



**UNITED STATES**  
**POSTAL SERVICE**

# MTAC Mail Prep & Entry Focus Group Webinar

March 10, 2016

[Click Here for Audio of Presentation](#)

- Follow up from January MTAC Meeting – Action Items
- Work Group / User Group Updates
- Spring MTE Update
- Bundle Breakage Update
- SV Yard Management System Update
- Carrier Rating System Report
- Validation Process for Label List Changes
- Update on Label List Changes

# Action Items from January MTAC Meeting

**Action Item from Standard Mail Focus Group ( January) :**

- Modification of the FAST Appointments to Enable 72 Hour Appointment Editing
  - What is it?
    - In coordination with the industry through FAST User Group 3, an enhancement was recommended to support all appointment editing (rescheduling) up to 72 hours beyond the original scheduled time

- **Current State**
  - FAST allows mailers to cancel appointments up to one hour before the scheduled appointment time, but does not allow any modifications after that time
  - Appointments that have not arrived within 24 hours are automatically marked as “no-show” by the FAST system and the appointment is no longer valid.
  - Mailers must choose whether to schedule a new appointment or have the facility accept the drop shipment as an unscheduled arrival.
  - Late appointments are accepted only if operationally feasible and within the original 24 hour timeframe

## ■ Future State

- FAST will allow appointment editing (rescheduling) up to 72 hours beyond the original scheduled time
- Rescheduling can occur before an appointment date and within a 72-hour window after the appointment time
- The expectation would be that the carrier reschedules the original appointment within 24 hours of the original appointment time, and deposits the shipment within 72 hours of the original appointment time
- Feedback from Shipper outreach shows that we can expect greater than a 50% reduction in “no-Show” appointments after enhancement

- Where does the initiative stand?
  - This enhancement is a part of the 2016 Spring Release Tollgate as FAST ALM 457
  - The FAST UG 3 Recommendation Letter for this enhancement was sent to the VP of Mail Entry & Payment Technology and VP of Network Operations
  - Per their request, BMS is performing an analysis of No Show and reporting back to Pritha Mehra and Linda Malone

# **Work Group / Service Hubs Update**

# **Work Group 168**

## **FSS Multi-Scheme Pallets**

## **WG # 168: *FSS Multi-scheme Pallets***

**Initial Meeting : 2/20/15 - Webinar**

**Target Completion Date: November 2016**

### **INDUSTRY LEADER**

**Susan Pinter**

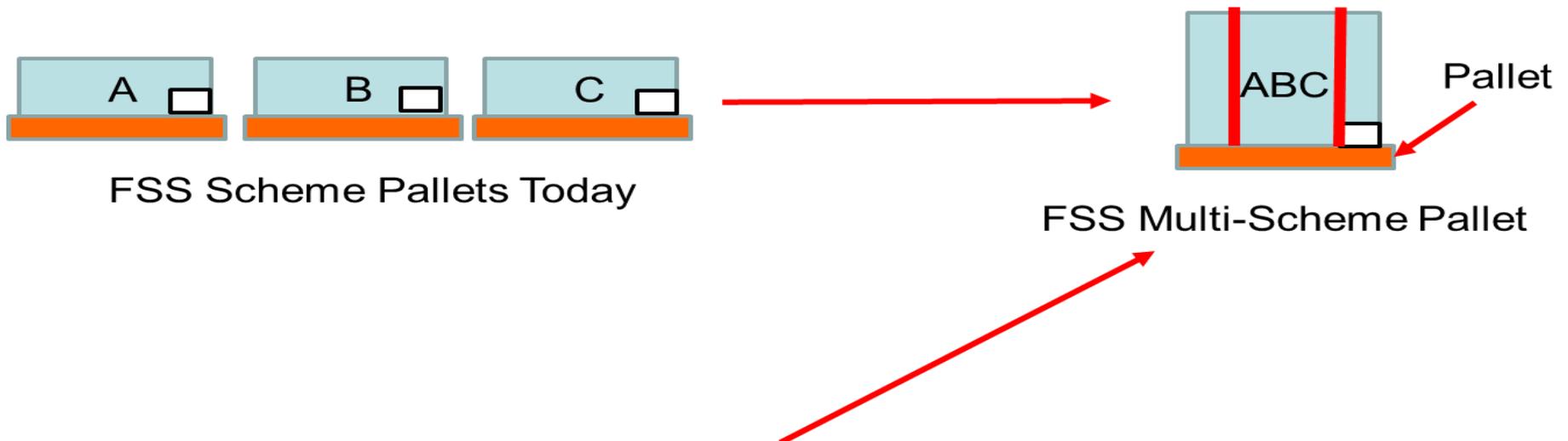
[sgpinter@arandell.com](mailto:sgpinter@arandell.com)

### **POSTAL LEADERS**

**Paul Mitchell**

[paul.r.mitchell@usps.gov](mailto:paul.r.mitchell@usps.gov)

- Work group began February 2015
- Bi-Weekly meetings
- Currently evaluating industry modeling
  - No more than 3 FSS Schemes
  - Modeling was conducted 250 lbs. thru 500 lbs.



Would combine three FSS Schemes on a pallet.

- Goal is to reduce overall pallets while shifting to FSS Multi Scheme pallets
  - Early indication of data shows shift from SCF/NDC to FSS Scheme pallets

## Continuing Actions:

- Face to Face at Carol Stream P & DC (1/27)
- Data (modeling) has been received from the Industry
- Data (modeling) has been completed by USPS Engineering
  - Evaluating the results
- USPS evaluating the HSFF
  - Multi scheme pallets optimized at three schemes
  - HSFF has the capacity for more schemes

# **Work Group 169**

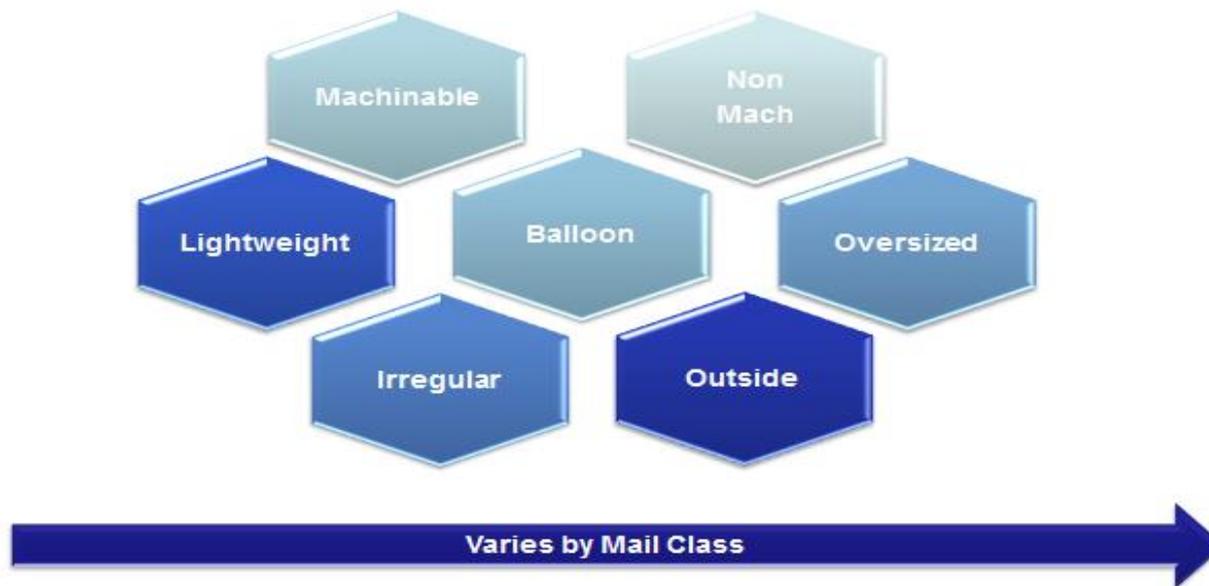
## **Refine Parcel/Machinability Standards**

## **WG 169: Refine Parcel Machinability Standards**

- Kickoff meeting: 2/19/15
- Target completion: 7/29/16
- Leaders: Richard Porras, Christian Rivera
- Issue statement: Some mail currently qualifying as machineable is not compatible with processing on USPS automated equipment. The lack of compatibility results in manual handlings which drive up costs attributed to these products.

