MTAC Task Team #20 – IMpb ACS

Answers to questions on the ppt presentation:

1. The software to scan IMpbs and create an ACS record is to be installed at the CFS sites the week of January 28.

2. Can't use legacy non "9" MailerIDs (aka DUNS) for IMpb ACS. *9-digit Mailer IDs MUST begin with a "9".*

3. Shipping File version 1.7 exists in a fixed filed length, containing the additional version 2.0 fields that will be used with IMpb ACS. However, PTS is stripping those fields out and converting to 1.6 until the 2.0 pipe delimited version is ready (when? Targeting second half of 2013?). Version 1.7 was created to accommodate shippers who already coded for it.

4. Shipping File version 1.6 and 1.7 do not currently accommodate BPRS for IMpb ACS Shipper Paid Services. USPS is looking to be able to make special accommodations for BPRS (Bulk Parcel Return Service).

Issues raised during 1/8/13 call:

1. USPS desires 9-digit zip code in the barcode to minimize keying of address elements in CFS sites.
   - **a.** Industry pointed out that very few (if any) shippers will include the 9-zip code in the barcode due to limited real estate on the width of address labels and windowed envelopes.
   - **b.** The 9-digit zip code may be in the manifest file, but the CFS sites won't have access to that. Only NCSC will have access to that for rating and invoicing the return or forwarding postage.
   - **c.** Give the CFS sites access to PTS to get the 9-digit zips from the manifest? Not a feasible software option at the CFS sites.
   - ***d.*** Note, the 9-digit zip code may be printed as part of the address. Would that be more efficient keying than the particular address elements? This keying is executed in order to find hits for COAs. *(CFS has to resort to "Extract Code" keying if only a 5 digit ZIP is available in the IMpb. The extract uses a portion of the name and primary number of the address).*

2. Since the IMpb ACS profile for a given MID dictates what endorsement service is desired, a unique MID would be required for every combination of mail class and endorsement service.
   - **a.** This can be cumbersome.
   - **b.** The same MID can be used for all "3s" (e.g. what used to be considered 3rd Class – shipments <1lb : PSLW and Standard Mail parcels), and the same MID can be used for all "4s" (e.g. what used to be considered 4th Class – shipments >1lb : Parcel Select and Package Services including Media and BPM).
   - **c.** The MIDs take the place of the printed Participant Codes that are assigned for each endorsement service variation within Traditional ACS today.
     - Can use "Electronic Service Requested" endorsement to default to the service in the IMpb ACS profile.

d. Printed endorsements will trump the IMpb profile, so those can be used as an alternative to increasing the # of MIDs used, however, will that practice consistently yield appropriate handling, or, is it intended more as an exception scenario?

e. Need to be very careful that shippers and consolidators communicate with each other on what MIDs (and service requests) they are passing in their files and what the consolidators pass in their manifests to insure the shipper (not consolidator) gets the appropriate return and forwarding service and is invoiced by NCSC directly.

Next Steps

1. Complete review of the ppt presentation. We left off half way through on slide 10.
2. A grid of the services and what will be received under the various MID and printed endorsement combinations is to be provided.
3. Discuss how to proceed regarding the issues raised from the last meeting along with any new issues.
4. Determine availability of IMpb ACS w/Shipper Paid *"Return"* Services since it is contingent on availability of Shipping File version 2.0 (unless a feasible alternative can be identified). *Shipper Paid "Forwarding" Services is available with version 1.6.*
5. Review current ACS invoice format and discuss enhancements.