



UNITED STATES
POSTAL SERVICE

MTAC

Mail Prep & Entry Focus Group

January 13, 2016



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Standard Track

January 13, 2016

- **Standard Track**
 - Post Peak Update
 - Plant & NDC Mail Conditions
 - Network Analytics
 - Tracking Truck Arrivals at USPS Facilities
 - High Speed Flat Feeder & SAMP Update
 - Broken Bundle Report
 - Open Discussion

Post Peak Update

- **Peak Season Highlights**
 - **Expanded Peak Season**
 - Ramp up earlier
 - Close out strong
 - November 21st – January 8th
 - Network remained fluid through peak
 - Decrease in cancellation volume
 - 15 percent growth in packages over last year

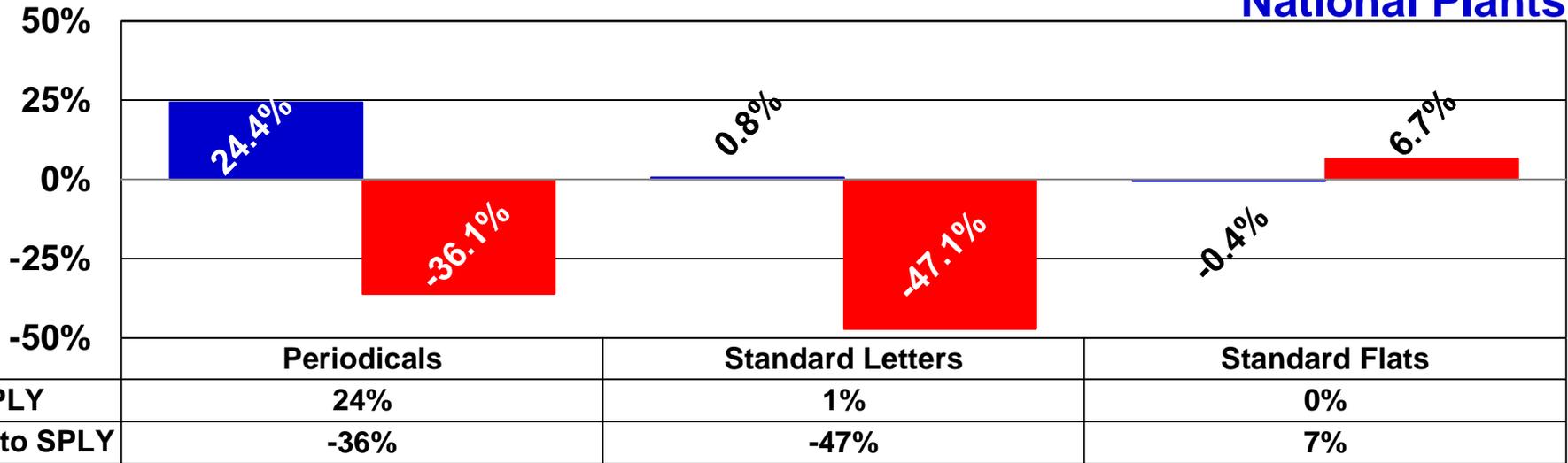
- Headquarters Peak Season Field Support
 - November 21st – January 8th
 - Dallas
 - Newark
 - Los Angeles
 - Oakland
 - Ontario
 - Indianapolis
 - Miami
 - Houston
 - Memphis
 - Philadelphia
 - Phoenix
 - Seattle
 - San Francisco
 - Chicago
 - Columbus

- **Daily National Teleconferences**
 - Immediate adjustments to Run Plans, Equipment and Facility allocations based on each morning's mail inventories
 - Additional Air and Surface Transportation launched
 - Communicate National strategies and process improvement

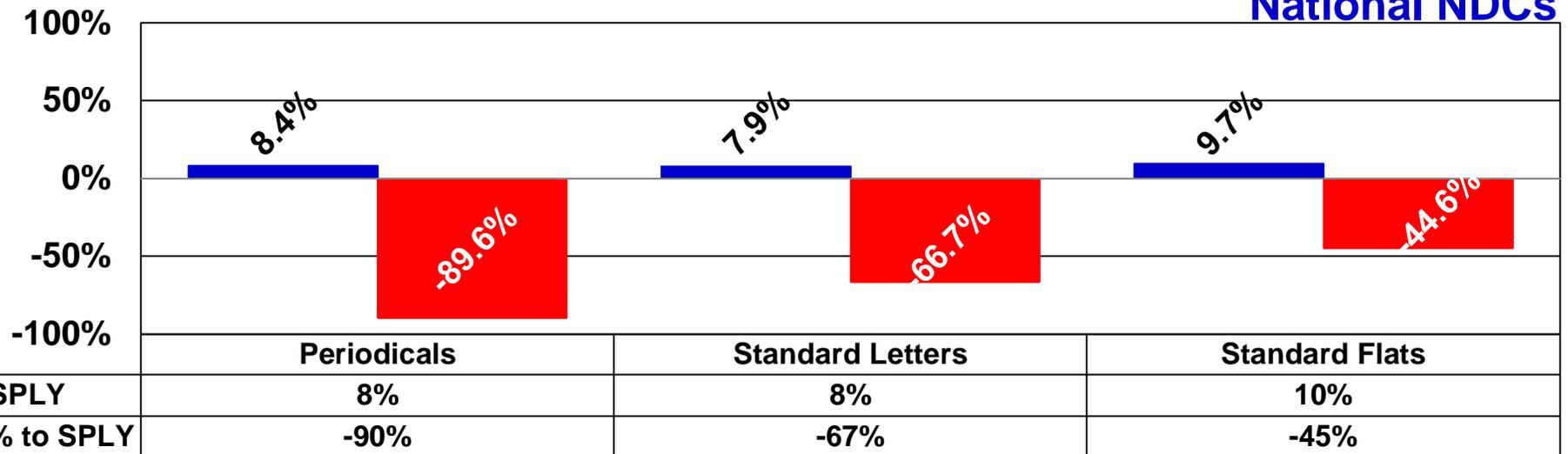
- **Service Improvement**
 - 4 hour reports for critical locations
 - Reduce and eliminate processing delays
 - Efficiently Advancing Standard and FCM
 - Utilizing existing capacity and resources to advance volume
 - Reduce delays and on-hand volumes
 - Mitigate system or process anomalies

Plant & NDC Mail Conditions

National Plants



National NDCs

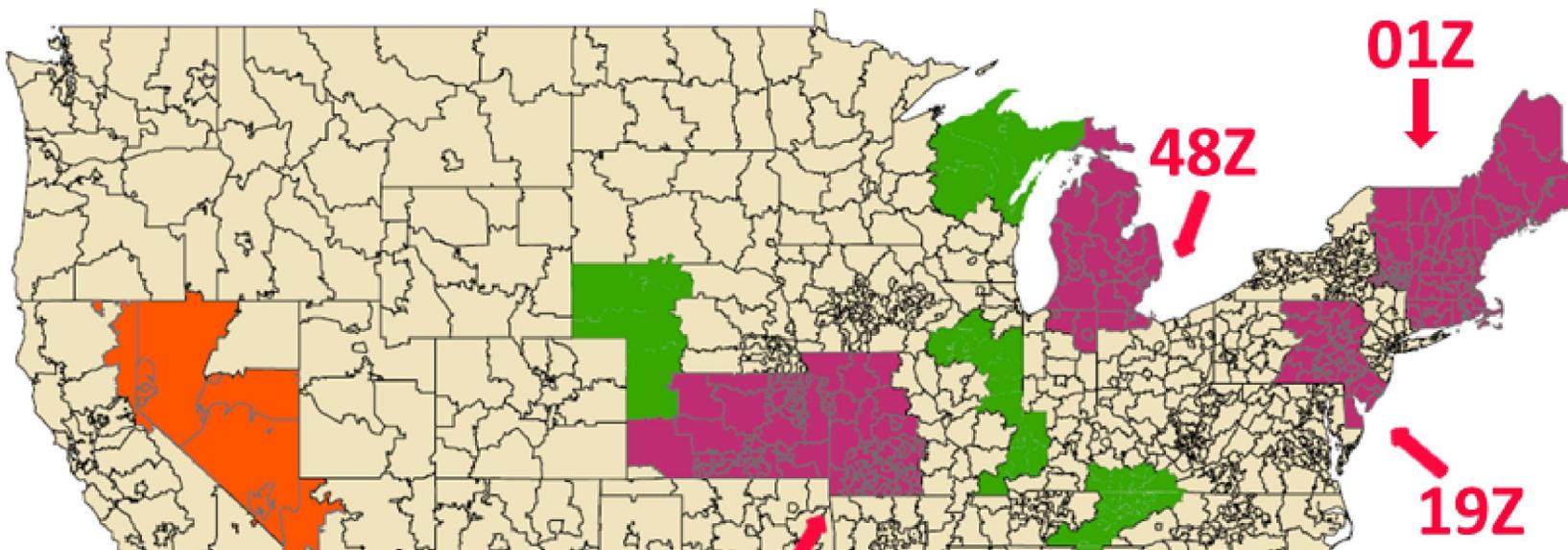


Network Analytics

- L009/L011 alignment with L601
 - Completed, effective 1/1/16
 - Exception: L009 missing ZIPs will be changed for the 4/1/16 effective list
 - 864, 889-891, 893-895, 897, 961, 967-969
 - Added 4 new processing sites (New Labels)
 - Hartford/Springfield – MXD HARTFORD CT 010
 - Philadelphia – MXD PHILADELPHIA PA 190
 - Detroit – MXD DETROIT MI 481
 - Kansas City – MXD KANSAS CITY MO 640
- Aligned all ZIPs with NDC processing network

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



Volume Summary by Facility

OG MXD STD Processing Site	New ADV		Variance	
	Letters	Flats	Letters	Flats
Atlanta GA P&DC	240,283	26,746	28,404	3,568
Carol Stream IL P&DC	263,512	0	(37,497)	0
Cincinnati OH P&DC	397,742	30,573	(19,304)	(1,129)
Dallas TX P&DC	472,028	0	765	0
Denver CO P&DC	233,480	21,116	3,604	334
Des Moines IA P&DC	197,474	39,446	(194,285)	(50,755)
DVD NJ P&DC	386,060	63,934	(534,043)	(96,615)
Fox Valley IL P&DC	511,838	72,721	(72,833)	(6,143)
Las Vegas NV P&DC	0	0	(57,126)	(1,401)
Los Angeles CA P&DC	520,890	319	35,828	319
Memphis TN P&DC	124,596	12,784	(28,404)	(3,568)
Minneapolis MN P&DC	351,175	54,220	52,333	1,767
Pittsburgh PA NDC	0	36,000	0	21,322
Pittsburgh PA P&DC	290,708	0	290,708	(60,226)
Saint Louis MO P&DC	190,017	6,588	(310,876)	6,588
Detroit (Metroplex)	210,184	24,226	210,184	24,226
Hartford P&DC	304,128	57,608	304,128	57,608
Kansas City P&DC	190,680	50,421	190,680	50,421
Philadelphia P&DC	229,915	39,007	229,915	39,007

SV & Standard Mail Flow

DSCF Letters STD Mail Flow (Current)