## Parcel Structure Simplification

- Established subgroup to discuss complexities and explore potential changes
  - Eliminated the term “*outside*” – Postal Bulletin 22431 (12/24/15)
  - Continue discussion of term “*irregular*”



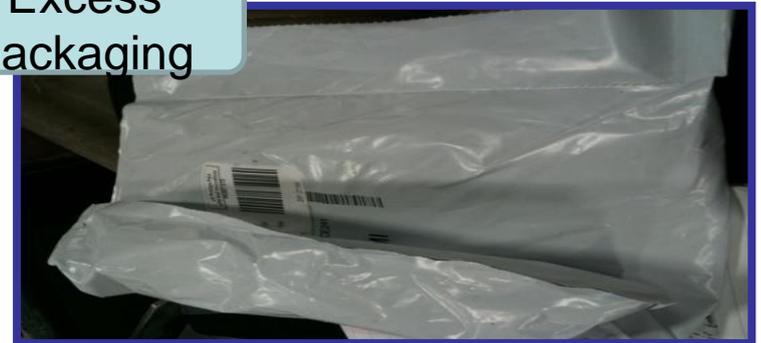
## Poly Bags

- Established subgroup to address concerns such as poor readability, missents, damage, etc.
- Seeking additional participants for discussion and potential testing

Exposed adhesive



Excess packaging



Lightweight materials



Tackiness of poly

# **Work Group 175**

## **Streamlining CSA Mail Preparation**

**Work Group Mission Statement:** This workgroup will identify an approach to automate First-Class Mail container preparation from being based on CSAs to using software driven by labeling lists and the DMM.

**Desired Results:**

- Define set of software, labeling lists, and business rules to automate First-Class container preparation
  - Develop a plan to automate the ability to control the numbers of separations based on the capabilities of an individual mailers' facility
- Define a plan for pilot testing and establish a schedule for industry migration

**Expected Date of Completion:** 12/31/15

## Open Action Items:

- **Business Rule Pilot Expansion**
  - Large Mailers: Completed
  - Medium Mailers: Final Phase of Analysis
  - Small Mailers: In Progress

## **Palletization Rules escalate based on the mailer's volume in a job.**

- The objective of each tier is to build full pallets that can be transported into the network as far as possible before being worked.
- Co-palletization Opportunities were evaluated separately.

### **Current DMM**

Minimal Usage Today

#### **Required**

- *Origin SCF (no minimum)*
- *Mixed ADC Air (no minimum)*
- SCF
- AADC/ADC
- Origin Mixed ADC Surface – O-SCF
- Origin Mixed ADC Surface – O-STC

#### **Optional**

- 5-digit

### **Proposed Palletization Rules**

#### **Tier 0: (If total volume in job below a threshold)**

1. Mixed Surface (CET 2000)
2. Mixed Air (CET 2000)

#### **Tier I (All): 3 Required Separations.**

1. Mixed Air (CET 2000) Same as Tier I
2. Origin SCF (CET 0800); 72 feet minimum
3. Mixed Surface

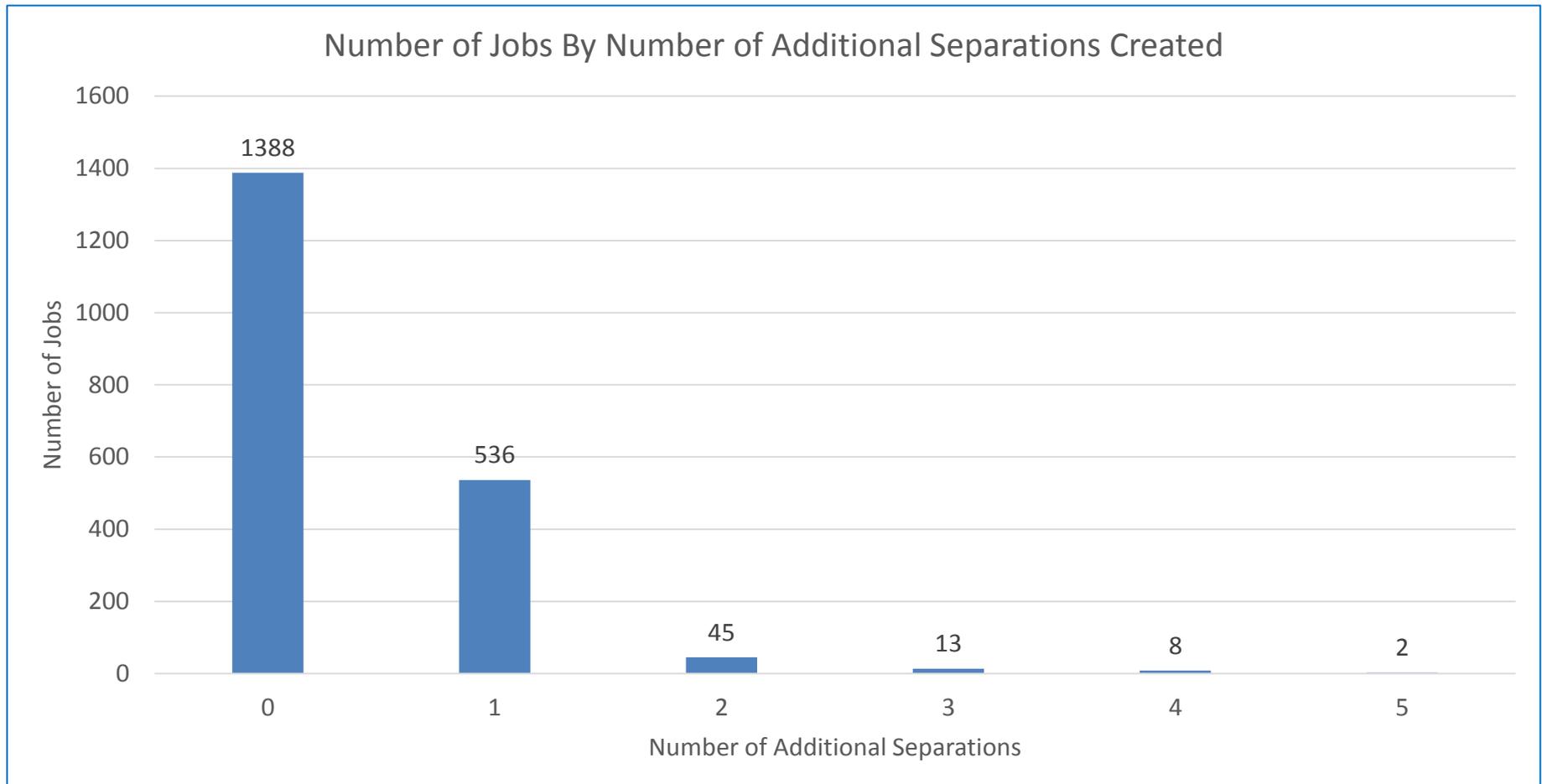
#### **Tier II: Based on volume and negotiated # of container separations**

1. 5-digit ZIP (CET 1200); 72 feet minimum [finer depth of sort for Origin SCF (#2)]
2. Destination SCF (CET 2400); 72 feet minimum
3. Destination STC (CET 2400); 72 feet minimum
4. Optional Origin STC (CET 2400); 72 feet minimum

#### **Tier III: Mailers with TMS/SWYB**

## Results:

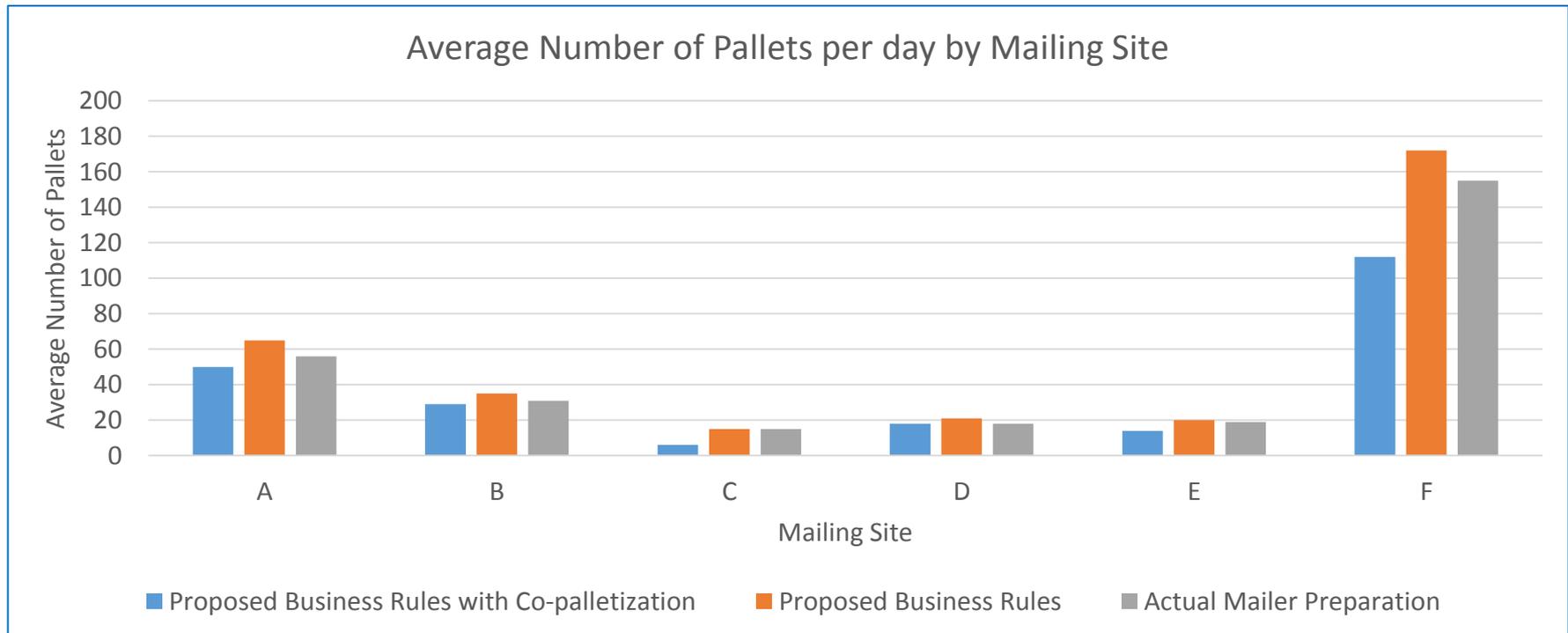
- Few jobs required additional separations as compared to eDoc separations.
- Only high volume jobs required additional separations under the Tier II rules



