

MTAC WG 142 - Meeting Notes

Start-the-Clock for all Commercial Parcels

April 12, 2011 from 10:00 – 11:30

Tom Underkoffler - Welcoming Comments

Wendy Smith - Sponsor

- A lot of Industry talk around STC (Start-the-Clock)
- Service Performance not reported on parcels
- Workgroup 123 had a parcel sub-group that made recommendations that dead ended
- Reporting in place
- Need cohesive STC rules across all categories

Sunset Date – May 31, 2011

Robert Raines

- How do we do this?
- Explore, align, and build more stringent STC rules

Suggestion – the WG go beyond market dominant and do competitive too – not just bound printed matter and media mail.

*Plan – to apply rules across all products

Induction Methods

- Is there a difference between them?
- Is there a need for variation?

Tracking website perspective – each package visible (scan type?) Packages inside the container get scanned, and then AAU scans.

- Appointment arrival would trigger the event.
- Unload scan
- Scan container STC on all pieces associated with it.

This group looking at STC - everything else is staying the same.

Will need multiple scans – eVS, Enroute (timeframe established in between)

All containers scanned as they are unloaded so that USPS understands how it moves and to get the diagnostics that is needed.

The question is – Can the Industry manifest to the container level?

Timing complexity – complete process then create the placard. You wouldn't want to do it after all production is complete to assign 99M placards.

Situation: 50 pieces in a bag / 4 different sacs – USPS; what packages are in which container.

- Issue - not all the bags arrive

Suggestion - should be in the front-end of the process.

Absent Nesting (need 2 different rules)

- Nesting rule
- Mailers not ready

Pieces associated with an appointment ID

- Discrepancy with appointment and what actually comes in
- USPS physical scan event will STC for the entire mailing/ appt event
- Elimination of scans – USPS won't go back and re - STC

Electronic file – appointment

Two things:

- Visibility
- How we measure service

USPS wants to measure all the pieces we can.

- Error codes
- How do we include that volume? AAU scans on all pieces...

Need different rules for nesting and non-nesting.

eVS PTS – June

Need to make sure we are as accurate as possible. We need to be able to validate the integrity of the data.

Suggestion:

- NDC - Scan 8125, 99M upon actual arrival/unload at the Postal facility.

Induction within the facility would occur within a certain timeframe and we should start seeing enroute scan for the individual piece of mail. If the enroute scan is within a prescribed amount of time from the arrival clock scan then the arrival scan would be the STC.

Pieces linked to the 8125 or 99M that showed scans prior to the 8125 scan would be thrown out and listed on the PTS exception report as not arriving with intended shipment. This gives the mailer information on their sort efficiency quicker than what they have now (I believe).

Pieces linked to the 8125 or 99M that showed enroute scans more than 12 hours (or whatever the agreed time would be) from the 8125 arrival scan would be excluded as well and listed on the exception report. This part I'm still not sure about but I'm sure there will be discussion about the time frame and the need to consider Postal errors or mechanical errors, i.e. not getting a good scan, damage, not being inducted timely.

- SCF-P&DC - Same scenario as above but the STC would be based on the amount of time it took between the acceptance scan and the AAU scan at the delivery unit. In most cases it would be the following day.

USPS is getting the packages but not when Industry says they are getting it.

Need to take a look at issues around manifest accuracy.

If it doesn't get a mechanism scan somewhere it will be thrown out.

- 99M IDs the appointment - unload scan is associated with it.

Entry at BME Units

- Depends...STC on a 3152, 8125, individual sacs, and containers.
- Transaction time and date – postage statement (PostalOne)
 - Can't associate packages to DelCon – still need to link and they don't currently.

Depends on destination

- Local turn-around volume
- Transit time

How to manifest pieces to postage statement?

- Would need a hierarchy (AAU scan at DDU, SCF etc)
- Don't want multiple AAU scans
- Consider how USPS did eVS scan determinations. Based on how long it took USPS to get that physical Enroute scan.

DMU Entry with USPS Transportation

- USPS doesn't have automated equipment in every facility.

DMU Entry with Mailer Transport

- Absent nesting – where first scanned an acceptable STC

DMU-Postal or Mailer provided transportation - The start the clock should still be when the mail hits our door not when postage was verified at the mailers plant. I'm not sure but PS Form 8017 is used for presenting mail at a destination postal facility for expedited plant load shipments and it could be scanned at the tendering point and used as the STC. The STC calculation would be similar to the scenario for P&DC and SCF drops.

Goal – 100% scan on each container to unload

- Where is the USPS?
- SV not in every Plant
- SV expansion – (2011 Initiative?) USPS will confirm with timelines.

Online Survey - Aggregated at a 3rd party (2 Associations)

- Volume (representative of each category)
- Nesting Capability
- Mailers that aren't there yet – what's the timeframe?

Suggestion – add “Visibility” to the Area of Focus on the Issue Statement.

Future Meetings – April 19, 26, and May 3 from 10 – 11:00EST

Meeting Notes – D. Bell