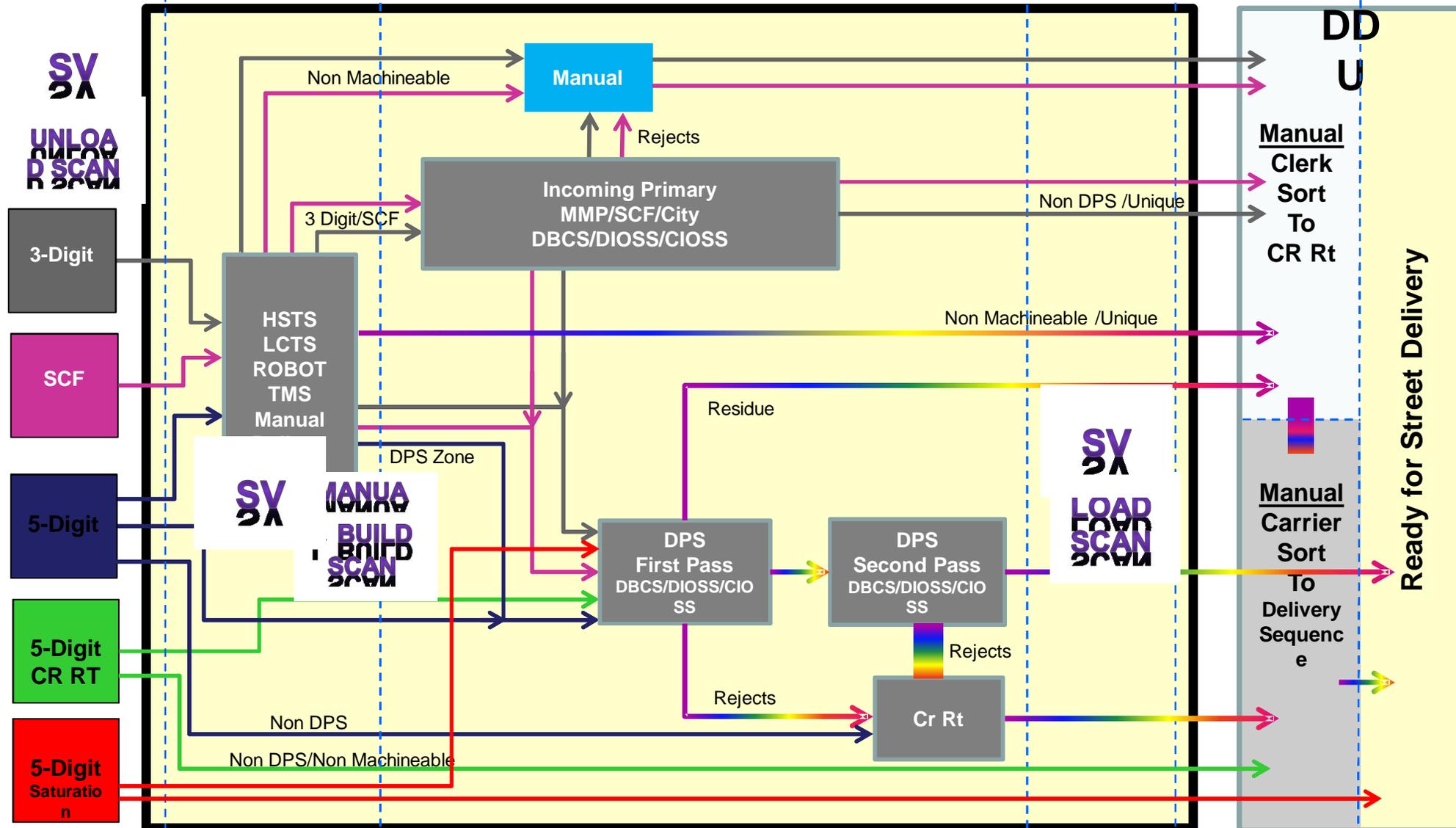
Container /
Pallet Level
at Induction

Tray Sorting

Incoming Piece Sort

Dispatch

Delivery



Tracking Truck Arrivals at USPS Facilities

Improvements

Current Screens

Drop Shipment Search

Search By: Appt ID Ctr ID

Appointment ID: 400--19869

Shipper:

Scheduled Arrival: 04/24 12:58

Arrival:

Dock Assign:

Unload Start:

Unload End:

Status:

13:08

Appt Container Status

Appointment: 400--19869

All Ctrs Unresolved Ctrs

Sts	A/R	Smpl	Irreg	Updt	Plac
✓	A	N	N		99M10685500
●		N	Y		99M1000000
●	A	N	Y		99M43440000

Select All Containers

13:18

New Screens

SV mobile

Drop Shipments

🔍

15Z--45307 04/23 11:45

11:44

SV mobile

Container Scanning

Appointment 15Z--45307

Status Unloading

Scan or Enter 99M 3

A/R	Sts	99M Barcode
A	✓	99M901602041022175422
	✗	99M000000AAASH3012016
A	✗	99M4344000000000434924

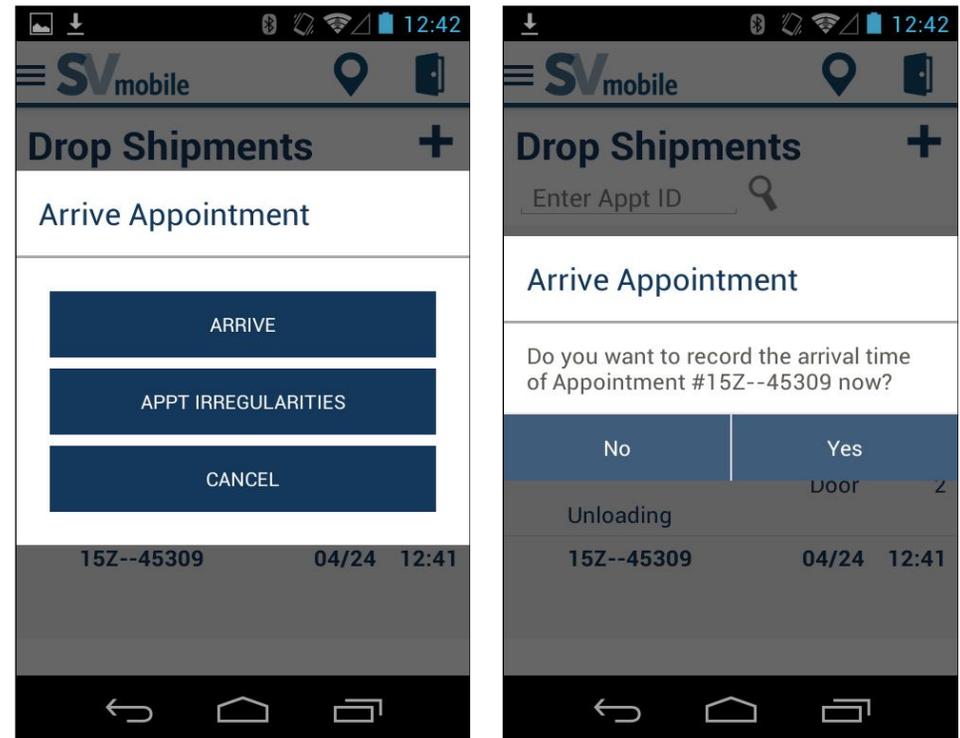
11:48

Capturing Yard Arrival

Current Screens



New Screens



Surface Visibility Information

- 172 - Locations currently SV
- 85 - Locations planned to be SV capable by June 2016
- Three current HUBs are SV capable
 - NORTHEAST - CONNECTICUT VALLEY - 064HF- SOUTHERN CT 064
 - EASTERN - NORTHERN OHIO - 434HF- TOLEDO OH 434
 - GREAT LAKES – LAKELAND - 610HF -ROCKFORD IL 610

Area Name	Site Name	Site ID
CAPITAL METRO	ATLANTA (GA) NDC	30Z
CAPITAL METRO	ATLANTA (GA) P&DC	303
CAPITAL METRO	ATLANTA (GA) STC	30H
CAPITAL METRO	BALTIMORE (MD) P&DC	212
CAPITAL METRO	CAPITAL METRO (MD) STC	20H
CAPITAL METRO	CHARLOTTE (NC) P&DC	280
CAPITAL METRO	COLUMBIA (SC) P&DC	290
CAPITAL METRO	CURSEEN/MORRIS P&DC	200
CAPITAL METRO	DULLES (VA) P&DC	201
CAPITAL METRO	GREENSBORO (NC) NDC	27Z
CAPITAL METRO	GREENSBORO (NC) P&DC	270
CAPITAL METRO	GREENVILLE (SC) P&DC	296
CAPITAL METRO	LINTHICUM MD IMF	211
CAPITAL METRO	MID-CAROLINA (NC) P&DC	28H
CAPITAL METRO	NORFOLK (VA) P&DC	233
CAPITAL METRO	NORTH METRO (GA) P&DC	300
CAPITAL METRO	NORTHERN VA (VA) P&DC	220
CAPITAL METRO	PEACHTREE (GA) P&DC	ATL
CAPITAL METRO	RALEIGH (NC) P&DC	275
CAPITAL METRO	RICHMOND (VA) P&DC	230
CAPITAL METRO	SOUTHERN MD (MD) P&DC	207
CAPITAL METRO	SUBURBAN MD (MD) P&DC	208
CAPITAL METRO	WASHINGTON NDC	20Z
EASTERN	AKRON P&DC	442
EASTERN	BUFFALO P&DC	140
EASTERN	CINCINNATI (OH) NDC	45Z
EASTERN	CINCINNATI (OH) P&DC	450
EASTERN	CLEVELAND (OH) P&DC	440
EASTERN	COLUMBUS (OH) P&DC	430

**November
Action
Item**

Area Name	Site Name	Site ID
EASTERN	CLEVELAND (OH) P&DC	440
EASTERN	COLUMBUS (OH) P&DC	430
EASTERN	DELAWARE (DE) P&DC	197
EASTERN	HARRISBURG (PA) P&DC	170
EASTERN	KNOXVILLE TN P&DC	377
EASTERN	LEHIGH VALLEY (PA) P&DC	180
EASTERN	LEXINGTON (KY) P&DC	403
EASTERN	LOUISVILLE (KY) P&DC	400
EASTERN	MEMPHIS (TN) NDC	38Z
EASTERN	MEMPHIS (TN) P&DC	380
EASTERN	MEMPHIS STC	38H
EASTERN	NASHVILLE (TN) P&DC	370
EASTERN	NASHVILLE ANNEX	370AX
EASTERN	NORTHWEST ROCHESTER (NY)	144PM
EASTERN	PENNSWOOD PLACE (PA) P&DC	150PM
EASTERN	PHILADELPHIA (PA) NDC	19Z
EASTERN	PHILADELPHIA P&DC	190
EASTERN	PITTSBURGH (PA) NDC	15Z
EASTERN	PITTSBURGH (PA) P&DC	150
EASTERN	ROANOKE (VA) P&DC	240
EASTERN	ROCHESTER (NY) P&DC	144
EASTERN	SOUTH JERSEY (NJ) P&DC	080
EASTERN	TOLEDO (OH) P&DC	434
EASTERN	TRENTON (NJ) P&DC	085
GREAT LAKES	BUSSE (IL) STC	60H
GREAT LAKES	CAROL STREAM (IL) P&DC	601
GREAT LAKES	CHAMPAIGN (IL) P&DF	618
GREAT LAKES	CHICAGO (IL) NDC	60Z
GREAT LAKES	CHICAGO (IL) P&DC	606
GREAT LAKES	CHICAGO ISC NORTH P&DC	607
GREAT LAKES	DETROIT (MI) NDC	48Z

**November
Action
Item**

Area Name	Site Name	Site ID
GREAT LAKES	DETROIT (MI) P&DC	481
GREAT LAKES	FOX VALLEY (IL) P&DC	605
GREAT LAKES	GRAND RAPIDS (MI) P&DC	493
GREAT LAKES	GRAND RAPIDS PROCESSING AN	495AX
GREAT LAKES	GREEN BAY (WI) P&DC	541
GREAT LAKES	INDIANAPOLIS (IN) P&DC	460
GREAT LAKES	INDIANAPOLIS MPA	462KA
GREAT LAKES	INDIANAPOLIS STC	46H
GREAT LAKES	LANSING (MI) P&DC	488
GREAT LAKES	MADISON (WI) P&DC	535
GREAT LAKES	MICHIGAN METROPLEX (MI) P&DC	480
GREAT LAKES	MILWAUKEE (WI) P&DC	530
GREAT LAKES	MILWAUKEE MPA	530PC
GREAT LAKES	PALATINE (IL) P&DC	600
GREAT LAKES	PEORIA (IL) P&DC	615
GREAT LAKES	ROCKFORD (IL) P&DC	610
GREAT LAKES	SAINT LOUIS (MO) NDC	63Z
GREAT LAKES	SAINT LOUIS (MO) P&DC	630
GREAT LAKES	SOUTH SUBURBAN (IL) P&DC	604
GREAT LAKES	ST LOUIS P1 METRO ANNEX	630AN
NORTHEAST	ALBANY (NY) P&DC	120
NORTHEAST	BETHPAGE (NY) P&DC	117PM
NORTHEAST	BOSTON (MA) P&DC	021
NORTHEAST	BROCKTON (MA) P&DC	023
NORTHEAST	BROOKLYN (NY) P&DC	112
NORTHEAST	CENTRAL MASS (MA) P&DC	015
NORTHEAST	DOMINICK V DANIELS (NJ) P&DC	07099
NORTHEAST	GREATER NEWARK (NJ) P&DC	070PM
NORTHEAST	HARTFORD (CT) P&DC	060