## Pallet Volume and Co-palletization

### Results:

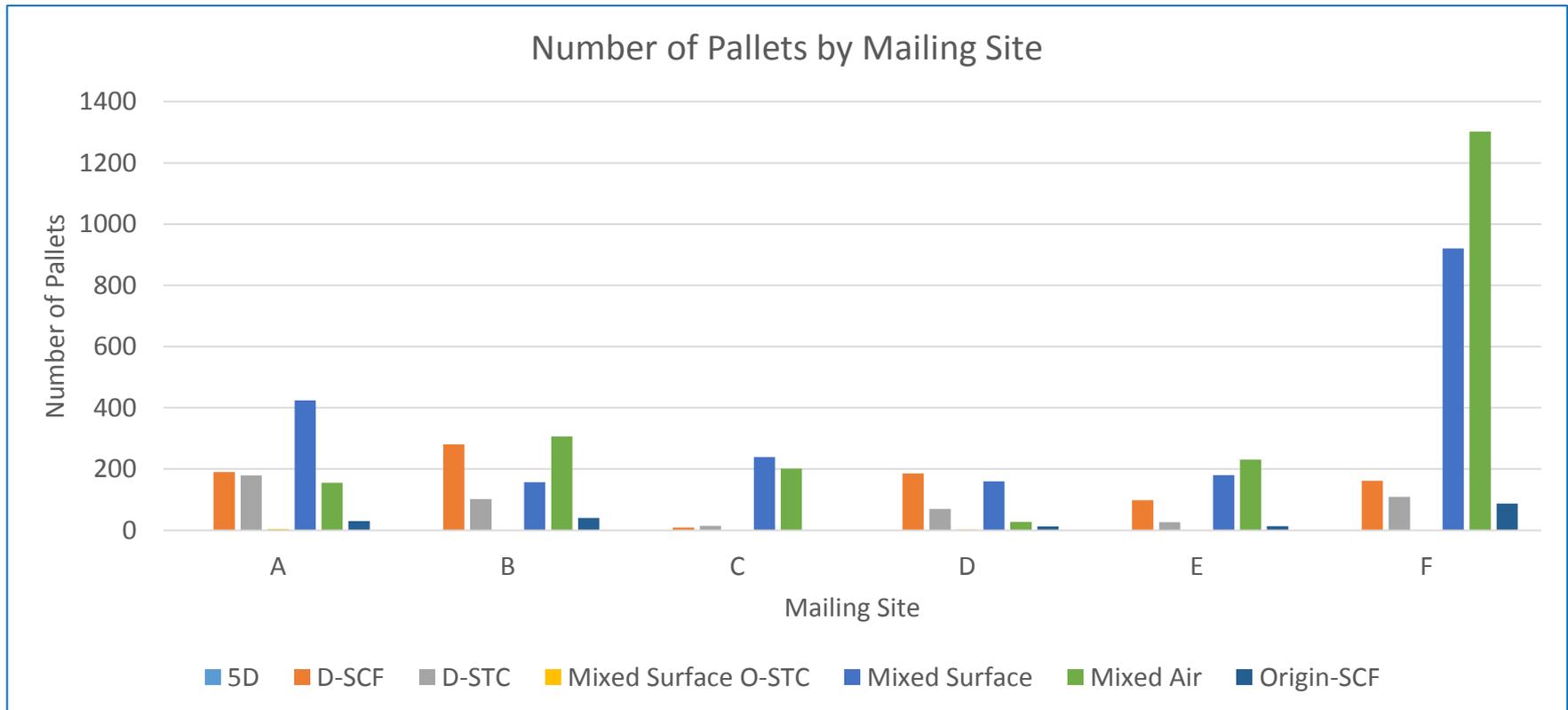
- All sites would prepare a few more pallets per day (Average of 5 greater pallets created under Proposed Business Rules).
- If mailers invest in co-palletization the number of pallets generated can be reduced compared to Proposed Business Rules & Today's Palletization.



## Pallet Destination

### Results for following Proposed Business Rules:

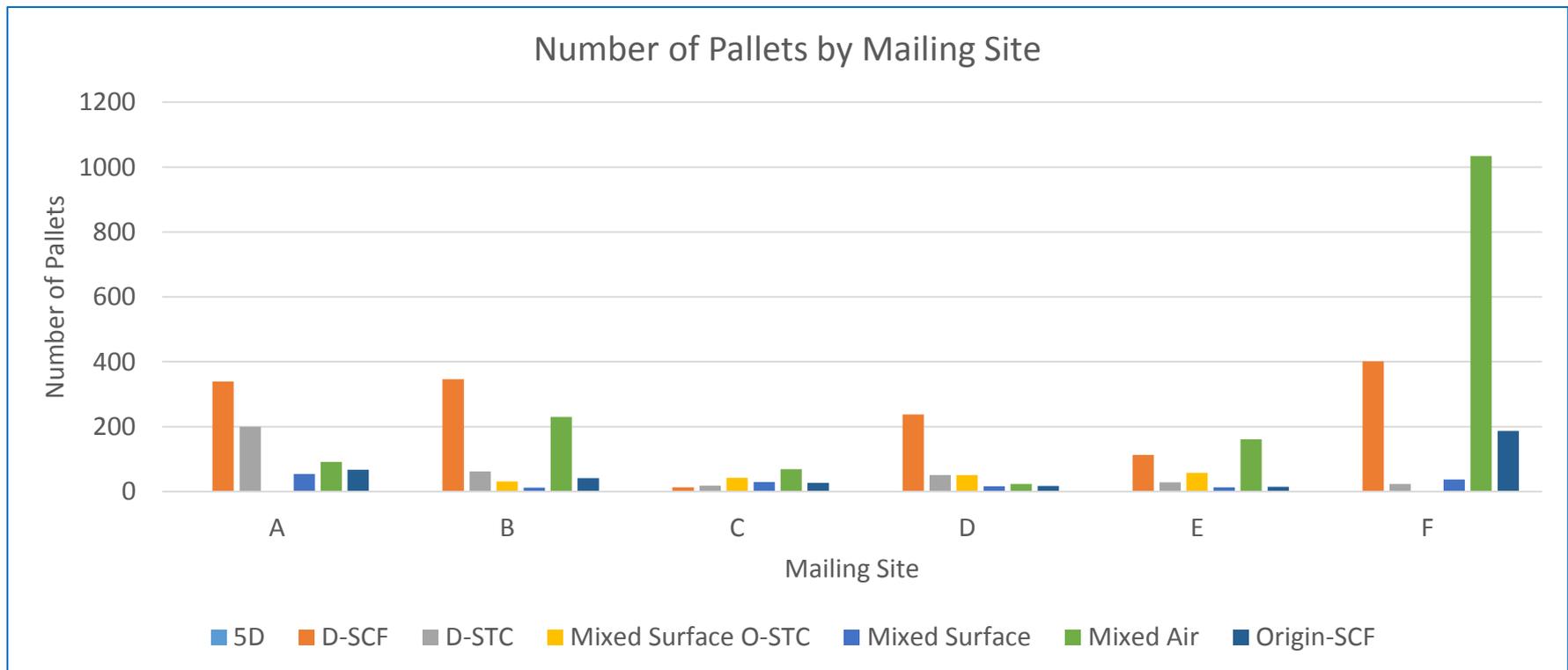
- Mailers can build a significant number of destination pallets (5D, D-SCF, D-STC) minimizing handling by moving pallets further into the network before working the mail



## Pallet Destination

### Results for following Proposed Business Rules w/ Copalletization:

- Investing in copalletization significantly reduces the # of pallets created across all mailing sites while maximizing the number of destination pallets built.



