

MTAC WG 142 - Meeting Notes

Start-the-Clock for all Commercial Parcels

April 19, 2011 from 10:00 – 11:00

Don Mallone – Reviewed Process Flows

Key point – What differences or what points in these processes will be a difference between folks that can nest and manifest and STC with a scan vs. how you start the clock without it.

First Class

Mainly 1 – 3 days. 4 days – few outliers (off-shore)

STC perspective where would that occur?

Proposal – container scan on those pieces in directed in that manifest.

Regarding flow – STC at the P&DC

Anything @ PO the origin P&DC that same day:

- Be 1600 on any given day
- Close out @ every PO and should be able to make entry at originating P&DC in time for outgoing distribution.

Entry @ P&DC

- STC scan at P&DC
- Question – PO, is there a future opportunity for USPS to be scanning containers as they are receiving them or will it be only @ the P&DC? **(Workgroup needs to explore)**

03 Scan – Retail

For mailers it's for entry at a P&DC through a BME.

Question - If / where we have entry of commercial mailers @ POs – are we going to perform a scan there?

- Maybe 50 throughout the country

Proposal

Plant STC – if transportation or plant load going there: 99M barcode – container scan (nested minor container sacks/trays contained in that rolling stock).

- Un-nested loose sacks picked up by carrier (would have the IMTL on them). When USPS sees a possession scan
 - *automated – over automation equipment
 - *manual – origin enroute scans (where USPS doesn't put on automated equipment)
- On pieces nested to STC on a container scan, USPS would still get a origin enroute scan
- Mailers able to nest would see the time between container scan and the first origin enroute scan. (Stated: Huge from a diagnostic perspective)

Standard

Issue – What do we do to STC with the origin entered pieces vs. what we STC with destination entered pieces?

- The difference is the NDC
- Could do a STC at either the origin P&DC or the origin NDC.

Don't you have more origin standard mail at a DMU at a mailers distribution center?

Action – create another flow chart that shows DMU entry on USPS provided transportation vs. mailer provided transportation.

Is there a difference when USPS picks it up on USPS transportation?

- Release scan
- Is mail transported on the same date that you get a release scan in all cases?
- Can the mail arrive at a postal facility prior to the CET for that product?
- Plant load agreements
- Standardized CETs
- Mail not committed for that day

From a mailers perspective – if it's in the Postal Services hands (which it is because they are transporting it) that's the START.

Action – Determine whether or not a standardized CET can be applied on DMU release scans.

Standardized CET

- But if we have a scheduled trip that arrives after that and we know it then USPS will have to have a business rule in place that says, if after CET then STC is the next day.
- No special CETs for standard mail

Action – create another flow chart that shows:

- DMU - flow before and after
- Watch Out – if there's some special preparation that the mailer's doing that picks up some time for USPS it can affect that CET.
- USPS is looking to minimize CSAs but mailers doing additional work could get a later CET. USPS can make exceptions.

Destination entry on standard mail

Action – Update slide to show package services and standard mail - mail flow to represent both.

- 2 slides (First Class and Packages/Standard Mail)

No official timeline for 2011 SV Expansion.

Anonymous survey (PostCom and PSA) coming out.

Discuss new flows, proposals, and any outstanding questions.

- Entry points and scans along the way where you would expect to see information.
- Consider – Will the time-frame for the ability to nest be influenced by changes to IMpb and electronic documentation?
- Today STC on automation 1st scan
- If you don't nest are there any changes to STC outside of nesting? No.
- Currently, USPS STC is on the 1st possession scan.
- Incentive – if you can nest, you get visibility earlier in the system and will understand what cycle time is from an unload to a piece of equipment then through the network.

USPS - Not getting the scan at origin today.

STC for destination entry is the enroute scan at the destination but USPS doesn't have an origin entry STC for commercial parcels. USPS is still using a physical scan – it's a matter of location and entry point.

Concern – DDU absent 05 scan and eVS AU scan, drop it today, scanned AAU tomorrow it starts the clock tomorrow.

Question – Isn't STC based on when USPS accepts the mail?

- Origin entry
- DDU

USPS could an acceptance scan (AS) on either a container label and if no container label do an AS scan that links the pieces that are in that shipment.

- Problem with manifest quality
- Varying degrees of accuracy (3rd party concerns)

Suggestion – Logic can be put in if you have AAU especially at a DDU.

- A delivery not within 1 or 2 days that the package wasn't there.

For Next Meeting:

- 2011 SV Expansion - rough time-line for the official time-line.
- MTAC 143 (Seamless Acceptance) – what is USPSs expectation regarding parcel mailers participation.
- Once STC is established it is to be used in Service Measurement – what means will the reporting be provided to mailers? Website? – J. Hess
- Determine time for May 3 meeting.