**November
Action
Item**

Area Name	Site Name	Site ID
NORTHEAST	KENNEDY (NY) AMC	JFK
NORTHEAST	MANCHESTER (NH) P&DC	030
NORTHEAST	MID-HUDSON (NY) P&DC	125
NORTHEAST	MID-ISLAND (NY) P&DC	117
NORTHEAST	MIDDLESEX-ESSEX (MA) P&DC	018
NORTHEAST	MORGAN STATION (NY) P&DC	100
NORTHEAST	NASHUA L&DC	030PM
NORTHEAST	NJI (NJ) NDC	07Z
NORTHEAST	NORTHERN NJ (NJ) STC	07H
NORTHEAST	NORTHERN NJ METRO P&DC	076
NORTHEAST	PROVIDENCE (RI) P&DC	028
NORTHEAST	QUEENS (NY) P&DC	110
NORTHEAST	SOUTHERN CT (CT) P&DC	064
NORTHEAST	SOUTHERN MAINE P&DC	040
NORTHEAST	SPRINGFIELD (MA) L&DC	010PM
NORTHEAST	SPRINGFIELD (MA) NDC	01Z
NORTHEAST	SYRACUSE (NY) P&DC	130
NORTHEAST	WESTCHESTER (NY) P&DC	105
NORTHEAST	WESTERN NASSAU (NY) P&DC	115
PACIFIC	HONOLULU P&DC	967
PACIFIC	INDUSTRY (CA) P&DC	917
PACIFIC	LOS ANGELES (CA) NDC	90Z
PACIFIC	LOS ANGELES (CA) P&DC	900
PACIFIC	M.L. SELLERS (CA) P&DC	920
PACIFIC	NORTHERN CA (CA) STC	95H
PACIFIC	OAKLAND (CA) P&DC	945
PACIFIC	SACRAMENTO (CA) P&DC	956
PACIFIC	SAN BERNARDINO (CA) P&DC	923
PACIFIC	SAN FRANCISCO (CA) NDC	94Z

**November
Action
Item**

Area Name	Site Name	Site ID
PACIFIC	SAN FRANCISCO (CA) P&DC	940
PACIFIC	SAN JOSE (CA) P&DC	950
PACIFIC	SANTA ANA (CA) P&DC	926
PACIFIC	SANTA CLARITA (CA) P&DC	913
PACIFIC	SOUTHERN CA (CA) STC	91H
SOUTHERN	AUSTIN (TX) P&DC	786
SOUTHERN	BATON ROUGE (LA) P&DC	707
SOUTHERN	BIRMINGHAM (AL) P&DC	350
SOUTHERN	DALLAS (TX) NDC	75Z
SOUTHERN	DALLAS (TX) P&DC	752
SOUTHERN	FORT WORTH (TX) P&DC	760
SOUTHERN	JACKSON (MS) P&DC	390
SOUTHERN	JACKSONVILLE (FL) NDC	32Z
SOUTHERN	JACKSONVILLE (FL) P&DC	320
SOUTHERN	LITTLE ROCK (AR) P&DC	720
SOUTHERN	MACON (GA) P&DC	310
SOUTHERN	MIAMI (FL) P&DC	331
SOUTHERN	NEW ORLEANS (LA) P&DC	700
SOUTHERN	NORTH HOUSTON (TX) P&DC	773
SOUTHERN	NORTH TEXAS (TX) P&DC	750
SOUTHERN	OKLAHOMA CITY (OK) P&DC	730
SOUTHERN	ORLANDO (FL) P&DC	328
SOUTHERN	ROYAL PALM (FL) P&DC	330PM
SOUTHERN	SAN ANTONIO (TX) P&DC	780
SOUTHERN	SEMINOLE (FL) P&DC	32H
SOUTHERN	SOUTHERN AREA (TX) STC	75H
SOUTHERN	TAMPA (FL) P&DC	335
SOUTHERN	TULSA (OK) P&DC	740
SOUTHERN	WEST PALM BEACH FL P&DC	334
SOUTHERN	YBOR CITY (FL) P&DC	335DC

**November
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Area Name	Site Name	Site ID
WESTERN	CEDAR RAPIDS (IA) P&DC	522
WESTERN	DENVER (CO) NDC	80Z
WESTERN	DENVER (CO) P&DC	800
WESTERN	DENVER PRIORITY FACILITY	800PF
WESTERN	DES MOINES (IA) NDC	50Z
WESTERN	DES MOINES (IA) P&DC	500
WESTERN	KANSAS CITY (KS) NDC	66Z
WESTERN	KANSAS CITY (MO) P&DC	640
WESTERN	LAS VEGAS ANNEX	LAS
WESTERN	LAS VEGAS P&DC	890
WESTERN	MINNEAPOLIS (MN) P&DC	553
WESTERN	OMAHA (NE) MCC	680MC
WESTERN	OMAHA (NE) P&DC	680
WESTERN	PHOENIX (AZ) P&DC	852
WESTERN	PORTLAND (OR) P&DC	970
WESTERN	QUAD CITIES (IL) P&DC	612
WESTERN	SAINT PAUL (MN) P&DC	550
WESTERN	SALT LAKE CITY (UT) ASF	840AN
WESTERN	SALT LAKE CITY (UT) P&DC	840
WESTERN	SALT LAKE STC	84H
WESTERN	SEATTLE (WA) NDC	98Z
WESTERN	SEATTLE (WA) P&DC	980
WESTERN	SIOUX FALLS (SD) P&DC	570
WESTERN	ST PAUL (MN) NDC	55Z
WESTERN	STAMP FULFILLMENT SERVICE	641SF
WESTERN	WEST VALLEY (AZ) P&DC	85H

**November
Action
Item**

New FAST Appointment Procedures

Drop Shipment Appointment Arrival Standard Work



The purpose of this standard work is to provide visibility on adherence to appointment schedules and drop shipment unload wait time.

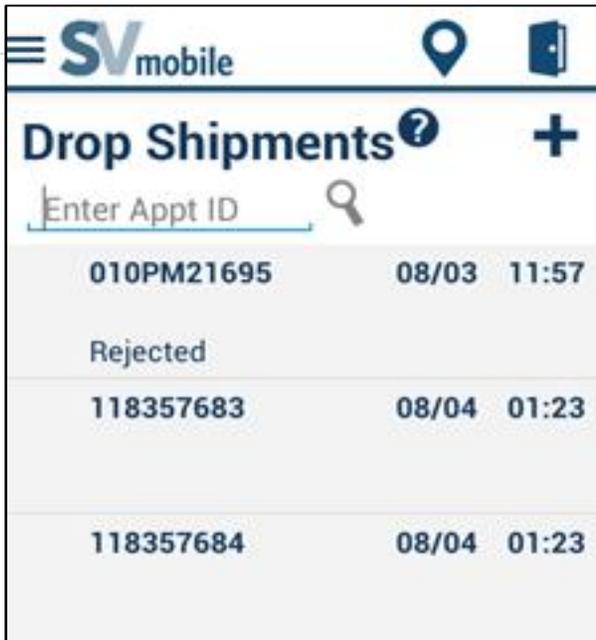
The SV Mobile Appointment Arrive is intended to record actual drop shipment yard arrival time separately from the trailer unload scan and acceptance process.

New SV Mobile easily allows switching between appointments, making it convenient to pause the unload/acceptance process to arrive appointments.



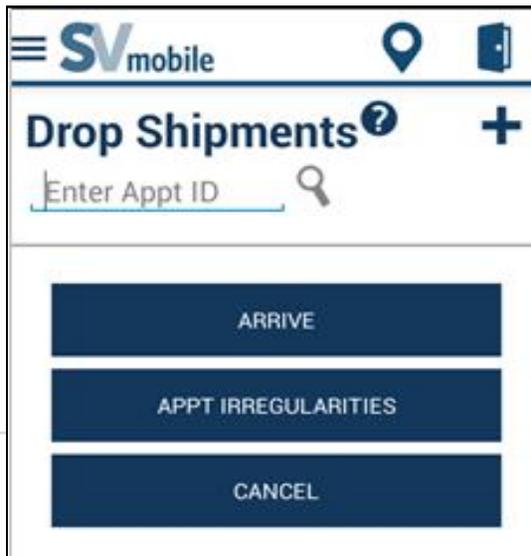
Drop Shipment Driver Arrival

1. Drop Shipment Driver checks in at Drop Shipment/Expediter desk
2. Driver must provide USPS with proper Appointment Number



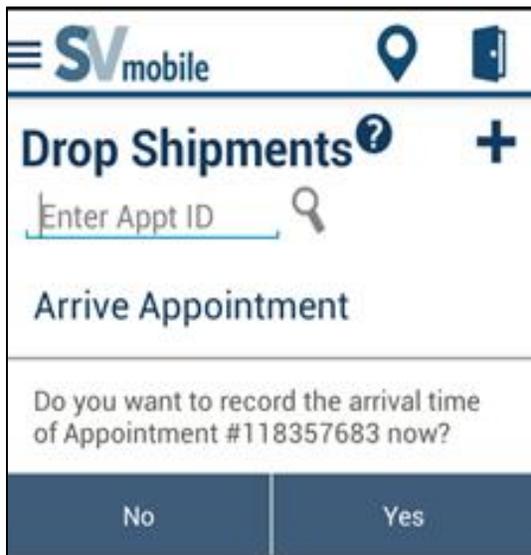
Select Appointment

1. USPS records information on Drop Shipment Appointment Log
2. Look for Appointment in SV Mobile and Select



Arrive Appointment

1. In SV Mobile, Tap “Arrive” to arrive Appointment



Record Yard Arrival Time

1. In SV Mobile, select YES to question “Do you want to record arrival time of appointment XXXXX?”
2. USPS advises driver of status of position in queue or provides a door assignment

Top 10 and Bottom 10 Sites

Data is for 12/26 to 1/1

This tab displays the Top 10 and Bottom 10 sites based on the average time between Yard Arrive and Dock Arrive and Yard Arrive and Unload Start.

Top 10 Sites - Yard Arrive to Dock Arrive				Top 10 Sites - Yard Arrive to Unload Start			
	Site	YMS Site?	Average Time between Yard Arrive and Dock Arrive (in minutes)		Site	YMS Site?	Average Time between Yard Arrive and Unload Start (in minutes)
1	Plant A- NDC	YMS	< 1	1	Plant K P&DC	NON-YMS	1
2	Plant B - NDC	YMS	< 1	2	Plant L P&DC	NON-YMS	1
3	Plant C - NDC	YMS	< 1	3	Plant M - MPA	NON-YMS	2
4	Plant D - NDC	YMS	< 1	4	Plant O P&DC	NON-YMS	2
5	Plant E - NDC	YMS	< 1	5	Plant N P&DC	NON-YMS	2
6	Plant F - NDC	YMS	< 1	6	Plant P P&DC	NON-YMS	2
7	Plant G - P&DC	NON-YMS	< 1	7	Plant R P&DC	NON-YMS	2
8	Plant H P&DC	NON-YMS	< 1	8	Plant S P&DC	NON-YMS	3
9	Plant I P&DC	NON-YMS	< 1	9	Plant T MPA	NON-YMS	3
10	Plant J P&DC	NON-YMS	< 1	10	Plant U P&DC	NON-YMS	3

Top 10 and Bottom 10 Sites

Data is for 12/26 to 1/1

This tab displays the Top 10 and Bottom 10 sites based on the average time between Yard Arrive and Dock Arrive and Yard Arrive and Unload Start.