- Complete analysis on small mailers
- Finalize work group feedback to Executive Leadership
- Expected Work group date: End of May

# Spring MTE Update

- ❑ On 3/24 an internal software update will happen on MTEOR to enhance reports.
  - ❑ No impact to MTEOR for mailers
  
- ❑ On 4/24 a software patch is scheduled for deployment to provide the following enhancements:
  - ❑ Local Mailers will be able to order label holders from their local plant through MTEOR
  - ❑ All mailers will be able to order label holders in either roll or box quantities.
  
- ❑ Conversion graphics showing ordering ratios for Sleeves versus Trays/Tubs have been posted to [ribbs.usps.gov](http://ribbs.usps.gov).

# MTE Inventory Status

As of 03/07/16	Current MTE SC On-Hand Inventory	1-Week Safety Inventory	Pieces +/- Safety Level	Percent +/- Safety Level	Demand vs SPLY	Inventory vs SPLY
Pallets	1,375,740	500,000	875,740	175%	23%	9%
EMM Trays	4,222,752	2,000,000	2,222,752	111%	-5%	289%
Half Trays	1,321,530	1,500,000	-178,470	-12%	0%	49%
MM Trays	3,090,570	3,250,000	-159,430	-5%	4%	181%
EMM Sleeves	6,257,064	2,500,000	3,757,064	150%	2%	146%
Half Sleeves	1,604,889	1,750,000	-145,111	-8%	5%	-12%
MM Sleeves	1,865,466	4,500,000	-2,634,534	-59%	5%	3%
Flat Tubs	2,990,820	750,000	2,240,820	299%	23%	163%
#1 Sacks	3,610,000	1,500,000	2,110,000	141%	9%	8%

## 10.5M pieces of MTE ordered for PQ II of FY16

MTE Type	January	February	March	Total
Pallets	135,000	276,750	210,600	622,350
EMM Trays	473,088	575,232	215,040	1,263,360
Half Trays	225,680	128,960	257,920	612,560
MM Trays	207,480	556,920	436,800	1,201,200
EMM Sleeves	336,000	420,000	336,000	1,092,000
Half Sleeves	330,750	330,750	441,000	1,102,500
MM Sleeves	405,000	506,250	405,000	1,316,250
Flat Tubs	181,440	307,440	504,000	992,880
#1 Sacks	700,000	900,000	700,000	2,300,000
<b>Total</b>	<b>2,994,438</b>	<b>4,002,302</b>	<b>3,506,360</b>	<b>10,503,100</b>

*Quantities are provided in pieces.*

## MTE is ready for Spring!



## How Industry Partners Can Help:

- ❑ MTEOR weekly inventory



- ❑ Order trays & sleeves in like quantities (pieces not pallets)

- ❑ Refer to graphics at:

<https://ribbs.usps.gov/index.cfm?page=industryoutreach>

or <https://ribbs.usps.gov/index.cfm?page=mteor>

- ❑ Continue to place equipment orders just-in-time based on production
- ❑ Contact your BSN to return MTE excess to your needs.

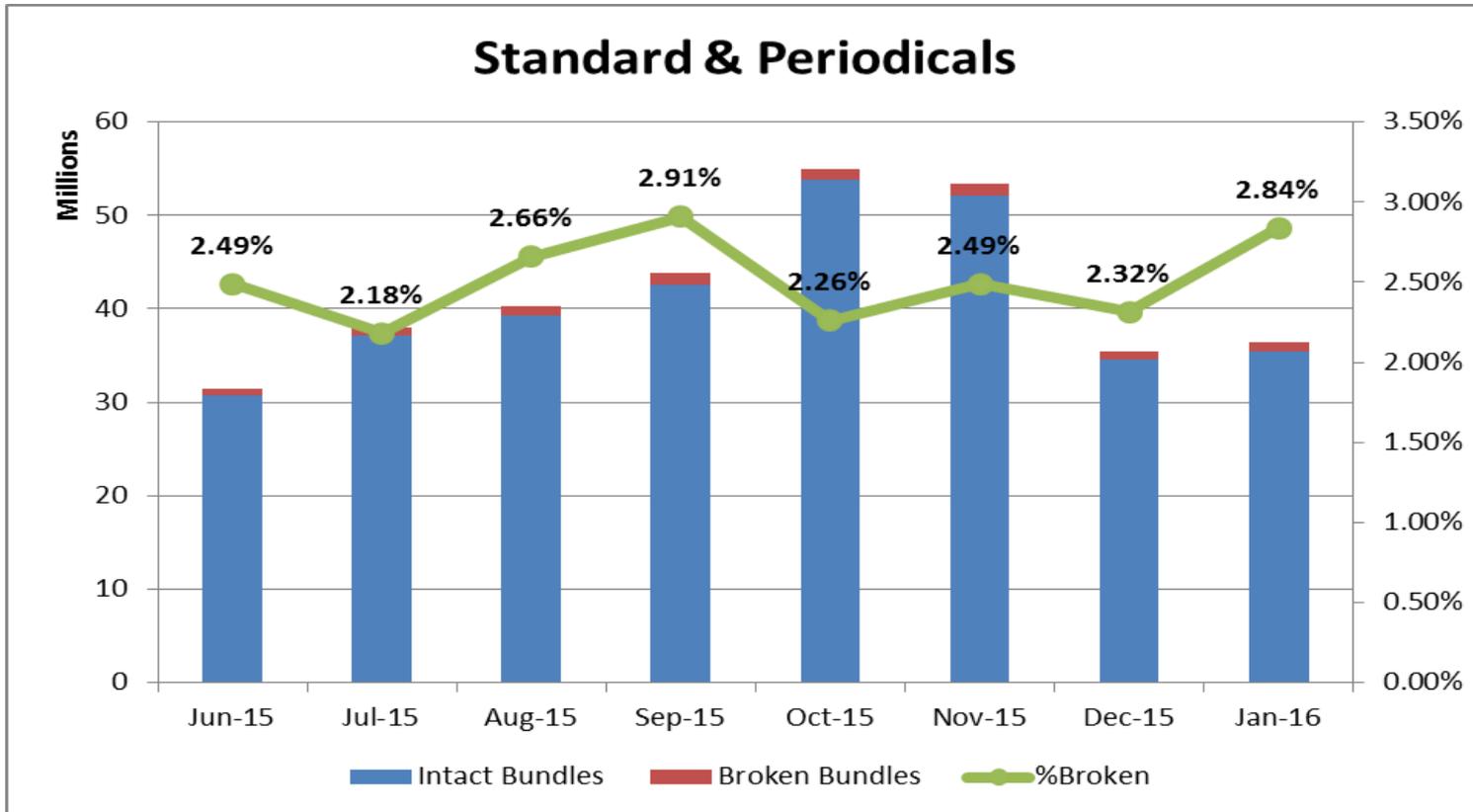
# Bundle Breakage Update

## Broken Bundle Data is based on:

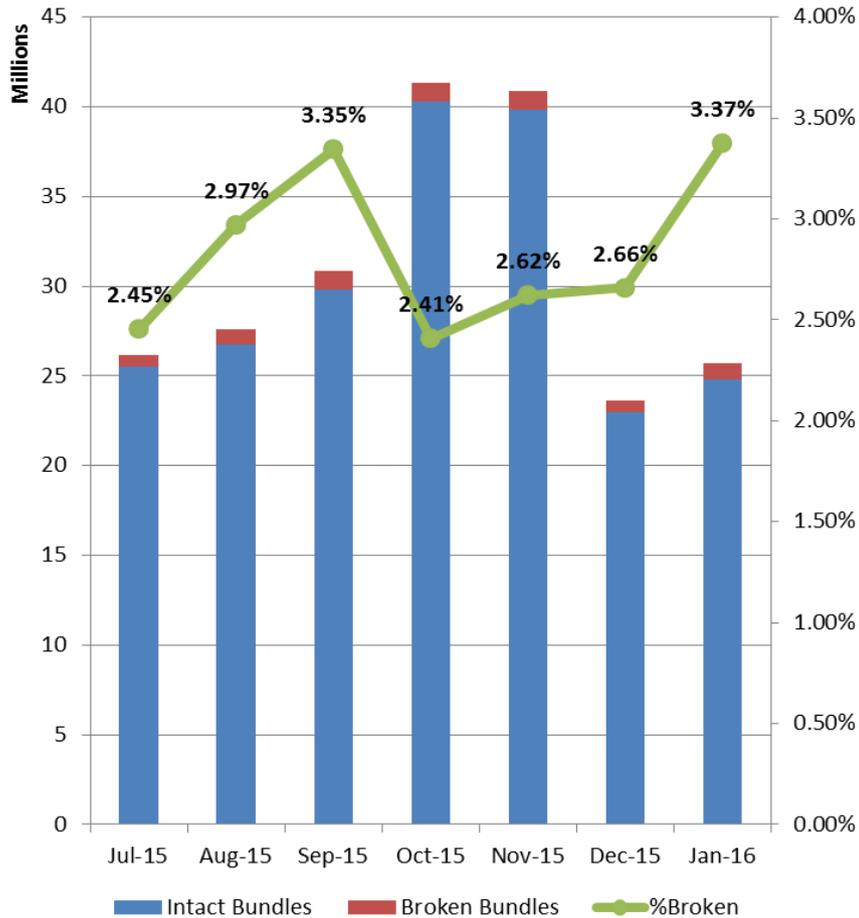
- Full service mailers with e-doc
- Standard and Periodicals, including co-mail
- Bundle is “broken” when three (3) or more IMbs within a bundle are scanned during bundle processing
- Does not take into account bundles that are repaired (manual intervention), so it’s projected that true breakage is higher than reported

