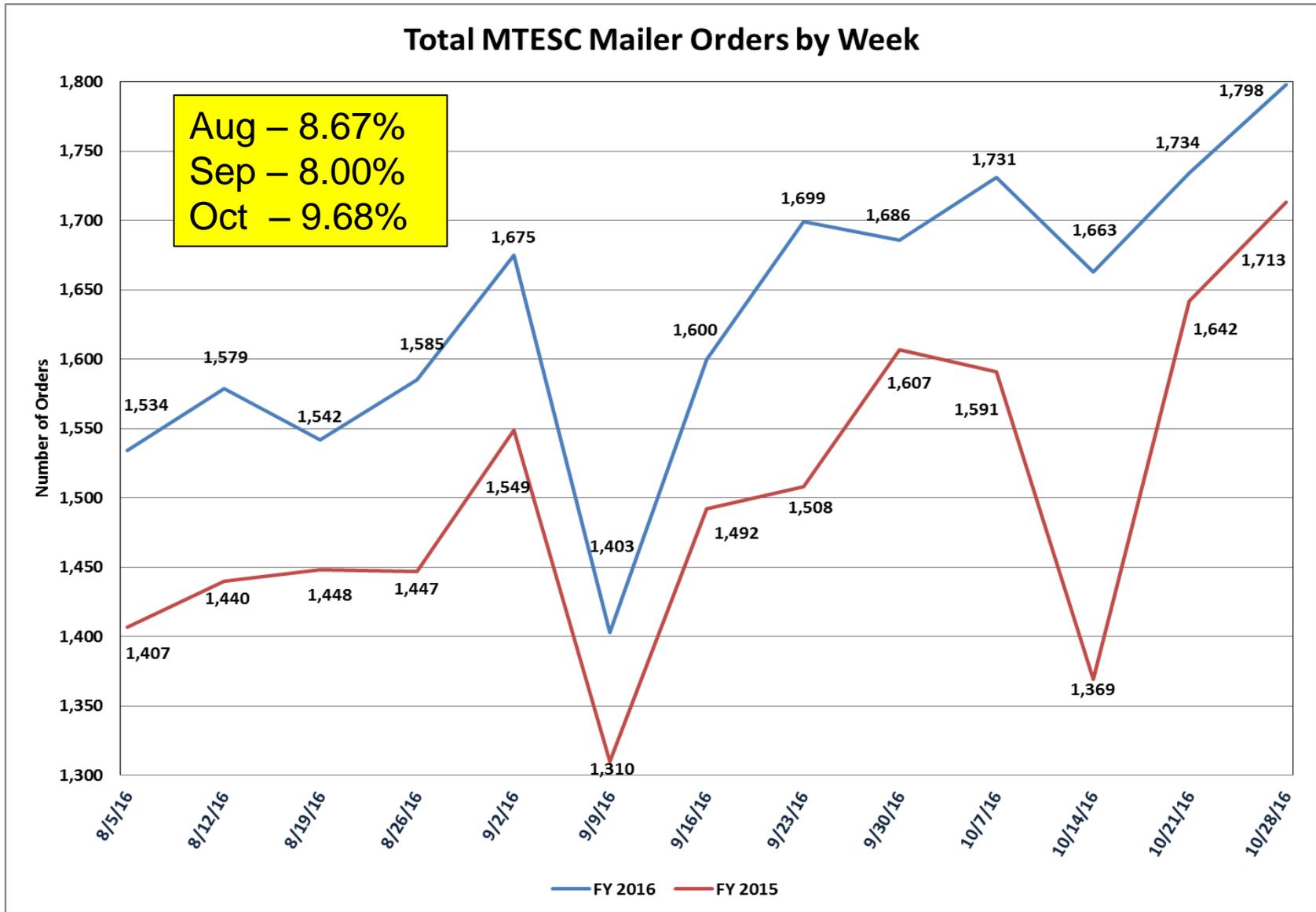
- Enhanced External Labeling List Deployment
 - Lists to be published on 12/1 will be published using EELLS
 - EELLS validation checks will be in place
 - No duplicate zips
 - No missing information
 - Initial EELLS test file sent to mailer test group
 - No issues reported
 - Second test file will be sent mid-November

- L003/L801 consolidation
 - All L003 entries will be discontinued effective 1/1/17 with a grace date of 2/1/17
 - Completing final review of impacts
- New Lists
 - L014 Hub List
 - Will be published on 12/1/16
 - Will be effective on 1/1/17

- New Lists (cont)
 - L015 ADC FCM Parcel List
 - Will be created in Nov 2016
 - Will be published on 12/1/16
 - Will be effective on 1/1/17

MTE Update

- Modify orders instead of Withdraw
 - For MTEESC Mailers and Postal Plants
 - Orders may be modified until 4 days prior to delivery
- New order status – Ready for Delivery
 - For local mailers who receive MTE delivered by plants
 - Plants will use “Ready for Delivery” if being delivered
 - “Ready for Pick-up” still used for mailer pick-ups.
- Plastic Pallets
 - For local mailers
 - Order for pallets can now be made in pieces
- Label Holders
 - Increase box orders to 80 max per order



7.25M pieces of MTE ordered for PQ I of FY17

MTE Type	October	November	December	Total
Pallets	200,000	200,000	100,000	500,000
EMM Trays	400,000	400,000	200,000	1,000,000
Half Trays	0	0	0	0
MM Trays	350,000	450,000	200,000	1,000,000
EMM Sleeves	400,000	400,000	200,000	1,000,000
Half Sleeves	100,000	150,000	0	250,000
MM Sleeves	500,000	400,000	100,000	1,000,000
Flat Tubs	50,000	225,000	225,000	500,000
#1 Sacks	400,000	900,000	700,000	2,000,000
Total	2,400,000	3,125,000	1,725,000	7,250,000

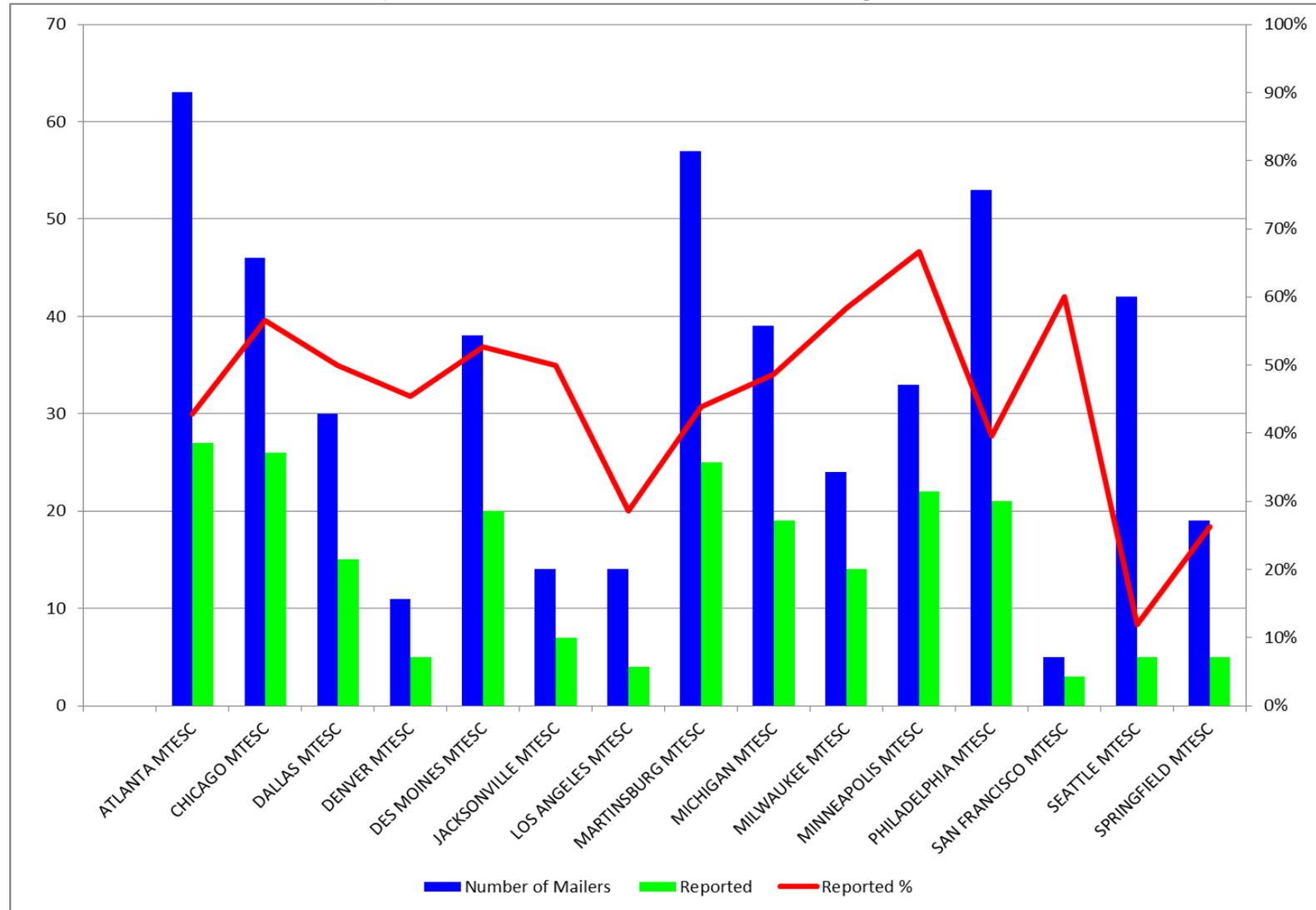
Quantities are provided in pieces. - Deliveries continue through December 31, 2016.
Green shading indicates receipts as of October 31, 2016.

MTE Inventory Status

As of 10/31/16	Current MTESS On-Hand Inventory	1-Week Safety Inventory	Pieces +/- Safety Level	Percent +/- Safety Level	Demand vs SPLY	Inventory vs SPLY
Pallets	879,975	500,000	379,975	76%	13%	-43%
EMM Trays	3,673,632	2,000,000	1,673,632	84%	-5%	38%
Half Trays	3,403,800	1,500,000	1,903,800	127%	2%	220%
MM Trays	5,236,560	3,250,000	1,986,560	61%	-2%	128%
EMM Sleeves	6,239,937	2,500,000	3,739,937	150%	3%	29%
Half Sleeves	5,020,509	1,750,000	3,270,509	187%	7%	166%
MM Sleeves	3,710,952	4,500,000	-789,048	-18%	5%	27%
Flat Tubs	3,516,072	750,000	2,766,072	369%	-11%	-9%
#1 Sacks	1,979,500	1,500,000	479,500	32%	16%	-8%

- MTEOR requirement
- Weekly input of unused MTE
 - Does not include supplies in use on production floor
- Also required of Postal Plants
- Usage of Inventory Data
 - Predict supply needs
 - Track MTE usage
 - Plan for equipment transfers
 - Identify potential ordering issues
- Reminders are displayed on dashboard

Mailer Inventory in MTEOR – Week ending October 26, 2016



How Industry Partners Can Help:

- MTEOR weekly inventory 
- Order trays & sleeves in like quantities (pieces not pallets)
 - Refer to graphics at:
<https://ribbs.usps.gov/index.cfm?page=industryoutreach>
or <https://ribbs.usps.gov/index.cfm?page=mteor>
- Continue to place equipment orders just-in-time based on production
- Contact your BSN to return MTE excess to your needs.
- Contact MTEOR helpdesk for order issues:
 - (866) 330-3404 or MTEOR@usps.gov

Open Discussion



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Standard Track

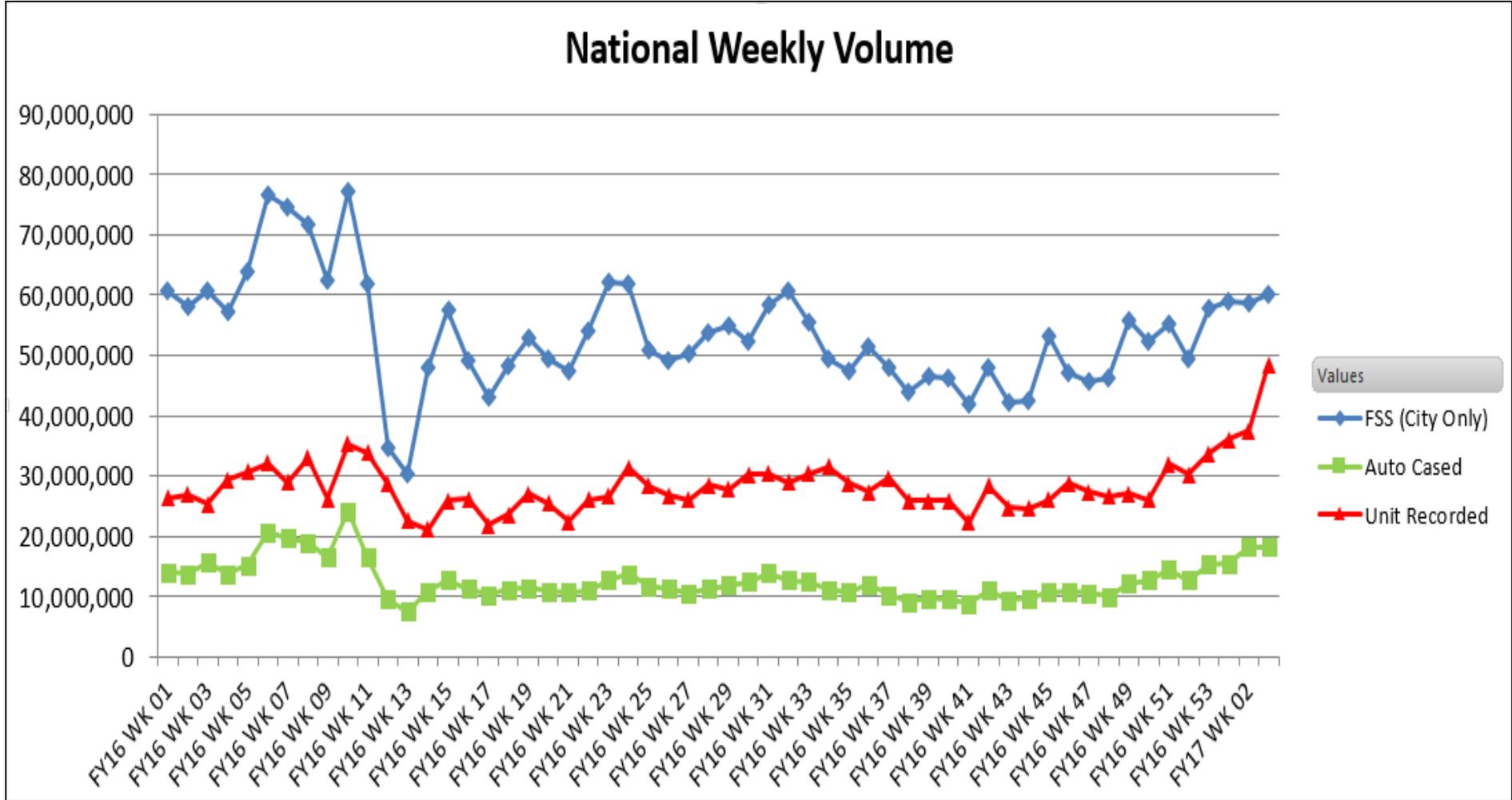
November 1, 2016

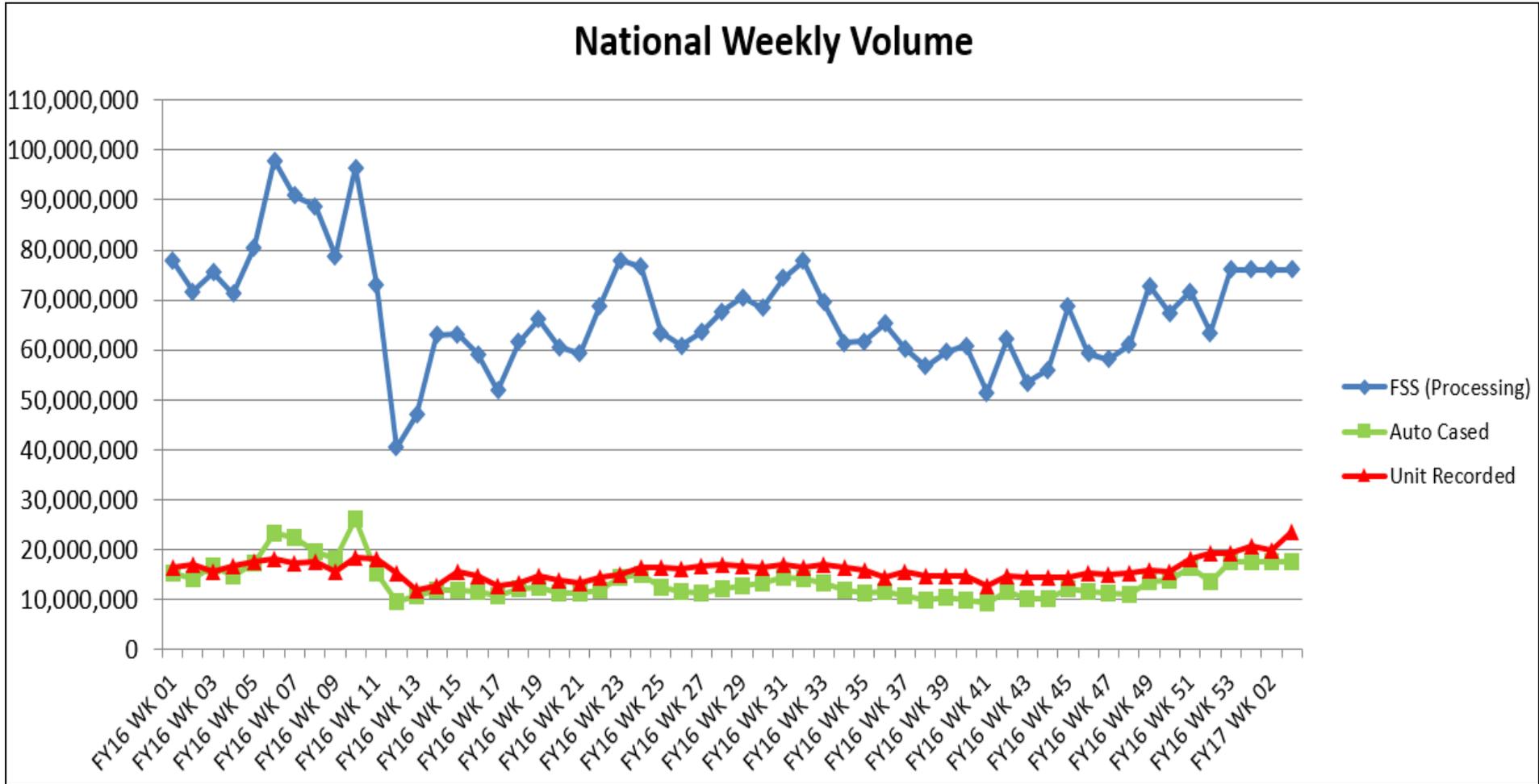
- Standard Track
 - Opening Remarks
 - Pulse of the Industry Update
 - Delivery Issues
 - Service Performance
 - Network Integration Support Update
 - Broken Bundle Update
 - MTE Update
 - Open Discussion

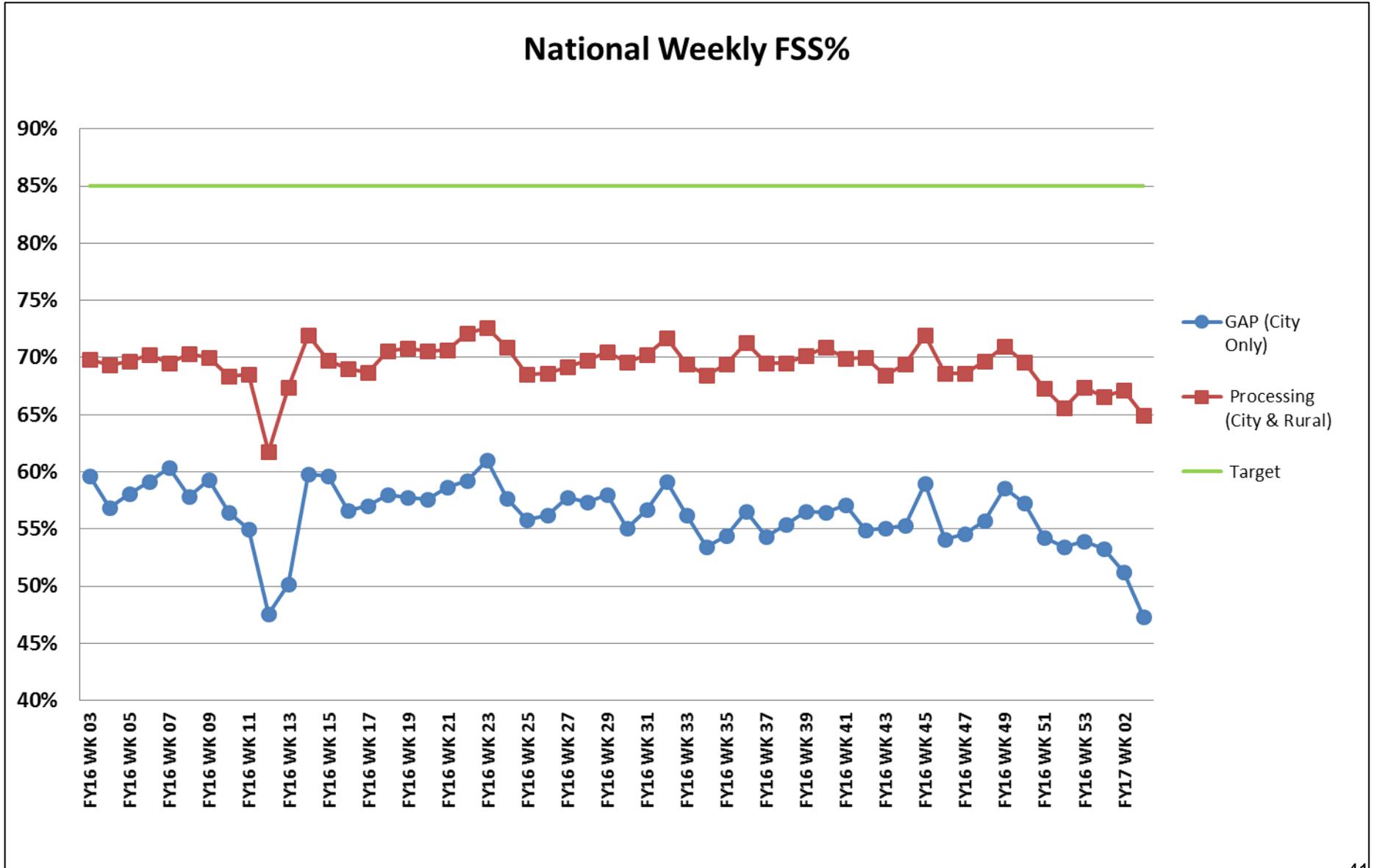
Opening Remarks

Pulse of the Industry Update

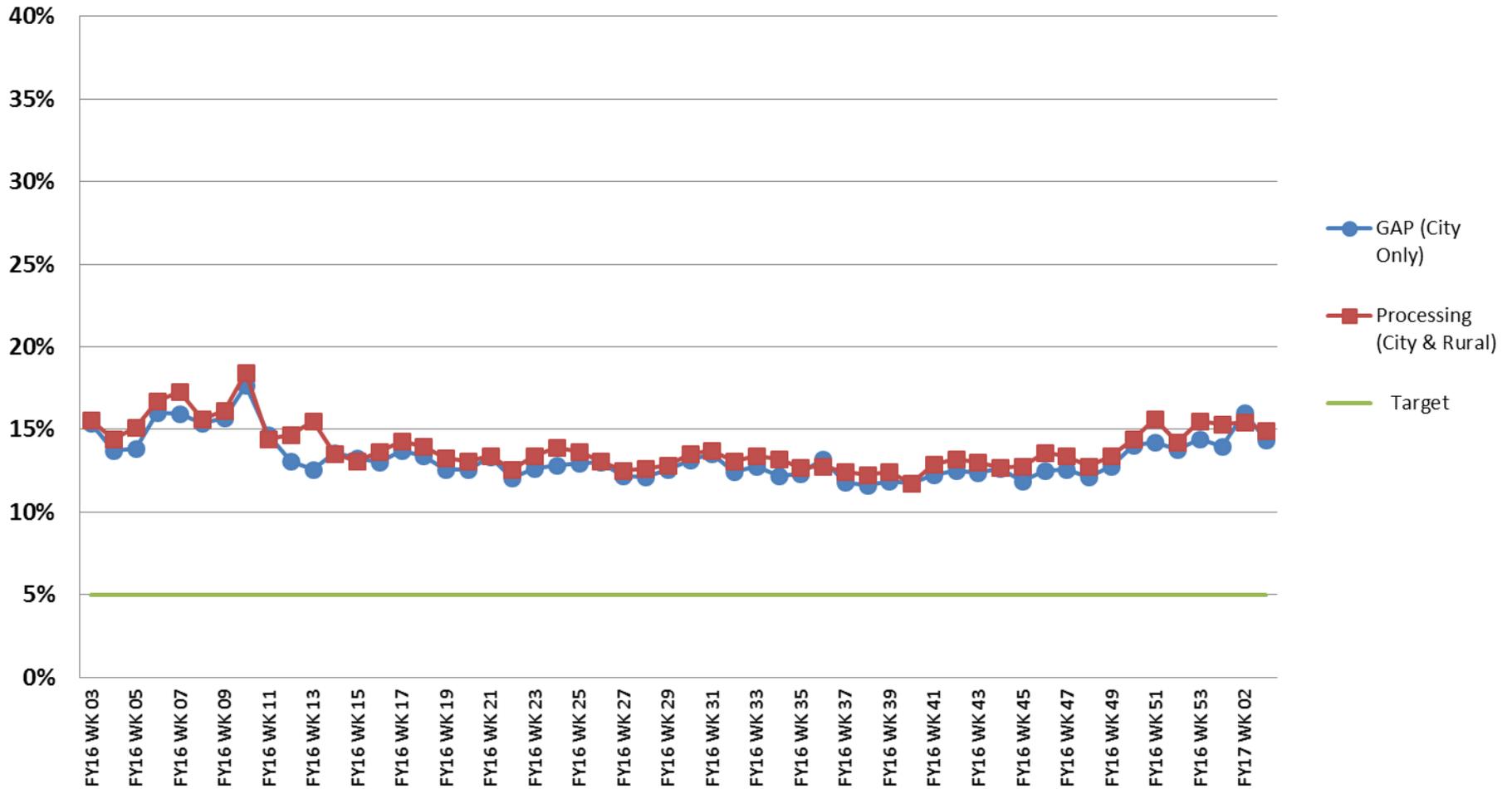
FSS Percentages & Volume Trends



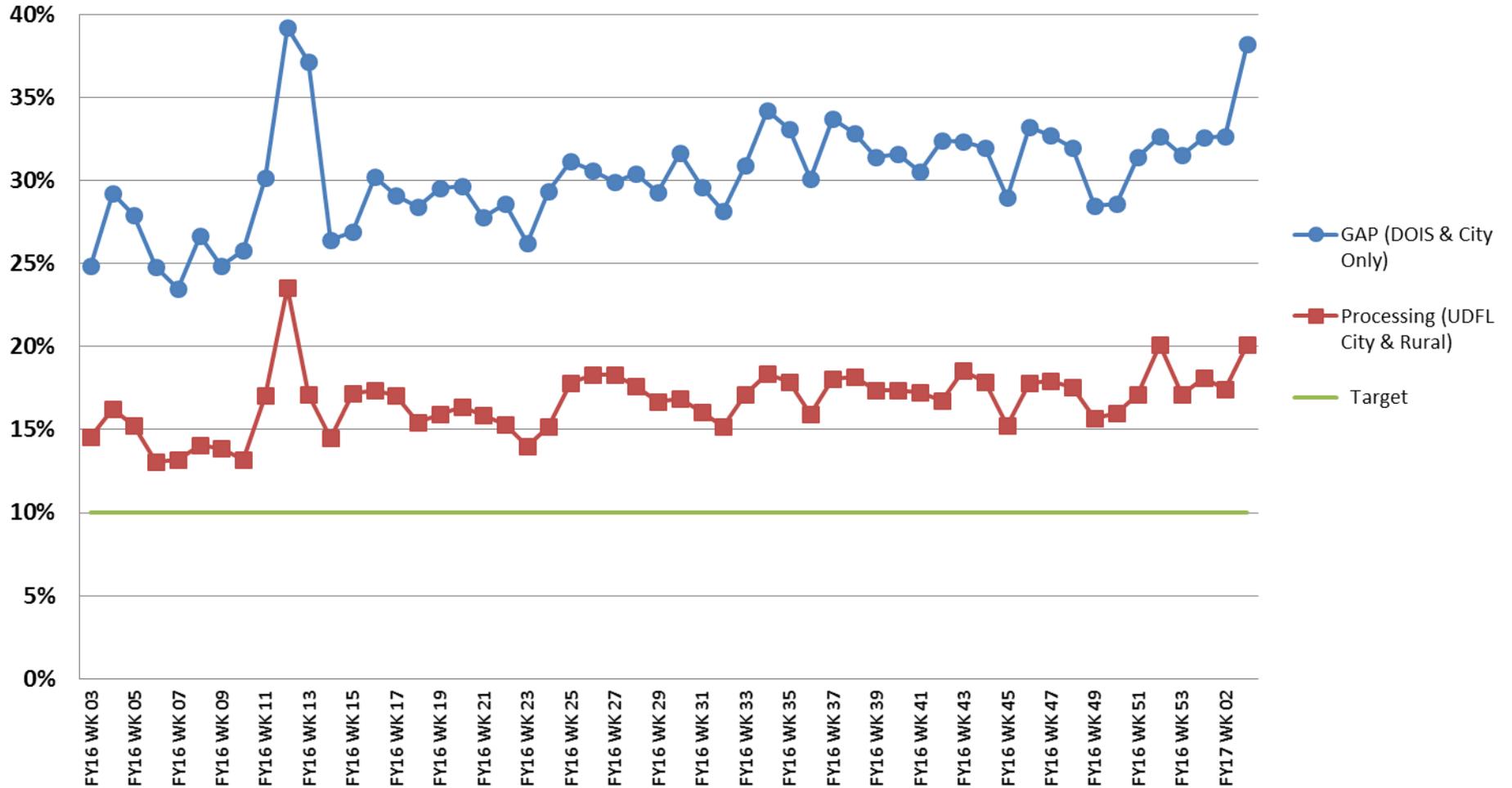




National Weekly Auto Case%

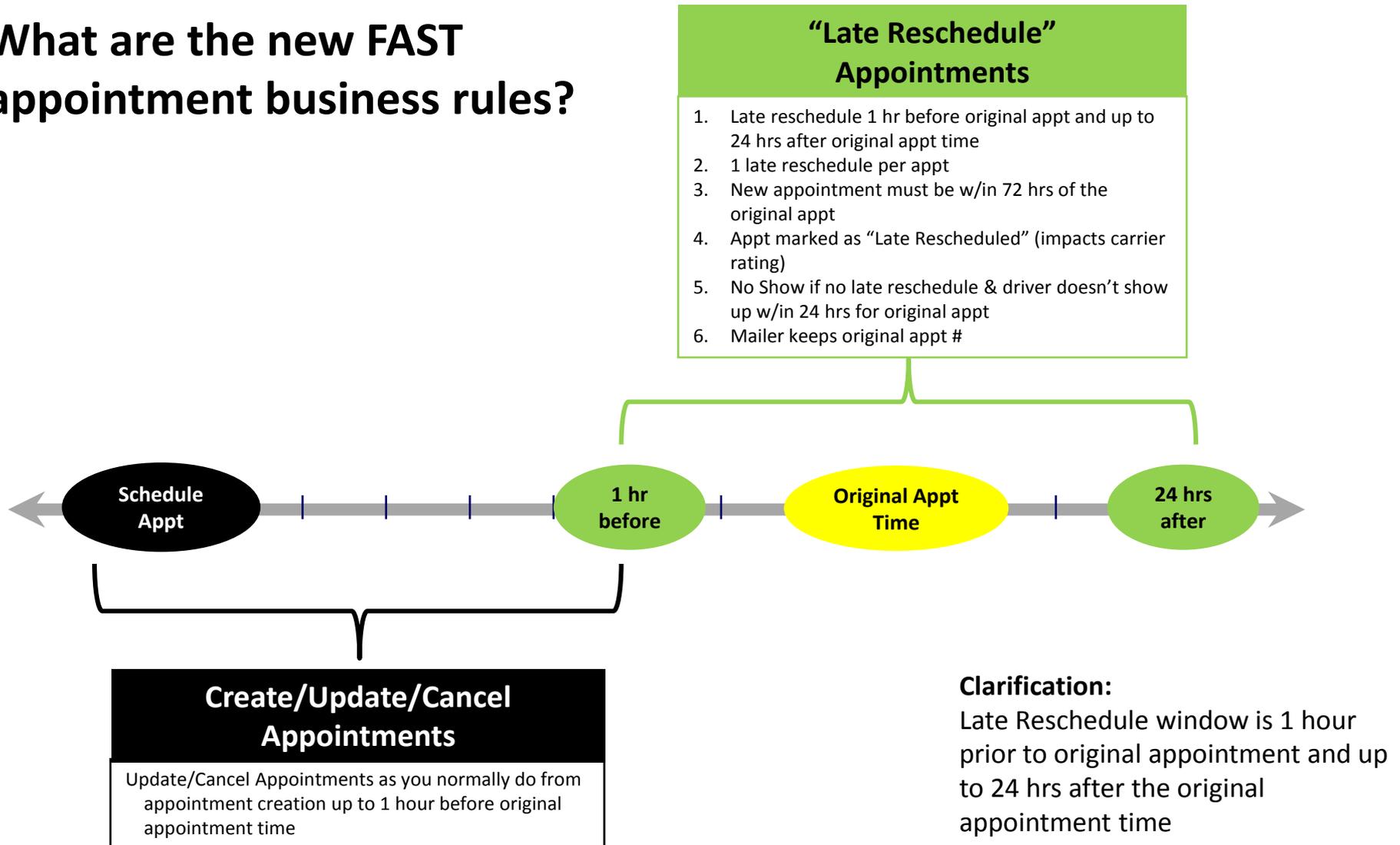


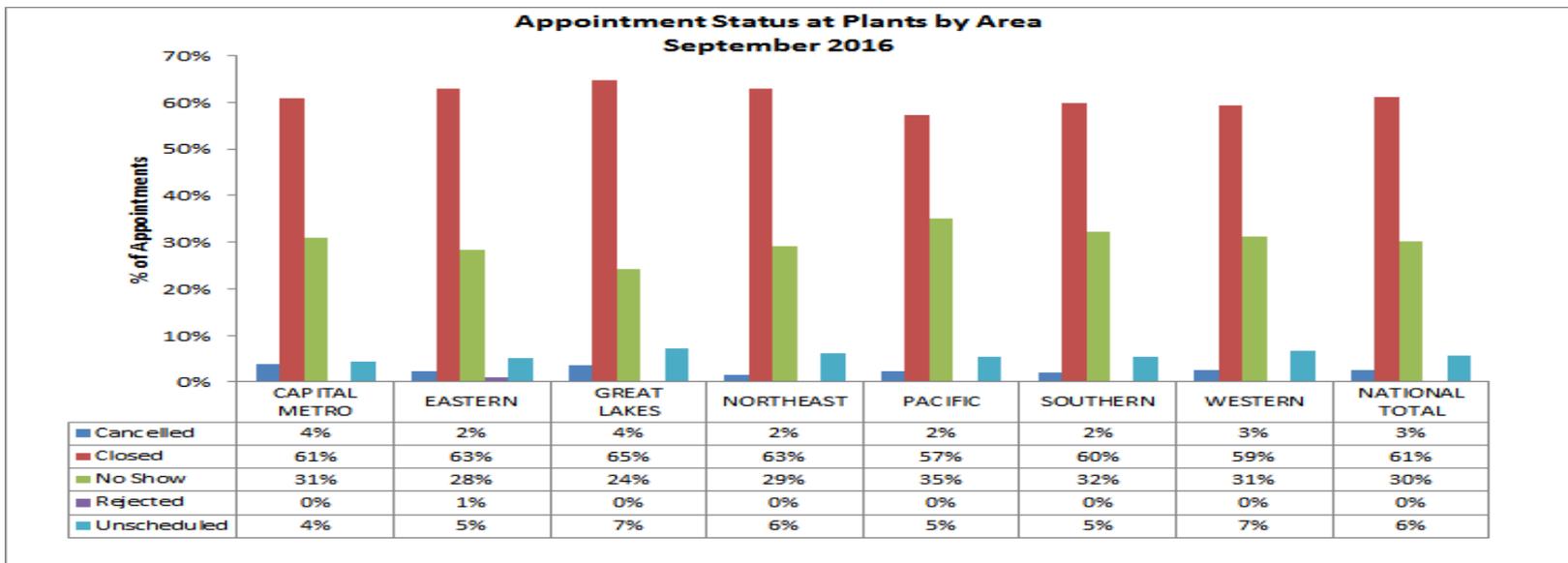
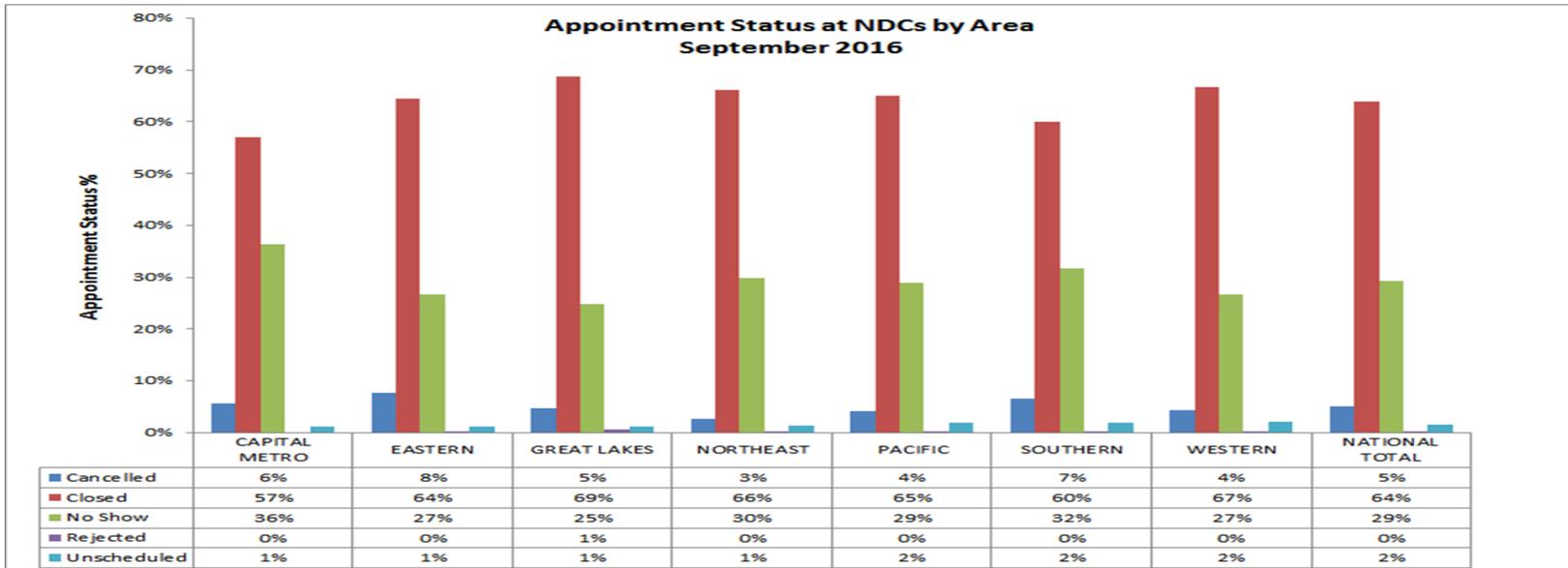
National Weekly Unit Recorded%



FAST Software Enhancement

What are the new FAST appointment business rules?