Bottom 10 Sites - Yard Arrive to Dock Arrive				Bottom 10 Sites - Yard Arrive to Unload Start			
	Site	YMS Site?	Average Time between Yard Arrive and Dock Arrive (in minutes)		Site	YMS Site?	Average Time between Yard Arrive and Unload Start (in minutes)
1	Plant AA NDC	YMS	264	1	Plant KK NDC	YMS	285
2	Plant BB NDC	YMS	220	2	Plant LL NDC	YMS	277
3	Plant CC P&DC	NON-YMS	153	3	Plant MM P&DC	NON-YMS	176
4	Plant DD P&DC	NON-YMS	125	4	Plant NN P&DC	NON-YMS	135
5	Plant EE NDC	YMS	116	5	Plant OO P&DC	NON-YMS	132
6	Plant FF P&DC	NON-YMS	102	6	Plant PP NDC	YMS	132
7	Plant GG NDC	YMS	97	7	Plant QQ P&DC	NON-YMS	128
8	Plant HH P&DC	NON-YMS	89	8	Plant RR NDC	YMS	121
9	Plant II	NON-YMS	53	9	Plant SS P&DC	NON-YMS	104
10	Plant JJP&DC	NON-YMS	37	10	Plant TT P&DC	NON-YMS	104

Drop Shipment Processing Times

Data is for 12/26

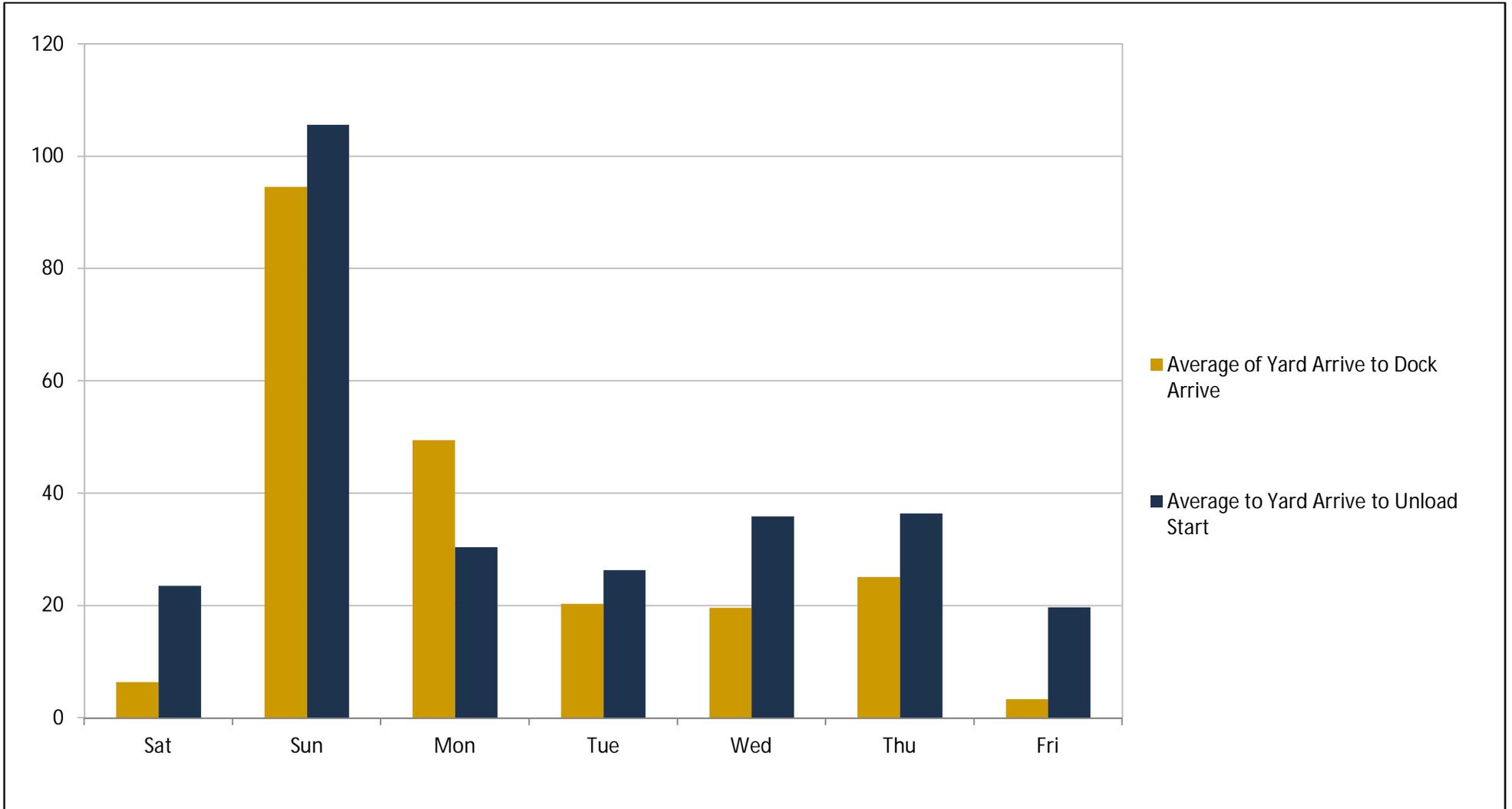
This table displays each site's average Drop Shipment processing times, defined as the difference between two steps within the Drop Shipment process.

- Notes:
- All cycle times are displayed in minutes
 - A negative amount under "Average Time between Scheduled Time and Yard Arrive" indicates that on average, the site Yard Arrives appointments before their Scheduled

Filter by Shipper

ALL SHIPPERS

Area	Site	Average Time between Scheduled Time and Yard Arrive	Average Time between Yard Arrive and Dock Arrive	Average Time between Yard Arrive and Unload Start	Average Time between Dock Arrive and Unload Start	Average Time between Unload Start and Unload End	Average Time between Unload End and Close	Average Time between and Yard Arrive to Close
Area A	Plant A NDC	107	0	62	62	28	8	98
	Plant A P&DC	187	4	14	10	9	5	28
	Plant B P&DC	174	1	8	6	15	2	25
	Plant C P&DC	61	1	46	45	6	2	54
	Plant D P&DC	16	2	21	19	22	5	48



Appointment Status

Data is for

This table displays each site's number of Drop Shipments and the breakdown of the current status of appointment. The information can be filtered by arrival statuses which is based on the difference between Scheduled Arrival Time and Yard Arrival time:

- **Early:** Arrived more than 30 minutes earlier than the Scheduled Arrival Time.
- **On Time:** Arrived 30 minutes before or after the Scheduled Arrival Time.
- **Late:** Arrived more than 30 minutes later than the Scheduled Arrival Time.

Filter for
Arrival

All Appointments

Filter by Shipper

All SHIPPERS

Current Status of Appointment

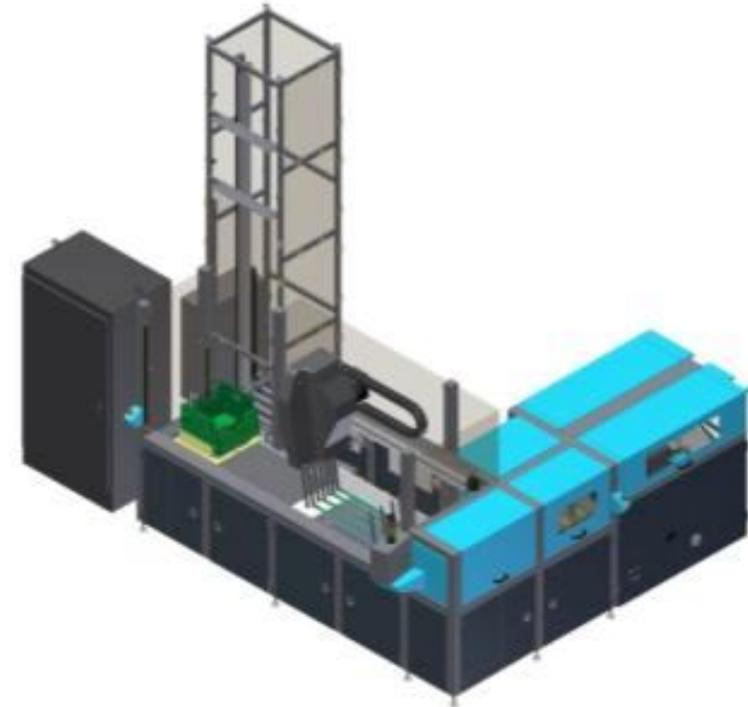
Area	Site	Total # of Appointments	# of All Appointments	% of All Appointments	Scheduled	Yard Arrived	Dock Arrived	Closed	Canceled	No-Show	Rejected
Area A	Plant A NDC	43	43	100.0%	0	0	0	25	0	18	0
	Plant A P&DC	31	31	100.0%	0	0	0	16	2	13	0
	Plant B P&DC	33	33	100.0%	0	0	0	17	2	14	0
	Plant C P&DC	18	18	100.0%	0	0	0	13	1	4	0
	Plant D P&DC	26	26	100.0%	0	0	1	14	1	10	0
	Plant E P&DC	34	34	100.0%	0	0	0	21	2	11	0
	Plant F P&DC	32	32	100.0%	0	0	0	21	0	11	0

High Speed Flat Feeder & SAMP Update

- ***Engineering Topics***
 - High Speed Flats Feeder (HSFF)
 - SAMP Sorter R&D

HSFF FY16 Plan Forward

- Continue processing “live” mail
 - Dulles, Philadelphia P&DC’s (1 FSS at each site)
 - Royal Palm P&DC (all FSS systems)
 - Provided HSFF maintenance training
- Production Support
 - HSFF TDP
 - HSFF Installation and Assembly Manual’s
 - Support “build to print” contract
- **Production Forward Plan (Decision Timeline)**
 - TBD



Features/Performance Highlights

HSFF Feature	Impact	Dulles Results (Sept25-Jan21)
6 Pieces per Second (2x FSS Rate)	<ul style="list-style-type: none"> • Increase 2-Pass Tput for VM2 • Process More Delivery Points 	<ul style="list-style-type: none"> • 21% More Volume in Same Op Time • 73% Increase in Pass 2 tput (VM2) • 60% More Delivery Points per day
Reduced Multiple Feeds	Increased Accept Rate	<ul style="list-style-type: none"> • 63% Reduction in Multiple Feeds • 3.8% Increase in Accept Rate
Remove Two Feeders	Single Operator	Proven Single Operator Mode

Features/Performance Highlights



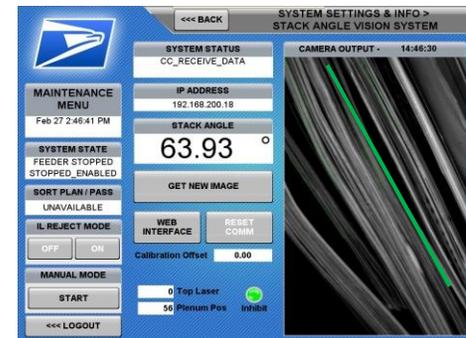
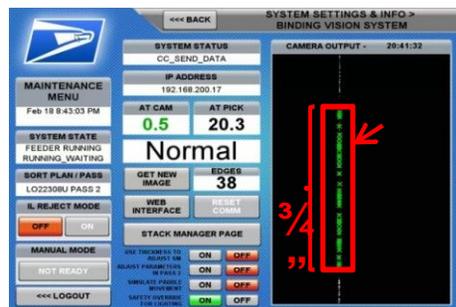
Double Paddle for Enhanced Stack Control