## Impact:

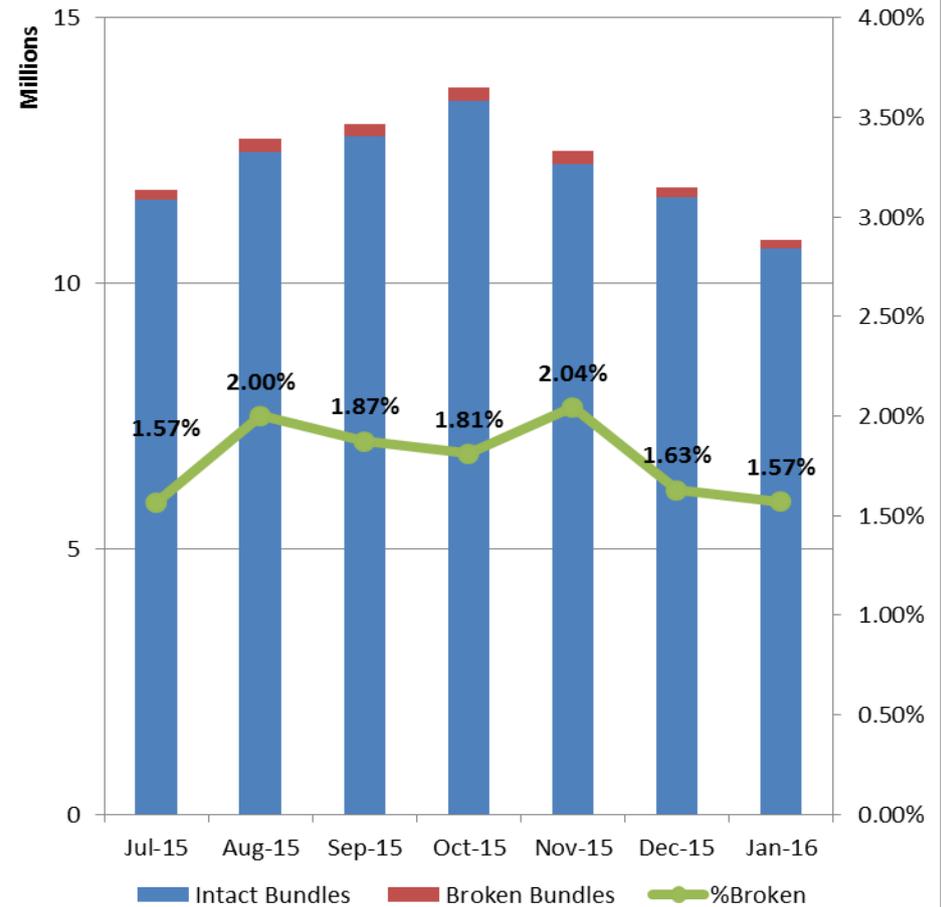
- Broken bundles are the number one cause of machine stops on USPS bundle sorting equipment
  - When machines stop, productivity suffers
  - Loose pieces must be physically gathered and removed from the machine
  - Single pieces loose in the machine may cause further machine stops and damage to mail
- A typical bundle of mail is sorted to the carrier route level. Mail pieces must be bundled
- For **January 2016, nationally**, there were 866,408 Broken Bundles for Standard and 169,918 Broken Bundles for Periodicals
- Combined / Overall amount of Broken Bundles (Standard and Periodicals) were 1,036,326



## Standard Mail

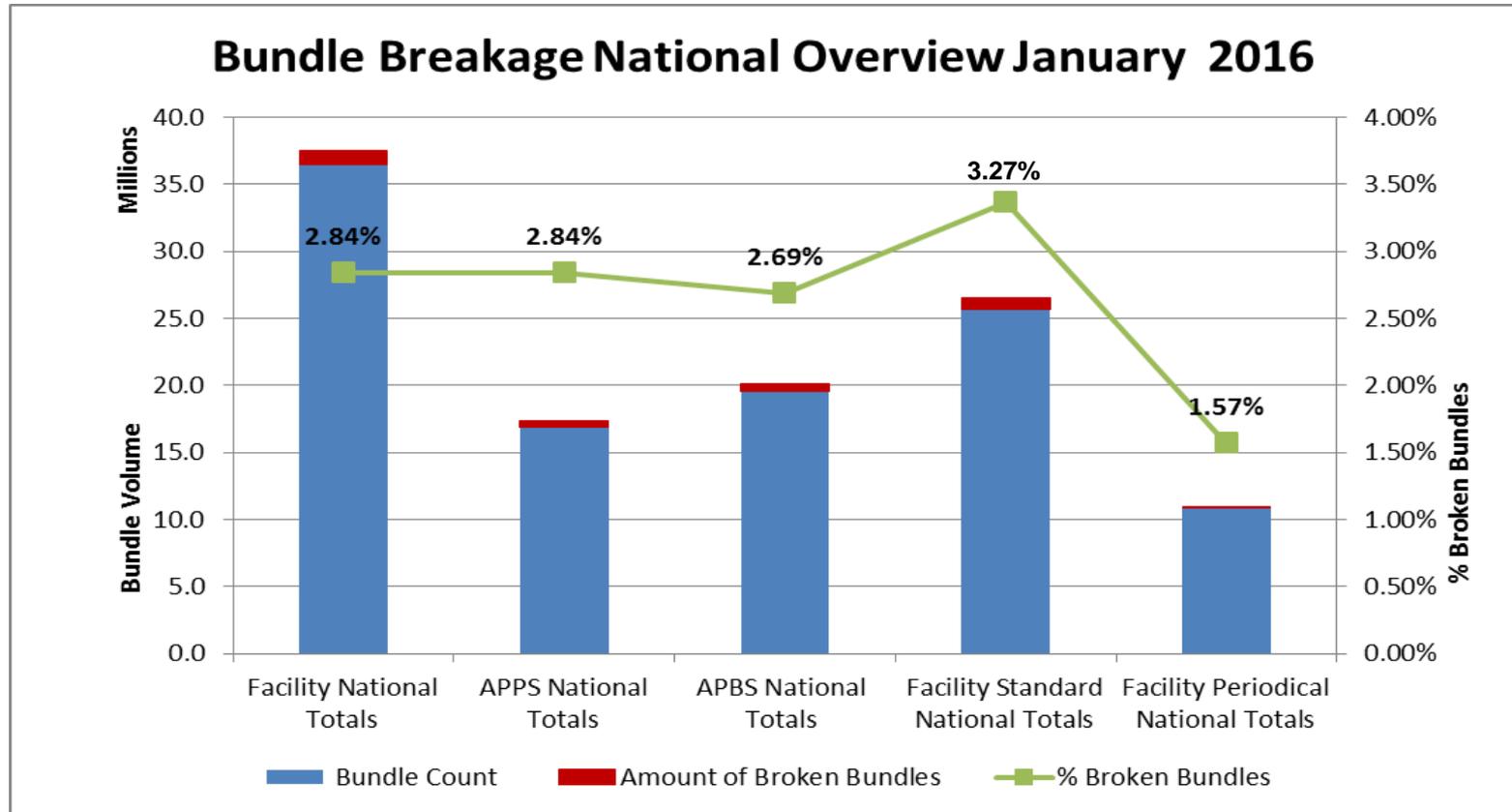


## Periodicals



## USPS Facility & Machine Opportunities

- Facility: Displays locations with highest contributing percentage of Broken Bundles
- APPS by Facility: Displays APPS machines with highest contributing percentage of Broken Bundles
- APBS by Facility: Displays APBS machines with highest contributing percentage of Broken Bundles