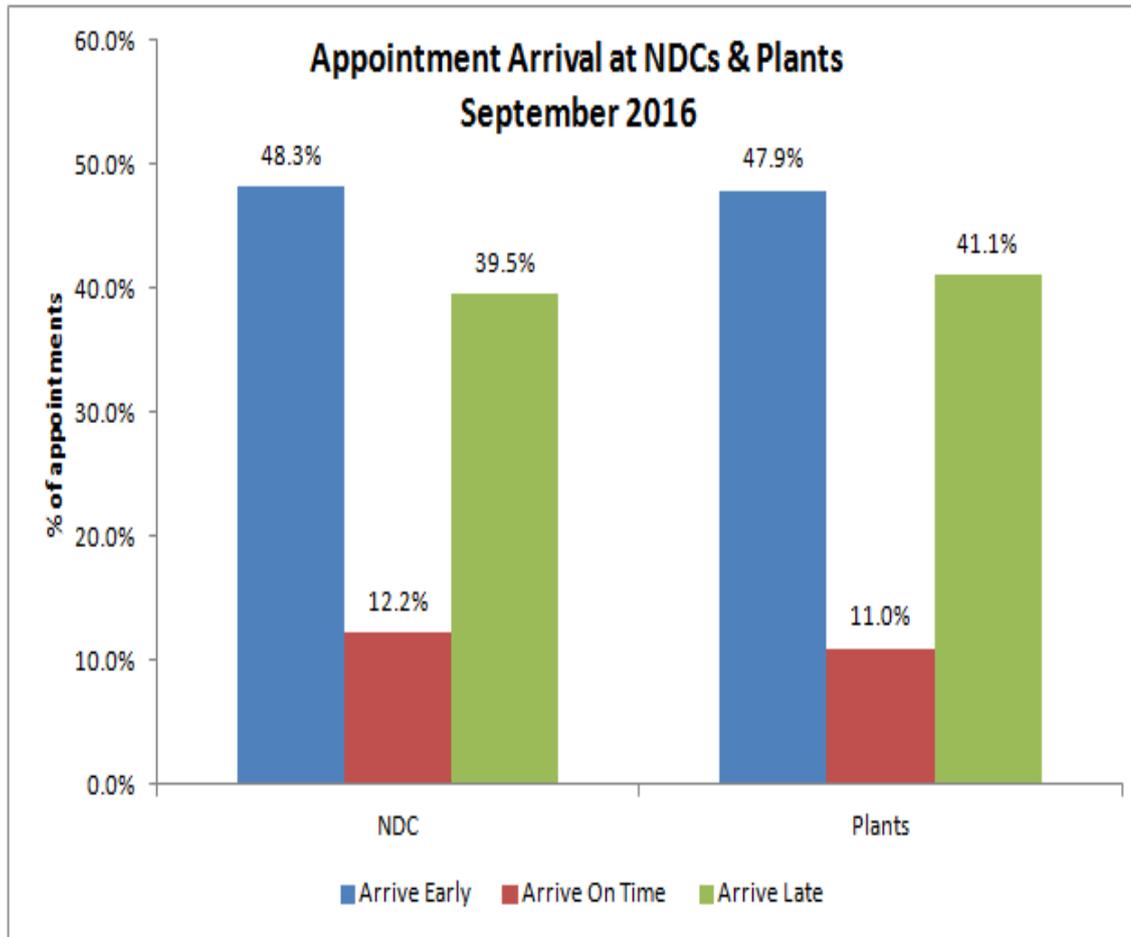
Methodology

- USPS analyzed recurring appointment data by recurring appointment ID and Mailer and calculated the percentage of one-time appointment No Shows per Recurring Appt ID

Results

- 912 Recurring Appointment ID's associated with 100% No Shows were cancelled across all Areas

Approximate Volume Opened Up Due to Recurring Appointment Cleanup		
Date	Sum of TOTAL_PALLET	Sum of TOTAL_BEDLOAD
Per Month	135,791	183,924
Per Day	4,464	6,046



- Data:
 - Removed No Show, Cancelled, Rejected & Unscheduled appointments
 - N appointments = 95,676 at NDCs & Plants
 - Time Period = 9/2016

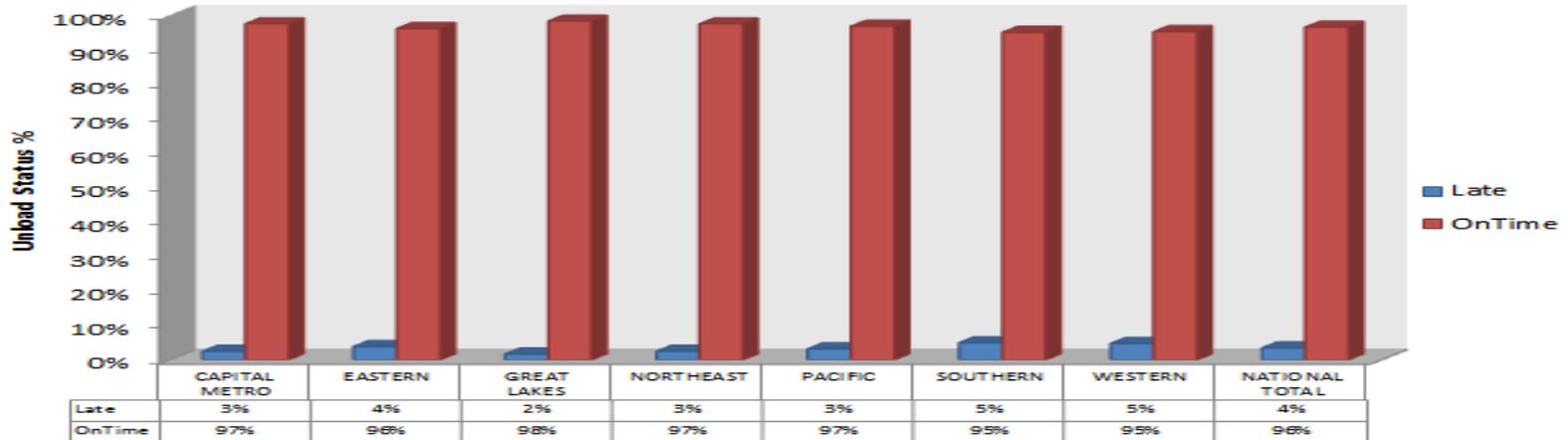
	NDC	Plants
Arrive Early	6,372	39,536
Arrive On Time	1,616	9,055
Arrive Late	5,211	33,886
National Total	13,199	82,477

Drop Shipment Appointment Arrival Standard Work

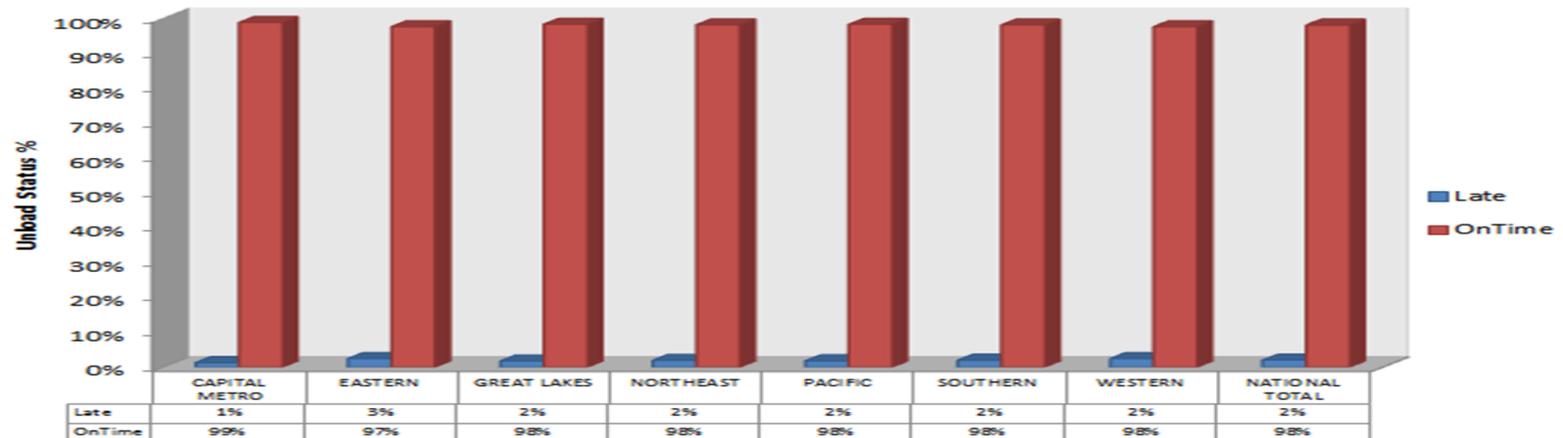


The purpose of this standard work is to provide visibility on mailer adherence to appointment schedule and drop shipments unload wait time. The SV Mobile Appointment Arrive is intended to record actual drop shipment yard arrival time separately from the trailer unload scan and acceptance process. New SV Mobile easily allows switching between appointments, making it convenient to pause the unload/acceptance process to arrive appointments.

**Unload Status at NDCs by Area
September 2016**



**Unload Status at Plants by Area
September 2016**



- Data
 - N= 95,605 (appointments) at NDCs & Plants across the U.S
 - Data pulled for September 2016
 - Removed No Show, Cancelled, Rejected & Unscheduled Appointments

	Median Unload Time (in minutes)
Early Arrival	0:09
On Time Arrival	0:32
Late Arrival	0:09

September 2016

For Appointments Arriving Early at Facilities

	Count of Appts	% of Appts
Unload End Completed Before Scheduled Appointment Time	36,541	79.7%
Unload End Completed at the Scheduled Appointment Time	366	0.8%
Unload End Completed After Scheduled Appointment Time	8,961	19.5%
NATIONAL TOTAL	45,868	100.0%

For Appointments Arriving Early at NDCs

	Count of Appts	% of Appts
Unload End Completed Before Scheduled Appointment Time	3,556	55.9%
Unload End Completed at the Scheduled Appointment Time	44	0.7%
Unload End Completed After Scheduled Appointment Time	2,765	43.4%
NATIONAL TOTAL	6,365	100.0%

For Appointments Arriving Early at Plants

	Count of Appts	% of Appts
Unload End Completed Before Scheduled Appointment Time	32,985	83.5%
Unload End Completed at the Scheduled Appointment Time	322	0.8%
Unload End Completed After Scheduled Appointment Time	6,196	15.7%
NATIONAL TOTAL	39,503	100.0%

Data:

- Data from 9/2016
- N closed appointments = 45,868 at NDCs & Plants
- Analysis on appointments arriving early

Conclusion:

- Across facilities for appointments arriving early, USPS completes appointment unload end ~1.5hrs (median) before the scheduled appointment time

September 2016

Unload Time in Hours	NDC Count of Appts	NDC % of Appts	Plant Count Appts	Plant % of Appts
Unload Scan Noncompliance (no unload start or unload end scan)	61	1.0%	959	2.4%
1 hour	4,804	75.5%	35,387	89.6%
2 hours	795	12.5%	1,209	3.1%
3 hours	286	4.5%	418	1.1%
4 hours	143	2.2%	214	0.5%
5 hours	58	0.9%	156	0.4%
6 hours	37	0.6%	126	0.3%
7 hours	24	0.4%	94	0.2%
8 hours	18	0.3%	63	0.2%
9 hours	10	0.2%	55	0.1%
> 10 hours	129	2.0%	822	2.1%
Total	6,365	100.0%	39,503	100%

- Business Rules:
 - If the actual appointment arrival time is earlier than the scheduled appointment time, the timeframe evaluated is from the scheduled appointment date/time to the unload end time, or from the unload start time to the unload end time, whichever occurs first
- Data Analysis based off above rules
 - Removed No Show, Cancelled, Rejected & Unscheduled Appointments.
 - N=45,868 appointments
 - NDC = NASS code with z
 - Plants = NASS code w/o z
 - Time Period = 9/2016

September 2016

Unload Time in Hours	NDC Count of Appts	NDC % of Appts	Plant Count of Appts	Plant % of Appts
Noncompliance (no unload start or unload	10	0.6%	353	3.9%
1 hour	835	51.8%	7,260	80.2%
2 hours	495	30.7%	909	10.0%
3 hours	153	9.5%	204	2.3%
4 hours	50	3.1%	80	0.9%
5 hours	26	1.6%	38	0.4%
6 hours	6	0.4%	24	0.3%
7 hours	10	0.6%	18	0.2%
8 hours	2	0.1%	15	0.2%
9 hours	3	0.2%	10	0.1%
> 10 hours	23	1.4%	141	1.6%
Total	1,613	100.0%	9,052	100.0%

- Business Rule:
 - If the actual appointment arrival time is equal to or within 30 minutes of the scheduled appointment time, the timeframe evaluated is from the scheduled appointment time or unload start time, whichever is first, to the unload end time
- Data Analysis is based off above rules
 - Removed No Show, Cancelled, Rejected & Unscheduled Appointments.
 - N=10,665 appointments
 - NDC = NASS code with z
 - Plants = NASS code w/o z
 - Time Period = 9/2016

September 2016

Unload Time in Hours	NDC Count of Appts	NDC % of Appts	Plant Count of Appts	Plant % of Appts
Noncompliance (no unload start or unload)	72	1.4%	749	2.2%
1 hour	4,222	81.0%	31,156	92.0%
2 hours	633	12.1%	879	2.6%
3 hours	141	2.7%	224	0.7%
4 hours	43	0.8%	113	0.3%
5 hours	13	0.2%	76	0.2%
6 hours	8	0.2%	75	0.2%
7 hours	7	0.1%	48	0.1%
8 hours	4	0.1%	32	0.1%
9 hours	3	0.1%	15	0.0%
> 10 hours	64	1.2%	495	1.5%
Total	5,210	100.0%	33,862	100.0%

- Business rule:
 - If the actual appointment arrival time is greater than 30 minutes after the scheduled appointment time, the timeframe evaluated is from the unload start time to the unload end time
 - Late arrival is an appointment that shows up >30 minutes and up to 24 hours after scheduled appointment time

Data Analysis is based off above rules

- Removed No Show, Cancelled, Rejected & Unscheduled appointments.
- N=39,072 appointments
- NDC = NASS code with z
- Plants = NASS code w/o z
- Time period = 9/2016

Surface Visibility Update

Area	SITE NAME	Actual Go-Live Date
Northeast	BINGHAMTON (NY) SHF	10/14/2016
Northeast	CATANO DMDU ANNEX	TBD
Northeast	PLATTSBURGH (NY) BMEU	10/12/2016
Northeast	SAN JUAN (PR) P&DC	TBD
Northeast	STATEN ISLAND (NY) SHF	TBD
Northeast	WATERBURY (CT) SHF	10/20/2016
Eastern	ASHLAND (KY) SHF	10/14/2016
Eastern	ATHENS (OH) SHF	10/26/2016
Eastern	CANTON (OH) P&DC	10/25/2016
Eastern	CHATTANOOGA (TN) P&DC	10/18/2016
Eastern	CHILLICOTHE (OH) SHF	10/25/2016
Eastern	CLEVELAND (OH) ANNEX	10/14/2016
Eastern	COLUMBUS FSS (OH) ANNEX	10/20/2016
Eastern	DAYTON (OH) P&DC	10/18/2016
Eastern	ERIE (PA) P&DC	10/13/2016
Eastern	EVANSVILLE (IN) ANNEX	10/19/2016
Eastern	JACKSON (TN) P&DC	10/14/2016
Eastern	JET COVE (TN) ANNEX	10/21/2016
Eastern	LOUISVILLE (KY) AMF	10/19/2016
Eastern	MANSFIELD (OH) SHF	10/21/2016
Eastern	STEUBENVILLE (OH) SHF	10/19/2016
Eastern	ZANESVILLE (OH) SHF	10/27/2016

Area	SITE NAME	Actual Go-Live Date
Pacific	EUREKA (CA) P&DC	10/17/2016
Pacific	HONOLULU (HI) P&DC	TBD
Pacific	LOS ANGELES (CA) FSS ANNEX	10/18/2016
Pacific	REDDING (CA) P&DC	10/19/2016
Capital Metro	ASHEVILLE (NC) P&DC	10/19/2016
Capital Metro	FAYETTEVILLE (NC) ANNEX	TBD
Capital Metro	FAYETTEVILLE (NC) P&DC	TBD
Capital Metro	KINSTON (NC) APO	TBD
Capital Metro	ROCKY MOUNT (NC) P&DC	10/20/2016
Great Lakes	BLOOMINGTON (IN) SHF	10/26/2016
Great Lakes	CARBONDALE (IL) SHF	10/21/2016
Great Lakes	CENTRAL WISCONSIN (WAUSAU) P&DF	10/27/2016
Great Lakes	CENTRALIA (IL) P&DC	10/19/2016
Great Lakes	COLUMBUS (IN) SHF	10/19/2016
Great Lakes	FLINT (MI) SHF	TBD
Great Lakes	GALESBURG (IL) SHF	10/14/2016
Great Lakes	GARY (IN) P&DC	10/21/2016
Great Lakes	GAYLORD (MI) P&DC	10/19/2016
Great Lakes	INDIANAPOLIS HS (IN) ANNEX	10/26/2016
Great Lakes	KALAMAZOO (MI) P&DC	10/18/2016
Great Lakes	KOKOMO (IN) SHF	10/26/2016
Great Lakes	LA SALLE (IL) SHF	10/18/2016
Great Lakes	LAFAYETTE (IN) P&DC	10/21/2016
Great Lakes	MUNCIE (IN) P&DC	10/20/2016
Great Lakes	SOUTH BEND (IN) P&DC	10/19/2016
Great Lakes	UPPER PENINSULA P&DC (IRON MOUNTAIN)	10/21/2016

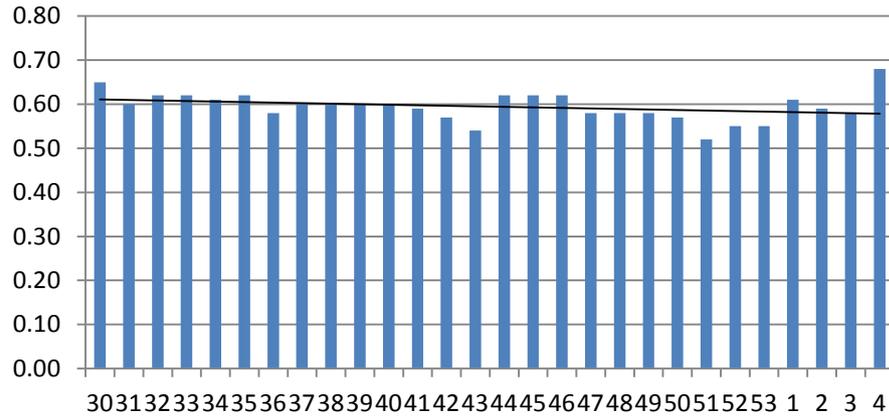
Area	SITE NAME	Actual Go-Live Date
Southern	ABILENE (TX) P&DC	10/20/2016
Southern	ALBANY (GA) SHF	10/24/2016
Southern	ALEXANDRIA (LA) SHF	10/26/2016
Southern	ARDMORE (OK) SHF	10/18/2016
Southern	AUGUSTA GA P&DC	10/24/2016
Southern	BATESVILLE (AR) SHF	10/25/2016
Southern	BEAUMONT (TX) P&DC	10/20/2016
Southern	CAMDEN (AR) SHF	10/27/2016
Southern	CHILDRESS (TX) SHF	10/25/2016
Southern	COLUMBUS (MS) SHF	10/19/2016
Southern	CORPUS CHRISTI (TX) P&DC	10/18/2016
Southern	FORT SMITH (AR) SHF	10/13/2016
Southern	GREENVILLE (MS) SHF	10/27/2016
Southern	GULFPORT (MS) P&DF	10/19/2016
Southern	HARRISON (AR) SHF	10/14/2016
Southern	HATTIESBURG (MS) SCF	10/21/2016
Southern	HOT SPRINGS NATL PK (AR) SHF	10/14/2016
Southern	HOUMA (LA) SHF	10/20/2016
Southern	JONESBORO (AR) MPA	10/14/2016
Southern	LAKELAND (FL) P&DC	10/25/2016
Southern	LUFKIN (TX) P&DC	TBD
Southern	MCALESTER (OK) ANNEX	10/25/2016
Southern	MERIDIAN (MS) SHF	10/21/2016
Southern	MONROE (LA) SHF	10/14/2016
Southern	MUSKOGEE (OK) APO	10/20/2016
Southern	PANAMA CITY (FL) SHF	10/18/2016
Southern	PINE BLUFF (AR) SHF	10/21/2016
Southern	SAN ANTONIO (TX) PRIORITY ANNEX	10/17/2016
Southern	SKYLAND STATION (AL) Delivery & Retail	10/19/2016
Southern	SWAINSBORO (GA) SHF	10/26/2016
Southern	TEXARKANA (TX) SHF	10/19/2016
Southern	TUPELO (MS) SHF	TBD
Southern	VALDOSTA (GA) SHF	10/21/2016
Southern	WAYCROSS (GA) SHF	10/25/2016

Area	SITE NAME	Actual Go-Live Date
Western	ANCHORAGE (AK) P&DC	10/25/2016
Western	BEMIDJI (MN) P&DC	10/27/2016
Western	BEND (OR) P&DC	10/19/2016
Western	BUTTE (MT) SHF	10/14/2016
Western	CAPE GIRARDEAU (MO) P&DC	10/18/2016
Western	CASPER MAIN OFFICE (WY) P&DF	10/18/2016
Western	CEDAR RAPIDS AMF	10/27/2016
Western	COLORADO SPRINGS (CO) P&DC	10/21/2016
Western	DAKOTA CENTRAL (SD) P&DC	10/25/2016
Western	DULUTH (MN) P&DC	10/14/2016
Western	EUGENE (OR) P&DF	10/12/2016
Western	FARGO (ND) ASF	10/24/2016
Western	GRAND FORKS (ND) P&DC	10/20/2016
Western	GRAND ISLAND (NE) P&DC	TBD
Western	GRAND JUNCTION (CO) P&DC	TBD
Western	HUTCHINSON (KS) SHF	TBD
Western	LA CROSSE (WI) P&DC	10/20/2016
Western	MANKATO (MN) P&DC	10/19/2016
Western	MINOT (ND) SHF	10/25/2016
Western	MISSOULA (MT) P&DC	10/12/2016
Western	NORFOLK (NE) P&DC	10/20/2016
Western	PENDLETON (OR) P&DC	10/25/2016
Western	POCATELLO (ID) MPA	10/25/2016
Western	ROCHESTER (MN) MPO	10/25/2016
Western	SPOONER (WI) Delivery & Retail	10/18/2016
Western	SPRINGFIELD (MO) P&DC	10/19/2016
Western	TACOMA (WA) P&DC	10/20/2016
Western	TUCSON (AZ) P&DC	10/13/2016
Western	TWIN FALLS (ID) SHF	10/19/2016
Western	WENATCHEE (WA) CARRIER ANNEX	10/27/2016
Western	YAKIMA (WA) P&DC	10/20/2016

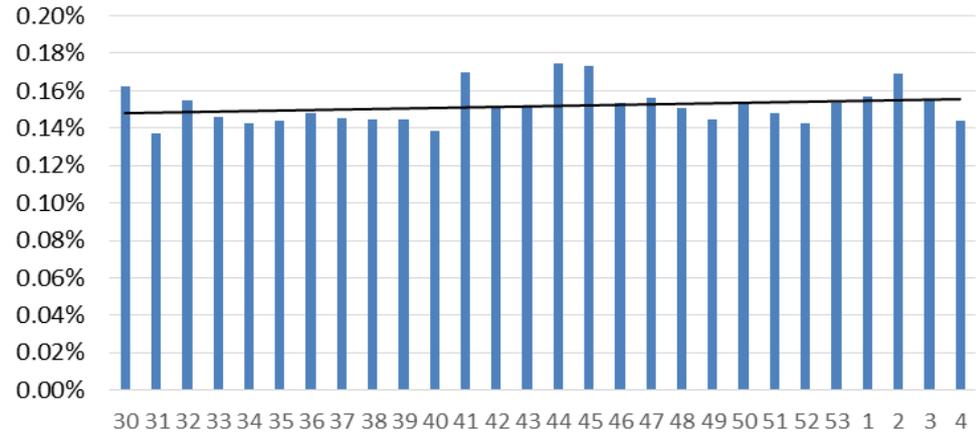
Delivery Issues

- Delivery Performance Update Last Mile Impact
 - All Pieces
 - 6,651,356 selected out of 6,651,356 included piece count
 - -2.1% impact
 - Standard Letters
 - 2,989,259 selected out of 6,651,356 included piece count
 - -1.2% Impact
 - Standard Flats
 - 748,208 selected out of 6,651,356 included piece count
 - -5.2% Impact
- Quality of Delivery
 - Package look ahead
 - Scan / Location mismatch – Still testing
 - eCC / Misdelivery reduction initiative