Advanced Singulation via Multi-Stage Anti-doubling

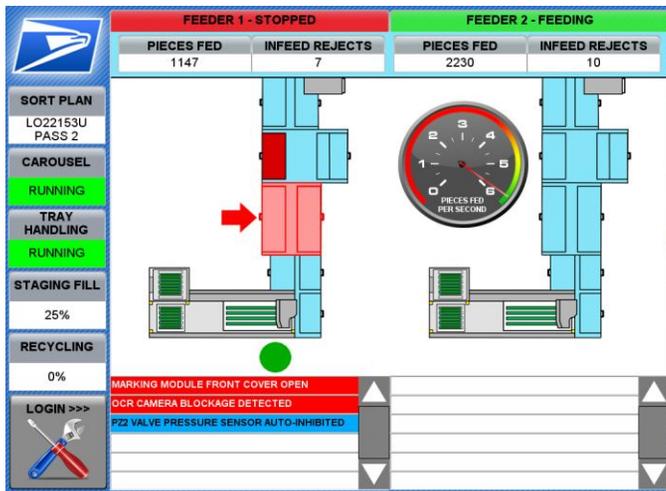


Mail type Detection with Variable Feed Modes



Vision Guidance to Simulate Feeder Operator

Features/Performance Highlights

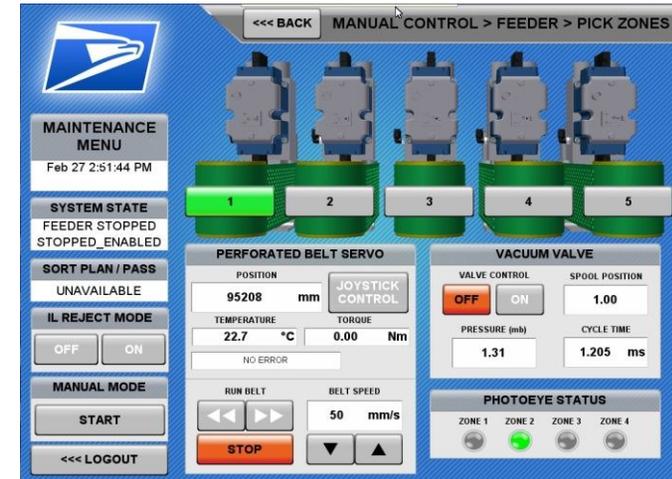


Modern User Interface

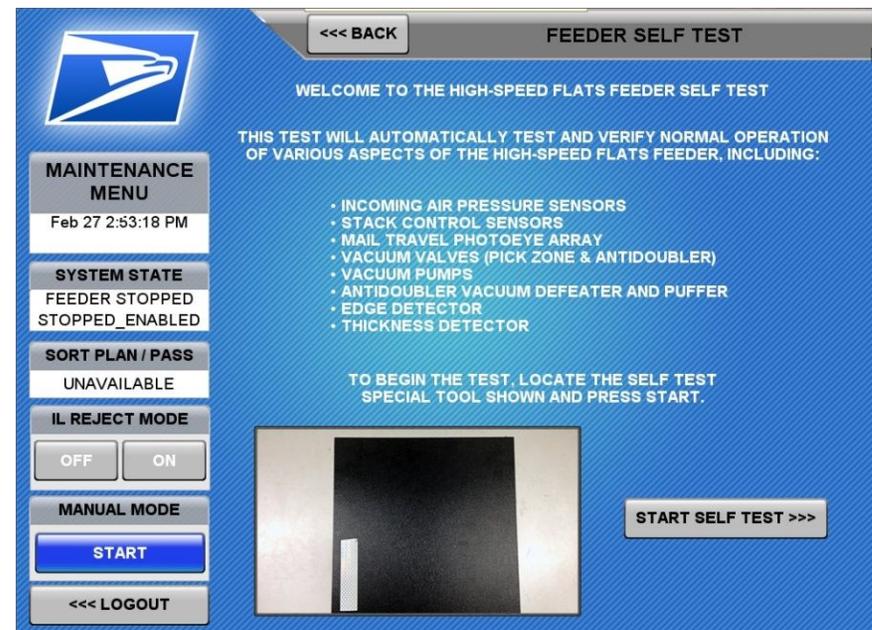


Jam Location LEDs with Jam Clearance Confirmation

Automatic OCR Camera
Blockage Detection



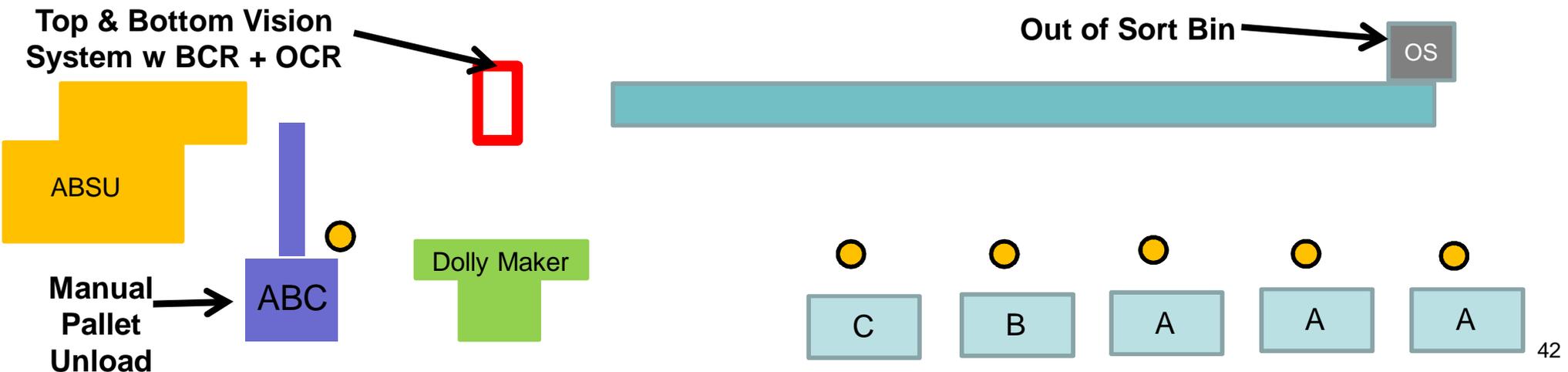
Complete Maintenance Visibility and Control



Automatic Self Diagnostic and Calibration

R&D Effort Status

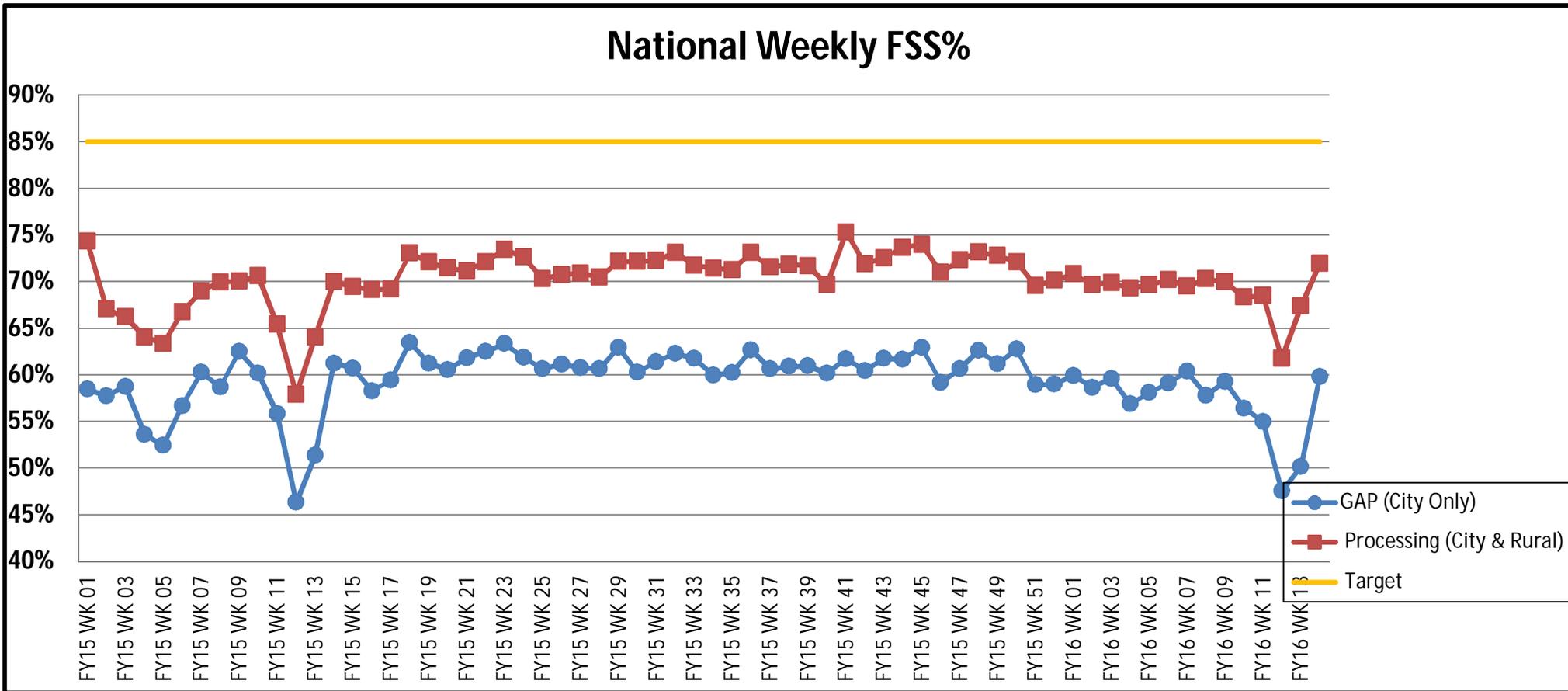
- Phase 1: “Sort to Prep” SAMP Sorter (*complete*)
 - “Out of Sort” bundles only
 - Add top & bottom vision system w BCR & OCR and add Out of Sort “bin”
 - Provided a demo of prototype system in Linthicum; system is currently in Philadelphia PA P&DC
- Phase 2: “Sort to Prep” SAMP Sorter (*100% complete*)
 - Add “bundle sort” capability & sort bundles to prep stations
 - Manual Pallet Unload solution (avoid bundle overlap and on edge)
 - Not desirable – need Pallet Unloader solution at ABSU
 - Allow for multi-scheme pallets (3 schemes on same pallet)
 - Demonstrated early June with MTAC – complete