## Broken Bundle Opportunities: Facilities - Overall

Facility	Bundle Count	% Broken Bundles	Amount of Broken Bundles	% of Total Bundle Count	% Contribution of Total Broken Bundles
LOS ANGELES NDC	200,023	25.07%	50,137	0.55%	4.84%
NEW JERSEY NDC	278,640	11.77%	32,789	0.76%	3.16%
DALLAS NDC	332,188	7.92%	26,316	0.91%	2.54%
NORTH HOUSTON	815,075	3.05%	24,829	2.23%	2.40%
SAINT PAUL	779,911	2.94%	22,951	2.14%	2.21%
PENNWOOD PLACE	644,601	3.45%	22,218	1.77%	2.14%
JACKSONVILLE NDC	514,297	4.24%	21,785	1.41%	2.10%
SAINT LOUIS NDC	733,520	2.95%	21,661	2.01%	2.09%
SPRINGFIELD NDC	537,973	3.80%	20,458	1.47%	1.97%
SOUTHERN MARYLAND	406,376	4.81%	19,551	1.11%	1.89%
<b>Facility Overview Totals</b>	<b>36,496,944</b>	<b>2.84%</b>	<b>1,036,326</b>		

## Broken Bundle Opportunities: APPS by Facilities - Overall

Facility	Machine	Bundle Count	% Broken Bundles	Amount of Broken Bundles	% of Total Bundle Count	% Contribution of Total Broken Bundles
NEW JERSEY NDC	APPS-045	272,602	11.89%	32,419	1.62%	6.78%
SAINT PAUL	APPS-001	518,594	3.55%	18,398	3.08%	3.85%
SOUTHERN MARYLAND	APPS-016	160,351	8.74%	14,011	0.95%	2.93%
SPRINGFIELD NDC	APPS-004	261,553	4.95%	12,954	1.55%	2.71%
CHICAGO NDC	APPS-043	232,227	5.51%	12,797	1.38%	2.68%
NORTH HOUSTON	APPS-030	492,458	2.21%	10,866	2.92%	2.27%
BROOKLYN	APPS-023	337,811	3.01%	10,173	2.00%	2.13%
MIDDLESEX ESSEX	APPS-051	231,168	4.35%	10,052	1.37%	2.10%
DENVER	APPS-018	445,012	2.05%	9,116	2.64%	1.91%
CINCINNATI NDC	APPS-058	218,393	4.10%	8,948	1.30%	1.87%
<b>APPS Overview Totals</b>		<b>16,855,844</b>	<b>2.84%</b>	<b>478,085</b>		

## Broken Bundle Opportunities: APBS by Facilities - Overall

Facility	Machine	Bundle Count	% Broken Bundles	Amount of Broken Bundles	% of Total Bundle Count	% Contribution of Total Broken Bundles
LOS ANGELES NDC	APBS-001	191,380	25.76%	49,307	0.98%	9.35%
DALLAS NDC	APBS-001	218,552	10.82%	23,648	1.12%	4.48%
JACKSONVILLE NDC	APBS-001	128,128	11.32%	14,504	0.65%	2.75%
GREENSBORO NDC	APBS-001	121,569	10.25%	12,460	0.62%	2.36%
MEMPHIS NDC	APBS-002	107,050	9.35%	10,014	0.55%	1.90%
SEATTLE NDC	APBS-001	131,827	7.07%	9,314	0.67%	1.77%
FOX VALLEY	APBS-001	95,105	9.64%	9,169	0.49%	1.74%
CLEVELAND ANNEX	APBS-001	416,960	2.08%	8,653	2.13%	1.64%
DETROIT NDC	APBS-006	98,798	8.43%	8,328	0.50%	1.58%
PENNWOOD PLACE	APBS-003	20,511	32.91%	6,750	0.10%	1.28%
<b>APBS Overview Totals</b>		<b>19,570,716</b>	<b>2.69%</b>	<b>527,407</b>		

## Broken Bundle Opportunities: Facility - Standard

Facility	Machine	Bundle Count	% Broken	Broken Bundles	% of Total Bundles	% of Total Broken Bundles
LOS ANGELES NDC	APBS-001	191,380	25.76%	49,307	1.06%	3.87%
NEW JERSEY NDC	APPS-045	272,602	11.89%	32,419	0.85%	2.82%
DALLAS NDC	APBS-001	218,552	10.82%	23,648	2.02%	2.20%
SAINT PAUL	APPS-001	518,594	3.55%	18,398	0.50%	1.73%
JACKSONVILLE NDC	APBS-001	128,128	11.32%	14,504	0.63%	1.67%
SOUTHERN MARYLAND	APPS-016	160,351	8.74%	14,011	1.02%	1.55%
SPRINGFIELD NDC	APPS-004	261,553	4.95%	12,954	0.91%	1.53%
CHICAGO NDC	APPS-043	232,227	5.51%	12,797	0.47%	1.49%
GREENSBORO NDC	APBS-001	121,569	10.25%	12,460	1.92%	1.30%
NORTH HOUSTON	APPS-030	492,458	2.21%	10,866	1.32%	1.22%
		<b>25,623,242</b>	<b>3.27%</b>	<b>837,142</b>		

## Broken Bundle Opportunities: Facility - Periodical

Facility	Machine	Bundle Count	% Broken	Broken Bundles	% of Total Bundles	% of Total Broken Bundles
FOX VALLEY	APBS-001	120,433	4.68%	5,642	0.75%	1.23%
PHILADELPHIA NDC	APPS-075	81,310	5.81%	4,722	1.04%	1.22%
CHAMPAIGN	APBS-002	83,488	4.54%	3,792	0.86%	1.17%
SAINT LOUIS NDC	APPS-009	220,659	1.69%	3,726	0.72%	1.11%
LOUISVILLE	APBS-003	148,269	2.42%	3,589	1.23%	1.06%
NORTH TEXAS	APPS-033	96,845	3.50%	3,393	1.11%	1.05%
MILWAUKEE PRIORITY ANNEX	APPS-064	213,989	1.50%	3,202	0.35%	1.05%
NORTH HOUSTON	APPS-035	130,492	2.43%	3,174	0.58%	1.00%
SAINT PAUL	APPS-026	210,961	1.39%	2,928	0.72%	0.99%
CHICAGO METRO SURFACE HUB	APPS-012	84,707	3.36%	2,848	1.08%	0.95%
NORTHERN NJ METRO	APBS-002	63,902	4.16%	2,658	1.44%	0.94%
		<b>10,803,580</b>	<b>1.56%</b>	<b>168,436</b>		

## Moving forward

- By request MSP's & Mail Owners may receive bundle breakage data via email monthly
- Each MSP & Mail Owner should provide contact names for monthly email
  - Please send names to [fontell.peart@usps.gov](mailto:fontell.peart@usps.gov)
  - Use Subject: "Contacts Bundle Breakage"
- Expected improvement discussions to be addressed at future MTAC meetings.

# SV Yard Management System Update

- The sites listed in the table completed implementation of the SV program.
- This is a rolling deployment so reporting on the next set of sites will be provided as completed.
- Training is a part of the implementation process so there is no refresher training

Area Name	Site Name	Site ID
Capital Metro	CHARLESTON (SC) P&DF	294
Eastern	ALTOONA (PA) SCF	166
Eastern	JOHNSTOWN (PA) P&DF	159
Eastern	YOUNGSTOWN (OH) P&DF	444
Great Lakes	OSHKOSH (WI) P&DF	549
Great Lakes	TRAVERSE CITY (MI) P&DF	496
Northeast	STAMFORD (CT) P&DC	068
Pacific	ANAHEIM (CA) P&DF	928
Pacific	MORENO VALLEY (CA) ANNEX	925MV
Southern	AMARILLO (TX) P&DF	790
Southern	EL PASO (TX) P&DC	798
Southern	LUBBOCK (TX) P&DF	793
Southern	MIDLAND (TX) P&DC	797
Western	EVERETT (WA) P&DF	982
Western	OLYMPIA (WA) P&DF	985
Western	SEATTLE (WA) PMA	981AN
Western	SPOKANE (WA) P&DC	990

## Dashboard Development

- Currently working with the Service Performance Measurement Group for the development of a SV Yard Management System Dashboard.
- Defining the requirements

