



Incident Based Automation I-Suite Briefing Paper



Topic: 2010 I-Suite Bar Code Pilot

Date: March 16, 2010

Issue: Use of Barcode Technology for the Supply Unit at Incidents

Background: The I-Suite Barcode Pilot Team achieved great success in 2009 with our limited deployment of barcode technology in the Supply Unit in the California Geographic Area. The results are outlined in the Barcode Pilot Trip Report located at <http://isuite.nwcg.gov>.

To build on the project's success and to gain additional exposure and acceptance, the Pilot will expand to support the following Geographic Areas in 2010:

Southwest (SW)
Pacific Northwest (NW)
Northern Rockies (NR)
Rocky Mountain (RM): With limited Pilot Team support

In addition, the two California IMTs who piloted in 2009 may once again participate with limited Pilot Team support.

Proposed Actions: The I-Suite Pilot Team will continue the Proof of Concept of Barcode technology and processes at the incident. The following actions will occur:

- Pilot Test bar code technology during mobilization through team transition in the Southwest, Northwest, Northern Rockies Geographic Areas with pre-identified Incident Management Teams
- Pilot in Rocky Mountain Geographic Area with limited Pilot Team support
- California IMTs who piloted in 2009 may participate once again with limited Pilot Team Support

The 2010 Pilot requires the following to be successful:

IMT Commitment

Complete IMT support is essential for the pilot to be successful. Below are key IMT commitment criteria:

- Team commitment to "make it happen" and assure success
- Locate the Supply Unit in an area adequate for successful connection to the I-Suite server
- Provide logistical support: power, work area, tables, etc.
- Supply Unit Leader/R&D Manager support
- Commitment to learn and support the I-Suite Supply Module and Barcode equipment and processes

- Pre-identify IMT members who will learn I-Suite Supply Module and Barcode equipment and processes.
- Ensure resources are ordered and/or IMT members are available to maintain Supply Barcode operation. **It is highly recommended that a Status Check-in Recorder be ordered by the IMT to work in the Supply Unit to learn the I-Suite Supply Module, Barcode processes and remain with the IMT after the Pilot Team has left the incident.**
- Computer Technical Specialist Support
 - Commitment to provide network, hardware, and application support after initial setup and in absence of Pilot Team.
- Notify the Pilot Team of IMT mobilization (refer to below for contact information)
- Include Pilot Barcode Kit on initial cache order
- Evaluate Barcode Pilot

Pilot Team Commitment

- Test barcode technology during mobilization through IMT transition and closeout
- Provide laptops, printer, cabling, and network equipment for Supply Unit
- Work with San Dimas Technology & Development Center to refine equipment/connectivity and develop Barcode media
- Test equipment and processes side by side with manual process from IMT mobilization through transition and closeout
- Work with Logistics on location of Supply Unit and Pilot team's logistical support
- Work with IMTs to test equipment and processes
- Test import of ICBS-R Shipping Lists
- Establish 'buy-in' and ownership from IMTs
- Minimize impact to IMT throughout incident by providing adequate equipment, support, and staffing
- Provide support for the initial 3-4 days of the incident
- One member will remain to provide on-going support/training if necessary
- Time/Travel/Per Diem paid by a National Incident Support number

Ordering/Refurbishing Pilot Barcode Kits

An NFES Number will be assigned to the Pilot Barcode Kits (TBD once the kits are assembled). **The IMT will include the Pilot Barcode Kits on the initial cache order.**

The kits will be stored at the following National Caches:

Southwest (2 Kits): Prescott Fire Cache
Silver City Cache

NOTE: Kits will be re-assigned to the California IMTs when SW Fire Season has slowed down.

Northern Rockies (2 Kits): Missoula Cache

Northwest (2 Kits): LaGrande Cache
Redmond Cache

The Pilot Project Team is responsible for refurbishing the kits, preferably while at incident closeout, and shipping back to the respective cache. The California IMTs will be responsible for refurbishing the kits that are assigned to their team.

2010 Pilot IMTs

Southwest

VanBruggen, Type 1

Hughes, Type 1

Nelson, Type 2

Northwest

Pendleton, Type 1

Rapp, Type 2

Batten, Type 2

Barnett, Type 2

Northern Rockies

Turman, Type 1

Heintz, Type 2

McNitt, Type 2

Kusiko, Type 2

California

McGowan, Type 1

Pincha-Tulley, Type 1

Rocky Mountain - TBD

Pilot Team Contacts

When an IMT is mobilized, they will contact a Pilot Team Member in the following order and provide needed date/time, location, kit order details, and any other pertinent information:

1. Gina Bald, IBA Deputy Project Manager
2. Donna Tate, I-Suite Project Lead