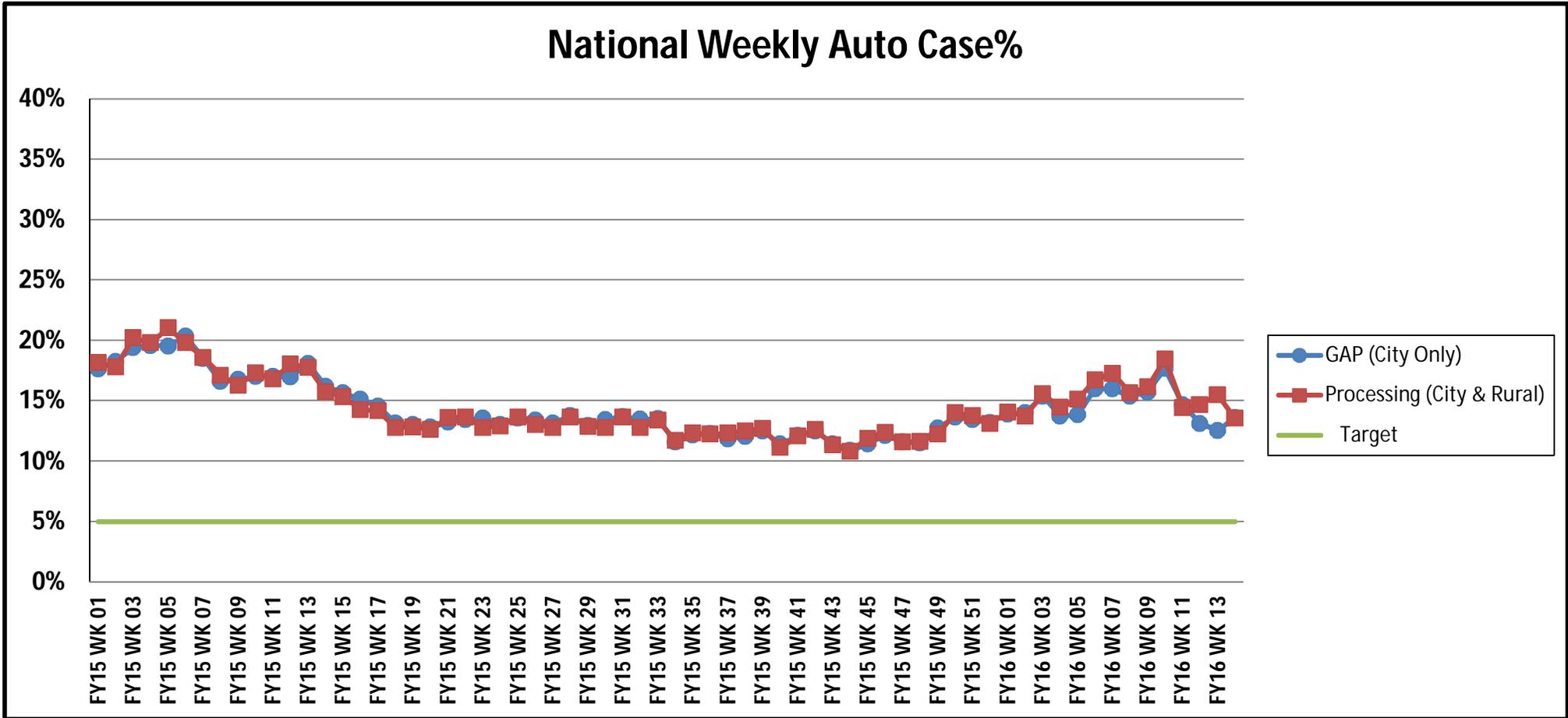


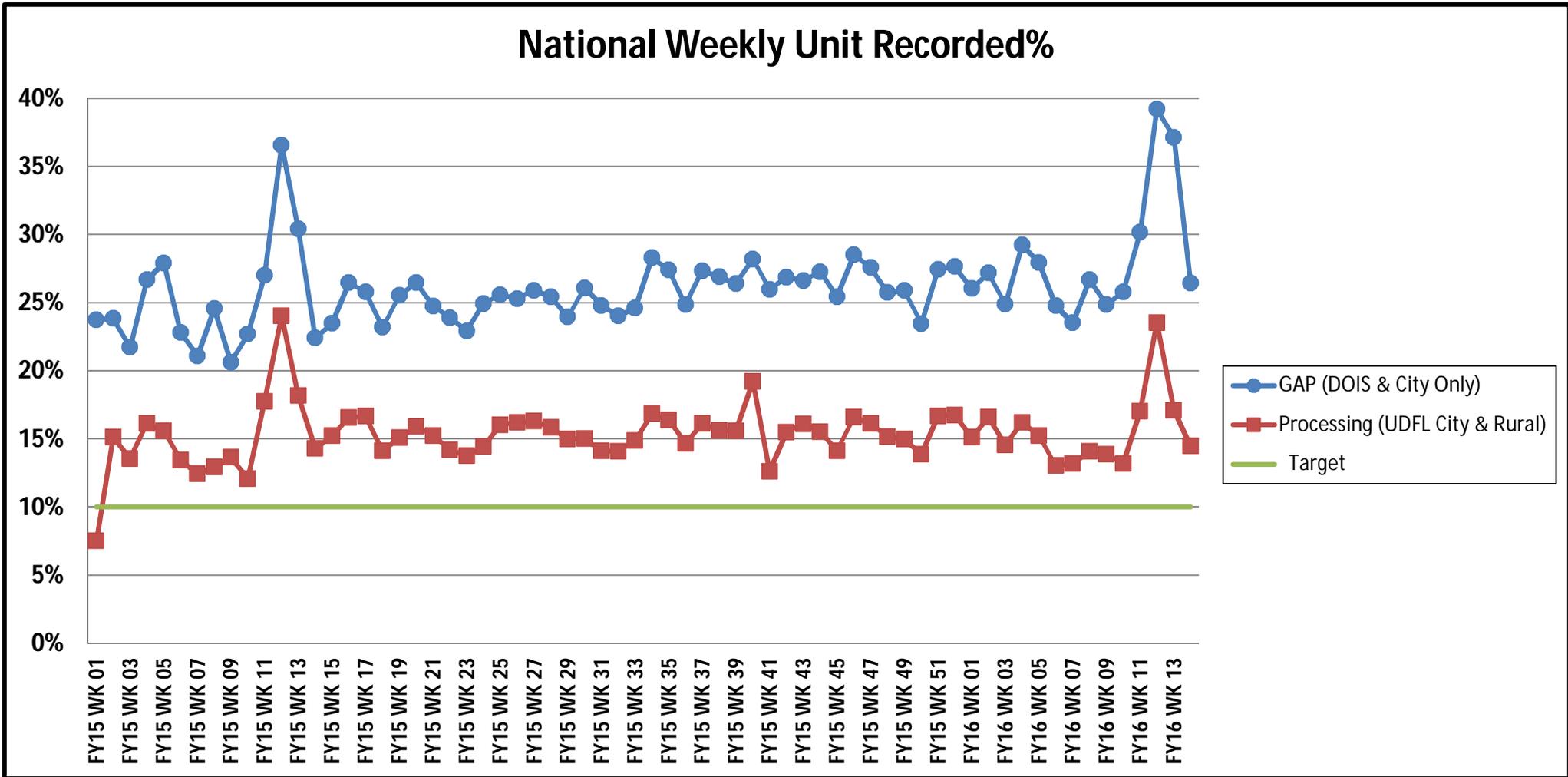
R&D Effort Schedule

- Multi-scheme pallet volume migration modelling close to completion by Mailing Industry
 - Preliminary analysis indicate up to three schemes on a pallet is acceptable
 - Weight minimum still needs to be determined
 - System simulation on handling three-scheme pallet is underway - ongoing
 - Preliminary system design is complete but awaits system simulation to complete the system design for any additional hardware/software requirements - ongoing
- Challenges
 - Bundle overlap and bundle on edge from dumping (decreases read rate)
 - Current solution: Manual Pallet Unload
 - Not desirable – need Pallet Unloader solution at ABSU or add culler operator (requires major mod to SAMP to conform to safety and ergonomics requirements)
 - Bundle packaging greatly affects read rate
 - Efforts are being made to the camera and OCR to improve read rate – testing new camera and improved OCR (Feb / Mar)

FSS Percentages & Trends







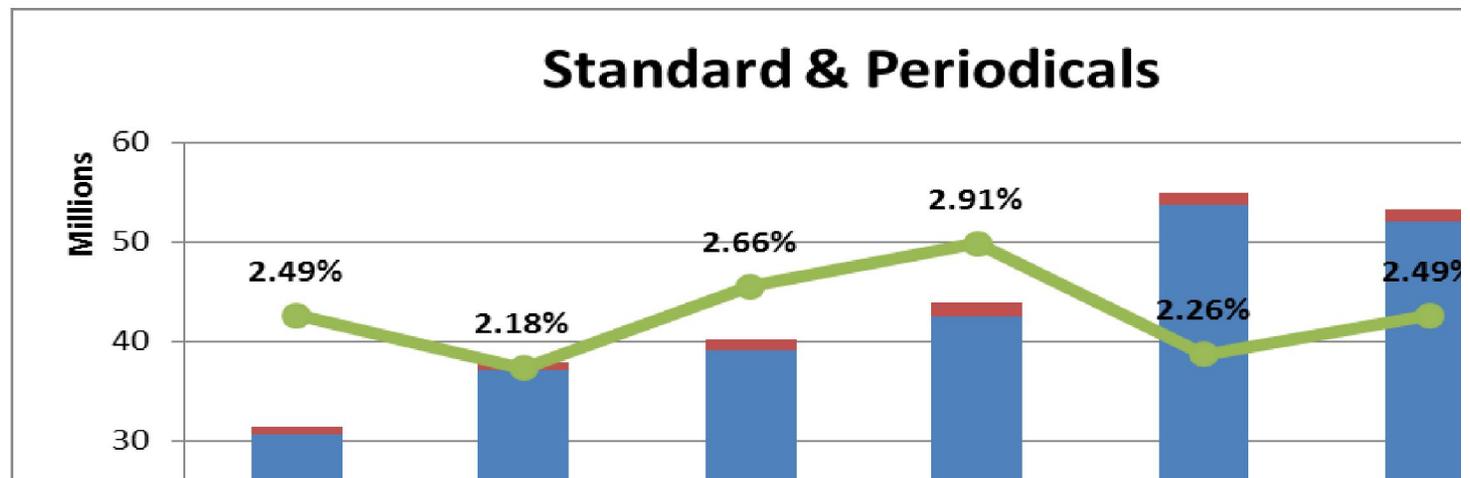
Broken Bundle Report

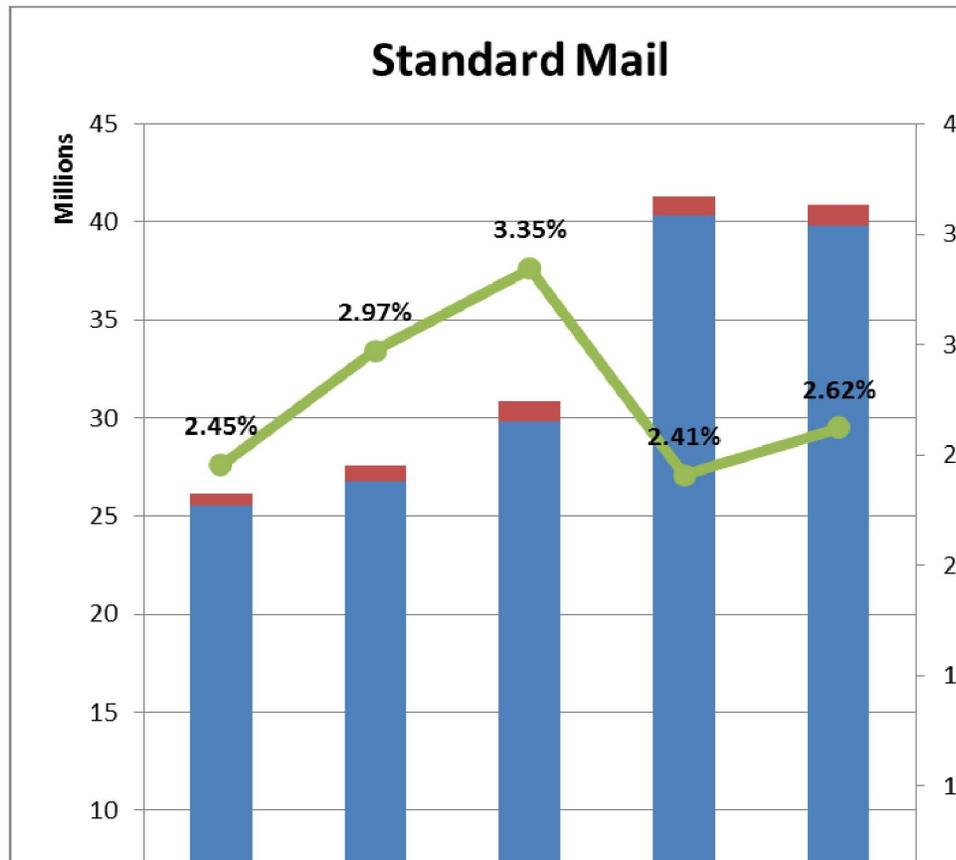
Broken Bundle Data is based on:

- 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 **November**, total amount of Broken Bundles (Standard and Periodicals) were 1,327,957
- **The impact returning to carrier route level, a cost to the US Postal Service of nearly \$8.3 million (\$8,366,129)**





Moving forward

- Top 10 MSP's will receive bundle breakage data via email monthly
- Requesting each MSP provide contact names for monthly email
 - Please send names to fontell.peart@usps.gov
 - Use Subject: "Contacts Bundle Breakage"
- Expected improvement discussions to be addressed at future MTAC meetings.

