

MTAC WG #175 – Meeting Minutes October 27, 2015

Todd Haycock – Opened the meeting restating our Mission Statement –

Nadya Barnes – Concept proposal around First class mail – proposal to retire CSAs and update DMM rules to mirror Business Rules/real world FC CSA separations.

- Use mailer volumes to determine the number of container separations with a minimum of 2 separations for low mail volumes (threshold TBD)
- Tier II would be based on volume (10 separations) or more if agreed by mailer with goal of getting mail deeper into USPS network.

Q. - Tiers are based on volumes. Would that be monthly volumes, daily or by mailing? For example – is mailer business has various size mailings one could fall under Tier 0 – another could fall under a higher tier.

Nadya - Everyone is required to make up the 3 required separations. There are some really small mailers who can't make up 3 separations so they fall under tier 0. The rest Tier 3 & 4 based on what the mailer is committed to make up. We could look at volumes and tell the mailer we only need 8 separations. Algorithm would need to be written by job for staged mailing and continuous.

Q. – Under tier 2 & 3 would there be a min volume requirement per container.

Nadya – No. Proposal is designed look at mailer volume ahead of time to forecast historical data. We will be able to use mailer volumes to see what type of separations and to determine tier 0 volumes. Pallets would be created in descending order of volume. We will look at historical data with consistently large volumes to a particular location.

The benefit of providing finer sortation will be later CET.

Industry concern – most First Class mailers probably won't be concerned about CET. They are more concerned about when they have to bring the mail regardless of service commitment and want assurances that the plants are not going to refuse the mail because of separations. Will operations continue to want local negotiated separations?

Nadya – this isn't saying it's the only time the mailer can bring mail – just shows our commitment.

John Brooks volunteered to provide data for pilot.