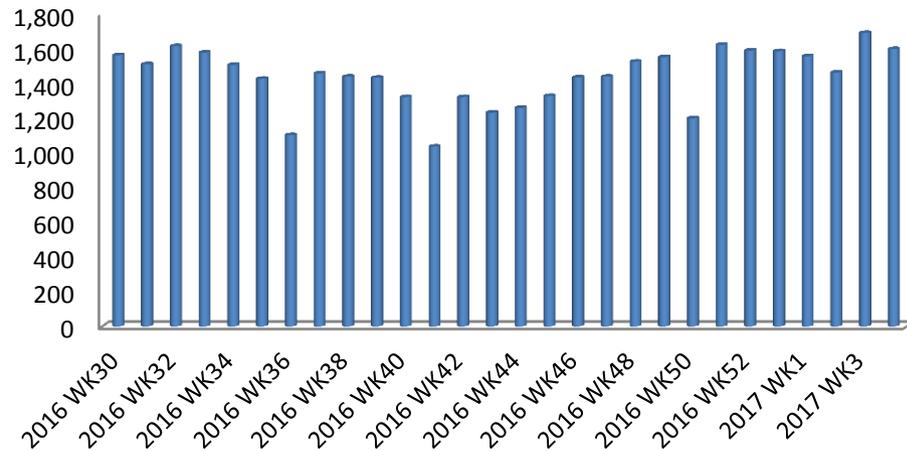
WIMP - Complaints per 1000 Packages



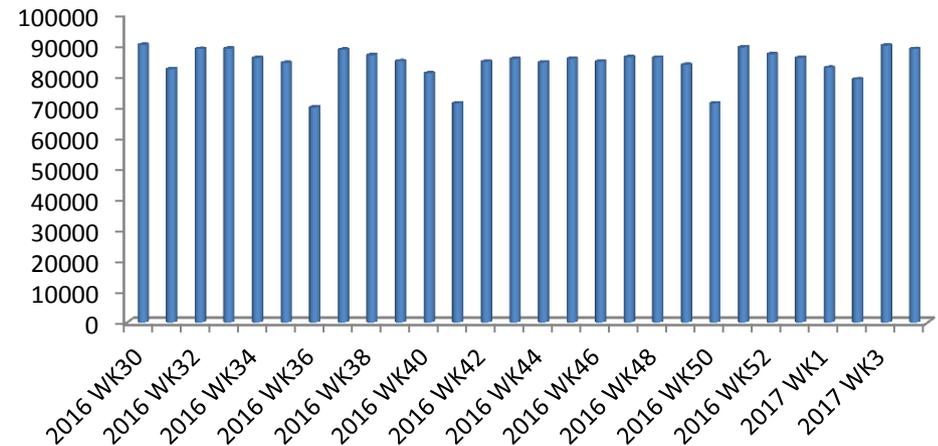
UAA % to Volume



Misdelivered Mail

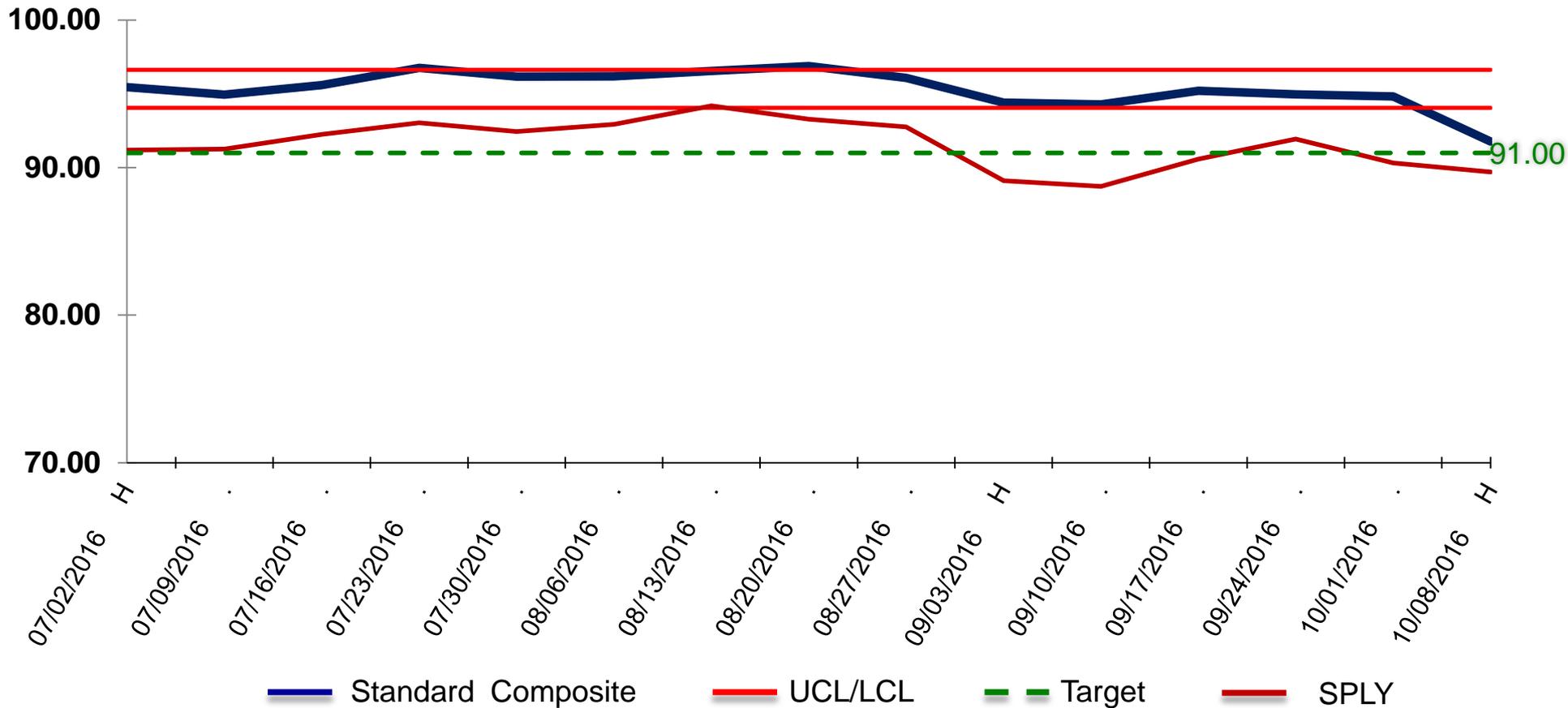


Total eCC Case Count

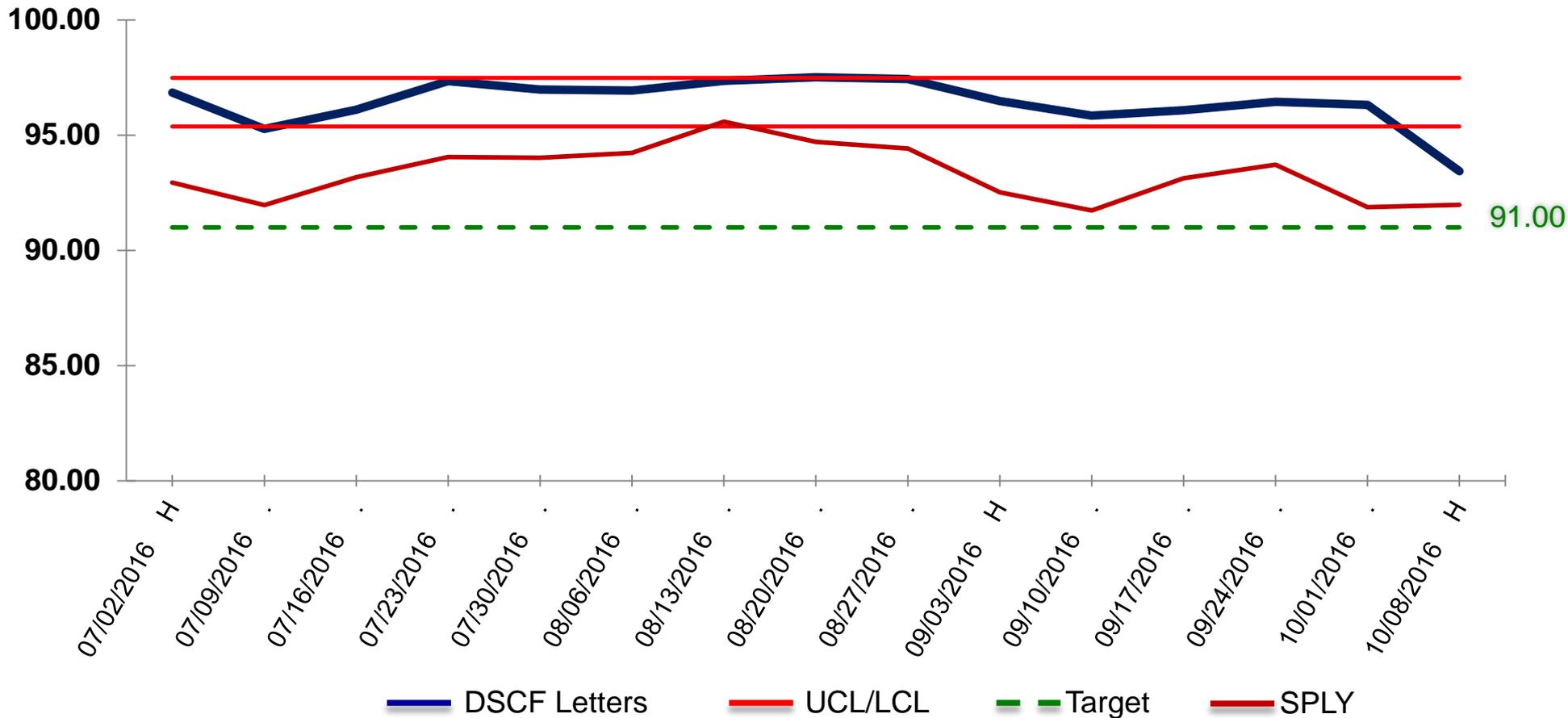


Service Performance

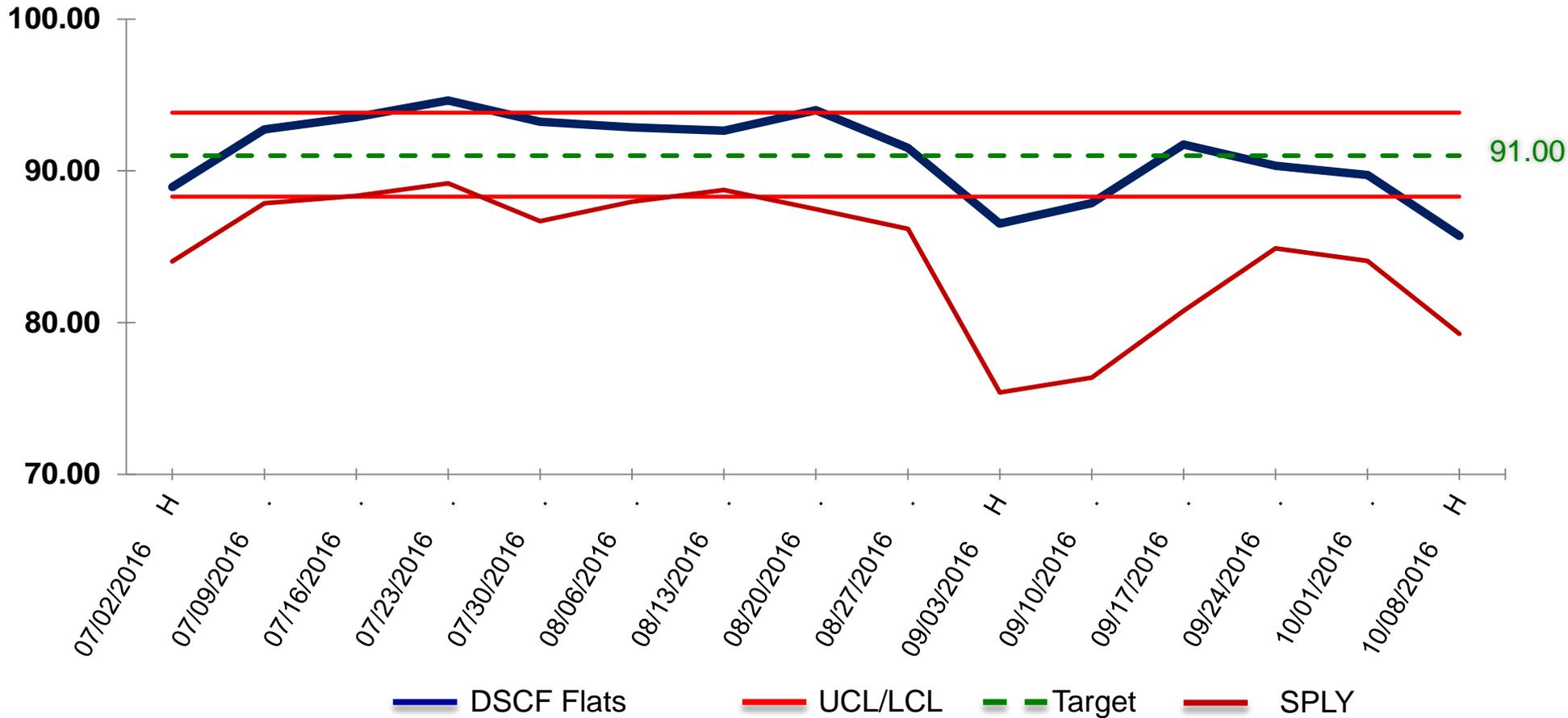
YTD & Q1TD	
Actual	93.22
SPLY Var	+3.52



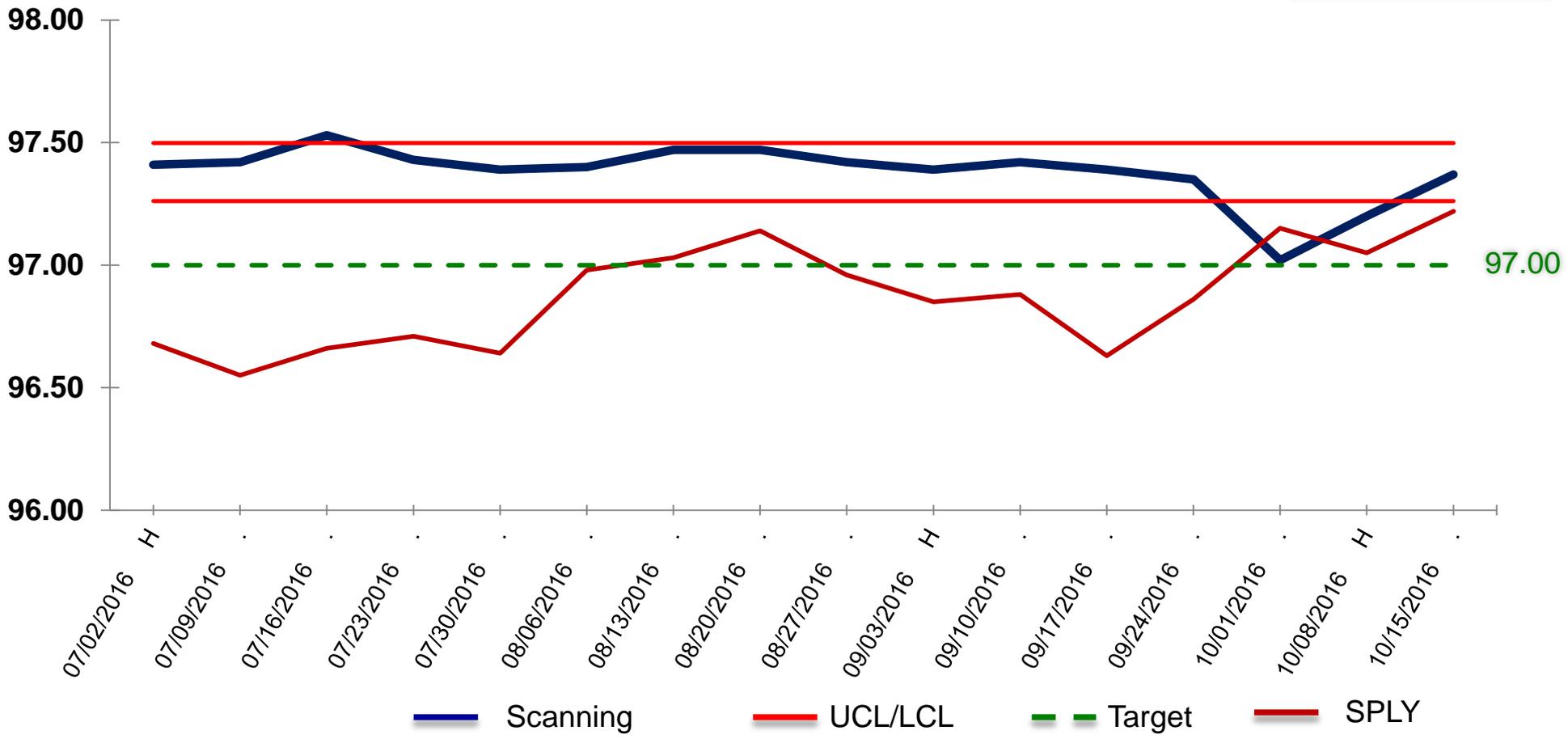
YTD & Q1TD
Actual
94.80
SPLY Var
+2.69



YTD & Q1TD
Actual
87.56
SPLY Var
+6.77



YTD & Q1TD
Actual 97.45
SPLY Var +0.32



Network Integration Support Update

- Enhanced External Labeling List Deployment
 - Lists to be published on 12/1 will be published using EELLS
 - EELLS validation checks will be in place
 - No duplicate zips
 - No missing information
 - Initial EELLS test file sent to mailer test group
 - No issues reported
 - Second test file will be sent mid-November

- L003/L801 consolidation
 - All L003 entries will be discontinued effective 1/1/17 with a grace date of 2/1/17
 - Completing final review of impacts
- New Lists
 - L014 Hub List
 - Will be published on 12/1/16
 - Will be effective on 1/1/17

- **New Lists (cont)**
 - **L015 ADC FCM Parcel List**
 - Will be created in Nov 2016
 - Will be published on 12/1/16
 - Will be effective on 1/1/17

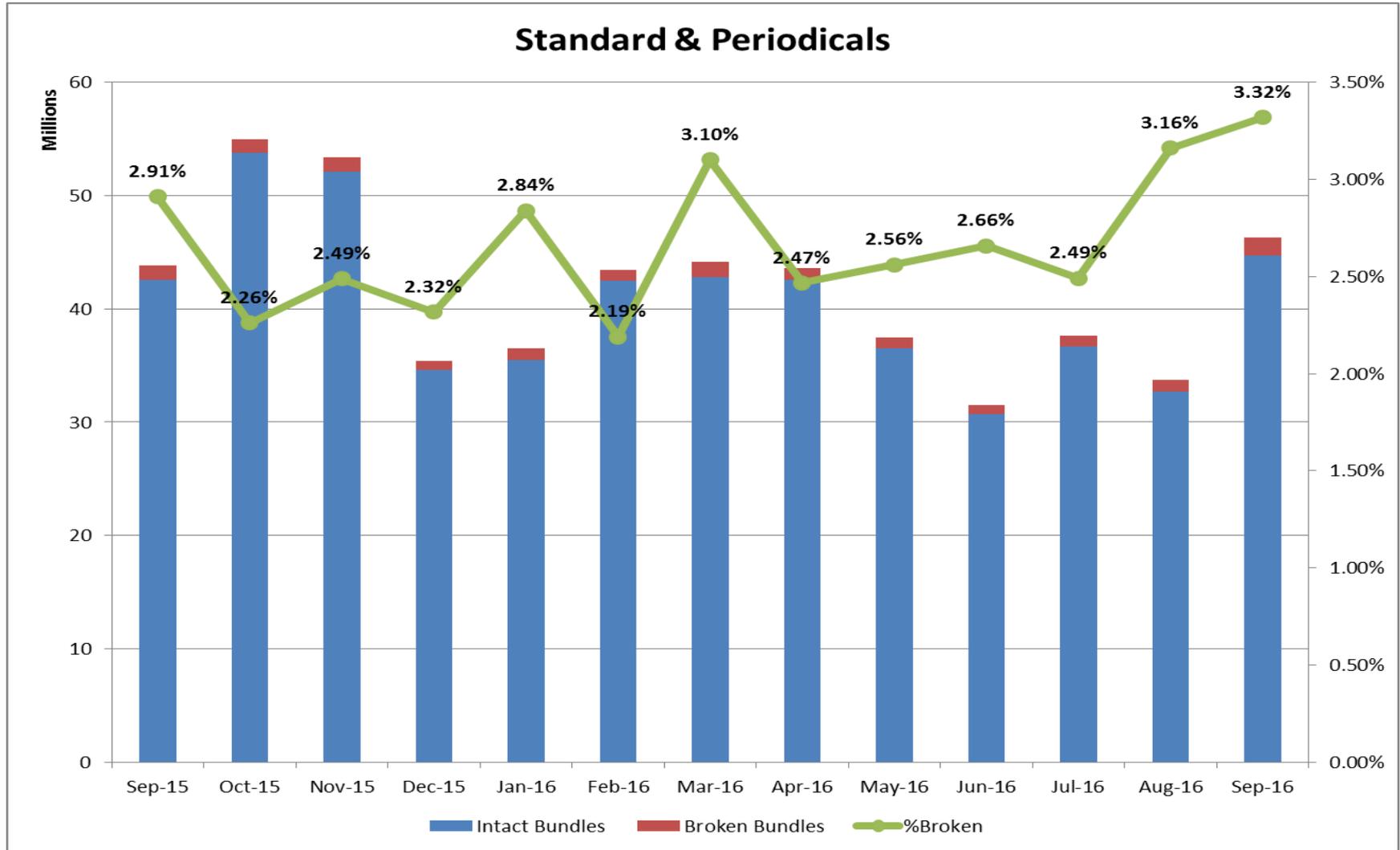
Broken Bundle Update

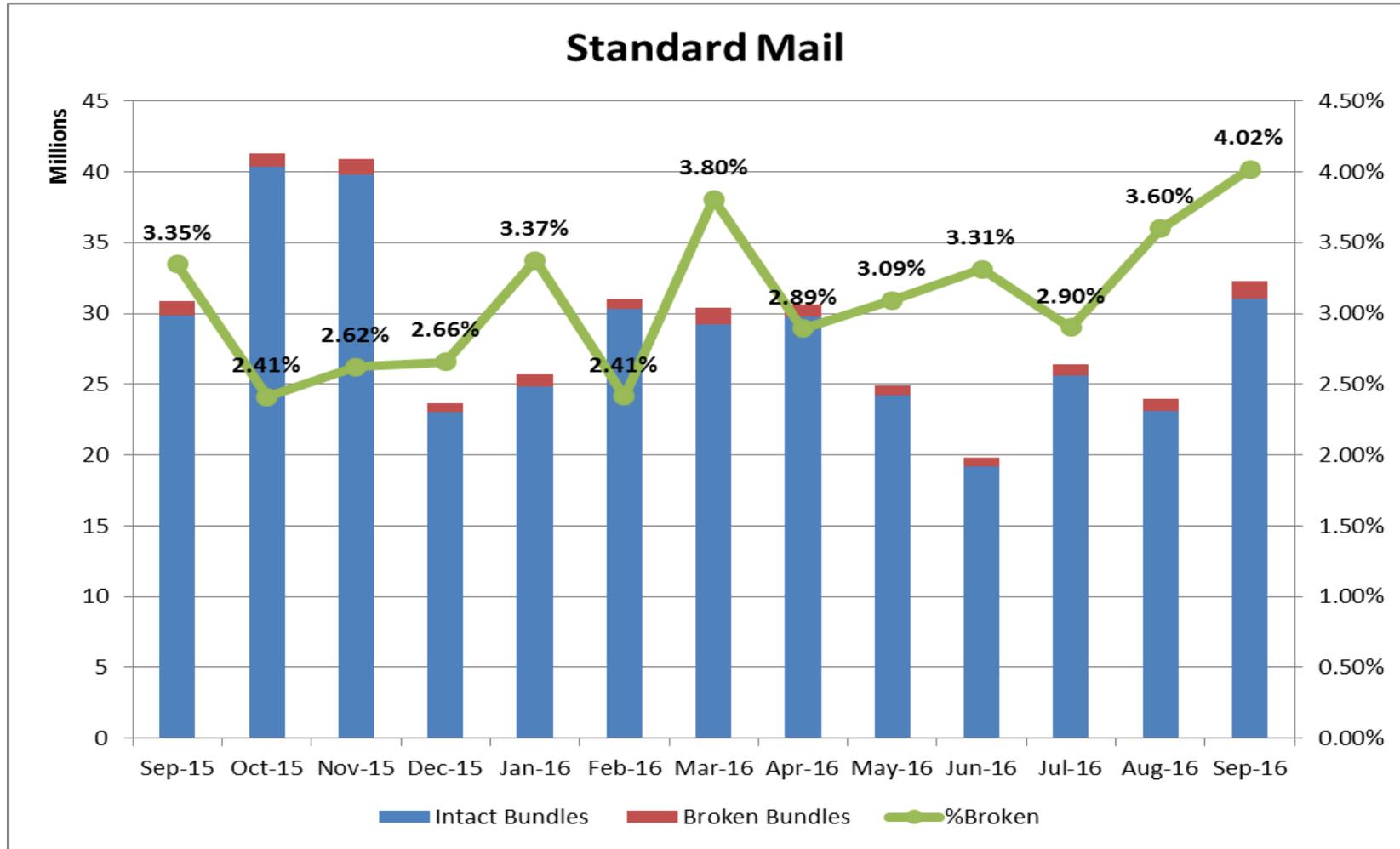
- Broken Bundle Data is based on:
 - Full service mailers with e-doc
 - Standard and Periodicals, including co-mail
 - Bundle is “broken” when three (3) or more IMbs within a bundle are scanned during bundle processing
 - Does not take into account bundles that are repaired (manual intervention), so it’s projected that true breakage is higher than reported

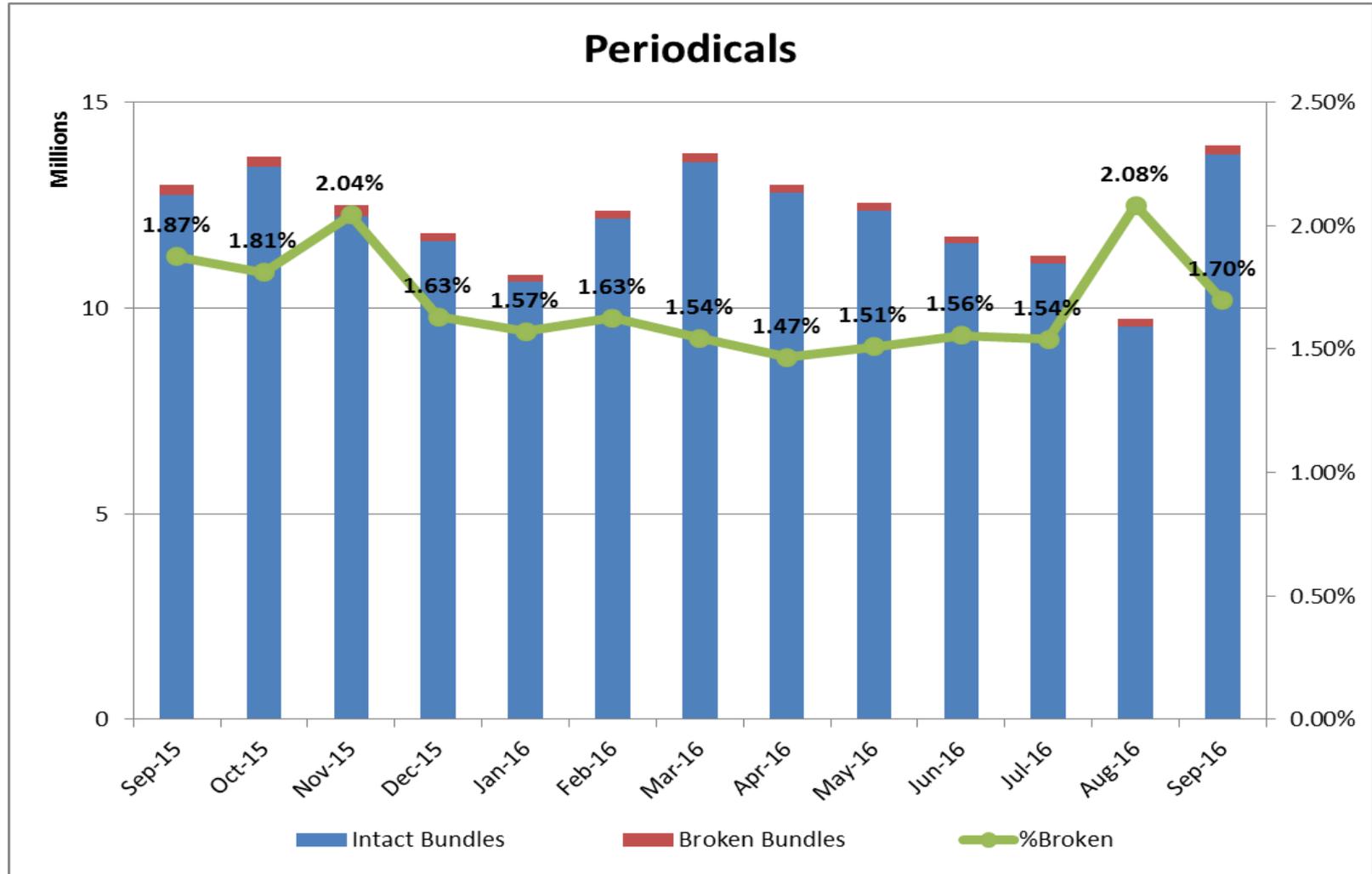
- Broken bundles are the number one cause of machine stops on USPS bundle sorting equipment
 - When machines stop, productivity suffers
 - Loose pieces must be physically gathered and removed from the machine
 - Single pieces loose in the machine may cause further machine stops and damage to mail

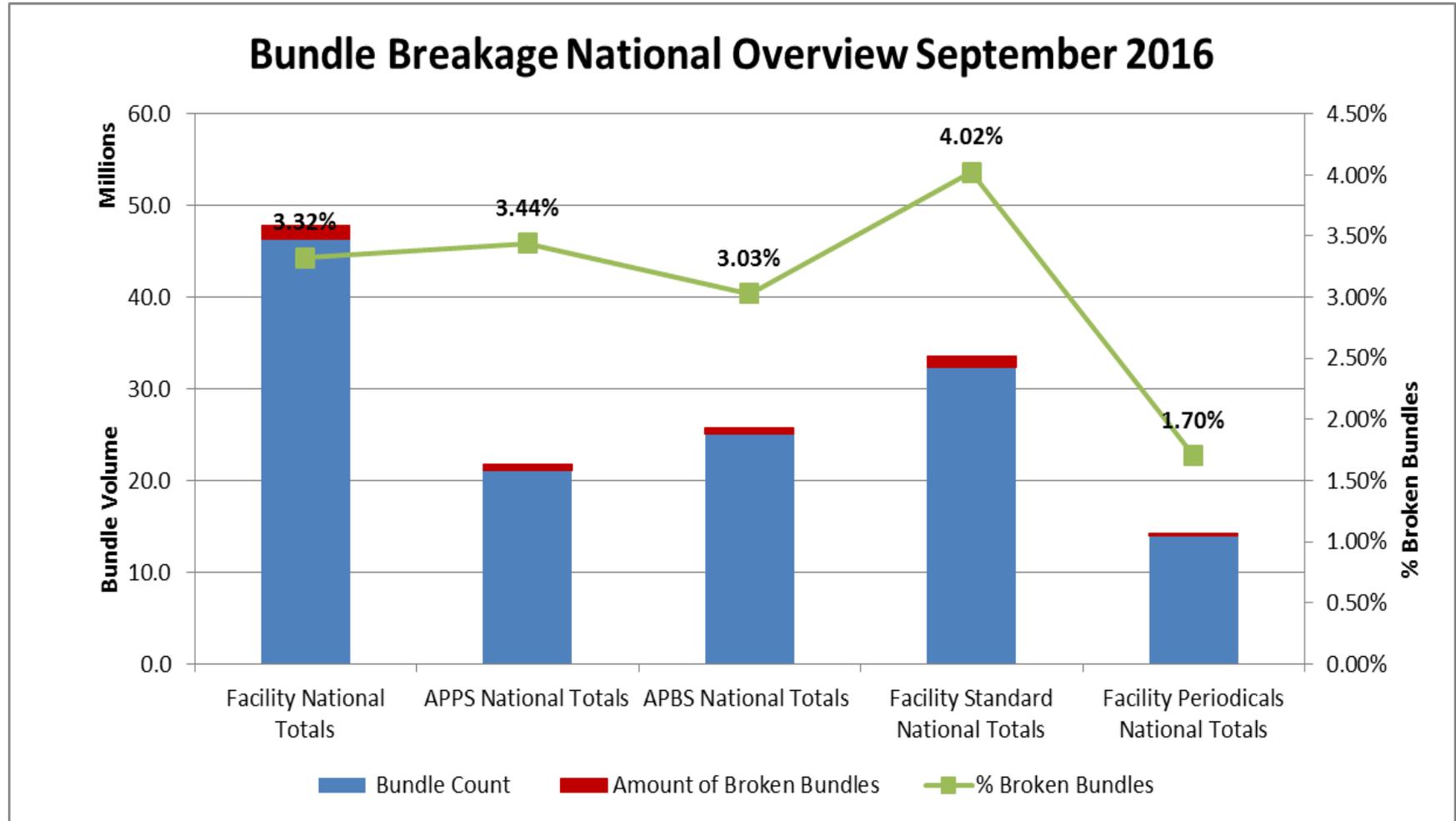
- A typical bundle of mail is sorted to the carrier route level
 - Compromised bundles & loose flats are manually gathered, faced, containerized, transported and sorted, attributing to the piece costs of flats

- For September 2016, broken bundles nationally were:
 - 1,297,637 Standard broken bundles
 - 237,037 Periodicals broken bundles
 - 1,534,674 Combined / Overall broken bundles
- **Impact returning to carrier route level: USPS costs of nearly \$5.3 million**
- USPS, besides our collaboration with Industry, is continually improving work methods and looking at new technologies to address bundle breakage









- USPS Facility & Machine Opportunities (next 3 slides)
 - Facility: Displays locations with highest contributing percentage of broken bundles
 - APPS by Facility: Displays APPS with highest contributing percentage of broken bundles
 - APBS by Facility: Displays APBS with highest contributing percentage of broken bundles

10 Top Contributing Facilities to Broken Bundles

Facility	Bundle Count	% Broken Bundles	Amount of Broken Bundles	% of Total Bundle Count	% Contribution of Total Broken Bundles
LOS ANGELES NDC	252,878	19.85%	50,184	0.55%	3.27%
NEW JERSEY NDC	441,217	9.85%	43,454	0.95%	2.83%
SAINT PAUL	1,093,085	3.38%	36,908	2.36%	2.40%
NORTH HOUSTON	945,306	3.80%	35,947	2.04%	2.34%
SPRINGFIELD NDC	730,313	4.91%	35,887	1.58%	2.34%
JACKSONVILLE NDC	625,268	4.80%	30,006	1.35%	1.96%
SAINT LOUIS METRO ANNEX	834,380	3.23%	26,966	1.80%	1.76%
PENNWOOD PLACE	783,889	3.34%	26,148	1.69%	1.70%
CHICAGO NDC	394,329	6.55%	25,819	0.85%	1.68%
PEACHTREE	525,855	4.86%	25,565	1.14%	1.67%
Overall Facilities Totals	46,257,308	3.32%	1,534,674		

September 2016

10 Top Contributing APPS by Facilities to Broken Bundles

Facility	Machine	Bundle Count	% Broken Bundles	Amount of Broken Bundles	% of Total Bundle Count	% Contribution of Total Broken Bundles
NEW JERSEY NDC	APPS-045	441,217	9.85%	43,454	2.09%	5.99%
SAINT PAUL	APPS-001	665,327	3.88%	25,846	3.15%	3.56%
SPRINGFIELD NDC	APPS-004	442,032	5.24%	23,142	2.10%	3.19%
DENVER	APPS-018	789,674	2.87%	22,643	3.74%	3.12%
SAINT LOUIS METRO ANNEX	APPS-009	735,104	3.06%	22,496	3.48%	3.10%
BROOKLYN	APPS-023	610,291	3.30%	20,146	2.89%	2.78%
CINCINNATI NDC	APPS-058	325,753	5.98%	19,480	1.54%	2.69%
CHICAGO NDC	APPS-043	284,677	6.63%	18,888	1.35%	2.60%
WASHINGTON NDC	APPS-016	226,657	8.19%	18,569	1.07%	2.56%
MIDDLESEX ESSEX	APPS-051	435,336	4.24%	18,446	2.06%	2.54%
Overall APPS Totals		21,095,035	3.44%	725,347		

September 2016

10 Top Contributing APBS by Facilities to Broken Bundles

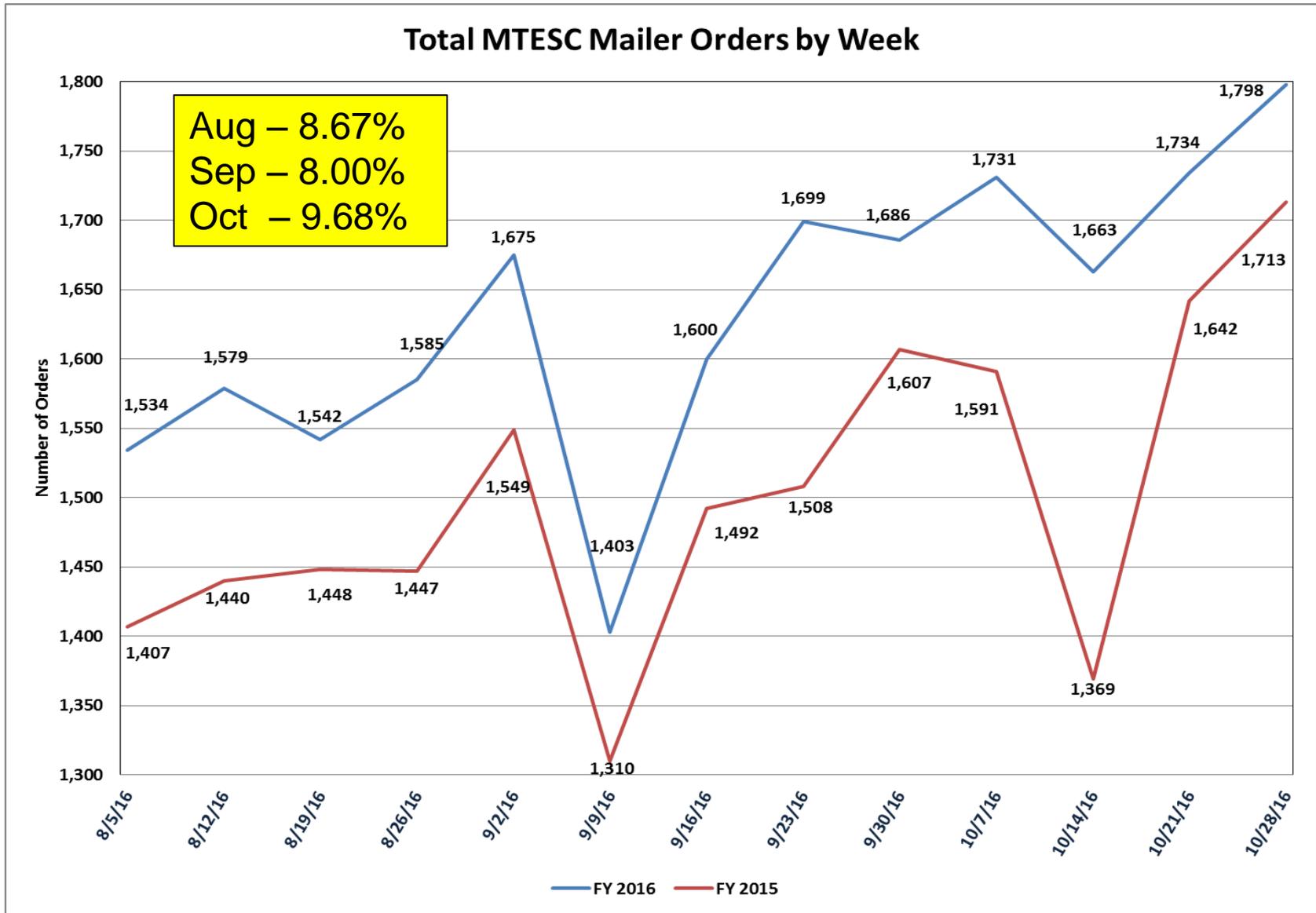
Facility	Machine	Bundle Count	% Broken Bundles	Amount of Broken Bundles	% of Total Bundle Count	% Contribution of Total Broken Bundles
LOS ANGELES NDC	APBS-001	252,853	19.84%	50,160	1.01%	6.61%
DALLAS NDC	APBS-001	281,353	8.91%	25,055	1.12%	3.30%
FOX VALLEY	APBS-001	403,006	5.46%	22,004	1.61%	2.90%
CLEVELAND ANNEX	APBS-001	747,272	2.36%	17,657	2.98%	2.33%
GREENSBORO NDC	APBS-001	157,151	9.77%	15,354	0.63%	2.02%
MEMPHIS NDC	APBS-002	187,399	7.67%	14,379	0.75%	1.89%
DETROIT NDC	APBS-006	144,490	9.11%	13,159	0.58%	1.73%
MID ISLAND	APBS-002	205,746	6.15%	12,662	0.82%	1.67%
NORTH HOUSTON	APBS-001	237,262	4.78%	11,334	0.95%	1.49%
SAN FRANCISCO NDC	APBS-001	160,125	6.73%	10,777	0.64%	1.42%
Overall APBS Totals		25,056,277	3.03%	758,881		