# Carrier Rating System Update

**Action Item from Standard Mail Focus Group ( January ) :**

## **FAST Rating Overview:**

- Appointment Rating
- Corporate Rating
- Appointment Leveling

## The Appointment Rating Creation Batch

- Assigns a rating score (from 0 to 100) to all Drop Ship Appointments that are past the finalization threshold (12 days)
- The ratings are based on 3 main components:
  - Submission Method
  - On-time Accuracy
  - Content Accuracy
- Pre-notification and Irregularity Deductions can subtract from a rating score
- Exceptions exist where Appointments are given flat scores regardless of the Submission and Accuracy components
- Some types of Appointments are Exempt from rating

## Submission Method

- Scored on a 0-20 point range
  - Phone
    - 0 points
  - Online
    - 10 points
  - Web Services with no Detail (no Pallet Presort)
    - 10 points
  - Web Services with Detail (Pallet Presort)
    - 20 points

## On-time Accuracy scores

- Scored on a 0-40 point range
  - On-time Arrival (Up to 30 minutes late)
    - 40 points
  - Late Arrival (:31 minutes to 2:00 late)
    - 20 points
  - Significantly Late Arrival (2:01 to 8:00 late)
    - 0 points

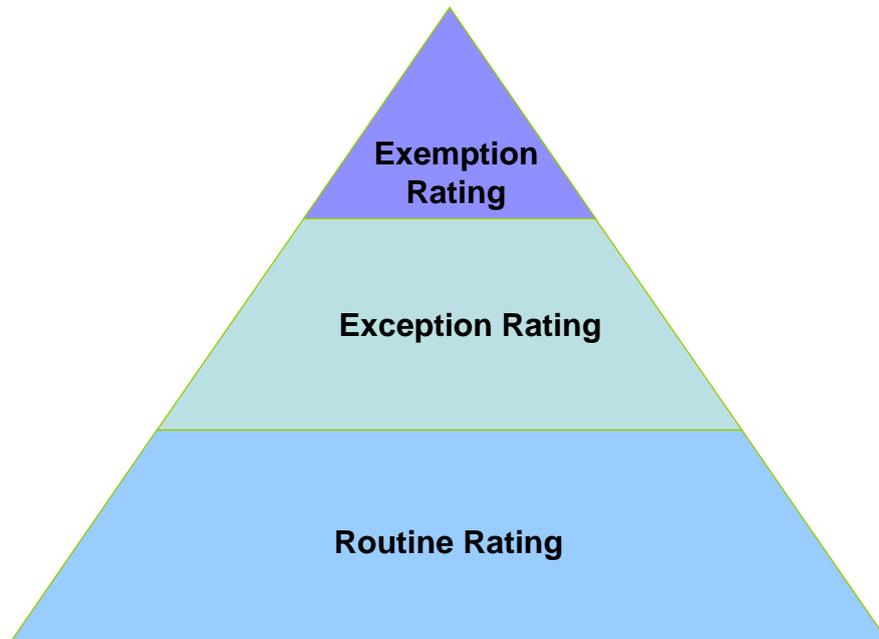
## Content Accuracy scores:

- Scored on a 0-40 point range
  - Accurate Volume ( $\leq 2$  pallets difference)
    - 40 points
  - Minor Volume Discrepancy (up to 5 pallets or  $< 25\%$  below)
    - 20 points
  - Major Volume Discrepancy ( $> 5$  pallets or  $> 25\%$  below)
    - 0 points

## Pre-Notification/Irregularity Deductions: Deductions

- Created within 12 hours of the Appointment Time
  - 20 point Deduction
- Updated within 12 hours of the Appointment Time
  - 10 point Deduction
- Date or Location Change
  - 40 point Deduction
- Significant Volume Change
  - 40 point Deduction
- Broken Pallets, Overweight Pallets, Pallets Too Tall, Damaged Mail, Unsafe Load, etc.
  - 10 point Deduction

## An appointment score is calculated based on a rating hierarchy



- Exemption Rating (Appointments are not included in rating)
  - 100% Periodicals or Mixed Periodicals
  - 100% Perishables
  - Delivery Unit drops
  - Cancelled appointments within 2 hours of creation
  - Updated due to Holiday/Contingency change
  
- Exception Rating (Routine appointment score is overridden – usually 0 points)
  - No Show Appointments
  - Unscheduled Arrivals
  - More than 8 hours late
  - Cancelled appointments more than 2 hours past creation
  - Improper Appointment type or Mail Class
  
- Routine Rating

## The Corporate Rating process does the following:

- Averages all individually rated appointments for Corporations at each Facility they've scheduled Appointments at over a span 28 days

<u>Corporation</u>	<u>Facility</u>	<u>Rating Number</u>
Corp 1	Fac A	80
Corp 1	Fac B	60
Corp 1	Fac C	95
Corp 2	Fac B	90
Corp 3	Fac A	50

.....

- Collects and stores data on total Deductions, Exceptions, and Exemptions for each Corporation/Facility combination for use in online reporting

## The Appointment Leveling Batch does the following:

- Takes Corporate Rating scores and calculates the % of Appointments that scored in each of the 4 Tiers at a Facility, which are used for the next scheduling period
- Tiers are defined by Corporate Rating scores:
  - Tier 1: Corporate Rating of 90+
  - Tier 2: 80-89
  - Tier 3: 70-79
  - Tier 4: Below 70
- If a Facility happens to have no Appointments scheduled during the previous rating period, Tier 4 is fully allocated

## An Example:

- For the current Operational period (28 days), Corporations 1, 2, and 3 scheduled 12, 6, and 2 Appointments at Facility A, respectively
  - Corporate Rating for Corp. 1 at Fac. A is 90, defined as Tier 1
  - Corp. 2 averaged an 85, in Tier 2
  - Corp. 3 averaged a 60, in Tier 4
- The batch takes the sum of Appointments in each Tier, and divides by the total # of Appointments to define a 'Scheduling Percentage' that is used by the Available Trips/Volume Creation batches
  - Tier 1: 12 Appointments / 20 total Appointments = .60
  - Tier 2: 6 Appointments / 20 total Appointments = .30
  - Tier 3: 0 Appointments / 20 total Appointments = .00
  - Tier 4: 2 Appointments / 20 total Appointments = .10
- Sum of 4 Tiers always adds to 1

## Example (cont.):

- These numbers are used during the next Effective period to determine which Mailers have access to which slots
  - Tier 1 Mailers have access to all slots (Tiers 1-4)
  - Tier 2 Mailers have access to Tier 2-4 slots
  - Tier 3 Mailers have access to Tier 3-4 slots
  - Tier 4 Mailers only have access to Tier 4 slots
- In this example:
  - Corp. 1 has access to 100% of the slots at Fac. A for the next period (60% + 30% + 0% + 10%)
  - Corp. 2 has access to 40% (30% + 0% + 10%)
  - Corp. 3 has access to 10% (10% - only Tier 4)
- These %'s are good until 24 hours before an Appointment, at which time all slots become Tier 4.

# Validation Process for Label List Changes

- Validation tool checks for the following errors:
  - All 5-Digit Lists
    - Duplicate column A ZIPs
    - Column B label ZIP code selected does not exist in Column A ZIP range
    - Single ZIP code on a label
      - Exception = L006 (single ZIPs allowed)
    - Invalid state abbreviation
    - State abbreviation in city name
    - Missing values

- Validation (continued)
  - In addition to 5-Digit List checks, 3-digit lists are checked for:
    - Missing prefix
      - L004: ADC
      - L005: SCF
      - L009/L010/L011/L201B: MXD
      - L201A: OMX
      - L801: AADC
    - Mismatches between A/B/C versions of lists

- Requests received – 1<sup>st</sup> of each month
  - Requests evaluated and entered by administrator using interim process for uploading changes
    - Validation added to upload process to ensure everything is loaded correctly (Implemented: 3/1 Pub)
- Preliminary files created – 15<sup>th</sup> of each month
  - Preliminary files run through validation tool
    - Changes made in system as necessary
  - Change document created
  - Test files and change document sent to test group
  - Change document sent to USPS managers for validation (Implemented: 3/1 Pub)

- Feedback received from test group and USPS Managers
  - Changes made in system as necessary
- Preliminary v2 files created 4 days prior to publication date (Implemented: 12/1 Pub)
  - Preliminary v2 files run through validation tool
    - Purpose: to validate that all adjustments were done correctly
    - Final changes made in system if necessary

- Final files created 3 days prior to publication date
  - Redirections entered for MDF
  - Final files run through validation tool
  - Change document created
  - Final files pushed to downstream systems
  - Final files and change document sent to NCSC for publication on EPF site
  - Change document sent to Postal Bulletin for publication

# Label List Changes

## ■ Before

- 18 Outgoing MXD STD Processing Centers
- 21 NDC Drop Locations for MXD Pallets
- 211 3-Digit Mismatches between MXD P&DC and NDC service area