Open Discussion



UNITED STATES
POSTAL SERVICE

MTAC

Mail Prep & Entry Focus Group

Packages Track

January 13, 2016

- Packages Track
 - Post Peak Update
 - Plant & NDC Mail Conditions
 - Network Analytics
 - Tracking Truck Arrivals at USPS Facilities
 - Open Discussion

Peak Update & Planning

- **Peak Season Highlights**
 - Expanded Peak Season
 - Ramp up earlier
 - Close out strong
 - November 21st – January 8th
 - Network remained fluid through peak
 - Decrease in cancellation volume
 - 15 percent growth in packages over last year

- **Headquarters Peak Season Field Support**

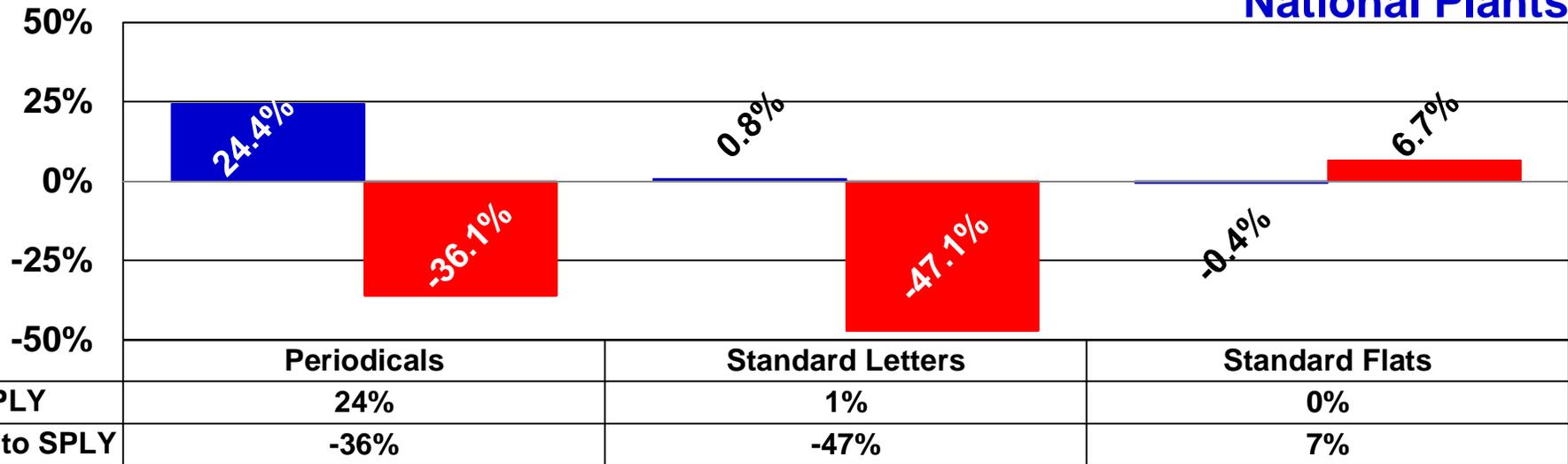
- **November 21st – January 8th**
 - **Dallas**
 - **Newark**
 - **Los Angeles**
 - **Oakland**
 - **Ontario**
 - **Indianapolis**
 - **Miami**
 - **Houston**
 - **Memphis**
 - **Philadelphia**
 - **Phoenix**
 - **Seattle**
 - **San Francisco**
 - **Chicago**
 - **Columbus**

- **Daily National Teleconferences**
 - Immediate adjustments to Run Plans, Equipment and Facility allocations based on each morning's mail inventories
 - Additional Air and Surface Transportation launched
 - Communicate National strategies and process improvement

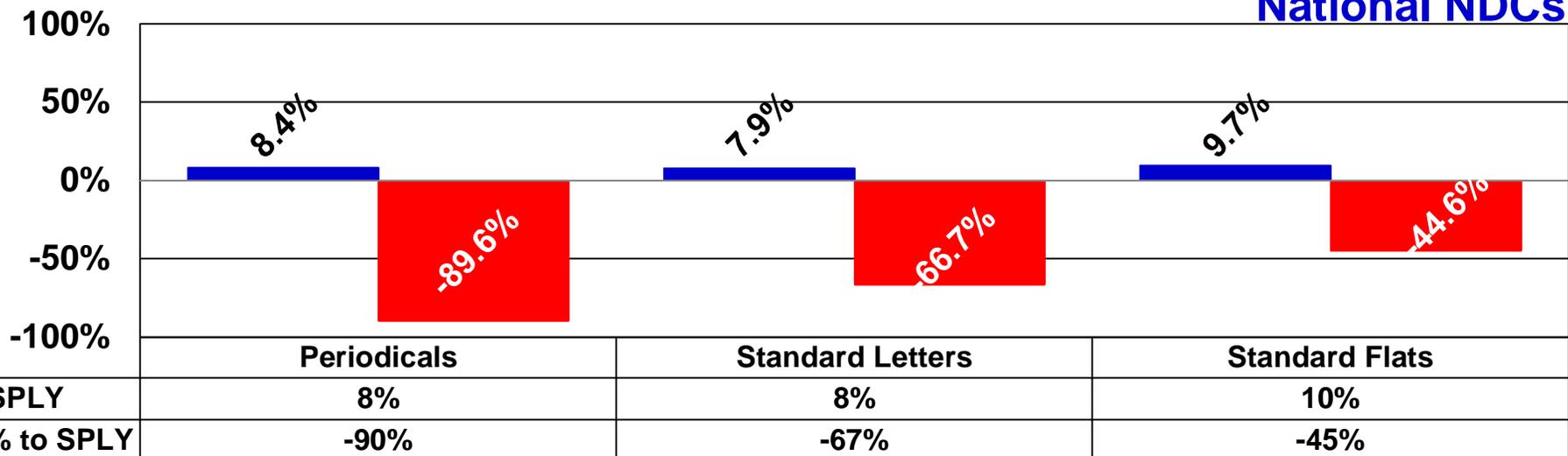
- **Service Improvement**
 - 4 hour reports for critical locations
 - Reduce and eliminate processing delays
 - Efficiently Advancing Standard and FCM
 - Utilizing existing capacity and resources to advance volume
 - Reduce delays and on-hand volumes
 - Mitigate system or process anomalies

Plant & NDC Mail Conditions

National Plants



National NDCs

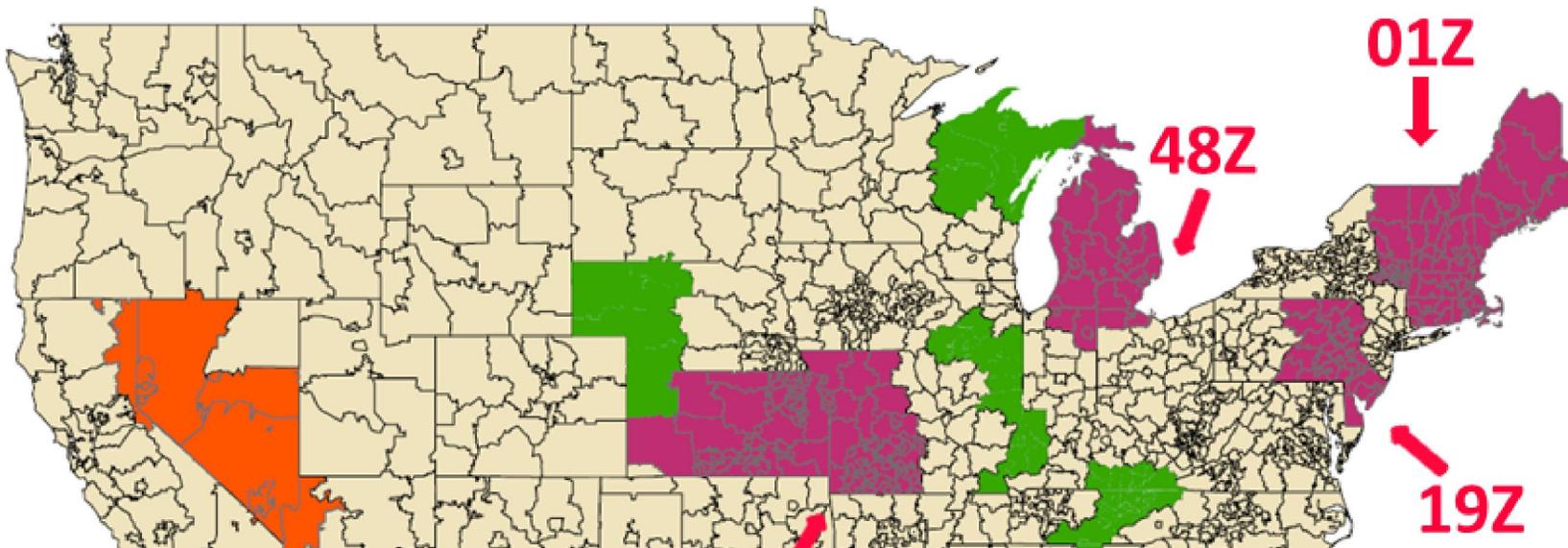


Network Analytics

- L009/L011 alignment with L601
 - Completed, effective 1/1/16
 - Exception: L009 missing ZIPs will be changed for the 4/1/16 effective list
 - 864, 889-891, 893-895, 897, 961, 967-969
 - Added 4 new processing sites (New Labels)
 - Hartford/Springfield – MXD HARTFORD CT 010
 - Philadelphia – MXD PHILADELPHIA PA 190
 - Detroit – MXD DETROIT MI 481
 - Kansas City – MXD KANSAS CITY MO 640
- Aligned all ZIPs with NDC processing network

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



Volume Summary by Facility

OG MXD STD Processing Site	New ADV		Variance	
	Letters	Flats	Letters	Flats
Atlanta GA P&DC	240,283	26,746	28,404	3,568
Carol Stream IL P&DC	263,512	0	(37,497)	0
Cincinnati OH P&DC	397,742	30,573	(19,304)	(1,129)
Dallas TX P&DC	472,028	0	765	0
Denver CO P&DC	233,480	21,116	3,604	334
Des Moines IA P&DC	197,474	39,446	(194,285)	(50,755)
DVD NJ P&DC	386,060	63,934	(534,043)	(96,615)
Fox Valley IL P&DC	511,838	72,721	(72,833)	(6,143)
Las Vegas NV P&DC	0	0	(57,126)	(1,401)
Los Angeles CA P&DC	520,890	319	35,828	319
Memphis TN P&DC	124,596	12,784	(28,404)	(3,568)
Minneapolis MN P&DC	351,175	54,220	52,333	1,767
Pittsburgh PA NDC	0	36,000	0	21,322
Pittsburgh PA P&DC	290,708	0	290,708	(60,226)
Saint Louis MO P&DC	190,017	6,588	(310,876)	6,588
Detroit (Metroplex)	210,184	24,226	210,184	24,226
Hartford P&DC	304,128	57,608	304,128	57,608
Kansas City P&DC	190,680	50,421	190,680	50,421
Philadelphia P&DC	229,915	39,007	229,915	39,007

Tracking Truck Arrivals at USPS Facilities

Improvements

Current Screens

Drop Shipment Search

Search By: Appt ID Ctr ID

Appointment ID: 400--19869

Shipper:

Scheduled Arrival: 04/24 12:58

Arrival:

Dock Assign:

Unload Start:

Unload End:

Status:

13:08

Appt Container Status

Appointment: 400--19869

All Ctrs Unresolved Ctrs

Sts	A/R	Smpl	Irreg	Updt	Plac
✓	A	N	N		99M10685500
●		N	Y		99M1000000
●	A	N	Y		99M43440000

Select All Containers

13:18

New Screens

SVmobile

Drop Shipments

🔍

15Z--45307 04/23 11:45

11:44

SVmobile

Container Scanning

Appointment 15Z--45307

Status Unloading

Scan or Enter 99M 3

A/R	Sts	99M Barcode
A	✓	99M901602041022175422
	✗	99M000000AAASH3012016
A	✗	99M434400000000434924

11:48

Capturing Yard Arrival

Current Screens

Drop Shipment Search

Search By: Appt ID Ctr ID

Appointment ID: 400--19869

Shipper:

Scheduled Arrival: 04/24 12:58

Arrival:

Dock Assign:

Unload Start:

Unload End:

Status:

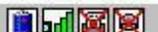
 13:08

Drop Shipment Search

Search By: Appt ID Ctr ID

Appointment Arrived

 Do you want to record the arrival time of Appointment #400--19869 now?

 13:08

New Screens

SV mobile

Drop Shipments

Arrive Appointment

15Z--45309 04/24 12:41

SV mobile

Drop Shipments

Enter Appt ID

Arrive Appointment

Do you want to record the arrival time of Appointment #15Z--45309 now?