September 2016

- Communication & Sharing
 - Top 10 MSPs will receive bundle breakage data via email monthly
 - Requesting each MSP provide contact names for monthly email
 - Please send names to fontell.peart@usps.gov
 - Use subject: “Contacts Bundle Breakage”
 - Improvement opportunities to be addressed at future MTAC meetings

MTE Update

- Modify orders instead of Withdraw
 - For MTEESC Mailers and Postal Plants
 - Orders may be modified until 4 days prior to delivery
- New order status – Ready for Delivery
 - For local mailers who receive MTE delivered by plants
 - Plants will use “Ready for Delivery” if being delivered
 - “Ready for Pick-up” still used for mailer pick-ups.
- Plastic Pallets
 - For local mailers
 - Order for pallets can now be made in pieces
- Label Holders
 - Increase box orders to 80 max per order



7.25M pieces of MTE ordered for PQ I of FY17

MTE Type	October	November	December	Total
Pallets	200,000	200,000	100,000	500,000
EMM Trays	400,000	400,000	200,000	1,000,000
Half Trays	0	0	0	0
MM Trays	350,000	450,000	200,000	1,000,000
EMM Sleeves	400,000	400,000	200,000	1,000,000
Half Sleeves	100,000	150,000	0	250,000
MM Sleeves	500,000	400,000	100,000	1,000,000
Flat Tubs	50,000	225,000	225,000	500,000
#1 Sacks	400,000	900,000	700,000	2,000,000
Total	2,400,000	3,125,000	1,725,000	7,250,000

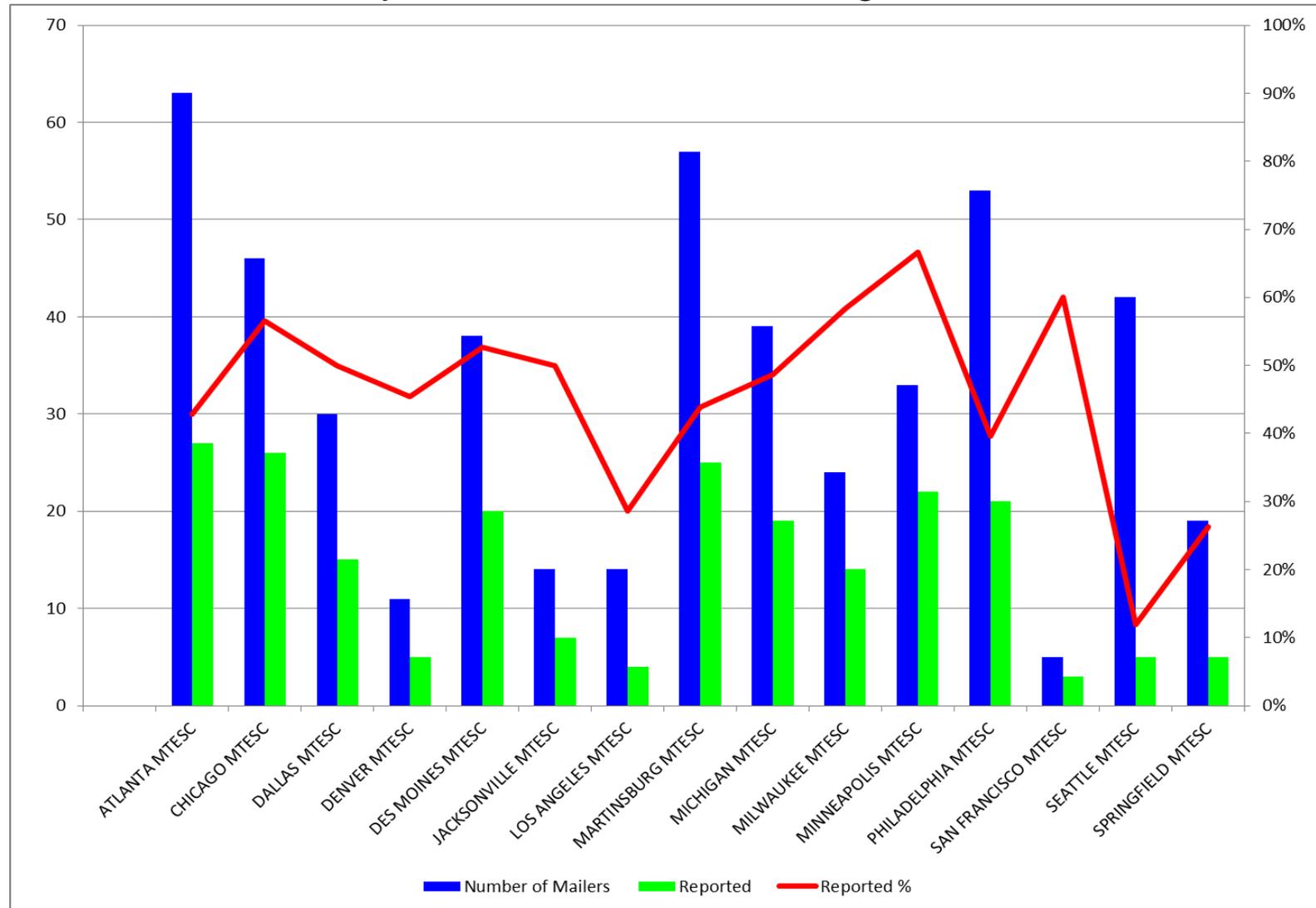
*Quantities are provided in pieces. - Deliveries continue through December 31, 2016.
Green shading indicates receipts as of October 31, 2016.*

MTE Inventory Status

As of 10/31/16	Current MTESS On-Hand Inventory	1-Week Safety Inventory	Pieces +/- Safety Level	Percent +/- Safety Level	Demand vs SPLY	Inventory vs SPLY
Pallets	879,975	500,000	379,975	76%	13%	-43%
EMM Trays	3,673,632	2,000,000	1,673,632	84%	-5%	38%
Half Trays	3,403,800	1,500,000	1,903,800	127%	2%	220%
MM Trays	5,236,560	3,250,000	1,986,560	61%	-2%	128%
EMM Sleeves	6,239,937	2,500,000	3,739,937	150%	3%	29%
Half Sleeves	5,020,509	1,750,000	3,270,509	187%	7%	166%
MM Sleeves	3,710,952	4,500,000	-789,048	-18%	5%	27%
Flat Tubs	3,516,072	750,000	2,766,072	369%	-11%	-9%
#1 Sacks	1,979,500	1,500,000	479,500	32%	16%	-8%

- MTEOR requirement
- Weekly input of unused MTE
 - Does not include supplies in use on production floor
- Also required of Postal Plants
- Usage of Inventory Data
 - Predict supply needs
 - Track MTE usage
 - Plan for equipment transfers
 - Identify potential ordering issues
- Reminders are displayed on dashboard

Mailer Inventory in MTEOR – Week ending October 26, 2016



How Industry Partners Can Help:

- MTEOR weekly inventory 
- Order trays & sleeves in like quantities (pieces not pallets)
 - Refer to graphics at:
<https://ribbs.usps.gov/index.cfm?page=industryoutreach>
or <https://ribbs.usps.gov/index.cfm?page=mteor>
- Continue to place equipment orders just-in-time based on production
- Contact your BSN to return MTE excess to your needs.
- Contact MTEOR helpdesk for order issues:
 - (866) 330-3404 or MTEOR@usps.gov

Open Discussion



UNITED STATES
POSTAL SERVICE

MTAC

Mail Prep & Entry Focus Group

Packages Track

November 2, 2016

- Packages Track
 - Opening Remarks
 - Pulse of the Industry Update
 - Delivery Issues
 - Service Performance
 - Network Integration Support Update
 - MTE Update
 - Open Discussion

Opening Remarks

Action Items from July MTAC Meeting

- **Parcels Group –**
- *Industry request to post City/State file change summary publicly; currently available in EPF only (IT receives, but no manager access – is there unlimited access for the company)*
 - *We have agreement from Director, Addressing / Geospatial Analytics (Memphis) to place the City / State Change File on RIBBs.*
 - https://ribbs.usps.gov/addressing/documents/tech_guides/notifications/

Pulse of the Industry Update

FAST Software Enhancement

What are the new FAST appointment business rules?

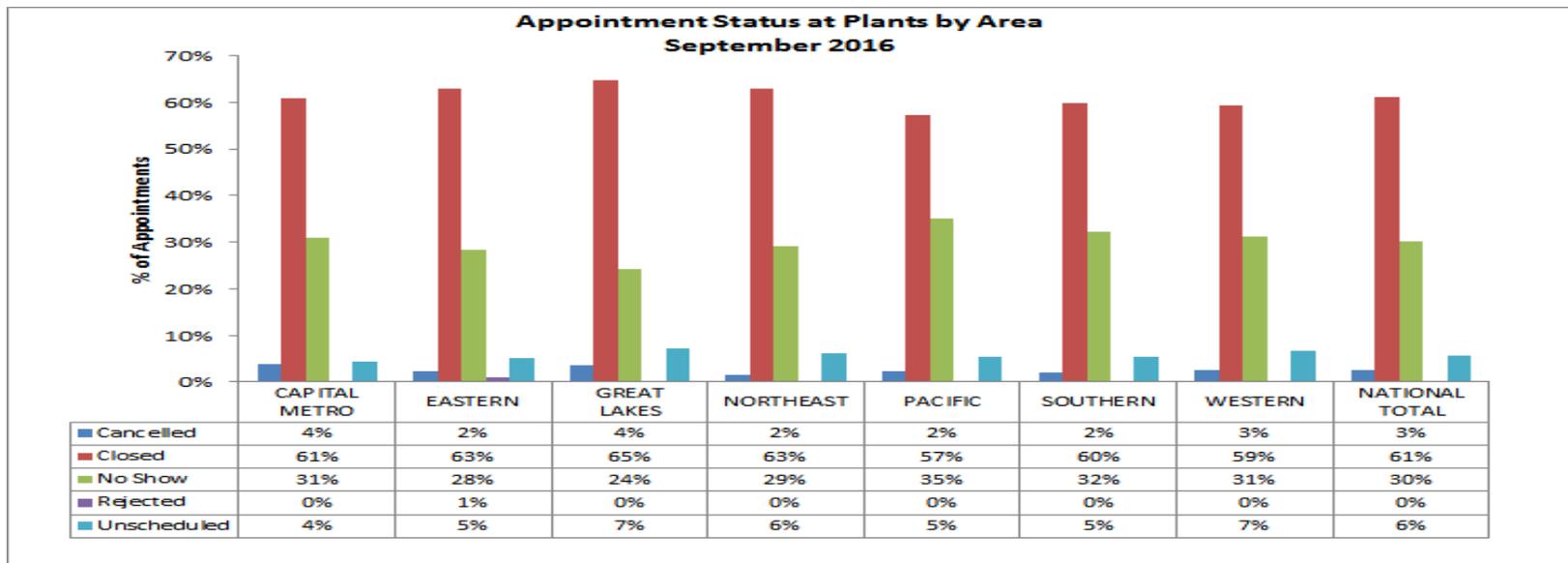
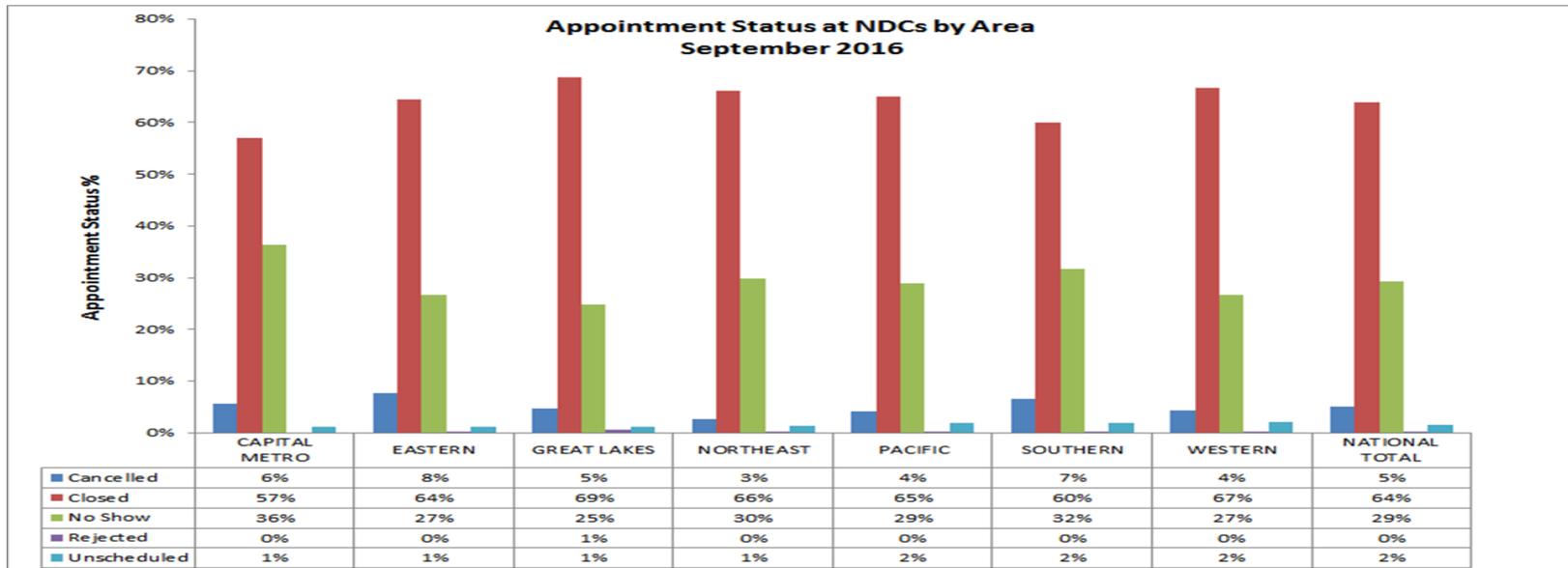
- #### “Late Reschedule” Appointments
1. Late reschedule 1 hr before original appt and up to 24 hrs after original appt time
 2. 1 late reschedule per appt
 3. New appointment must be w/in 72 hrs of the original appt
 4. Appt marked as “Late Rescheduled” (impacts carrier rating)
 5. No Show if no late reschedule & driver doesn’t show up w/in 24 hrs for original appt
 6. Mailer keeps original appt #



Create/Update/Cancel Appointments

Update/Cancel Appointments as you normally do from appointment creation up to 1 hour before original appointment time

Clarification:
Late Reschedule window is 1 hour prior to original appointment and up to 24 hrs after the original appointment time



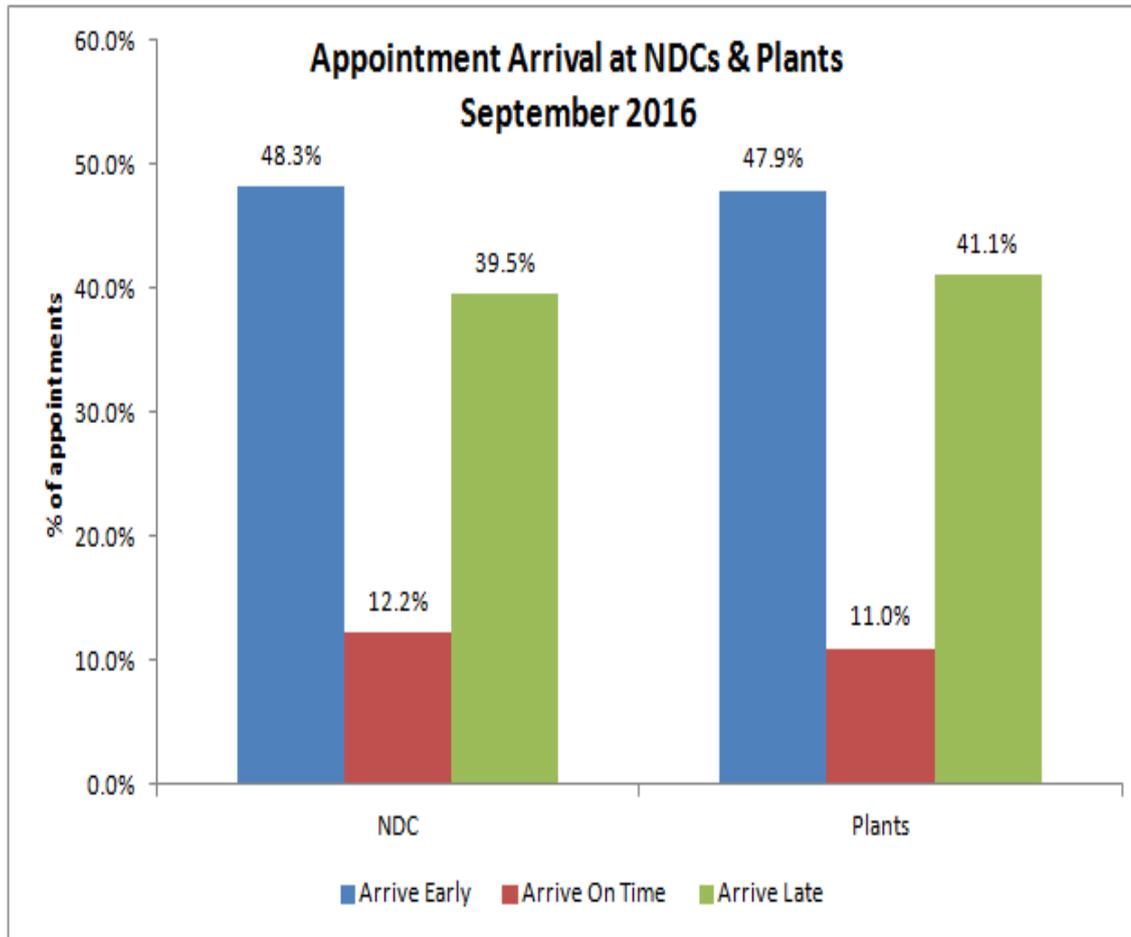
Methodology

- USPS analyzed recurring appointment data by recurring appointment ID and Mailer and calculated the percentage of one-time appointment No Shows per Recurring Appt ID

Results

- 912 Recurring Appointment ID's associated with 100% No Shows were cancelled across all Areas

Approximate Volume Opened Up Due to Recurring Appointment Cleanup		
Date	Sum of TOTAL_PALLET	Sum of TOTAL_BEDLOAD
Per Month	135,791	183,924
Per Day	4,464	6,046



- Data:
 - Removed No Show, Cancelled, Rejected & Unscheduled appointments
 - N appointments = 95,676 at NDCs & Plants
 - Time Period = 9/2016

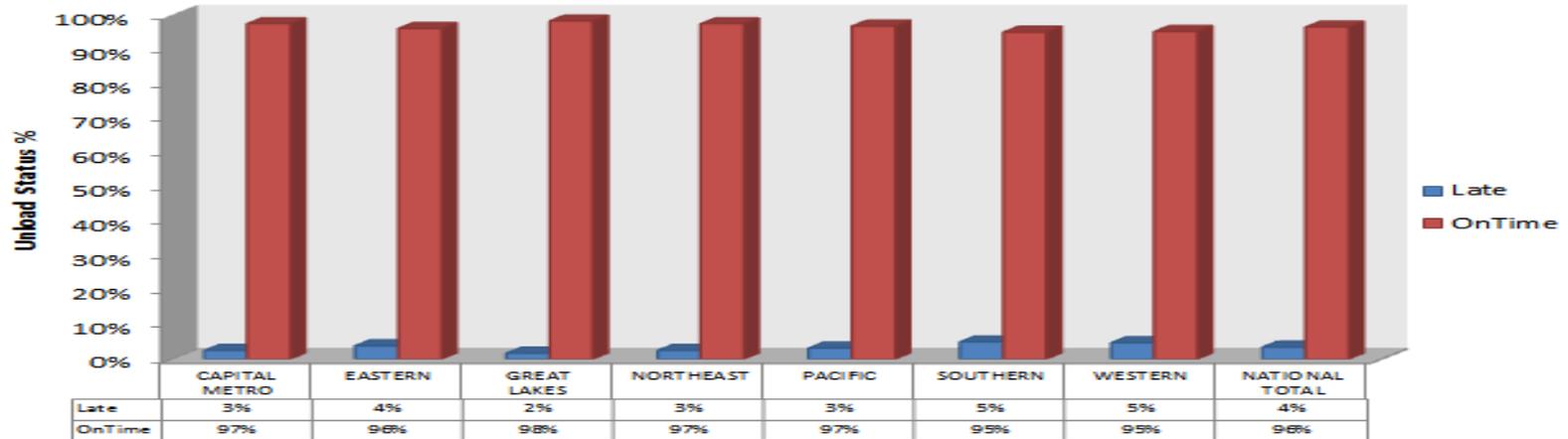
	NDC	Plants
Arrive Early	6,372	39,536
Arrive On Time	1,616	9,055
Arrive Late	5,211	33,886
National Total	13,199	82,477

Drop Shipment Appointment Arrival Standard Work

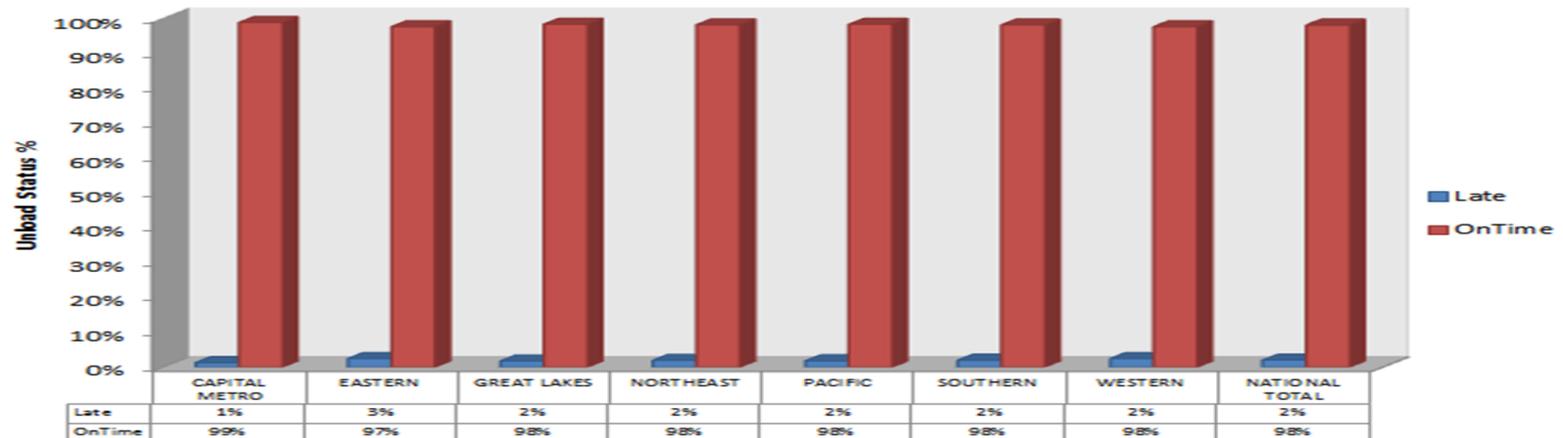


The purpose of this standard work is to provide visibility on mailer adherence to appointment schedule and drop shipments unload wait time. The SV Mobile Appointment Arrive is intended to record actual drop shipment yard arrival time separately from the trailer unload scan and acceptance process. New SV Mobile easily allows switching between appointments, making it convenient to pause the unload/acceptance process to arrive appointments.

**Unload Status at NDCs by Area
September 2016**



**Unload Status at Plants by Area
September 2016**



- Data
 - N= 95,605 (appointments) at NDCs & Plants across the U.S
 - Data pulled for September 2016
 - Removed No Show, Cancelled, Rejected & Unscheduled Appointments

	Median Unload Time (in minutes)
Early Arrival	0:09
On Time Arrival	0:32
Late Arrival	0:09

September 2016

For Appointments Arriving Early at Facilities

	Count of Appts	% of Appts
Unload End Completed Before Scheduled Appointment Time	36,541	79.7%
Unload End Completed at the Scheduled Appointment Time	366	0.8%
Unload End Completed After Scheduled Appointment Time	8,961	19.5%
NATIONAL TOTAL	45,868	100.0%

For Appointments Arriving Early at NDCs

	Count of Appts	% of Appts
Unload End Completed Before Scheduled Appointment Time	3,556	55.9%
Unload End Completed at the Scheduled Appointment Time	44	0.7%
Unload End Completed After Scheduled Appointment Time	2,765	43.4%
NATIONAL TOTAL	6,365	100.0%

For Appointments Arriving Early at Plants

	Count of Appts	% of Appts
Unload End Completed Before Scheduled Appointment Time	32,985	83.5%
Unload End Completed at the Scheduled Appointment Time	322	0.8%
Unload End Completed After Scheduled Appointment Time	6,196	15.7%
NATIONAL TOTAL	39,503	100.0%

Data:

- Data from 9/2016
- N closed appointments = 45,868 at NDCs & Plants
- Analysis on appointments arriving early

Conclusion:

- Across facilities for appointments arriving early, USPS completes appointment unload end ~1.5hrs (median) before the scheduled appointment time

September 2016

Unload Time in Hours	NDC Count of Appts	NDC % of Appts	Plant Count Appts	Plant % of Appts
Unload Scan Noncompliance (no unload start or unload end scan)	61	1.0%	959	2.4%
1 hour	4,804	75.5%	35,387	89.6%
2 hours	795	12.5%	1,209	3.1%
3 hours	286	4.5%	418	1.1%
4 hours	143	2.2%	214	0.5%
5 hours	58	0.9%	156	0.4%
6 hours	37	0.6%	126	0.3%
7 hours	24	0.4%	94	0.2%
8 hours	18	0.3%	63	0.2%
9 hours	10	0.2%	55	0.1%
> 10 hours	129	2.0%	822	2.1%
Total	6,365	100.0%	39,503	100%

- Business Rules:
 - If the actual appointment arrival time is earlier than the scheduled appointment time, the timeframe evaluated is from the scheduled appointment date/time to the unload end time, or from the unload start time to the unload end time, whichever occurs first
- Data Analysis based off above rules
 - Removed No Show, Cancelled, Rejected & Unscheduled Appointments.
 - N=45,868 appointments
 - NDC = NASS code with z
 - Plants = NASS code w/o z
 - Time Period = 9/2016

September 2016

Unload Time in Hours	NDC Count of Appts	NDC % of Appts	Plant Count of Appts	Plant % of Appts
Noncompliance (no unload start or unload	10	0.6%	353	3.9%
1 hour	835	51.8%	7,260	80.2%
2 hours	495	30.7%	909	10.0%
3 hours	153	9.5%	204	2.3%
4 hours	50	3.1%	80	0.9%
5 hours	26	1.6%	38	0.4%
6 hours	6	0.4%	24	0.3%
7 hours	10	0.6%	18	0.2%
8 hours	2	0.1%	15	0.2%
9 hours	3	0.2%	10	0.1%
> 10 hours	23	1.4%	141	1.6%
Total	1,613	100.0%	9,052	100.0%

- Business Rule:
 - If the actual appointment arrival time is equal to or within 30 minutes of the scheduled appointment time, the timeframe evaluated is from the scheduled appointment time or unload start time, whichever is first, to the unload end time
- Data Analysis is based off above rules
 - Removed No Show, Cancelled, Rejected & Unscheduled Appointments.
 - N=10,665 appointments
 - NDC = NASS code with z
 - Plants = NASS code w/o z
 - Time Period = 9/2016

September 2016

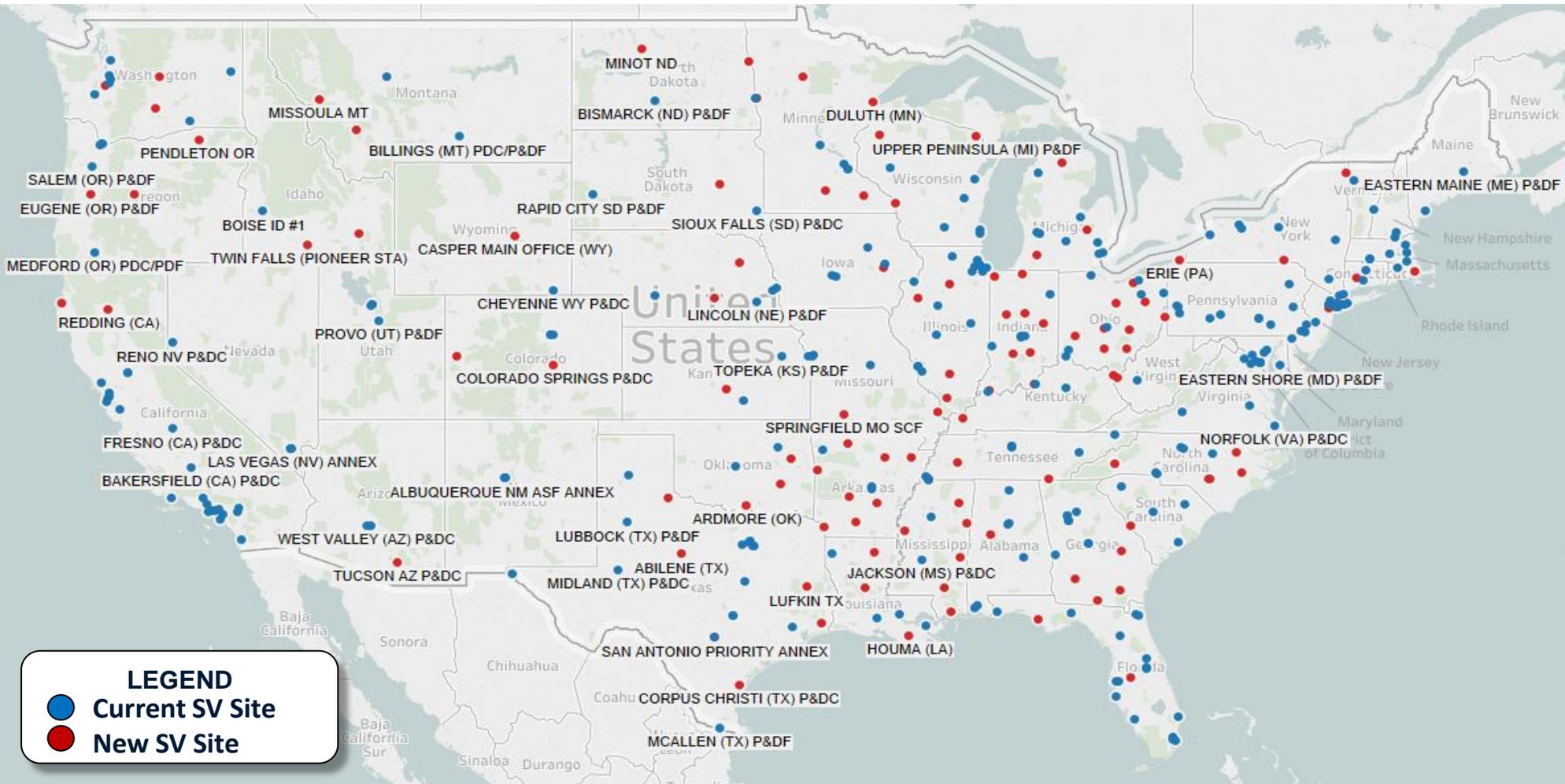
Unload Time in Hours	NDC Count of Appts	NDC % of Appts	Plant Count of Appts	Plant % of Appts
Noncompliance (no unload start or unload)	72	1.4%	749	2.2%
1 hour	4,222	81.0%	31,156	92.0%
2 hours	633	12.1%	879	2.6%
3 hours	141	2.7%	224	0.7%
4 hours	43	0.8%	113	0.3%
5 hours	13	0.2%	76	0.2%
6 hours	8	0.2%	75	0.2%
7 hours	7	0.1%	48	0.1%
8 hours	4	0.1%	32	0.1%
9 hours	3	0.1%	15	0.0%
> 10 hours	64	1.2%	495	1.5%
Total	5,210	100.0%	33,862	100.0%

- Business rule:
 - If the actual appointment arrival time is greater than 30 minutes after the scheduled appointment time, the timeframe evaluated is from the unload start time to the unload end time
 - Late arrival is an appointment that shows up >30 minutes and up to 24 hours after scheduled appointment time

Data Analysis is based off above rules

- Removed No Show, Cancelled, Rejected & Unscheduled appointments.
- N=39,072 appointments
- NDC = NASS code with z
- Plants = NASS code w/o z
- Time period = 9/2016

Surface Visibility Update



- All sites have received equipment
- 65% of the sites are Scanning (73 of the 113 sites that are scanning)

Area	SITE NAME	Actual Go-Live Date
Northeast	BINGHAMTON (NY) SHF	10/14/2016
Northeast	CATANO DMDU ANNEX	TBD
Northeast	PLATTSBURGH (NY) BMEU	10/12/2016
Northeast	SAN JUAN (PR) P&DC	TBD
Northeast	STATEN ISLAND (NY) SHF	TBD
Northeast	WATERBURY (CT) SHF	10/20/2016
Eastern	ASHLAND (KY) SHF	10/14/2016
Eastern	ATHENS (OH) SHF	10/26/2016
Eastern	CANTON (OH) P&DC	10/25/2016
Eastern	CHATTANOOGA (TN) P&DC	10/18/2016
Eastern	CHILLICOTHE (OH) SHF	10/25/2016
Eastern	CLEVELAND (OH) ANNEX	10/14/2016
Eastern	COLUMBUS FSS (OH) ANNEX	10/20/2016
Eastern	DAYTON (OH) P&DC	10/18/2016
Eastern	ERIE (PA) P&DC	10/13/2016
Eastern	EVANSVILLE (IN) ANNEX	10/19/2016
Eastern	JACKSON (TN) P&DC	10/14/2016
Eastern	JET COVE (TN) ANNEX	10/21/2016
Eastern	LOUISVILLE (KY) AMF	10/19/2016
Eastern	MANSFIELD (OH) SHF	10/21/2016
Eastern	STEUBENVILLE (OH) SHF	10/19/2016
Eastern	ZANESVILLE (OH) SHF	10/27/2016