## ■ After

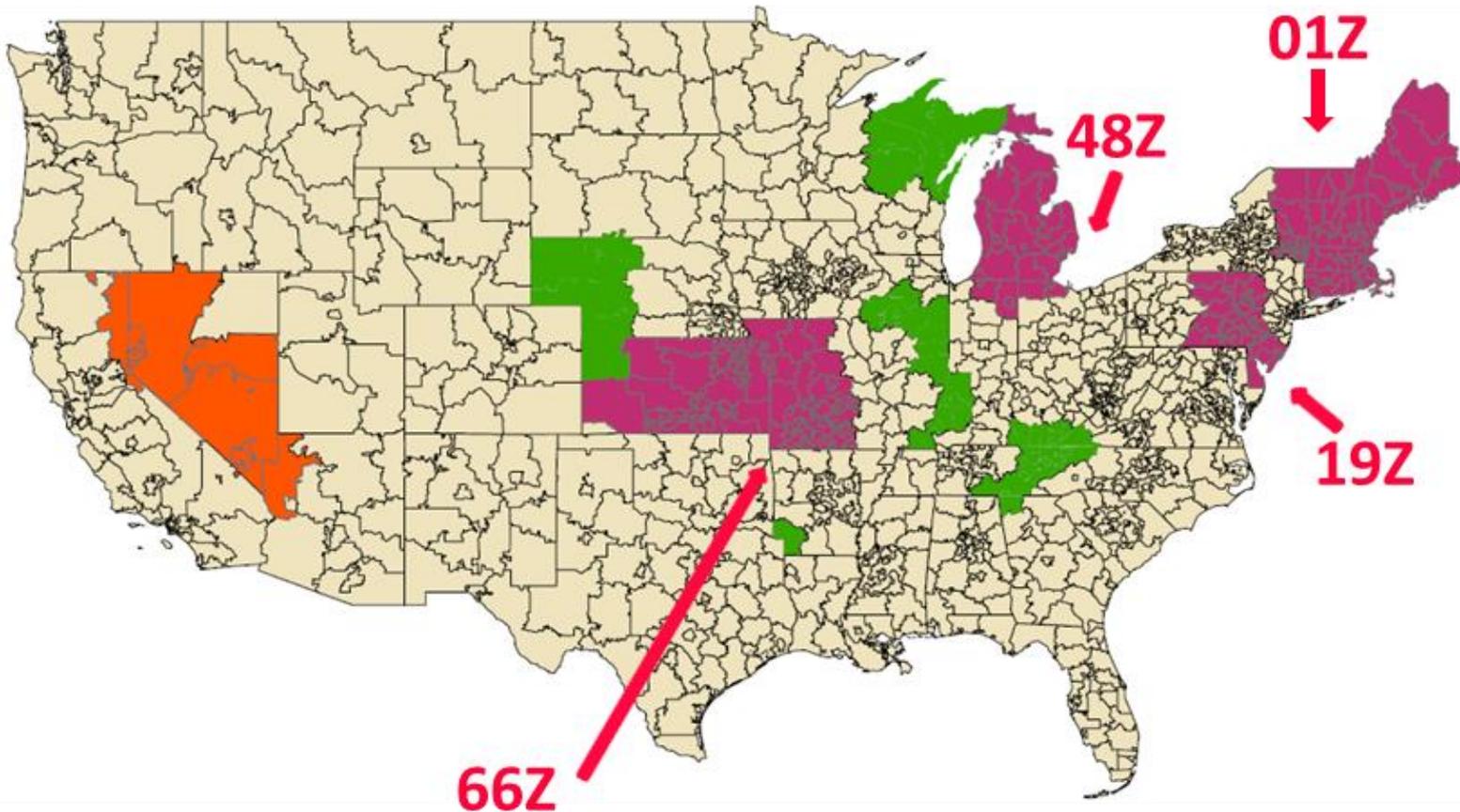
- 4 New Outgoing MXD STD Processing Centers
- Las Vegas removed as Outgoing MXD Processing Center
- All remaining 3-Digit ZIPs aligned to P&DC assigned to each NDC service area

### *Impacted Lists:*

*L009 Mixed ADCs – Periodicals, Package Services Flats and Irregular Parcels and Standard Mail Flats;*

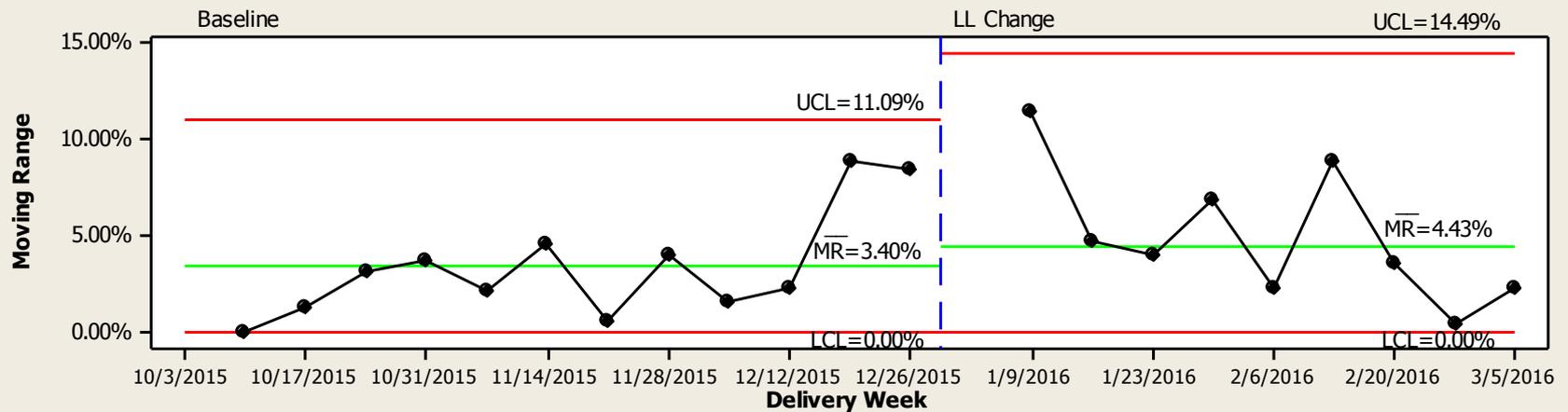
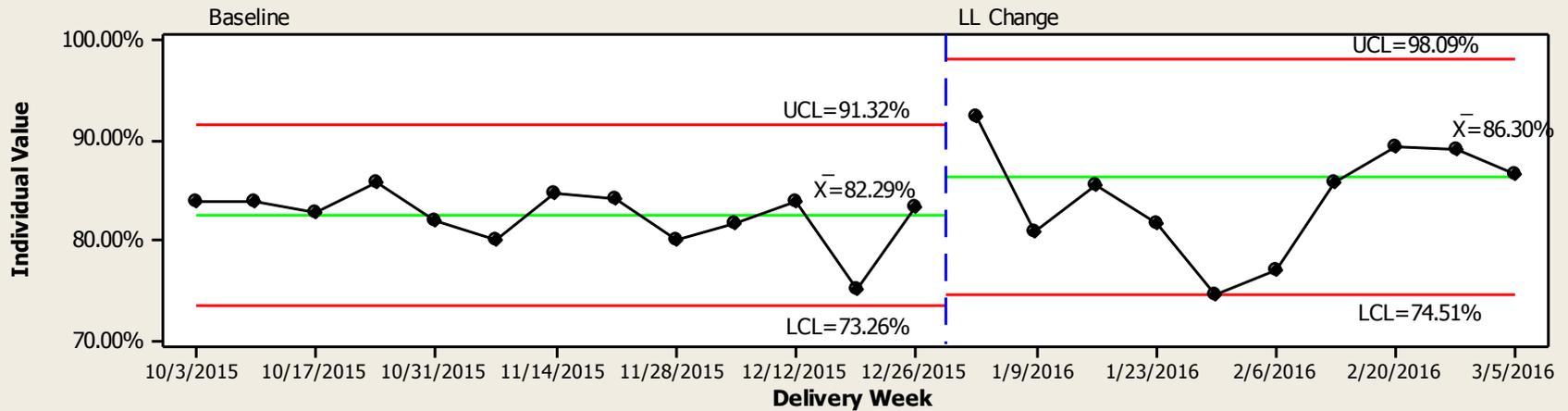
*L011 Non-NDC/ASF Entry – Periodicals and Standard Mail Letters*

## Outgoing MXD STD Mail Processing – Alignment Plan



- Add new MXD facilities to align with NDC/ASF network (01Z, 19Z, 48Z, 66Z)
- Align ZIPs with existing MXD processing facilities in NDC service areas
- Remove Las Vegas – does not align with NDC network

## Service Performance - Overall Mixed NDC



Project: Label List Change Service Impact; 3/9/2016; Author: KO

# Questions