Area	SITE NAME	Actual Go-Live Date
Pacific	EUREKA (CA) P&DC	10/17/2016
Pacific	HONOLULU (HI) P&DC	TBD
Pacific	LOS ANGELES (CA) FSS ANNEX	10/18/2016
Pacific	REDDING (CA) P&DC	10/19/2016
Capital Metro	ASHEVILLE (NC) P&DC	10/19/2016
Capital Metro	FAYETTEVILLE (NC) ANNEX	TBD
Capital Metro	FAYETTEVILLE (NC) P&DC	TBD
Capital Metro	KINSTON (NC) APO	TBD
Capital Metro	ROCKY MOUNT (NC) P&DC	10/20/2016
Great Lakes	BLOOMINGTON (IN) SHF	10/26/2016
Great Lakes	CARBONDALE (IL) SHF	10/21/2016
Great Lakes	CENTRAL WISCONSIN (WAUSAU) P&DF	10/27/2016
Great Lakes	CENTRALIA (IL) P&DC	10/19/2016
Great Lakes	COLUMBUS (IN) SHF	10/19/2016
Great Lakes	FLINT (MI) SHF	TBD
Great Lakes	GALESBURG (IL) SHF	10/14/2016
Great Lakes	GARY (IN) P&DC	10/21/2016
Great Lakes	GAYLORD (MI) P&DC	10/19/2016
Great Lakes	INDIANAPOLIS HS (IN) ANNEX	10/26/2016
Great Lakes	KALAMAZOO (MI) P&DC	10/18/2016
Great Lakes	KOKOMO (IN) SHF	10/26/2016
Great Lakes	LA SALLE (IL) SHF	10/18/2016
Great Lakes	LAFAYETTE (IN) P&DC	10/21/2016
Great Lakes	MUNCIE (IN) P&DC	10/20/2016
Great Lakes	SOUTH BEND (IN) P&DC	10/19/2016
Great Lakes	UPPER PENINSULA P&DC (IRON MOUNTAIN)	10/21/2016

Area	SITE NAME	Actual Go-Live Date
Southern	ABILENE (TX) P&DC	10/20/2016
Southern	ALBANY (GA) SHF	10/24/2016
Southern	ALEXANDRIA (LA) SHF	10/26/2016
Southern	ARDMORE (OK) SHF	10/18/2016
Southern	AUGUSTA GA P&DC	10/24/2016
Southern	BATESVILLE (AR) SHF	10/25/2016
Southern	BEAUMONT (TX) P&DC	10/20/2016
Southern	CAMDEN (AR) SHF	10/27/2016
Southern	CHILDRESS (TX) SHF	10/25/2016
Southern	COLUMBUS (MS) SHF	10/19/2016
Southern	CORPUS CHRISTI (TX) P&DC	10/18/2016
Southern	FORT SMITH (AR) SHF	10/13/2016
Southern	GREENVILLE (MS) SHF	10/27/2016
Southern	GULFPORT (MS) P&DF	10/19/2016
Southern	HARRISON (AR) SHF	10/14/2016
Southern	HATTIESBURG (MS) SCF	10/21/2016
Southern	HOT SPRINGS NATL PK (AR) SHF	10/14/2016
Southern	HOUMA (LA) SHF	10/20/2016
Southern	JONESBORO (AR) MPA	10/14/2016
Southern	LAKELAND (FL) P&DC	10/25/2016
Southern	LUFKIN (TX) P&DC	TBD
Southern	MCALESTER (OK) ANNEX	10/25/2016
Southern	MERIDIAN (MS) SHF	10/21/2016
Southern	MONROE (LA) SHF	10/14/2016
Southern	MUSKOGEE (OK) APO	10/20/2016
Southern	PANAMA CITY (FL) SHF	10/18/2016
Southern	PINE BLUFF (AR) SHF	10/21/2016
Southern	SAN ANTONIO (TX) PRIORITY ANNEX	10/17/2016
Southern	SKYLAND STATION (AL) Delivery & Retail	10/19/2016
Southern	SWAINSBORO (GA) SHF	10/26/2016
Southern	TEXARKANA (TX) SHF	10/19/2016
Southern	TUPELO (MS) SHF	TBD
Southern	VALDOSTA (GA) SHF	10/21/2016
Southern	WAYCROSS (GA) SHF	10/25/2016

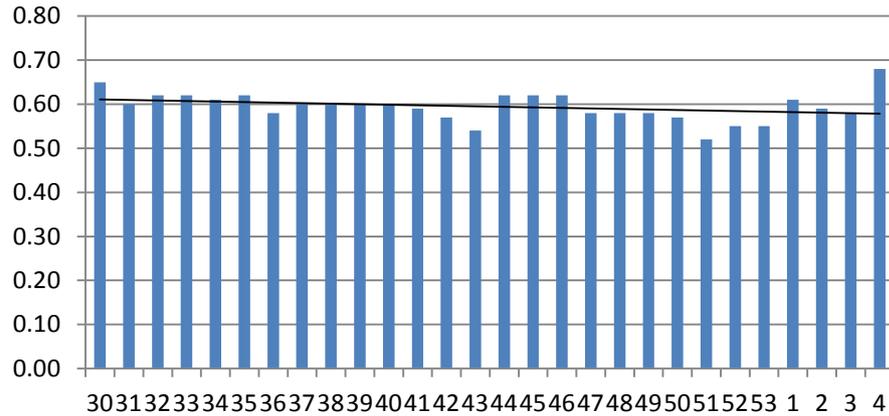
Area	SITE NAME	Actual Go-Live Date
Western	ANCHORAGE (AK) P&DC	10/25/2016
Western	BEMIDJI (MN) P&DC	10/27/2016
Western	BEND (OR) P&DC	10/19/2016
Western	BUTTE (MT) SHF	10/14/2016
Western	CAPE GIRARDEAU (MO) P&DC	10/18/2016
Western	CASPER MAIN OFFICE (WY) P&DF	10/18/2016
Western	CEDAR RAPIDS AMF	10/27/2016
Western	COLORADO SPRINGS (CO) P&DC	10/21/2016
Western	DAKOTA CENTRAL (SD) P&DC	10/25/2016
Western	DULUTH (MN) P&DC	10/14/2016
Western	EUGENE (OR) P&DF	10/12/2016
Western	FARGO (ND) ASF	10/24/2016
Western	GRAND FORKS (ND) P&DC	10/20/2016
Western	GRAND ISLAND (NE) P&DC	TBD
Western	GRAND JUNCTION (CO) P&DC	TBD
Western	HUTCHINSON (KS) SHF	TBD
Western	LA CROSSE (WI) P&DC	10/20/2016
Western	MANKATO (MN) P&DC	10/19/2016
Western	MINOT (ND) SHF	10/25/2016
Western	MISSOULA (MT) P&DC	10/12/2016
Western	NORFOLK (NE) P&DC	10/20/2016
Western	PENDLETON (OR) P&DC	10/25/2016
Western	POCATELLO (ID) MPA	10/25/2016
Western	ROCHESTER (MN) MPO	10/25/2016
Western	SPOONER (WI) Delivery & Retail	10/18/2016
Western	SPRINGFIELD (MO) P&DC	10/19/2016
Western	TACOMA (WA) P&DC	10/20/2016
Western	TUCSON (AZ) P&DC	10/13/2016
Western	TWIN FALLS (ID) SHF	10/19/2016
Western	WENATCHEE (WA) CARRIER ANNEX	10/27/2016
Western	YAKIMA (WA) P&DC	10/20/2016

Delivery Issues

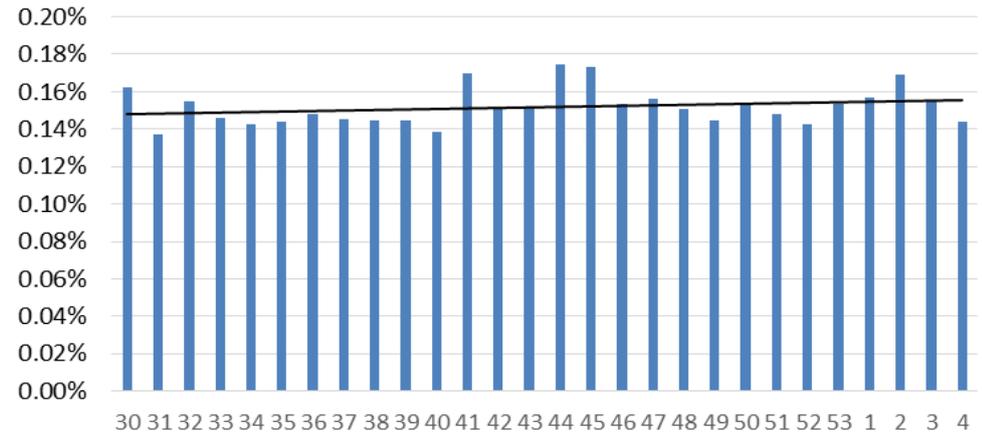
- **Delivery Performance Update Last Mile Impact**
 - **All Pieces**
 - 6,651,356 selected out of 6,651,356 included piece count
 - -2.1% impact
 - **First Class Letters**
 - 1,638,733 selected out of 6,651,356 included piece count
 - -1.8% Impact
 - **First Class Flats**
 - 24,689 selected out of 6,651,356 included piece count
 - -3.9% Impact
 - **Package Services**
 - 4,994 selected out of 6,999,828 included piece count
 - -4.7 Impact

- **Quality of Delivery**
 - Package look ahead
 - Scan / Location mismatch – Still testing
 - eCC / Misdelivery reduction initiative
- **Delivery Attribute Data**
 - Not available from Delivery
 - Exists in Track and Confirm

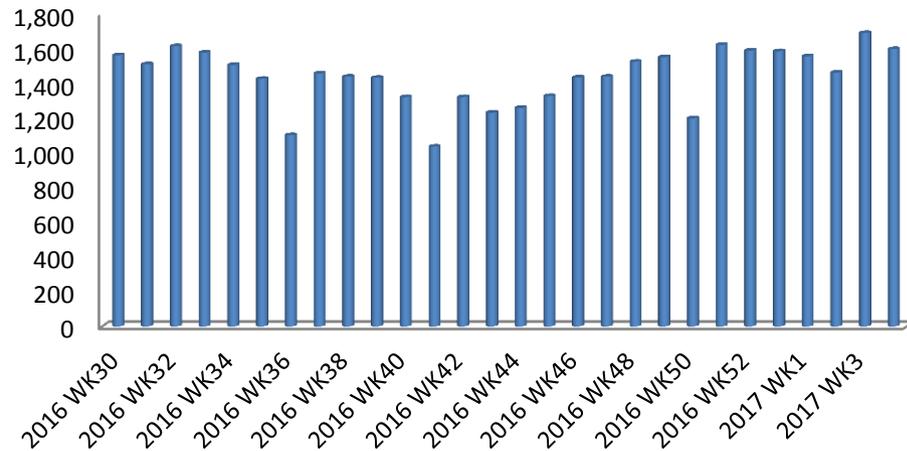
WIMP - Complaints per 1000 Packages



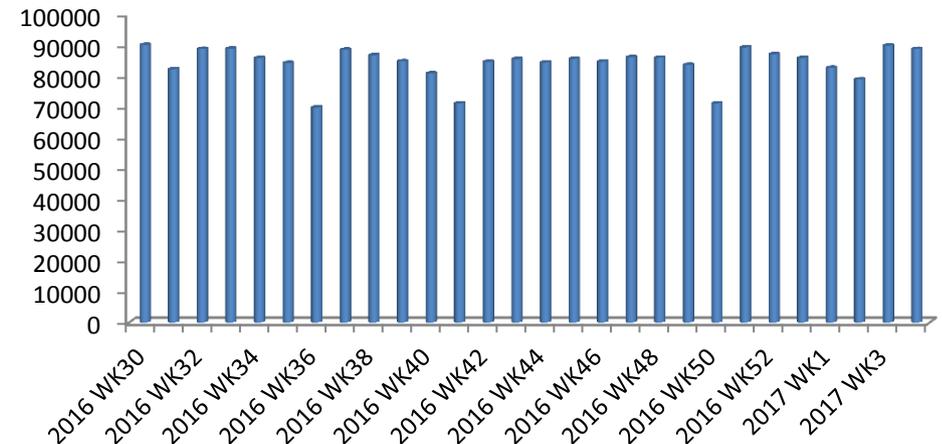
UAA % to Volume



Misdelivered Mail

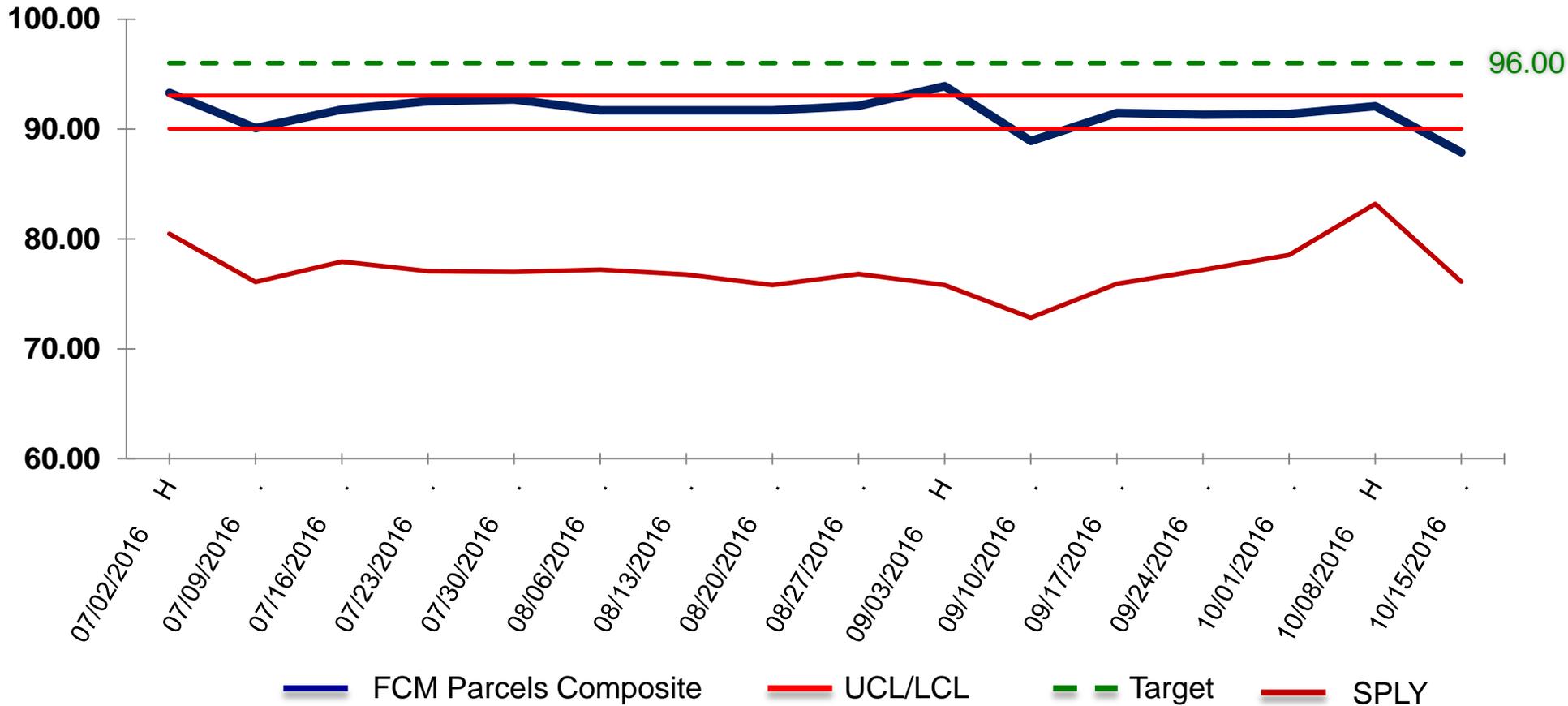


Total eCC Case Count

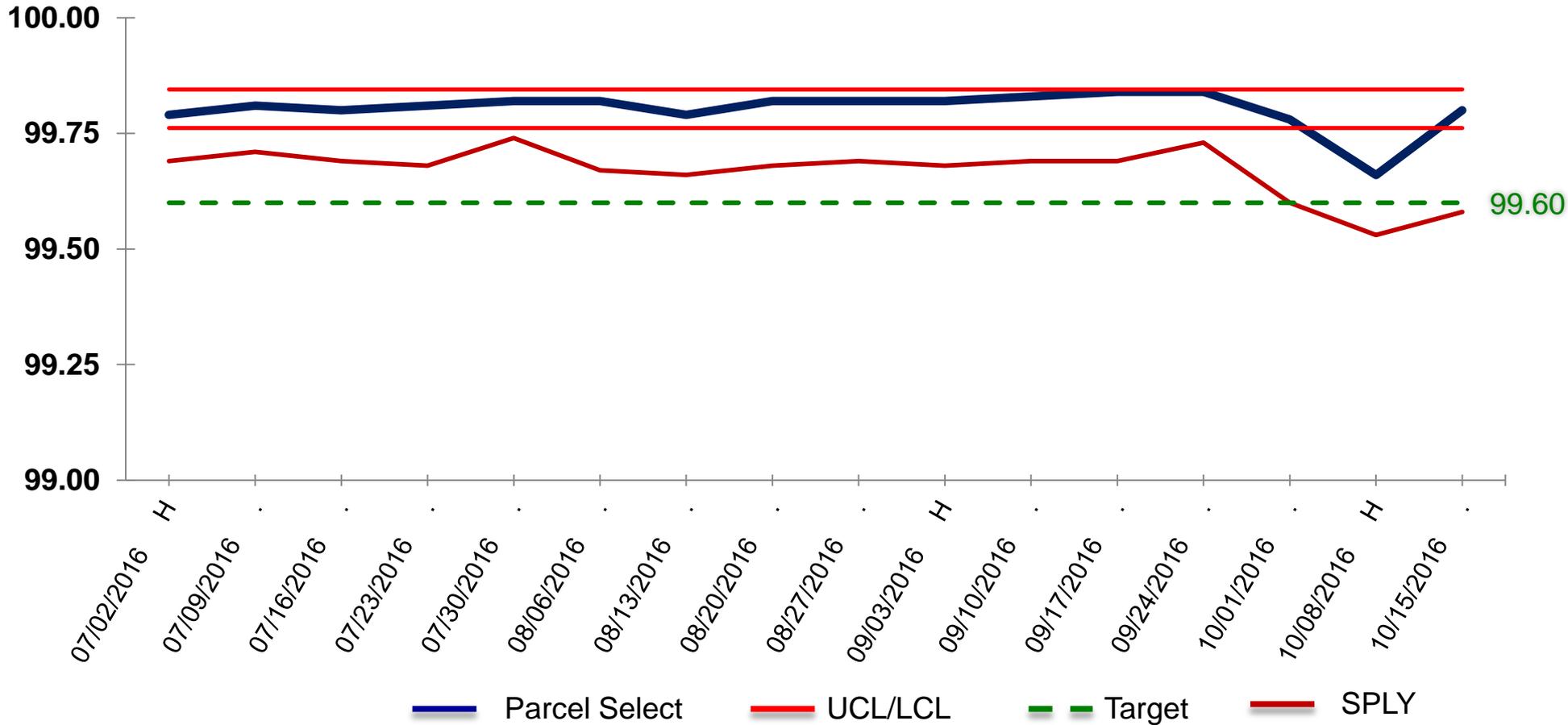


Service Performance

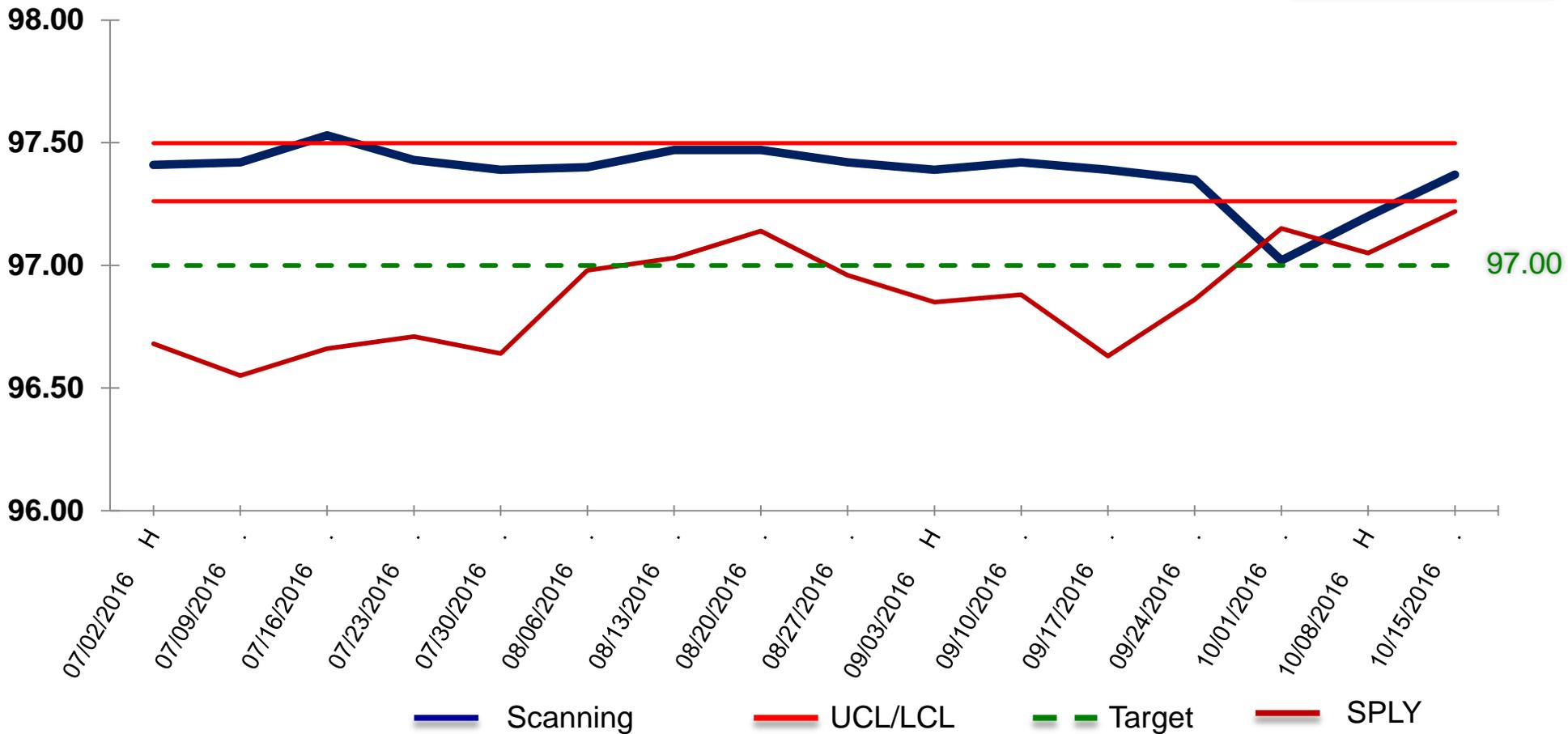
YTD & Q1TD	
Actual	90.37
SPLY Var	+10.82



YTD & Q1TD
Actual
99.75
SPLY Var
+0.16



YTD & Q1TD
Actual 97.45
SPLY Var +0.32



Network Integration Support Update

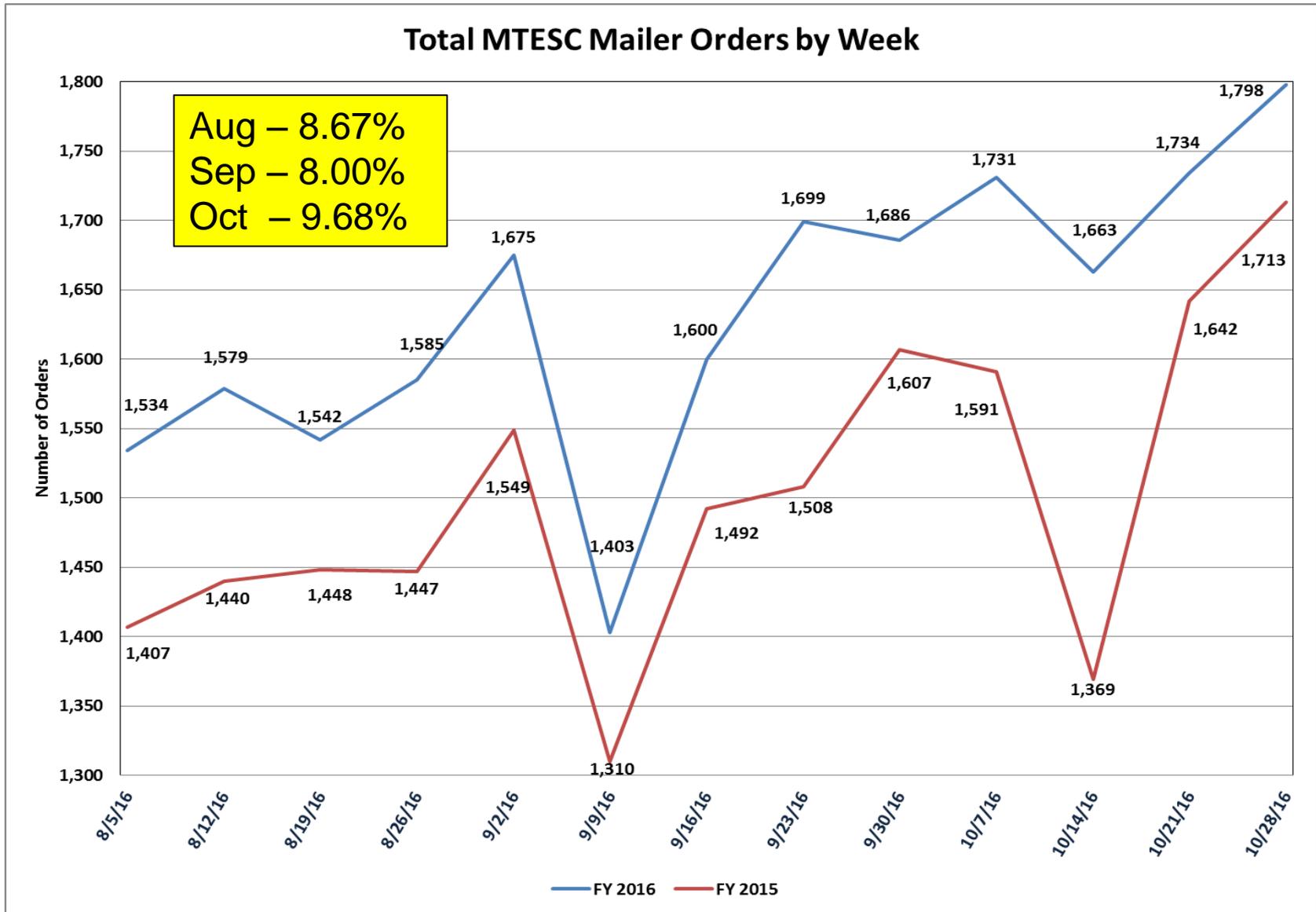
- Enhanced External Labeling List Deployment
 - Lists to be published on 12/1 will be published using EELLS
 - EELLS validation checks will be in place
 - No duplicate zips
 - No missing information
 - Initial EELLS test file sent to mailer test group
 - No issues reported
 - Second test file will be sent mid-November

- L003/L801 consolidation
 - All L003 entries will be discontinued effective 1/1/17 with a grace date of 2/1/17
 - Completing final review of impacts
- New Lists
 - L014 Hub List
 - Will be published on 12/1/16
 - Will be effective on 1/1/17

- **New Lists (cont.)**
 - **L015 ADC FCM Parcel List**
 - Will be created in Nov 2016
 - Will be published on 12/1/16
 - Will be effective on 1/1/17

MTE Update

- Modify orders instead of Withdraw
 - For MTEESC Mailers and Postal Plants
 - Orders may be modified until 4 days prior to delivery
- New order status – Ready for Delivery
 - For local mailers who receive MTE delivered by plants
 - Plants will use “Ready for Delivery” if being delivered
 - “Ready for Pick-up” still used for mailer pick-ups.
- Plastic Pallets
 - For local mailers
 - Order for pallets can now be made in pieces
- Label Holders
 - Increase box orders to 80 max per order



7.25M pieces of MTE ordered for PQ I of FY17

MTE Type	October	November	December	Total
Pallets	200,000	200,000	100,000	500,000
EMM Trays	400,000	400,000	200,000	1,000,000
Half Trays	0	0	0	0
MM Trays	350,000	450,000	200,000	1,000,000
EMM Sleeves	400,000	400,000	200,000	1,000,000
Half Sleeves	100,000	150,000	0	250,000
MM Sleeves	500,000	400,000	100,000	1,000,000
Flat Tubs	50,000	225,000	225,000	500,000
#1 Sacks	400,000	900,000	700,000	2,000,000
Total	2,400,000	3,125,000	1,725,000	7,250,000

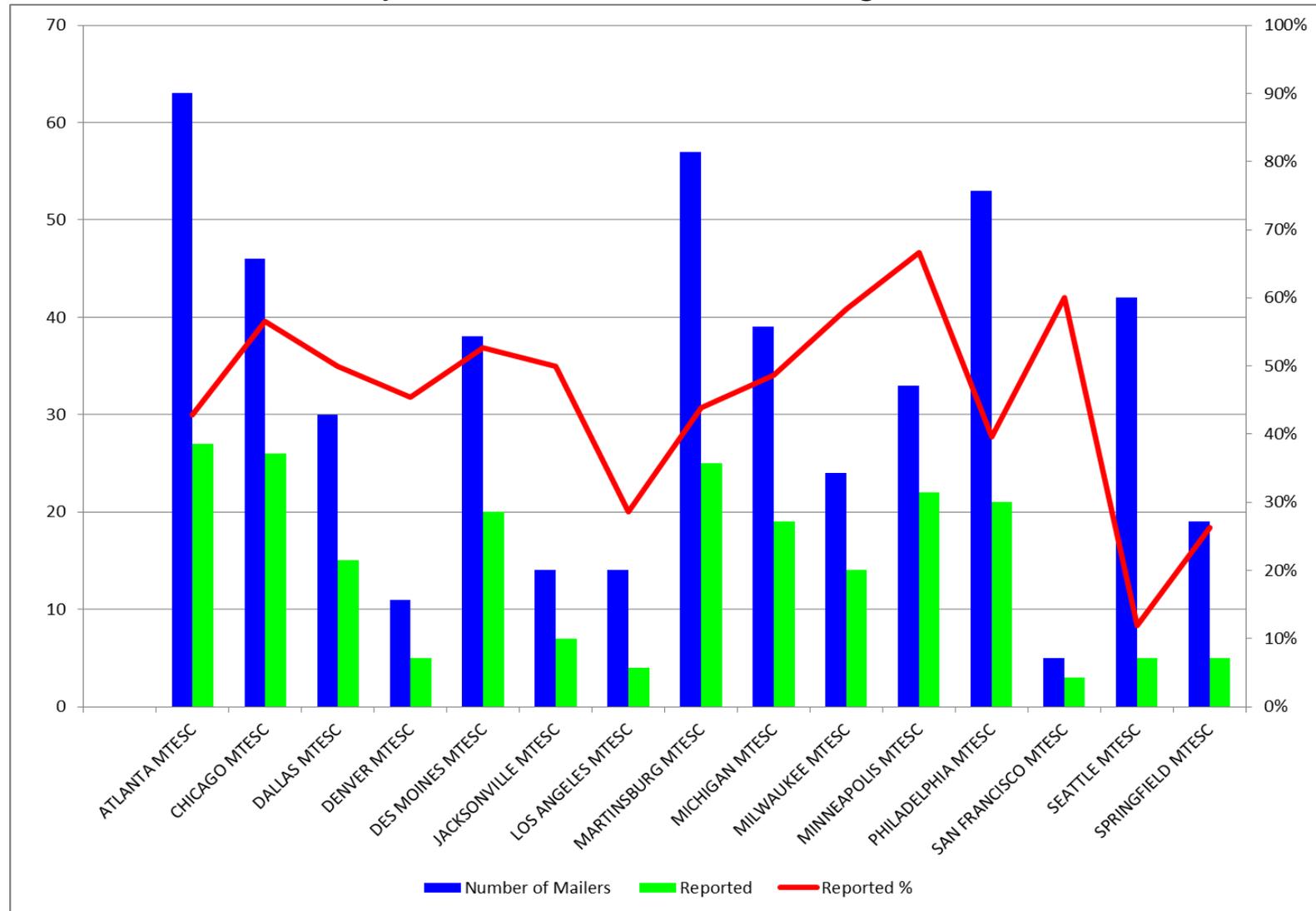
Quantities are provided in pieces. - Deliveries continue through December 31, 2016.
Green shading indicates receipts as of October 31, 2016.

MTE Inventory Status

As of 10/31/16	Current MTESS On-Hand Inventory	1-Week Safety Inventory	Pieces +/- Safety Level	Percent +/- Safety Level	Demand vs SPLY	Inventory vs SPLY
Pallets	879,975	500,000	379,975	76%	13%	-43%
EMM Trays	3,673,632	2,000,000	1,673,632	84%	-5%	38%
Half Trays	3,403,800	1,500,000	1,903,800	127%	2%	220%
MM Trays	5,236,560	3,250,000	1,986,560	61%	-2%	128%
EMM Sleeves	6,239,937	2,500,000	3,739,937	150%	3%	29%
Half Sleeves	5,020,509	1,750,000	3,270,509	187%	7%	166%
MM Sleeves	3,710,952	4,500,000	-789,048	-18%	5%	27%
Flat Tubs	3,516,072	750,000	2,766,072	369%	-11%	-9%
#1 Sacks	1,979,500	1,500,000	479,500	32%	16%	-8%

- MTEOR requirement
- Weekly input of unused MTE
 - Does not include supplies in use on production floor
- Also required of Postal Plants
- Usage of Inventory Data
 - Predict supply needs
 - Track MTE usage
 - Plan for equipment transfers
 - Identify potential ordering issues
- Reminders are displayed on dashboard

Mailer Inventory in MTEOR – Week ending October 26, 2016



How Industry Partners Can Help:

- MTEOR weekly inventory 
- Order trays & sleeves in like quantities (pieces not pallets)
 - Refer to graphics at:
<https://ribbs.usps.gov/index.cfm?page=industryoutreach>
or <https://ribbs.usps.gov/index.cfm?page=mteor>
- Continue to place equipment orders just-in-time based on production
- Contact your BSN to return MTE excess to your needs.
- Contact MTEOR helpdesk for order issues:
 - (866) 330-3404 or MTEOR@usps.gov

Open Discussion



UNITED STATES
POSTAL SERVICE

MTAC

Mail Prep & Entry Focus Group

Periodicals Track

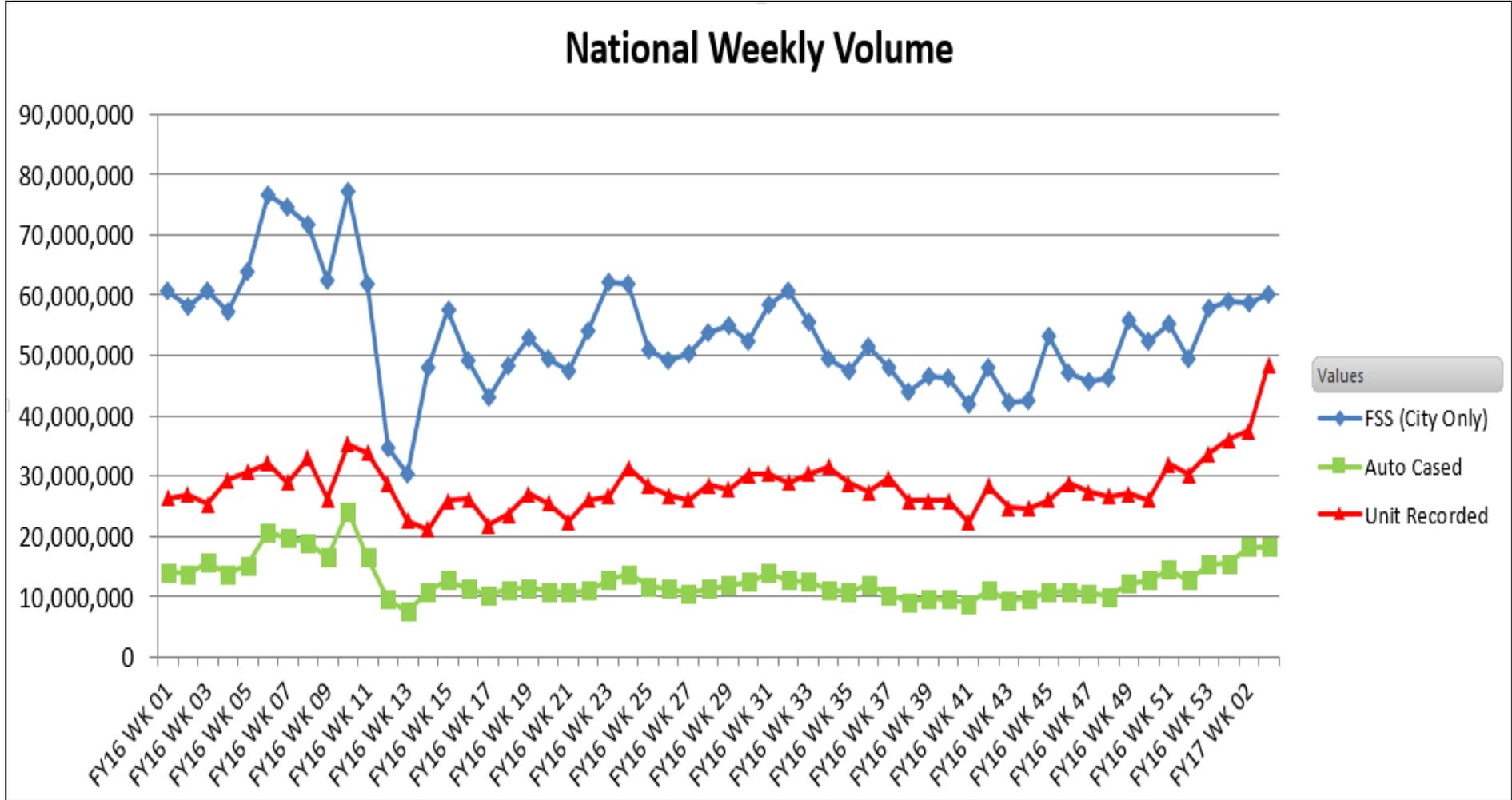
November 2, 2016

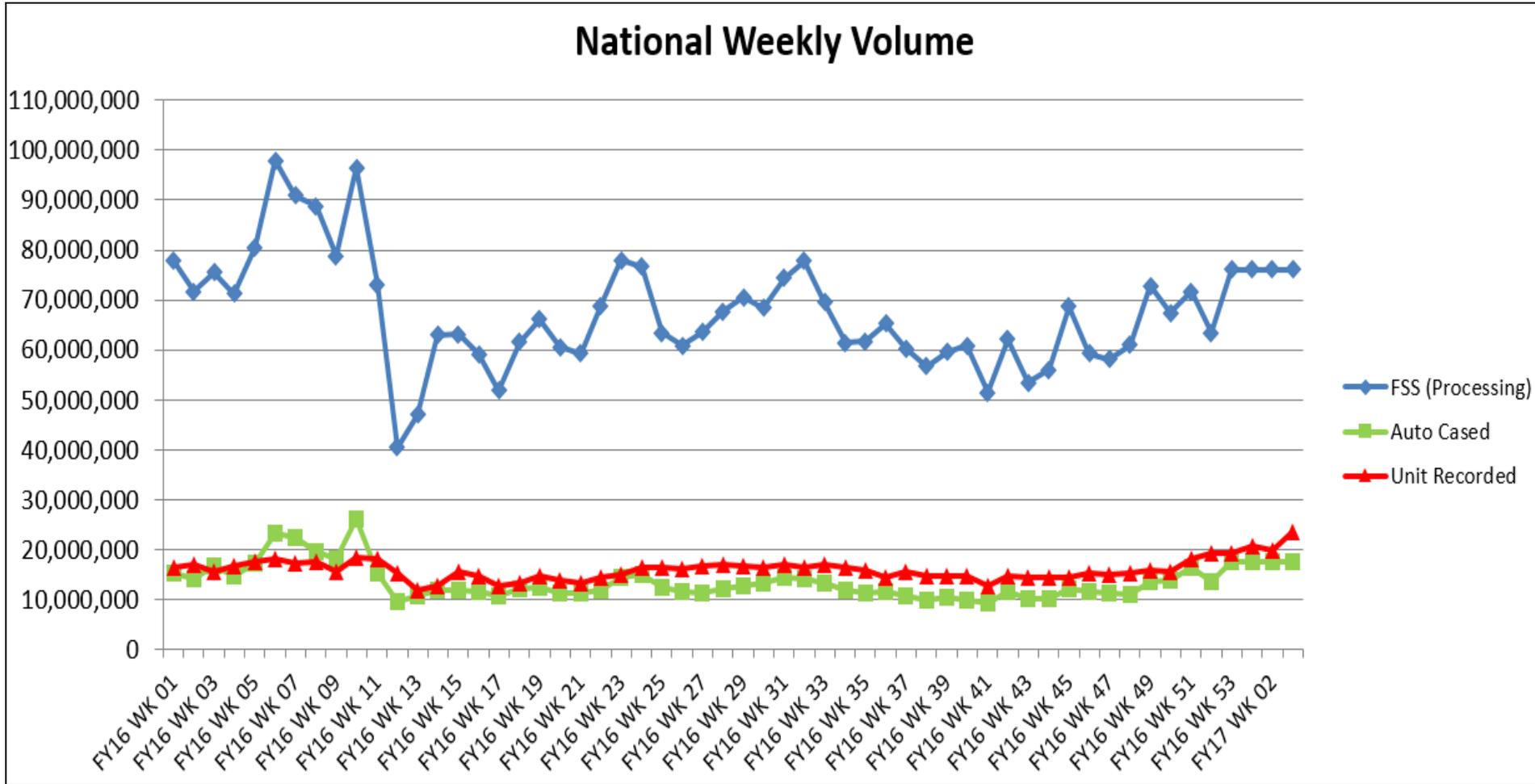
- Periodicals Track
 - Opening Remarks
 - Pulse of the Industry Update
 - Delivery Issues
 - Service Performance
 - Network Integration Support Update
 - Broken Bundle Update
 - MTE Update
 - Open Discussion

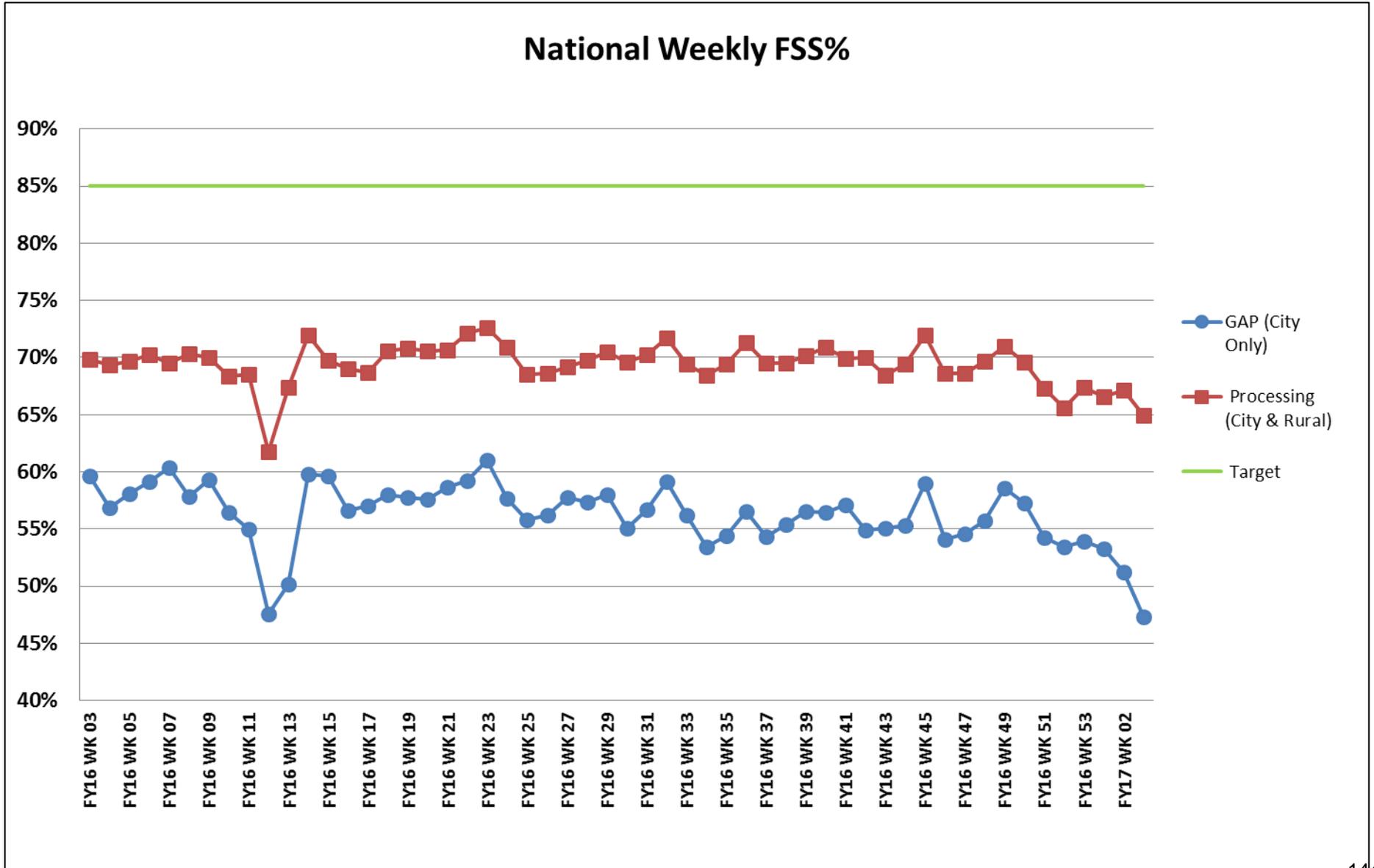
Opening Remarks

Pulse of the Industry Update

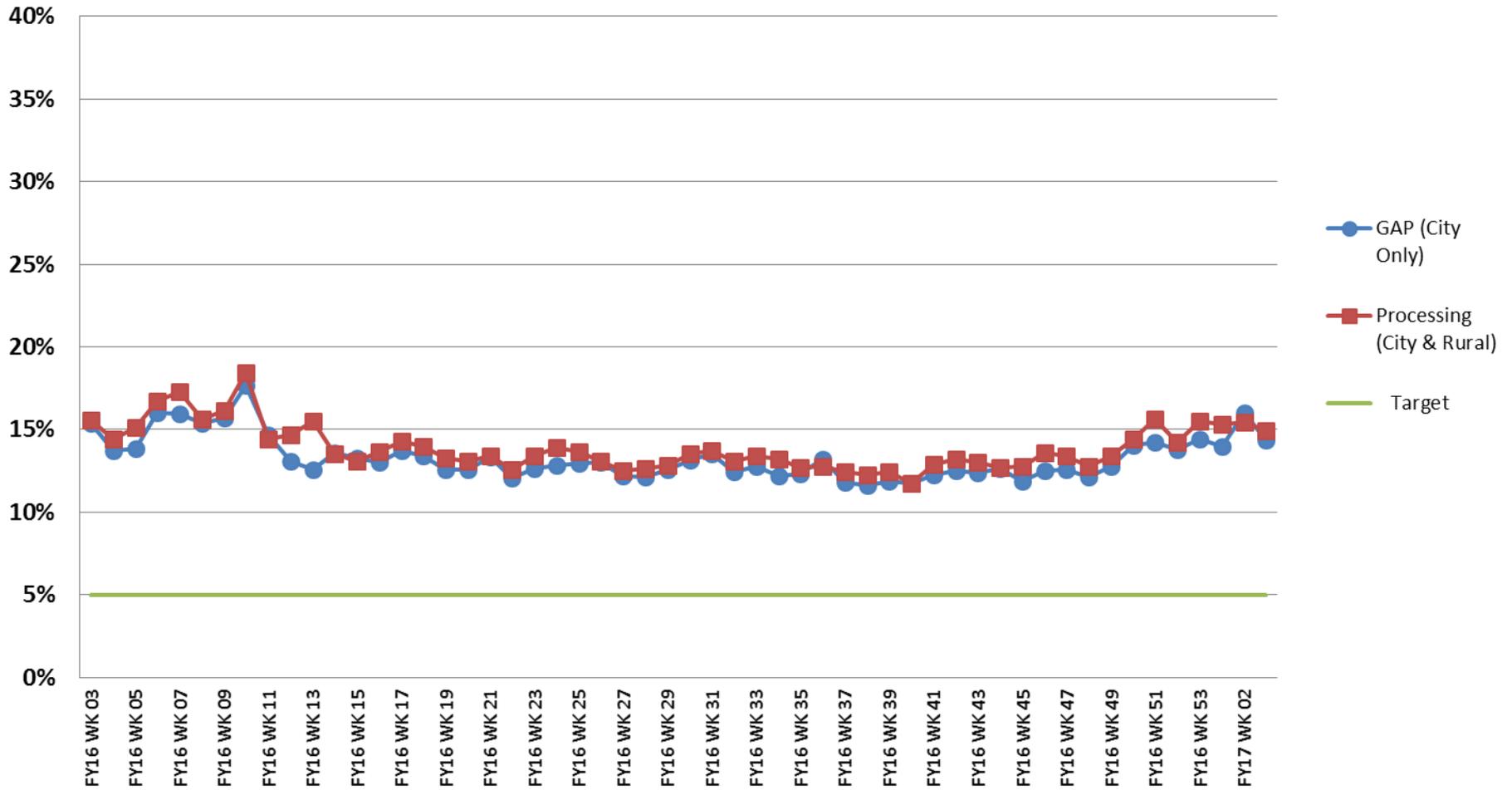
FSS Percentages & Volume Trends



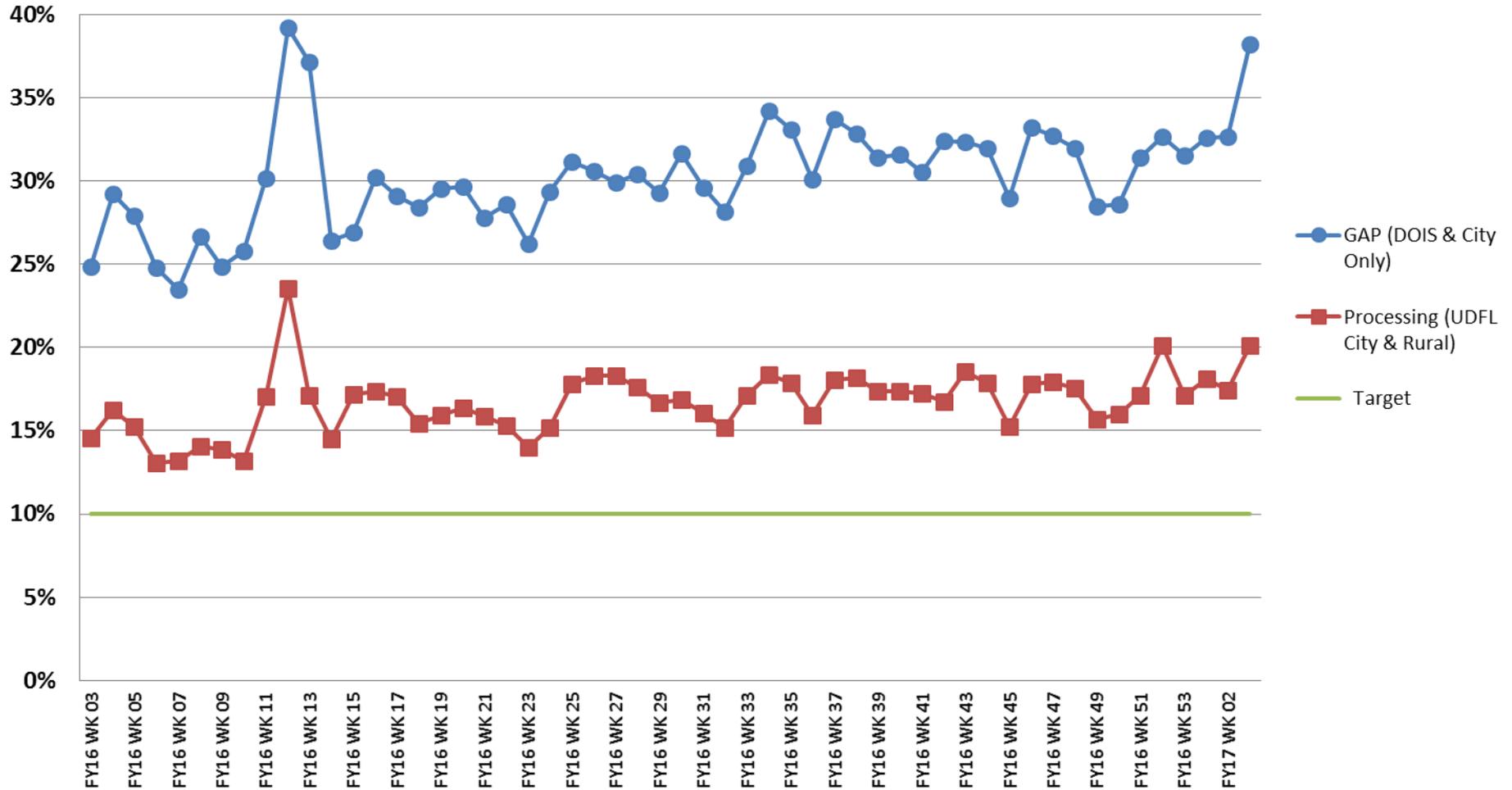




National Weekly Auto Case%

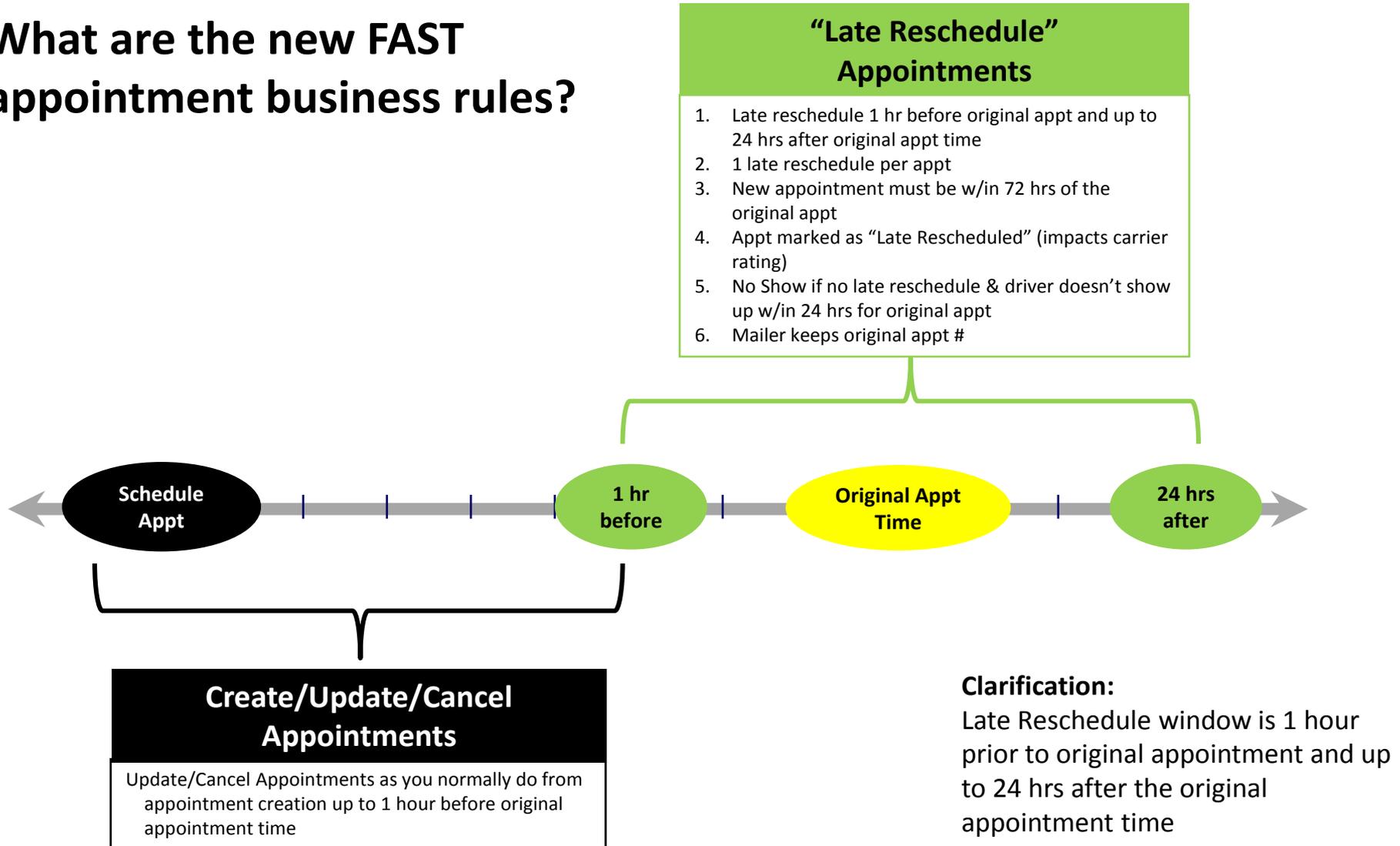


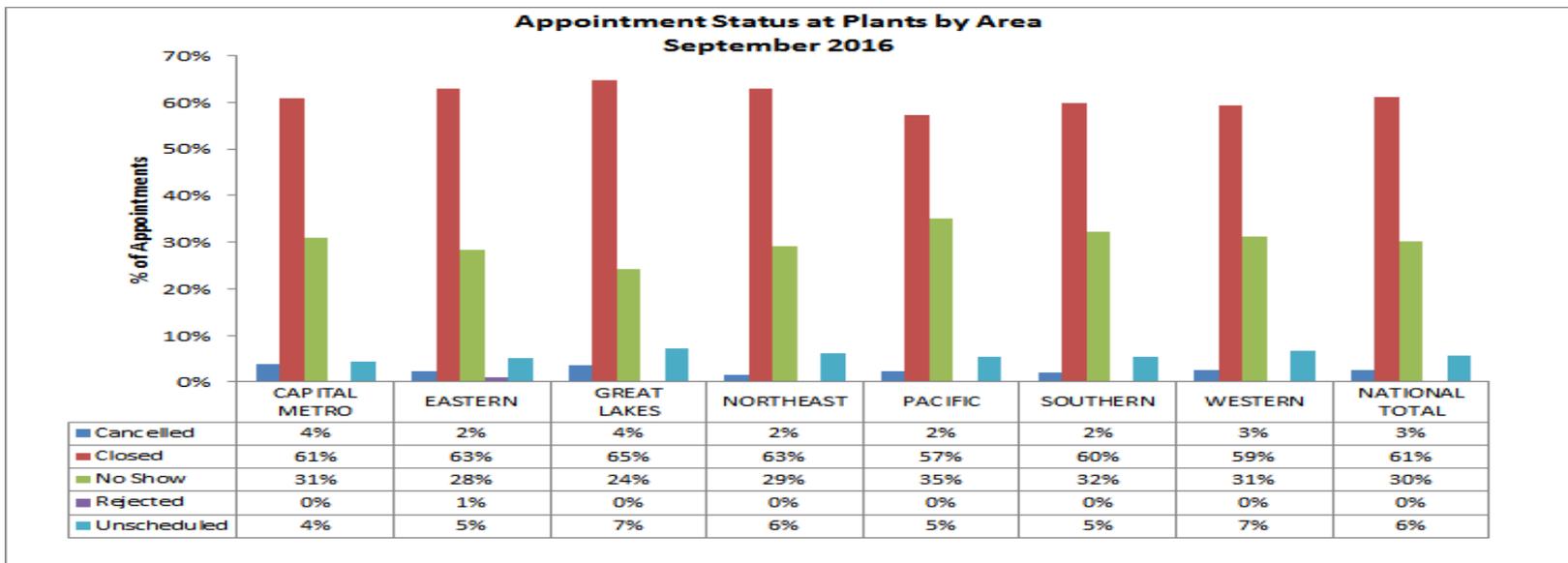
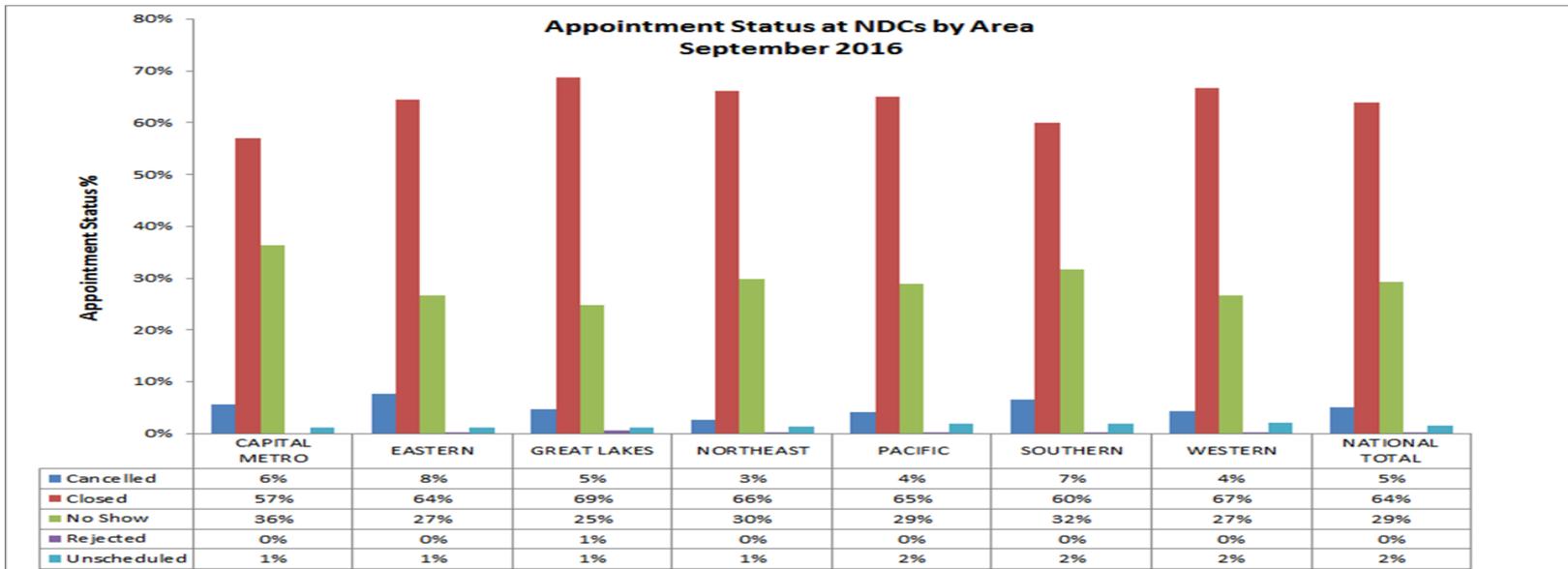
National Weekly Unit Recorded%



FAST Software Enhancement

What are the new FAST appointment business rules?





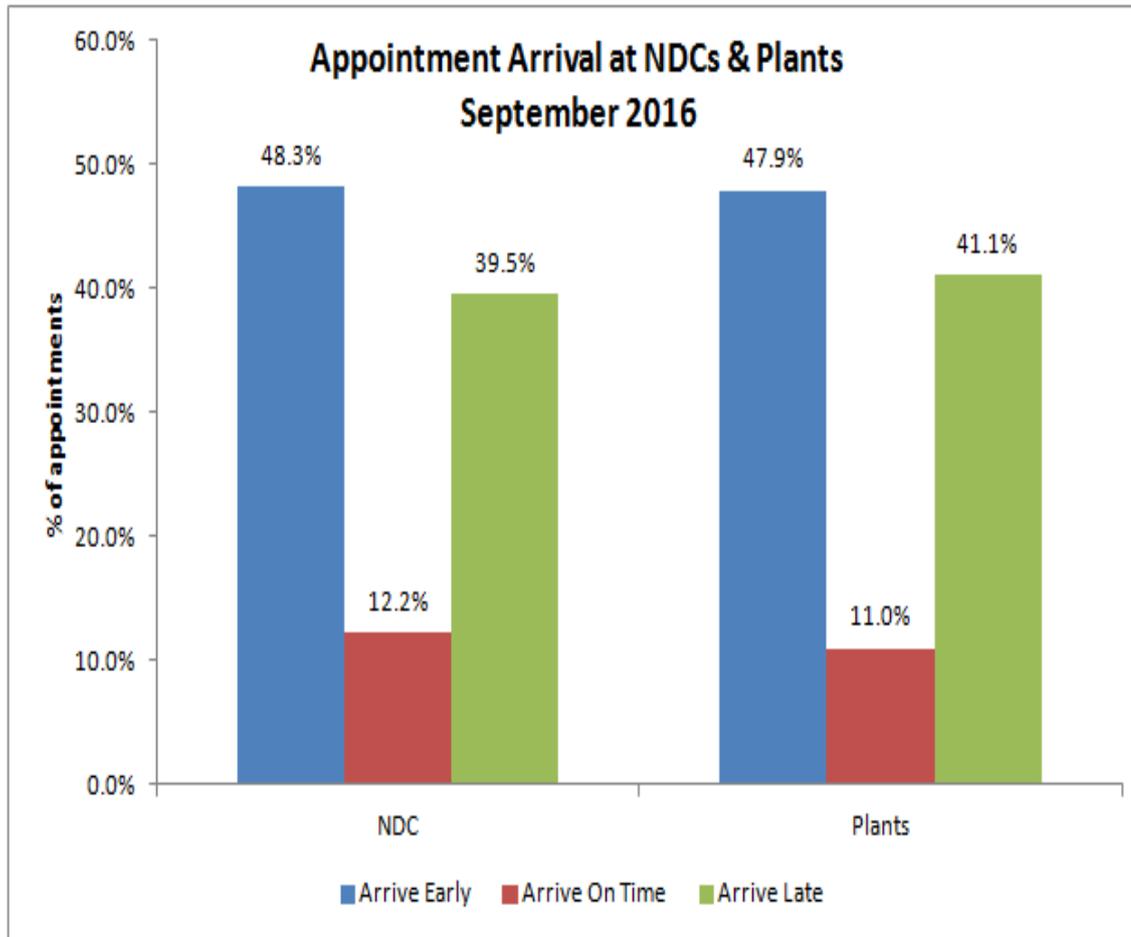
Methodology

- USPS analyzed recurring appointment data by recurring appointment ID and Mailer and calculated the percentage of one-time appointment No Shows per Recurring Appt ID

Results

- 912 Recurring Appointment ID's associated with 100% No Shows were cancelled across all Areas

Approximate Volume Opened Up Due to Recurring Appointment Cleanup		
Date	Sum of TOTAL_PALLET	Sum of TOTAL_BEDLOAD
Per Month	135,791	183,924
Per Day	4,464	6,046



- Data:
 - Removed No Show, Cancelled, Rejected & Unscheduled appointments
 - N appointments = 95,676 at NDCs & Plants
 - Time Period = 9/2016

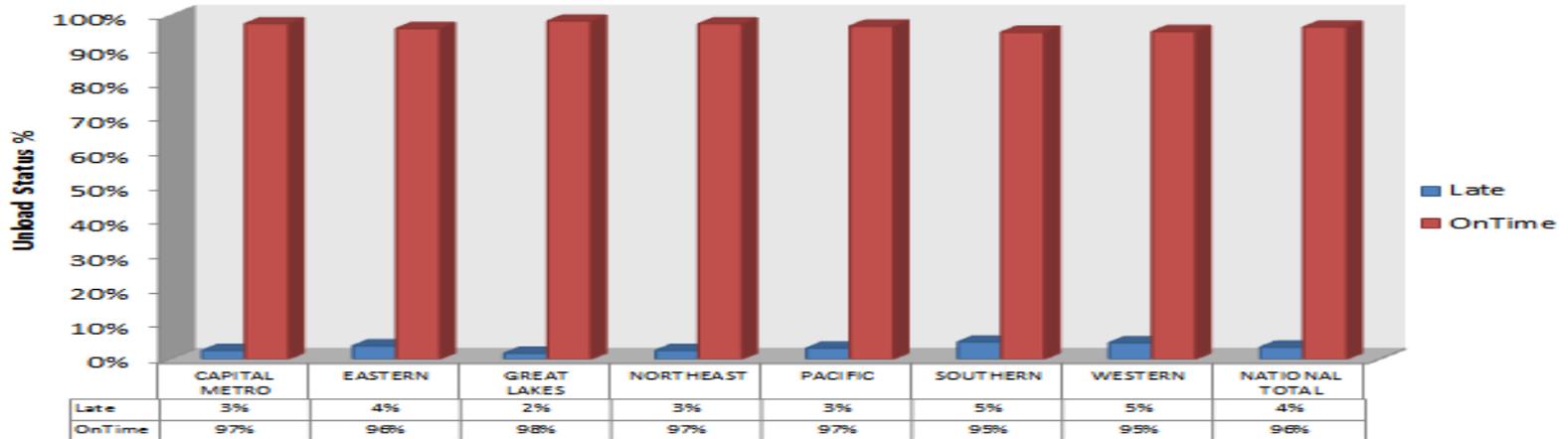
	NDC	Plants
Arrive Early	6,372	39,536
Arrive On Time	1,616	9,055
Arrive Late	5,211	33,886
National Total	13,199	82,477

Drop Shipment Appointment Arrival Standard Work

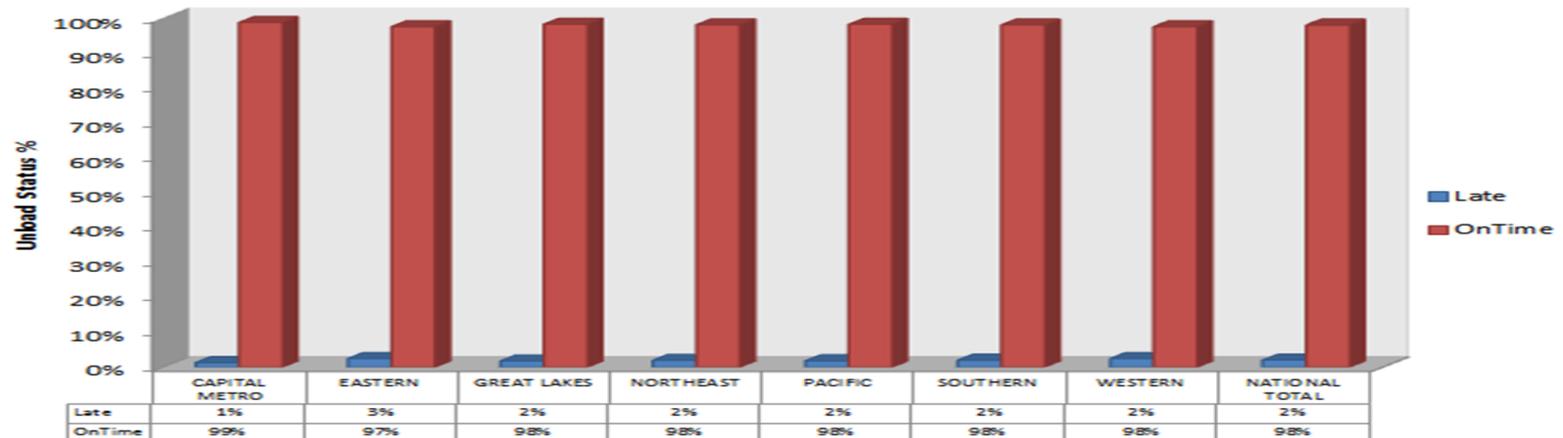


The purpose of this standard work is to provide visibility on mailer adherence to appointment schedule and drop shipments unload wait time. The SV Mobile Appointment Arrive is intended to record actual drop shipment yard arrival time separately from the trailer unload scan and acceptance process. New SV Mobile easily allows switching between appointments, making it convenient to pause the unload/acceptance process to arrive appointments.

**Unload Status at NDCs by Area
September 2016**



**Unload Status at Plants by Area
September 2016**



- Data
 - N= 95,605 (appointments) at NDCs & Plants across the U.S
 - Data pulled for September 2016
 - Removed No Show, Cancelled, Rejected & Unscheduled Appointments

	Median Unload Time (in minutes)
Early Arrival	0:09
On Time Arrival	0:32
Late Arrival	0:09

September 2016

For Appointments Arriving Early at Facilities

	Count of Appts	% of Appts
Unload End Completed Before Scheduled Appointment Time	36,541	79.7%
Unload End Completed at the Scheduled Appointment Time	366	0.8%
Unload End Completed After Scheduled Appointment Time	8,961	19.5%
NATIONAL TOTAL	45,868	100.0%

For Appointments Arriving Early at NDCs

	Count of Appts	% of Appts
Unload End Completed Before Scheduled Appointment Time	3,556	55.9%
Unload End Completed at the Scheduled Appointment Time	44	0.7%
Unload End Completed After Scheduled Appointment Time	2,765	43.4%
NATIONAL TOTAL	6,365	100.0%

For Appointments Arriving Early at Plants

	Count of Appts	% of Appts
Unload End Completed Before Scheduled Appointment Time	32,985	83.5%
Unload End Completed at the Scheduled Appointment Time	322	0.8%
Unload End Completed After Scheduled Appointment Time	6,196	15.7%
NATIONAL TOTAL	39,503	100.0%

Data:

- Data from 9/2016
- N closed appointments = 45,868 at NDCs & Plants
- Analysis on appointments arriving early

Conclusion:

- Across facilities for appointments arriving early, USPS completes appointment unload end ~1.5hrs (median) before the scheduled appointment time

September 2016

Unload Time in Hours	NDC Count of Appts	NDC % of Appts	Plant Count Appts	Plant % of Appts
Unload Scan Noncompliance (no unload start or unload end scan)	61	1.0%	959	2.4%
1 hour	4,804	75.5%	35,387	89.6%
2 hours	795	12.5%	1,209	3.1%
3 hours	286	4.5%	418	1.1%
4 hours	143	2.2%	214	0.5%
5 hours	58	0.9%	156	0.4%
6 hours	37	0.6%	126	0.3%
7 hours	24	0.4%	94	0.2%
8 hours	18	0.3%	63	0.2%
9 hours	10	0.2%	55	0.1%
> 10 hours	129	2.0%	822	2.1%
Total	6,365	100.0%	39,503	100%

- Business Rules:
 - If the actual appointment arrival time is earlier than the scheduled appointment time, the timeframe evaluated is from the scheduled appointment date/time to the unload end time, or from the unload start time to the unload end time, whichever occurs first
- Data Analysis based off above rules
 - Removed No Show, Cancelled, Rejected & Unscheduled Appointments.
 - N=45,868 appointments
 - NDC = NASS code with z
 - Plants = NASS code w/o z
 - Time Period = 9/2016

September 2016

Unload Time in Hours	NDC Count of Appts	NDC % of Appts	Plant Count of Appts	Plant % of Appts
Noncompliance (no unload start or unload	10	0.6%	353	3.9%
1 hour	835	51.8%	7,260	80.2%
2 hours	495	30.7%	909	10.0%
3 hours	153	9.5%	204	2.3%
4 hours	50	3.1%	80	0.9%
5 hours	26	1.6%	38	0.4%
6 hours	6	0.4%	24	0.3%
7 hours	10	0.6%	18	0.2%
8 hours	2	0.1%	15	0.2%
9 hours	3	0.2%	10	0.1%
> 10 hours	23	1.4%	141	1.6%
Total	1,613	100.0%	9,052	100.0%

- Business Rule:
 - If the actual appointment arrival time is equal to or within 30 minutes of the scheduled appointment time, the timeframe evaluated is from the scheduled appointment time or unload start time, whichever is first, to the unload end time
- Data Analysis is based off above rules
 - Removed No Show, Cancelled, Rejected & Unscheduled Appointments.
 - N=10,665 appointments
 - NDC = NASS code with z
 - Plants = NASS code w/o z
 - Time Period = 9/2016

September 2016

Unload Time in Hours	NDC Count of Appts	NDC % of Appts	Plant Count of Appts	Plant % of Appts
Noncompliance (no unload start or unload)	72	1.4%	749	2.2%
1 hour	4,222	81.0%	31,156	92.0%
2 hours	633	12.1%	879	2.6%
3 hours	141	2.7%	224	0.7%
4 hours	43	0.8%	113	0.3%
5 hours	13	0.2%	76	0.2%
6 hours	8	0.2%	75	0.2%
7 hours	7	0.1%	48	0.1%
8 hours	4	0.1%	32	0.1%
9 hours	3	0.1%	15	0.0%
> 10 hours	64	1.2%	495	1.5%
Total	5,210	100.0%	33,862	100.0%

- Business rule:
 - If the actual appointment arrival time is greater than 30 minutes after the scheduled appointment time, the timeframe evaluated is from the unload start time to the unload end time
 - Late arrival is an appointment that shows up >30 minutes and up to 24 hours after scheduled appointment time

Data Analysis is based off above rules

- Removed No Show, Cancelled, Rejected & Unscheduled appointments.
- N=39,072 appointments
- NDC = NASS code with z
- Plants = NASS code w/o z
- Time period = 9/2016

Surface Visibility Update

Area	SITE NAME	Actual Go-Live Date
Northeast	BINGHAMTON (NY) SHF	10/14/2016
Northeast	CATANO DMDU ANNEX	TBD
Northeast	PLATTSBURGH (NY) BMEU	10/12/2016
Northeast	SAN JUAN (PR) P&DC	TBD
Northeast	STATEN ISLAND (NY) SHF	TBD
Northeast	WATERBURY (CT) SHF	10/20/2016
Eastern	ASHLAND (KY) SHF	10/14/2016
Eastern	ATHENS (OH) SHF	10/26/2016
Eastern	CANTON (OH) P&DC	10/25/2016
Eastern	CHATTANOOGA (TN) P&DC	10/18/2016
Eastern	CHILLICOTHE (OH) SHF	10/25/2016
Eastern	CLEVELAND (OH) ANNEX	10/14/2016
Eastern	COLUMBUS FSS (OH) ANNEX	10/20/2016
Eastern	DAYTON (OH) P&DC	10/18/2016
Eastern	ERIE (PA) P&DC	10/13/2016
Eastern	EVANSVILLE (IN) ANNEX	10/19/2016
Eastern	JACKSON (TN) P&DC	10/14/2016
Eastern	JET COVE (TN) ANNEX	10/21/2016
Eastern	LOUISVILLE (KY) AMF	10/19/2016
Eastern	MANSFIELD (OH) SHF	10/21/2016
Eastern	STEUBENVILLE (OH) SHF	10/19/2016
Eastern	ZANESVILLE (OH) SHF	10/27/2016

Area	SITE NAME	Actual Go-Live Date
Pacific	EUREKA (CA) P&DC	10/17/2016
Pacific	HONOLULU (HI) P&DC	TBD
Pacific	LOS ANGELES (CA) FSS ANNEX	10/18/2016
Pacific	REDDING (CA) P&DC	10/19/2016
Capital Metro	ASHEVILLE (NC) P&DC	10/19/2016
Capital Metro	FAYETTEVILLE (NC) ANNEX	TBD
Capital Metro	FAYETTEVILLE (NC) P&DC	TBD
Capital Metro	KINSTON (NC) APO	TBD
Capital Metro	ROCKY MOUNT (NC) P&DC	10/20/2016
Great Lakes	BLOOMINGTON (IN) SHF	10/26/2016
Great Lakes	CARBONDALE (IL) SHF	10/21/2016
Great Lakes	CENTRAL WISCONSIN (WAUSAU) P&DF	10/27/2016
Great Lakes	CENTRALIA (IL) P&DC	10/19/2016
Great Lakes	COLUMBUS (IN) SHF	10/19/2016
Great Lakes	FLINT (MI) SHF	TBD
Great Lakes	GALESBURG (IL) SHF	10/14/2016
Great Lakes	GARY (IN) P&DC	10/21/2016
Great Lakes	GAYLORD (MI) P&DC	10/19/2016
Great Lakes	INDIANAPOLIS HS (IN) ANNEX	10/26/2016
Great Lakes	KALAMAZOO (MI) P&DC	10/18/2016
Great Lakes	KOKOMO (IN) SHF	10/26/2016
Great Lakes	LA SALLE (IL) SHF	10/18/2016
Great Lakes	LAFAYETTE (IN) P&DC	10/21/2016
Great Lakes	MUNCIE (IN) P&DC	10/20/2016
Great Lakes	SOUTH BEND (IN) P&DC	10/19/2016
Great Lakes	UPPER PENINSULA P&DC (IRON MOUNTAIN)	10/21/2016

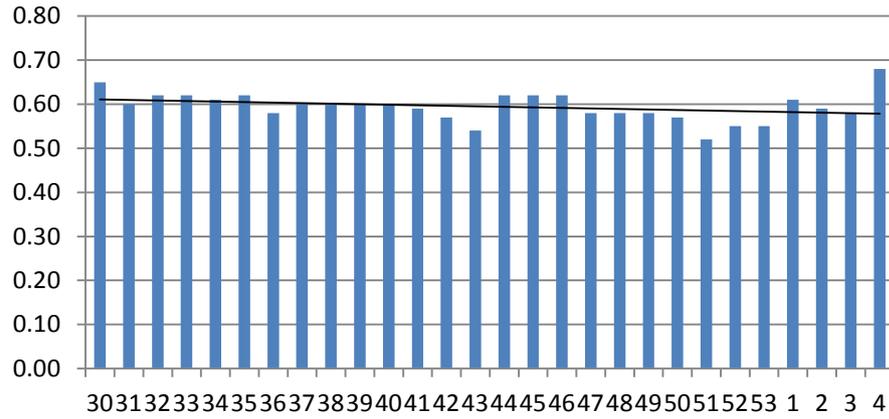
Area	SITE NAME	Actual Go-Live Date
Southern	ABILENE (TX) P&DC	10/20/2016
Southern	ALBANY (GA) SHF	10/24/2016
Southern	ALEXANDRIA (LA) SHF	10/26/2016
Southern	ARDMORE (OK) SHF	10/18/2016
Southern	AUGUSTA GA P&DC	10/24/2016
Southern	BATESVILLE (AR) SHF	10/25/2016
Southern	BEAUMONT (TX) P&DC	10/20/2016
Southern	CAMDEN (AR) SHF	10/27/2016
Southern	CHILDRESS (TX) SHF	10/25/2016
Southern	COLUMBUS (MS) SHF	10/19/2016
Southern	CORPUS CHRISTI (TX) P&DC	10/18/2016
Southern	FORT SMITH (AR) SHF	10/13/2016
Southern	GREENVILLE (MS) SHF	10/27/2016
Southern	GULFPORT (MS) P&DF	10/19/2016
Southern	HARRISON (AR) SHF	10/14/2016
Southern	HATTIESBURG (MS) SCF	10/21/2016
Southern	HOT SPRINGS NATL PK (AR) SHF	10/14/2016
Southern	HOUMA (LA) SHF	10/20/2016
Southern	JONESBORO (AR) MPA	10/14/2016
Southern	LAKELAND (FL) P&DC	10/25/2016
Southern	LUFKIN (TX) P&DC	TBD
Southern	MCALESTER (OK) ANNEX	10/25/2016
Southern	MERIDIAN (MS) SHF	10/21/2016
Southern	MONROE (LA) SHF	10/14/2016
Southern	MUSKOGEE (OK) APO	10/20/2016
Southern	PANAMA CITY (FL) SHF	10/18/2016
Southern	PINE BLUFF (AR) SHF	10/21/2016
Southern	SAN ANTONIO (TX) PRIORITY ANNEX	10/17/2016
Southern	SKYLAND STATION (AL) Delivery & Retail	10/19/2016
Southern	SWAINSBORO (GA) SHF	10/26/2016
Southern	TEXARKANA (TX) SHF	10/19/2016
Southern	TUPELO (MS) SHF	TBD
Southern	VALDOSTA (GA) SHF	10/21/2016
Southern	WAYCROSS (GA) SHF	10/25/2016

Area	SITE NAME	Actual Go-Live Date
Western	ANCHORAGE (AK) P&DC	10/25/2016
Western	BEMIDJI (MN) P&DC	10/27/2016
Western	BEND (OR) P&DC	10/19/2016
Western	BUTTE (MT) SHF	10/14/2016
Western	CAPE GIRARDEAU (MO) P&DC	10/18/2016
Western	CASPER MAIN OFFICE (WY) P&DF	10/18/2016
Western	CEDAR RAPIDS AMF	10/27/2016
Western	COLORADO SPRINGS (CO) P&DC	10/21/2016
Western	DAKOTA CENTRAL (SD) P&DC	10/25/2016
Western	DULUTH (MN) P&DC	10/14/2016
Western	EUGENE (OR) P&DF	10/12/2016
Western	FARGO (ND) ASF	10/24/2016
Western	GRAND FORKS (ND) P&DC	10/20/2016
Western	GRAND ISLAND (NE) P&DC	TBD
Western	GRAND JUNCTION (CO) P&DC	TBD
Western	HUTCHINSON (KS) SHF	TBD
Western	LA CROSSE (WI) P&DC	10/20/2016
Western	MANKATO (MN) P&DC	10/19/2016
Western	MINOT (ND) SHF	10/25/2016
Western	MISSOULA (MT) P&DC	10/12/2016
Western	NORFOLK (NE) P&DC	10/20/2016
Western	PENDLETON (OR) P&DC	10/25/2016
Western	POCATELLO (ID) MPA	10/25/2016
Western	ROCHESTER (MN) MPO	10/25/2016
Western	SPOONER (WI) Delivery & Retail	10/18/2016
Western	SPRINGFIELD (MO) P&DC	10/19/2016
Western	TACOMA (WA) P&DC	10/20/2016
Western	TUCSON (AZ) P&DC	10/13/2016
Western	TWIN FALLS (ID) SHF	10/19/2016
Western	WENATCHEE (WA) CARRIER ANNEX	10/27/2016
Western	YAKIMA (WA) P&DC	10/20/2016

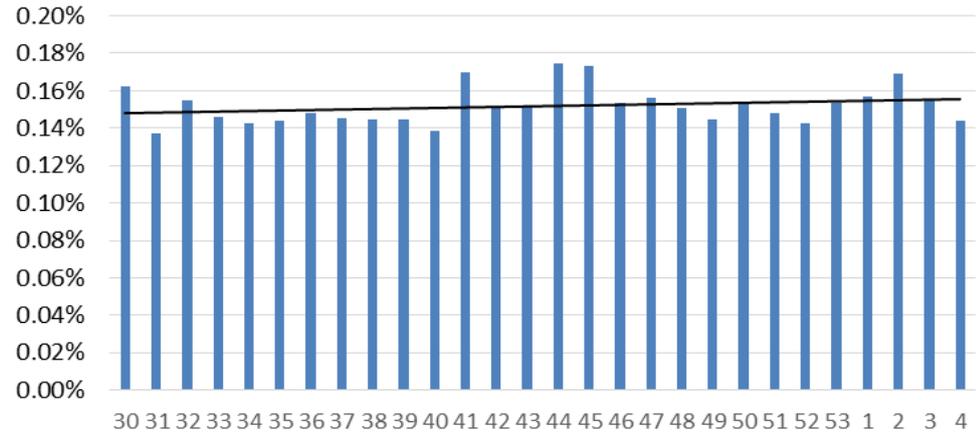
Delivery Issues

- Delivery Performance Update Last Mile Impact
 - All Pieces
 - 6,651,356 selected out of 6,651,356 included piece count
 - -2.1% impact
 - Periodicals Flats
 - 197,940 selected out of 6,651,356 included piece count
 - -3.7% Impact
 - Quality of Delivery
 - Package look ahead
 - Scan / Location mismatch – Still testing
 - eCC / Misdelivery reduction initiative

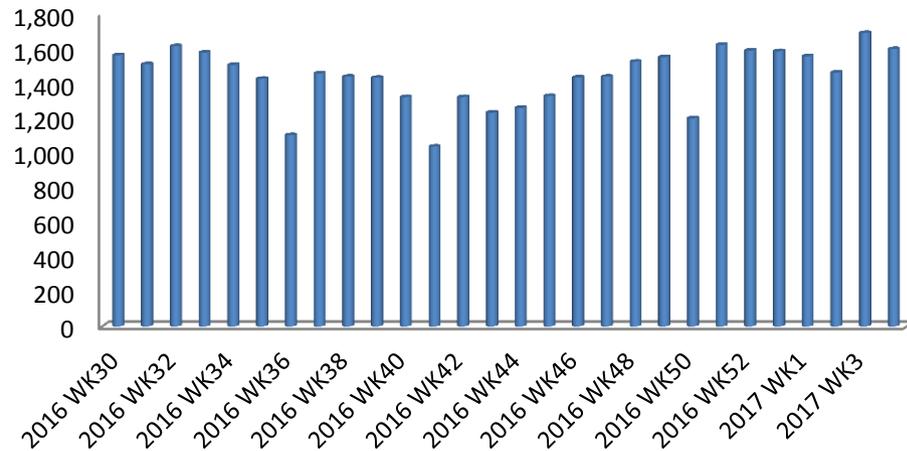
WIMP - Complaints per 1000 Packages



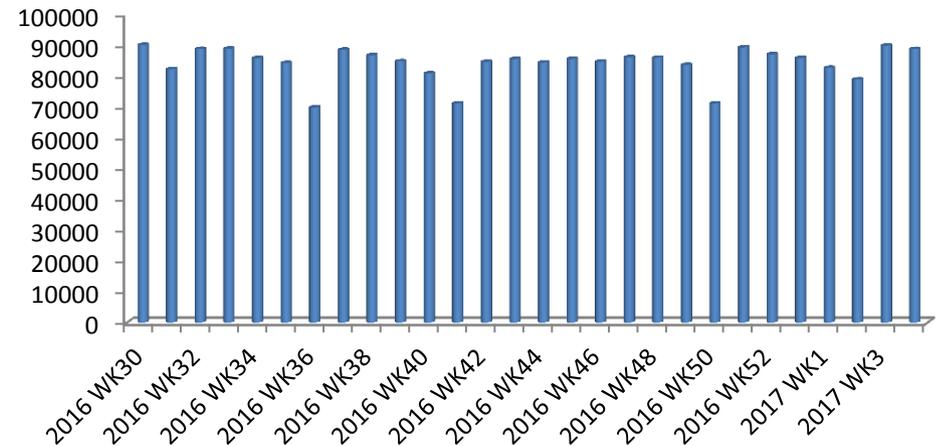
UAA % to Volume



Misdelivered Mail

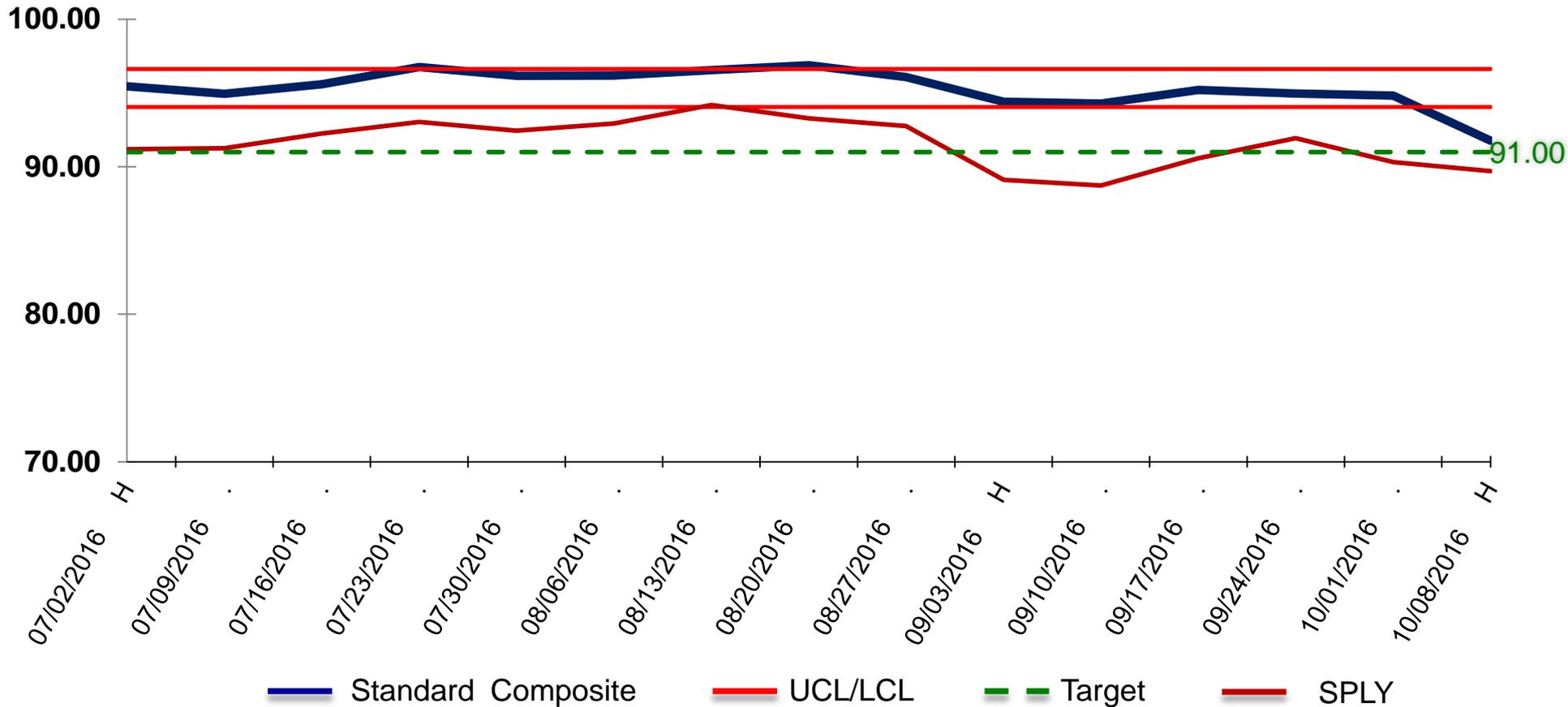


Total eCC Case Count

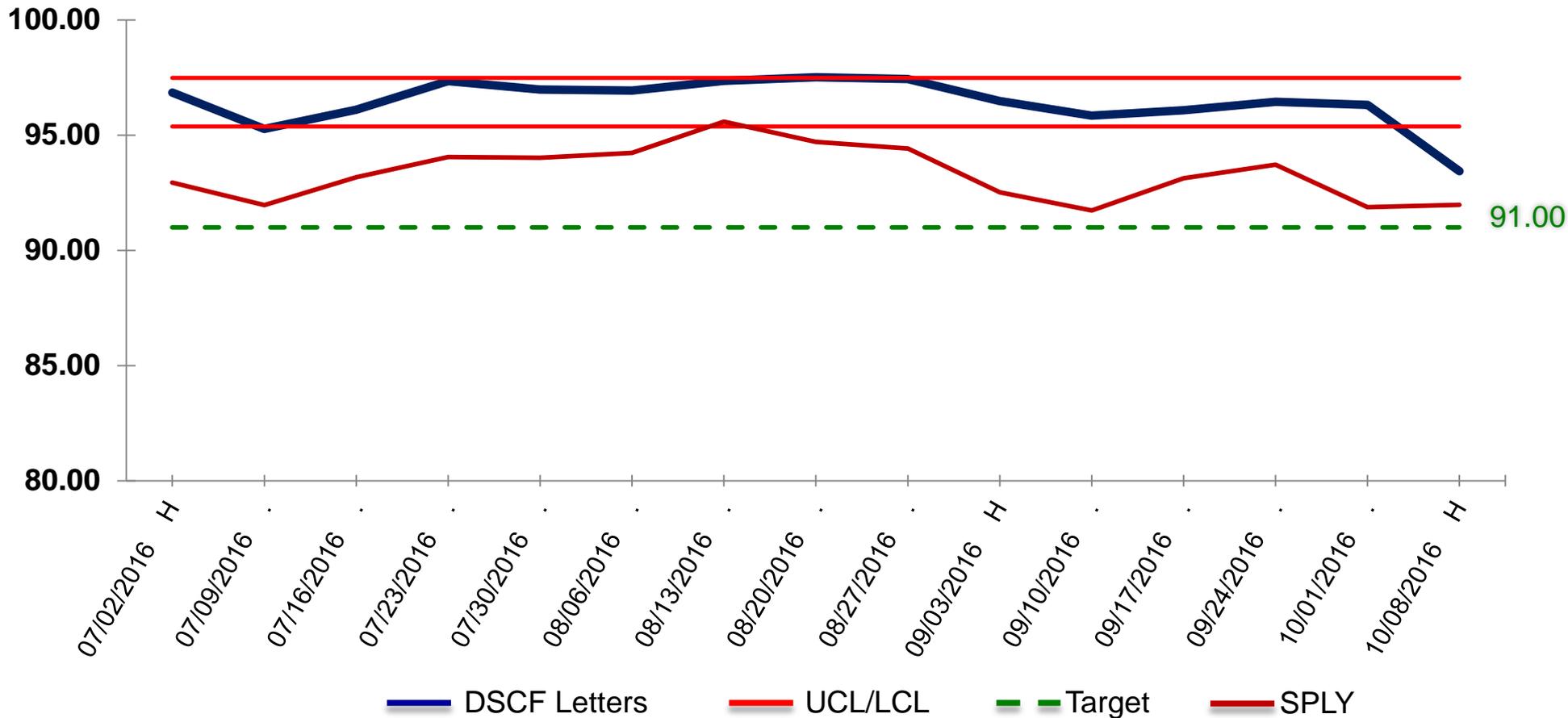


Service Performance

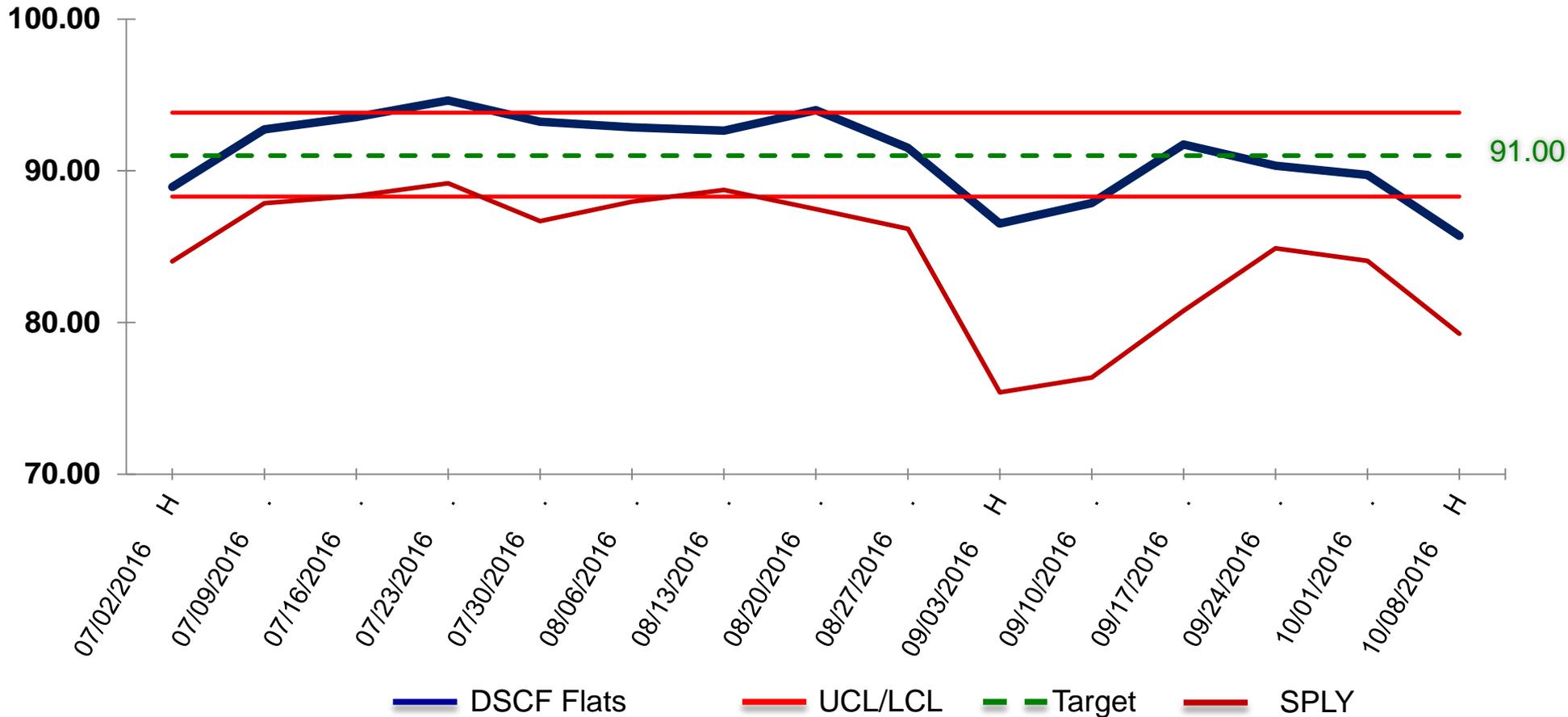
YTD & Q1TD	
Actual	93.22
SPLY Var	+3.52



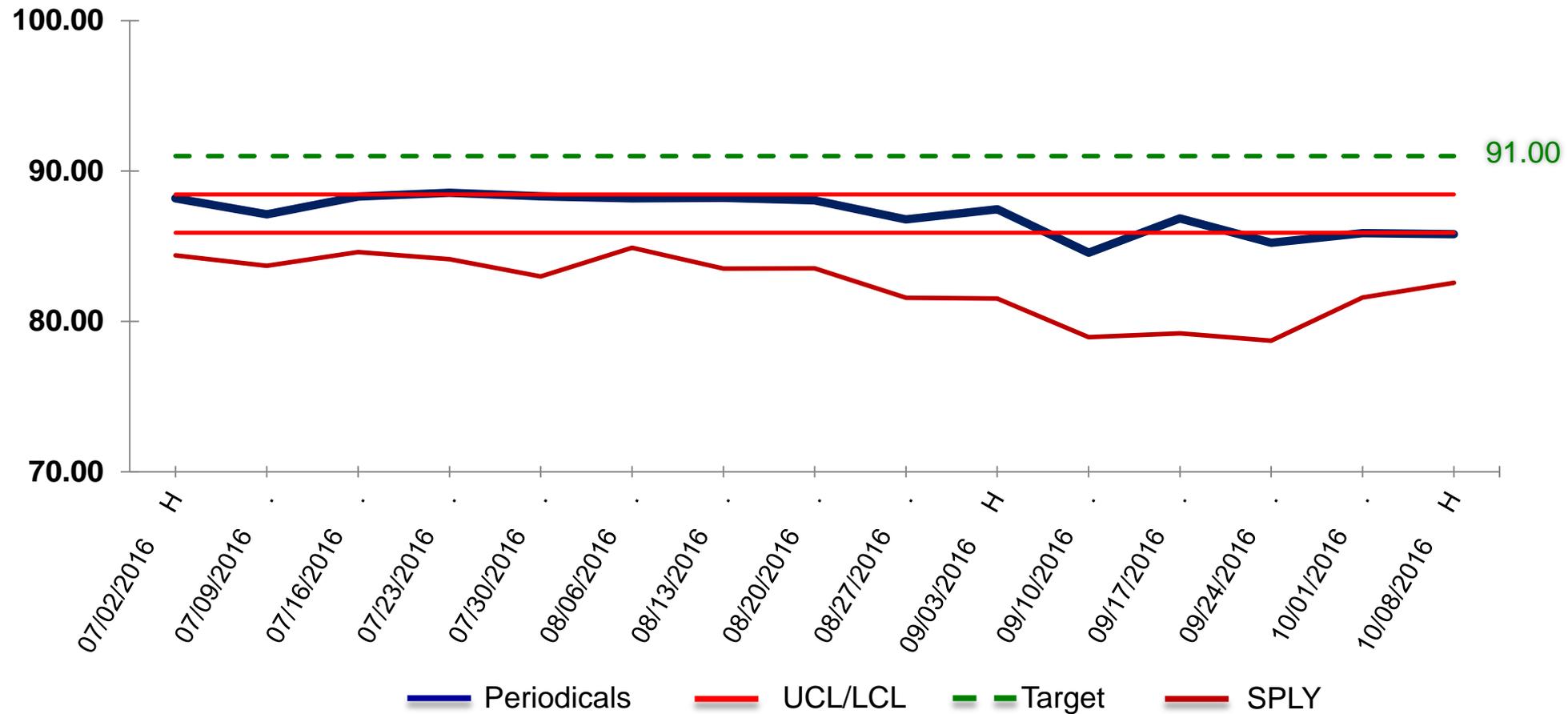
YTD & Q1TD	
Actual	94.80
SPLY Var	+2.69



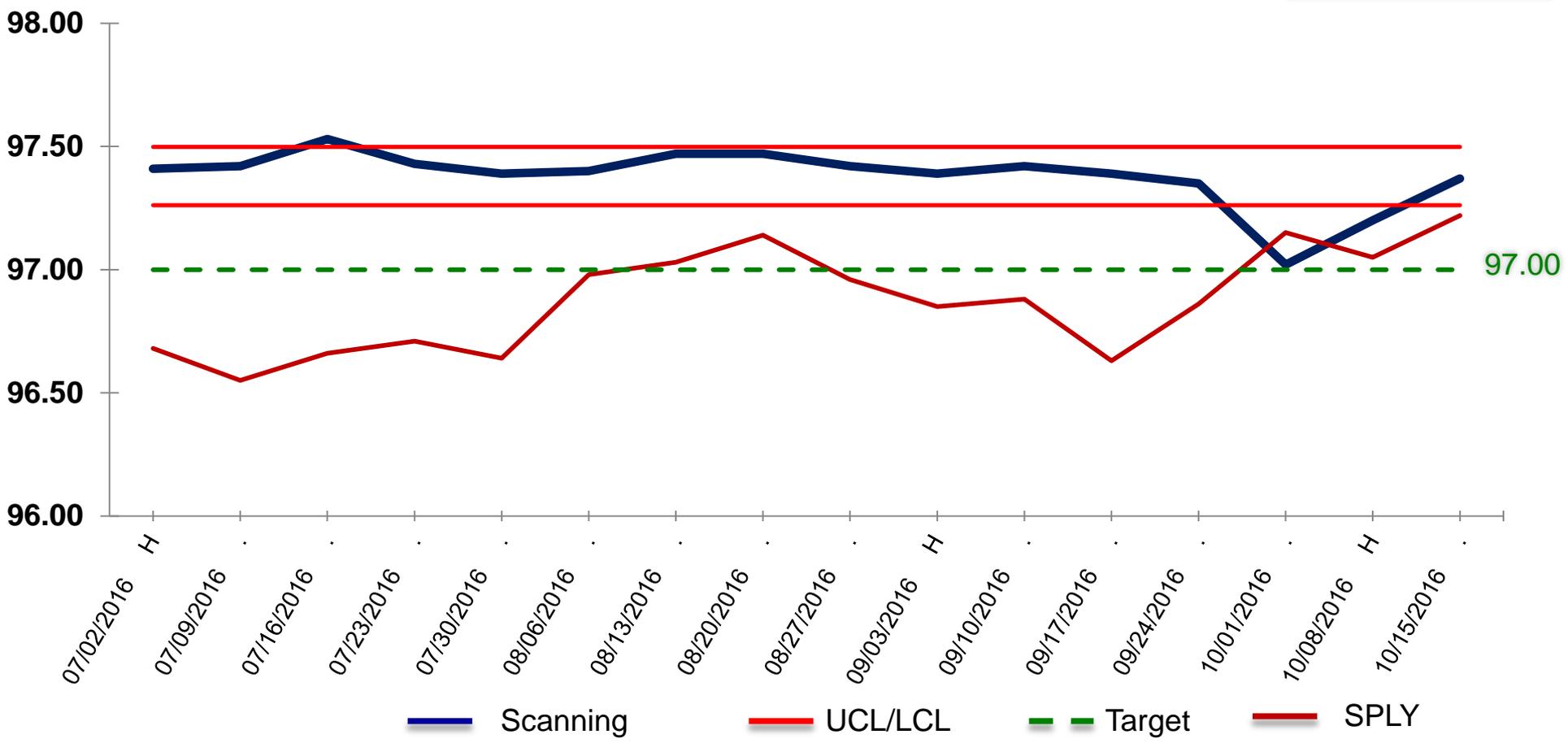
YTD & Q1TD
Actual
87.56
SPLY Var
+6.77



YTD & Q1TD
Actual
85.82
SPLY Var
+3.57



YTD & Q1TD
Actual 97.45
SPLY Var +0.32



Network Integration Support Update

- Enhanced External Labeling List Deployment
 - Lists to be published on 12/1 will be published using EELLS
 - EELLS validation checks will be in place
 - No duplicate zips
 - No missing information
 - Initial EELLS test file sent to mailer test group
 - No issues reported
 - Second test file will be sent mid-November

- L003/L801 consolidation
 - All L003 entries will be discontinued effective 1/1/17 with a grace date of 2/1/17
 - Completing final review of impacts
- New Lists
 - L014 Hub List
 - Will be published on 12/1/16
 - Will be effective on 1/1/17

- **New Lists (cont.)**
 - **L015 ADC FCM Parcel List**
 - Will be created in Nov 2016
 - Will be published on 12/1/16
 - Will be effective on 1/1/17

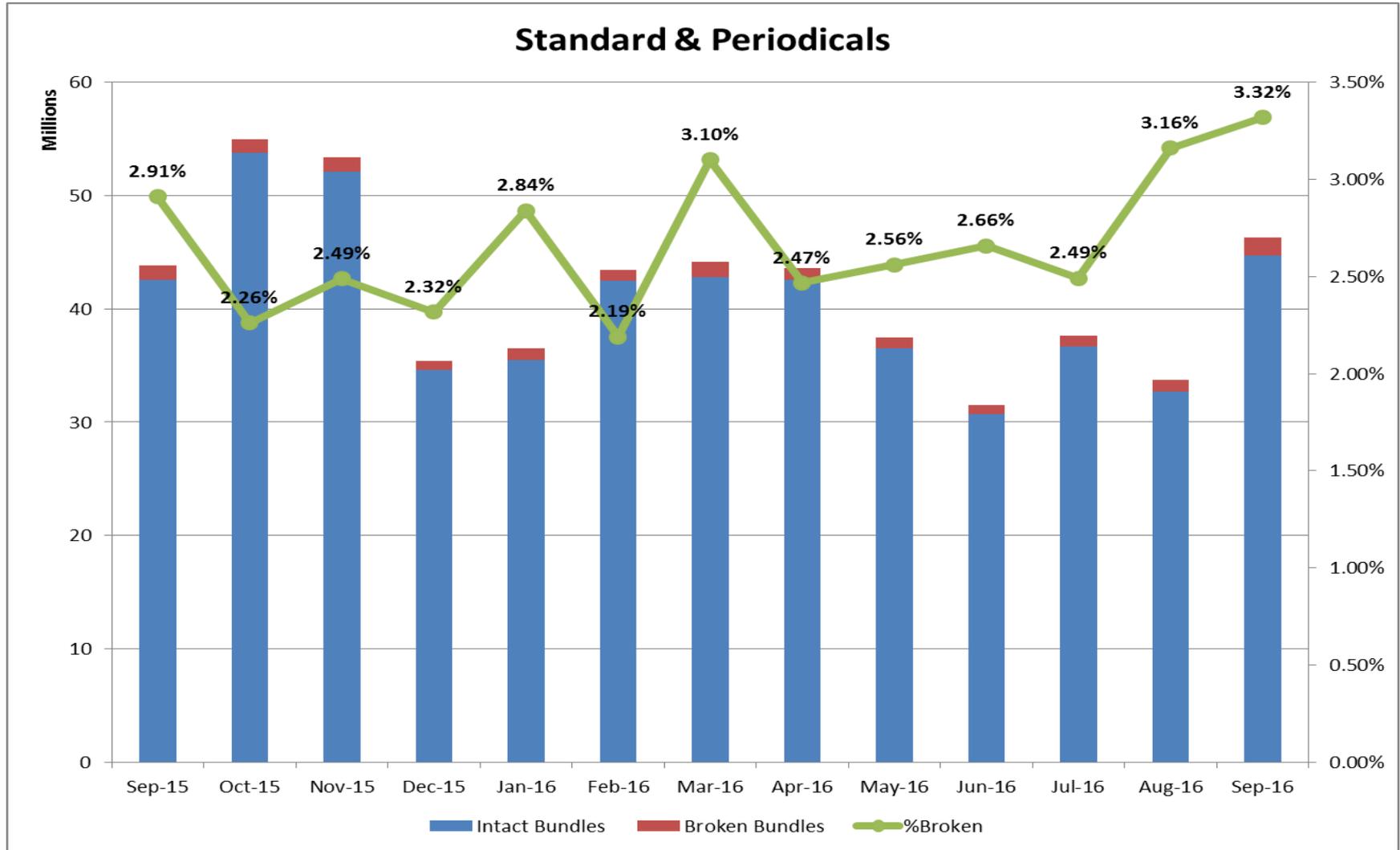
Broken Bundle Update

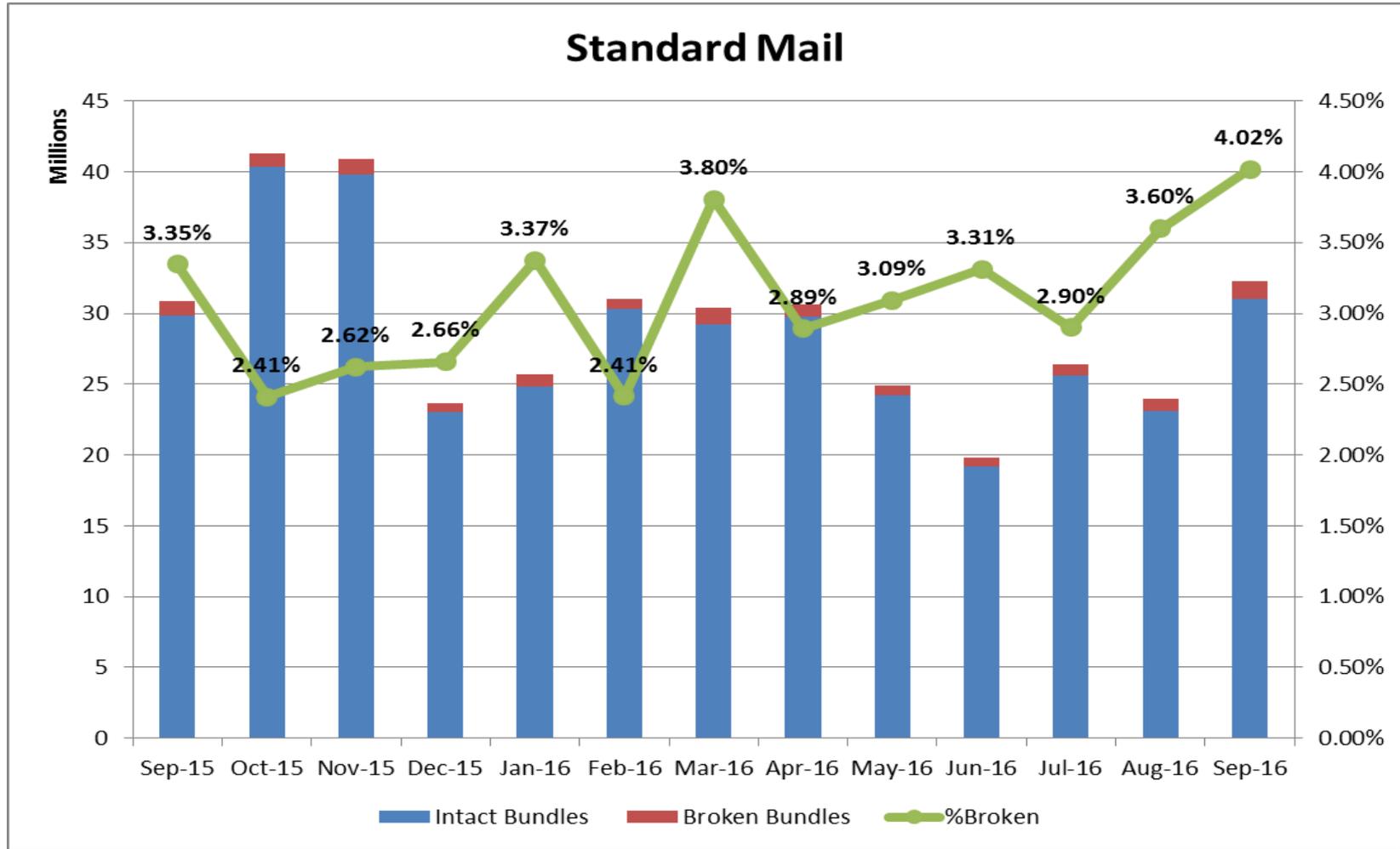
- Broken Bundle Data is based on:
 - Full service mailers with e-doc
 - Standard and Periodicals, including co-mail
 - Bundle is “broken” when three (3) or more IMbs within a bundle are scanned during bundle processing
 - Does not take into account bundles that are repaired (manual intervention), so it’s projected that true breakage is higher than reported

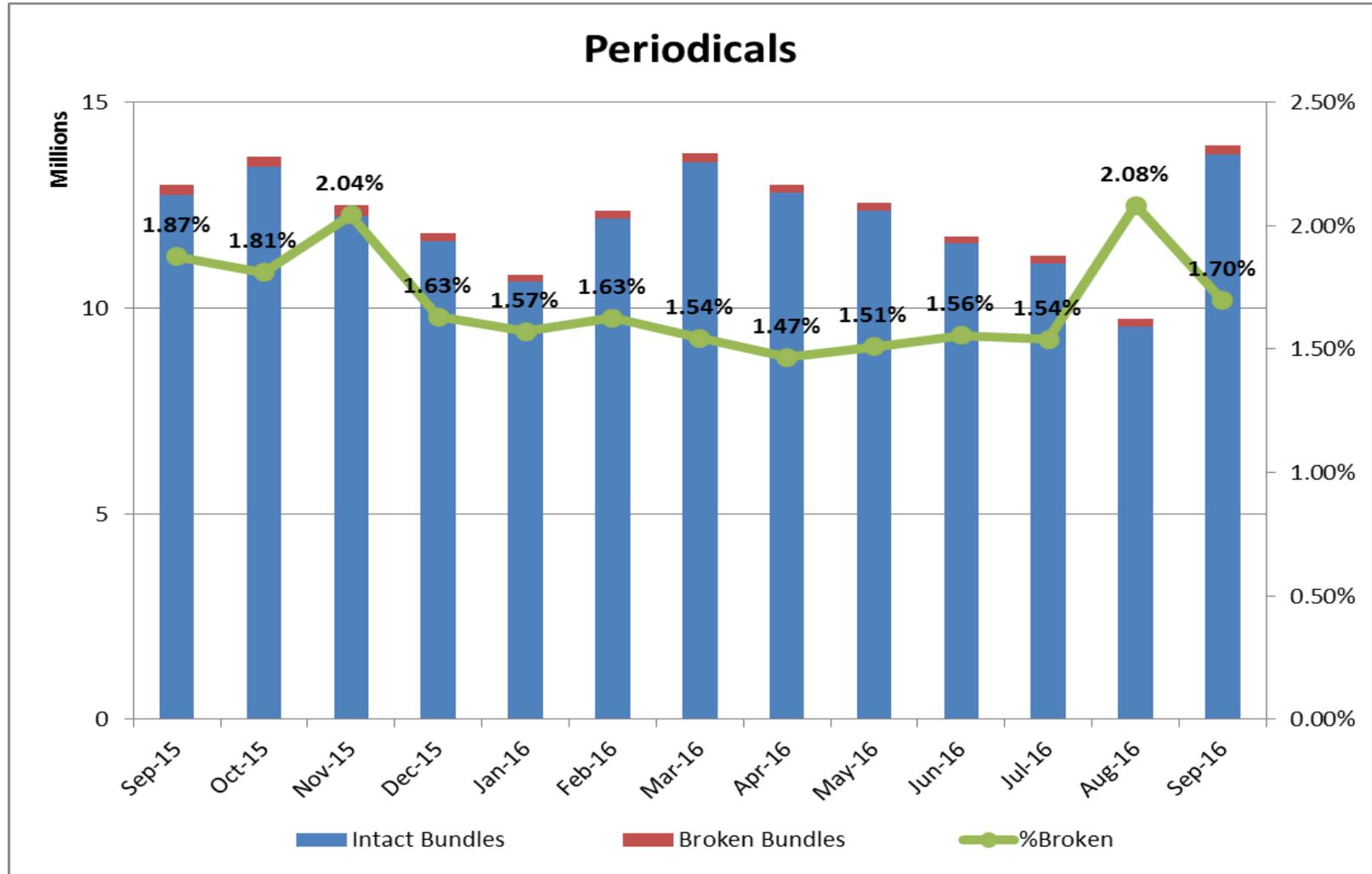
- Broken bundles are the number one cause of machine stops on USPS bundle sorting equipment
 - When machines stop, productivity suffers
 - Loose pieces must be physically gathered and removed from the machine
 - Single pieces loose in the machine may cause further machine stops and damage to mail

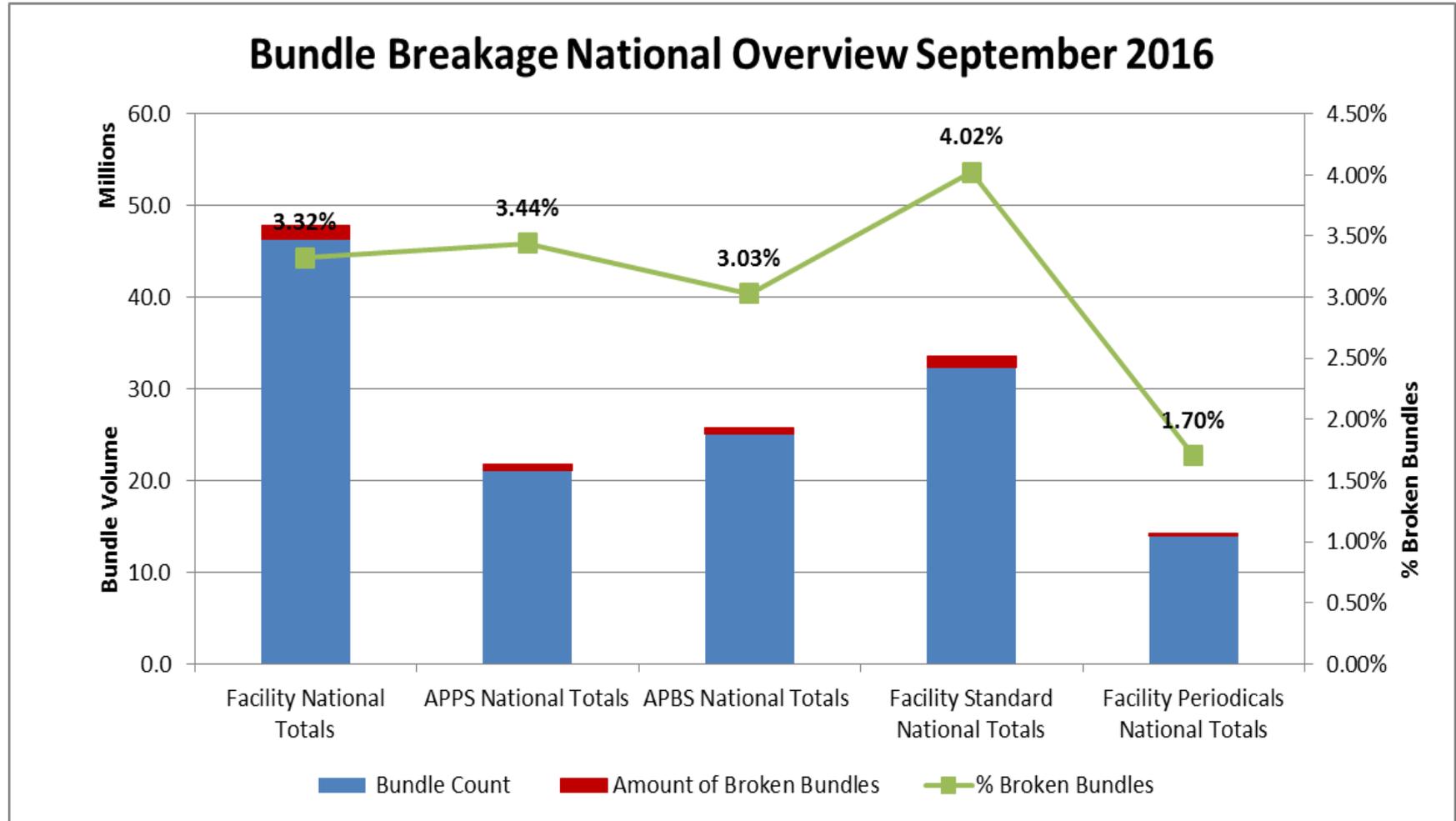
- A typical bundle of mail is sorted to the carrier route level
 - Compromised bundles & loose flats are manually gathered, faced, containerized, transported and sorted, attributing to the piece costs of flats

- For September 2016, broken bundles nationally were:
 - 1,297,637 Standard broken bundles
 - 237,037 Periodicals broken bundles
 - 1,534,674 Combined / Overall broken bundles
- **Impact returning to carrier route level: USPS costs of nearly \$5.3 million**
- USPS, besides our collaboration with Industry, is continually improving work methods and looking at new technologies to address bundle breakage









- USPS Facility & Machine Opportunities (next 3 slides)
 - Facility: Displays locations with highest contributing percentage of broken bundles
 - APPS by Facility: Displays APPS with highest contributing percentage of broken bundles
 - APBS by Facility: Displays APBS with highest contributing percentage of broken bundles

10 Top Contributing Facilities to Broken Bundles

Facility	Bundle Count	% Broken Bundles	Amount of Broken Bundles	% of Total Bundle Count	% Contribution of Total Broken Bundles
LOS ANGELES NDC	252,878	19.85%	50,184	0.55%	3.27%
NEW JERSEY NDC	441,217	9.85%	43,454	0.95%	2.83%
SAINT PAUL	1,093,085	3.38%	36,908	2.36%	2.40%
NORTH HOUSTON	945,306	3.80%	35,947	2.04%	2.34%
SPRINGFIELD NDC	730,313	4.91%	35,887	1.58%	2.34%
JACKSONVILLE NDC	625,268	4.80%	30,006	1.35%	1.96%
SAINT LOUIS METRO ANNEX	834,380	3.23%	26,966	1.80%	1.76%
PENNWOOD PLACE	783,889	3.34%	26,148	1.69%	1.70%
CHICAGO NDC	394,329	6.55%	25,819	0.85%	1.68%
PEACHTREE	525,855	4.86%	25,565	1.14%	1.67%
Overall Facilities Totals	46,257,308	3.32%	1,534,674		

September 2016

10 Top Contributing APPS by Facilities to Broken Bundles

Facility	Machine	Bundle Count	% Broken Bundles	Amount of Broken Bundles	% of Total Bundle Count	% Contribution of Total Broken Bundles
NEW JERSEY NDC	APPS-045	441,217	9.85%	43,454	2.09%	5.99%
SAINT PAUL	APPS-001	665,327	3.88%	25,846	3.15%	3.56%
SPRINGFIELD NDC	APPS-004	442,032	5.24%	23,142	2.10%	3.19%
DENVER	APPS-018	789,674	2.87%	22,643	3.74%	3.12%
SAINT LOUIS METRO ANNEX	APPS-009	735,104	3.06%	22,496	3.48%	3.10%
BROOKLYN	APPS-023	610,291	3.30%	20,146	2.89%	2.78%
CINCINNATI NDC	APPS-058	325,753	5.98%	19,480	1.54%	2.69%
CHICAGO NDC	APPS-043	284,677	6.63%	18,888	1.35%	2.60%
WASHINGTON NDC	APPS-016	226,657	8.19%	18,569	1.07%	2.56%
MIDDLESEX ESSEX	APPS-051	435,336	4.24%	18,446	2.06%	2.54%
Overall APPS Totals		21,095,035	3.44%	725,347		

September 2016

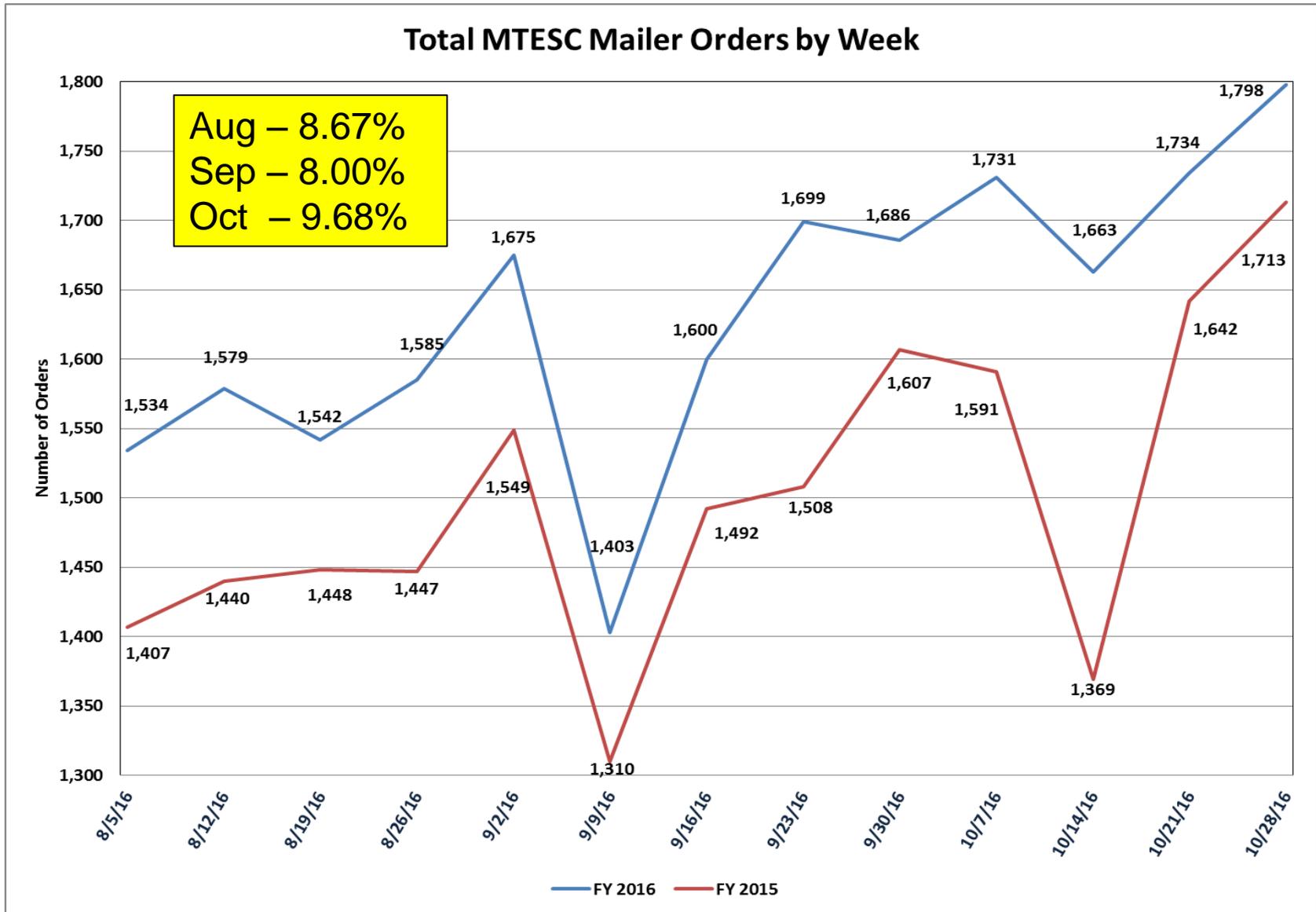
10 Top Contributing APBS by Facilities to Broken Bundles

Facility	Machine	Bundle Count	% Broken Bundles	Amount of Broken Bundles	% of Total Bundle Count	% Contribution of Total Broken Bundles
LOS ANGELES NDC	APBS-001	252,853	19.84%	50,160	1.01%	6.61%
DALLAS NDC	APBS-001	281,353	8.91%	25,055	1.12%	3.30%
FOX VALLEY	APBS-001	403,006	5.46%	22,004	1.61%	2.90%
CLEVELAND ANNEX	APBS-001	747,272	2.36%	17,657	2.98%	2.33%
GREENSBORO NDC	APBS-001	157,151	9.77%	15,354	0.63%	2.02%
MEMPHIS NDC	APBS-002	187,399	7.67%	14,379	0.75%	1.89%
DETROIT NDC	APBS-006	144,490	9.11%	13,159	0.58%	1.73%
MID ISLAND	APBS-002	205,746	6.15%	12,662	0.82%	1.67%
NORTH HOUSTON	APBS-001	237,262	4.78%	11,334	0.95%	1.49%
SAN FRANCISCO NDC	APBS-001	160,125	6.73%	10,777	0.64%	1.42%
Overall APBS Totals		25,056,277	3.03%	758,881		

- Communication & Sharing
 - Top 10 MSPs will receive bundle breakage data via email monthly
 - Requesting each MSP provide contact names for monthly email
 - Please send names to fontell.peart@usps.gov
 - Use subject: “Contacts Bundle Breakage”
 - Improvement opportunities to be addressed at future MTAC meetings

MTE Update

- Modify orders instead of Withdraw
 - For MTEESC Mailers and Postal Plants
 - Orders may be modified until 4 days prior to delivery
- New order status – Ready for Delivery
 - For local mailers who receive MTE delivered by plants
 - Plants will use “Ready for Delivery” if being delivered
 - “Ready for Pick-up” still used for mailer pick-ups.
- Plastic Pallets
 - For local mailers
 - Order for pallets can now be made in pieces
- Label Holders
 - Increase box orders to 80 max per order



7.25M pieces of MTE ordered for PQ I of FY17

MTE Type	October	November	December	Total
Pallets	200,000	200,000	100,000	500,000
EMM Trays	400,000	400,000	200,000	1,000,000
Half Trays	0	0	0	0
MM Trays	350,000	450,000	200,000	1,000,000
EMM Sleeves	400,000	400,000	200,000	1,000,000
Half Sleeves	100,000	150,000	0	250,000
MM Sleeves	500,000	400,000	100,000	1,000,000
Flat Tubs	50,000	225,000	225,000	500,000
#1 Sacks	400,000	900,000	700,000	2,000,000
Total	2,400,000	3,125,000	1,725,000	7,250,000

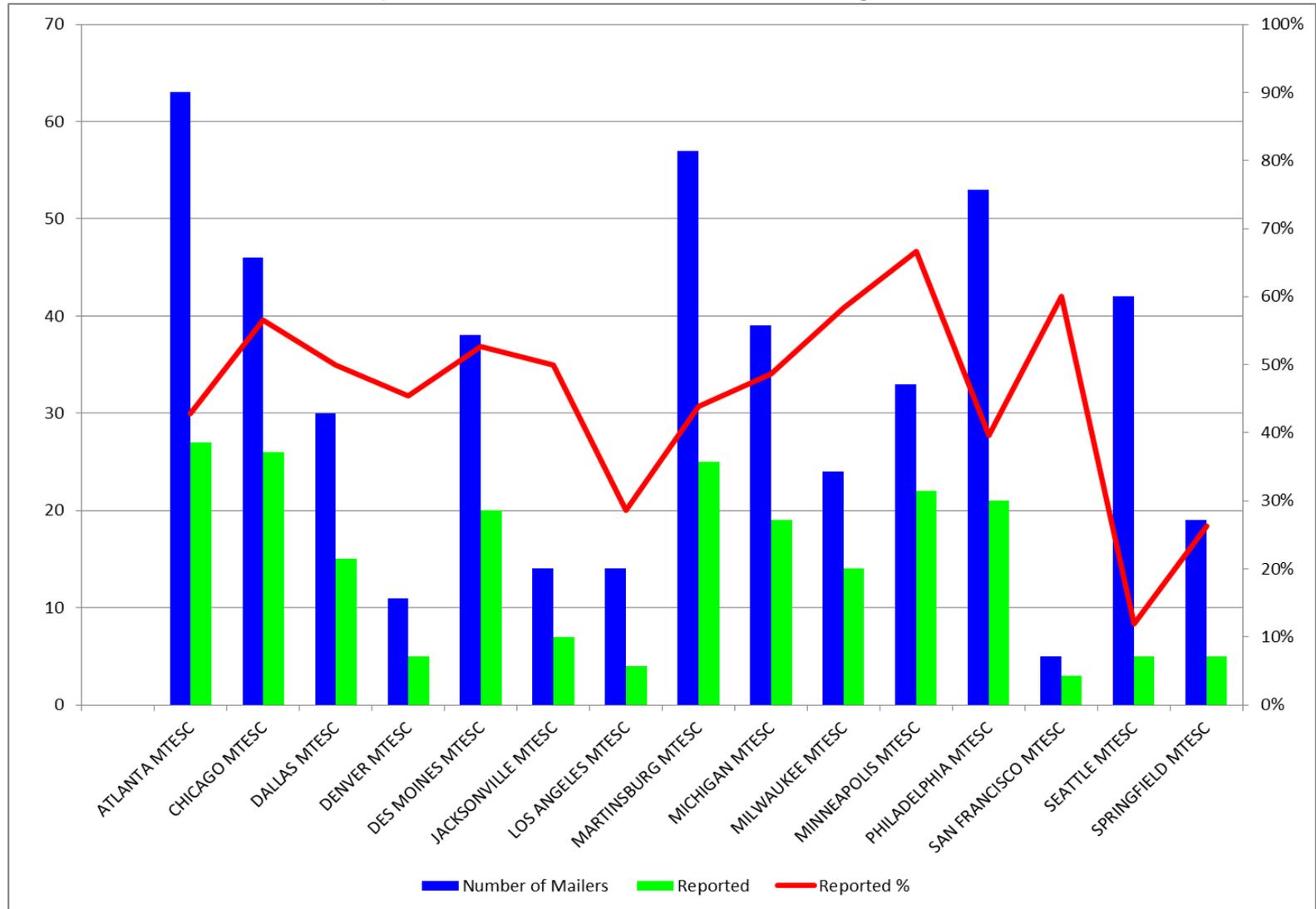
*Quantities are provided in pieces. - Deliveries continue through December 31, 2016.
Green shading indicates receipts as of October 31, 2016.*

MTE Inventory Status

As of 10/31/16	Current MTESS On-Hand Inventory	1-Week Safety Inventory	Pieces +/- Safety Level	Percent +/- Safety Level	Demand vs SPLY	Inventory vs SPLY
Pallets	879,975	500,000	379,975	76%	13%	-43%
EMM Trays	3,673,632	2,000,000	1,673,632	84%	-5%	38%
Half Trays	3,403,800	1,500,000	1,903,800	127%	2%	220%
MM Trays	5,236,560	3,250,000	1,986,560	61%	-2%	128%
EMM Sleeves	6,239,937	2,500,000	3,739,937	150%	3%	29%
Half Sleeves	5,020,509	1,750,000	3,270,509	187%	7%	166%
MM Sleeves	3,710,952	4,500,000	-789,048	-18%	5%	27%
Flat Tubs	3,516,072	750,000	2,766,072	369%	-11%	-9%
#1 Sacks	1,979,500	1,500,000	479,500	32%	16%	-8%

- MTEOR requirement
- Weekly input of unused MTE
 - Does not include supplies in use on production floor
- Also required of Postal Plants
- Usage of Inventory Data
 - Predict supply needs
 - Track MTE usage
 - Plan for equipment transfers
 - Identify potential ordering issues
- Reminders are displayed on dashboard

Mailer Inventory in MTEOR – Week ending October 26, 2016



How Industry Partners Can Help:

- MTEOR weekly inventory 
- Order trays & sleeves in like quantities (pieces not pallets)
 - Refer to graphics at:
<https://ribbs.usps.gov/index.cfm?page=industryoutreach>
or <https://ribbs.usps.gov/index.cfm?page=mteor>
- Continue to place equipment orders just-in-time based on production
- Contact your BSN to return MTE excess to your needs.
- Contact MTEOR helpdesk for order issues:
 - (866) 330-3404 or MTEOR@usps.gov

Open Discussion