Unloading Door

15Z--45309 04/24 12:41

Surface Visibility Information

- 172 - Locations currently SV
- 85 - Locations planned to be SV capable by June 2016
- Three current HUBs are SV capable
 - NORTHEAST - CONNECTICUT VALLEY - 064HF- SOUTHERN CT 064
 - EASTERN - NORTHERN OHIO - 434HF- TOLEDO OH 434
 - GREAT LAKES – LAKELAND - 610HF -ROCKFORD IL 610

Area Name	Site Name	Site ID
CAPITAL METRO	ATLANTA (GA) NDC	30Z
CAPITAL METRO	ATLANTA (GA) P&DC	303
CAPITAL METRO	ATLANTA (GA) STC	30H
CAPITAL METRO	BALTIMORE (MD) P&DC	212
CAPITAL METRO	CAPITAL METRO (MD) STC	20H
CAPITAL METRO	CHARLOTTE (NC) P&DC	280
CAPITAL METRO	COLUMBIA (SC) P&DC	290
CAPITAL METRO	CURSEEN/MORRIS P&DC	200
CAPITAL METRO	DULLES (VA) P&DC	201
CAPITAL METRO	GREENSBORO (NC) NDC	27Z
CAPITAL METRO	GREENSBORO (NC) P&DC	270
CAPITAL METRO	GREENVILLE (SC) P&DC	296
CAPITAL METRO	LINTHICUM MD IMF	211
CAPITAL METRO	MID-CAROLINA (NC) P&DC	28H
CAPITAL METRO	NORFOLK (VA) P&DC	233
CAPITAL METRO	NORTH METRO (GA) P&DC	300
CAPITAL METRO	NORTHERN VA (VA) P&DC	220
CAPITAL METRO	PEACHTREE (GA) P&DC	ATL
CAPITAL METRO	RALEIGH (NC) P&DC	275
CAPITAL METRO	RICHMOND (VA) P&DC	230
CAPITAL METRO	SOUTHERN MD (MD) P&DC	207
CAPITAL METRO	SUBURBAN MD (MD) P&DC	208
CAPITAL METRO	WASHINGTON NDC	20Z
EASTERN	AKRON P&DC	442
EASTERN	BUFFALO P&DC	140
EASTERN	CINCINNATI (OH) NDC	45Z
EASTERN	CINCINNATI (OH) P&DC	450
EASTERN	CLEVELAND (OH) P&DC	440
EASTERN	COLUMBUS (OH) P&DC	430

**November
Action
Item**

Area Name	Site Name	Site ID
EASTERN	CLEVELAND (OH) P&DC	440
EASTERN	COLUMBUS (OH) P&DC	430
EASTERN	DELAWARE (DE) P&DC	197
EASTERN	HARRISBURG (PA) P&DC	170
EASTERN	KNOXVILLE TN P&DC	377
EASTERN	LEHIGH VALLEY (PA) P&DC	180
EASTERN	LEXINGTON (KY) P&DC	403
EASTERN	LOUISVILLE (KY) P&DC	400
EASTERN	MEMPHIS (TN) NDC	38Z
EASTERN	MEMPHIS (TN) P&DC	380
EASTERN	MEMPHIS STC	38H
EASTERN	NASHVILLE (TN) P&DC	370
EASTERN	NASHVILLE ANNEX	370AX
EASTERN	NORTHWEST ROCHESTER (NY)	144PM
EASTERN	PENNWOOD PLACE (PA) P&DC	150PM
EASTERN	PHILADELPHIA (PA) NDC	19Z
EASTERN	PHILADELPHIA P&DC	190
EASTERN	PITTSBURGH (PA) NDC	15Z
EASTERN	PITTSBURGH (PA) P&DC	150
EASTERN	ROANOKE (VA) P&DC	240
EASTERN	ROCHESTER (NY) P&DC	144
EASTERN	SOUTH JERSEY (NJ) P&DC	080
EASTERN	TOLEDO (OH) P&DC	434
EASTERN	TRENTON (NJ) P&DC	085
GREAT LAKES	BUSSE (IL) STC	60H
GREAT LAKES	CAROL STREAM (IL) P&DC	601
GREAT LAKES	CHAMPAIGN (IL) P&DF	618
GREAT LAKES	CHICAGO (IL) NDC	60Z
GREAT LAKES	CHICAGO (IL) P&DC	606
GREAT LAKES	CHICAGO ISC NORTH P&DC	607
GREAT LAKES	DETROIT (MI) NDC	48Z

**November
Action
Item**

Area Name	Site Name	Site ID
GREAT LAKES	DETROIT (MI) P&DC	481
GREAT LAKES	FOX VALLEY (IL) P&DC	605
GREAT LAKES	GRAND RAPIDS (MI) P&DC	493
GREAT LAKES	GRAND RAPIDS PROCESSING AN	495AX
GREAT LAKES	GREEN BAY (WI) P&DC	541
GREAT LAKES	INDIANAPOLIS (IN) P&DC	460
GREAT LAKES	INDIANAPOLIS MPA	462KA
GREAT LAKES	INDIANAPOLIS STC	46H
GREAT LAKES	LANSING (MI) P&DC	488
GREAT LAKES	MADISON (WI) P&DC	535
GREAT LAKES	MICHIGAN METROPLEX (MI) P&DC	480
GREAT LAKES	MILWAUKEE (WI) P&DC	530
GREAT LAKES	MILWAUKEE MPA	530PC
GREAT LAKES	PALATINE (IL) P&DC	600
GREAT LAKES	PEORIA (IL) P&DC	615
GREAT LAKES	ROCKFORD (IL) P&DC	610
GREAT LAKES	SAINT LOUIS (MO) NDC	63Z
GREAT LAKES	SAINT LOUIS (MO) P&DC	630
GREAT LAKES	SOUTH SUBURBAN (IL) P&DC	604
GREAT LAKES	ST LOUIS P1 METRO ANNEX	630AN
NORTHEAST	ALBANY (NY) P&DC	120
NORTHEAST	BETHPAGE (NY) P&DC	117PM
NORTHEAST	BOSTON (MA) P&DC	021
NORTHEAST	BROCKTON (MA) P&DC	023
NORTHEAST	BROOKLYN (NY) P&DC	112
NORTHEAST	CENTRAL MASS (MA) P&DC	015
NORTHEAST	DOMINICK V DANIELS (NJ) P&DC	07099
NORTHEAST	GREATER NEWARK (NJ) P&DC	070PM
NORTHEAST	HARTFORD (CT) P&DC	060

**November
Action
Item**

Area Name	Site Name	Site ID
NORTHEAST	KENNEDY (NY) AMC	JFK
NORTHEAST	MANCHESTER (NH) P&DC	030
NORTHEAST	MID-HUDSON (NY) P&DC	125
NORTHEAST	MID-ISLAND (NY) P&DC	117
NORTHEAST	MIDDLESEX-ESSEX (MA) P&DC	018
NORTHEAST	MORGAN STATION (NY) P&DC	100
NORTHEAST	NASHUA L&DC	030PM
NORTHEAST	NJI (NJ) NDC	07Z
NORTHEAST	NORTHERN NJ (NJ) STC	07H
NORTHEAST	NORTHERN NJ METRO P&DC	076
NORTHEAST	PROVIDENCE (RI) P&DC	028
NORTHEAST	QUEENS (NY) P&DC	110
NORTHEAST	SOUTHERN CT (CT) P&DC	064
NORTHEAST	SOUTHERN MAINE P&DC	040
NORTHEAST	SPRINGFIELD (MA) L&DC	010PM
NORTHEAST	SPRINGFIELD (MA) NDC	01Z
NORTHEAST	SYRACUSE (NY) P&DC	130
NORTHEAST	WESTCHESTER (NY) P&DC	105
NORTHEAST	WESTERN NASSAU (NY) P&DC	115
PACIFIC	HONOLULU P&DC	967
PACIFIC	INDUSTRY (CA) P&DC	917
PACIFIC	LOS ANGELES (CA) NDC	90Z
PACIFIC	LOS ANGELES (CA) P&DC	900
PACIFIC	M.L. SELLERS (CA) P&DC	920
PACIFIC	NORTHERN CA (CA) STC	95H
PACIFIC	OAKLAND (CA) P&DC	945
PACIFIC	SACRAMENTO (CA) P&DC	956
PACIFIC	SAN BERNARDINO (CA) P&DC	923
PACIFIC	SAN FRANCISCO (CA) NDC	94Z

**November
Action
Item**

Area Name	Site Name	Site ID
PACIFIC	SAN FRANCISCO (CA) P&DC	940
PACIFIC	SAN JOSE (CA) P&DC	950
PACIFIC	SANTA ANA (CA) P&DC	926
PACIFIC	SANTA CLARITA (CA) P&DC	913
PACIFIC	SOUTHERN CA (CA) STC	91H
SOUTHERN	AUSTIN (TX) P&DC	786
SOUTHERN	BATON ROUGE (LA) P&DC	707
SOUTHERN	BIRMINGHAM (AL) P&DC	350
SOUTHERN	DALLAS (TX) NDC	75Z
SOUTHERN	DALLAS (TX) P&DC	752
SOUTHERN	FORT WORTH (TX) P&DC	760
SOUTHERN	JACKSON (MS) P&DC	390
SOUTHERN	JACKSONVILLE (FL) NDC	32Z
SOUTHERN	JACKSONVILLE (FL) P&DC	320
SOUTHERN	LITTLE ROCK (AR) P&DC	720
SOUTHERN	MACON (GA) P&DC	310
SOUTHERN	MIAMI (FL) P&DC	331
SOUTHERN	NEW ORLEANS (LA) P&DC	700
SOUTHERN	NORTH HOUSTON (TX) P&DC	773
SOUTHERN	NORTH TEXAS (TX) P&DC	750
SOUTHERN	OKLAHOMA CITY (OK) P&DC	730
SOUTHERN	ORLANDO (FL) P&DC	328
SOUTHERN	ROYAL PALM (FL) P&DC	330PM
SOUTHERN	SAN ANTONIO (TX) P&DC	780
SOUTHERN	SEMINOLE (FL) P&DC	32H
SOUTHERN	SOUTHERN AREA (TX) STC	75H
SOUTHERN	TAMPA (FL) P&DC	335
SOUTHERN	TULSA (OK) P&DC	740
SOUTHERN	WEST PALM BEACH FL P&DC	334
SOUTHERN	YBOR CITY (FL) P&DC	335DC

**November
Action
Item**

Area Name	Site Name	Site ID
WESTERN	CEDAR RAPIDS (IA) P&DC	522
WESTERN	DENVER (CO) NDC	80Z
WESTERN	DENVER (CO) P&DC	800
WESTERN	DENVER PRIORITY FACILITY	800PF
WESTERN	DES MOINES (IA) NDC	50Z
WESTERN	DES MOINES (IA) P&DC	500
WESTERN	KANSAS CITY (KS) NDC	66Z
WESTERN	KANSAS CITY (MO) P&DC	640
WESTERN	LAS VEGAS ANNEX	LAS
WESTERN	LAS VEGAS P&DC	890
WESTERN	MINNEAPOLIS (MN) P&DC	553
WESTERN	OMAHA (NE) MCC	680MC
WESTERN	OMAHA (NE) P&DC	680
WESTERN	PHOENIX (AZ) P&DC	852
WESTERN	PORTLAND (OR) P&DC	970
WESTERN	QUAD CITIES (IL) P&DC	612
WESTERN	SAINT PAUL (MN) P&DC	550
WESTERN	SALT LAKE CITY (UT) ASF	840AN
WESTERN	SALT LAKE CITY (UT) P&DC	840
WESTERN	SALT LAKE STC	84H
WESTERN	SEATTLE (WA) NDC	98Z
WESTERN	SEATTLE (WA) P&DC	980
WESTERN	SIOUX FALLS (SD) P&DC	570
WESTERN	ST PAUL (MN) NDC	55Z
WESTERN	STAMP FULFILLMENT SERVICE	641SF
WESTERN	WEST VALLEY (AZ) P&DC	85H

**November
Action
Item**

New FAST Appointment Procedures

Drop Shipment Appointment Arrival Standard Work



The purpose of this standard work is to provide visibility on adherence to appointment schedules and drop shipment unload wait time.

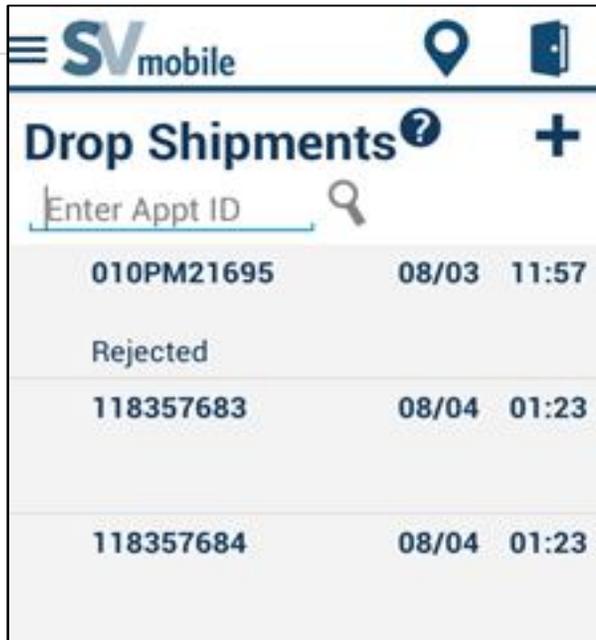
The SV Mobile Appointment Arrive is intended to record actual drop shipment yard arrival time separately from the trailer unload scan and acceptance process.

New SV Mobile easily allows switching between appointments, making it convenient to pause the unload/acceptance process to arrive appointments.



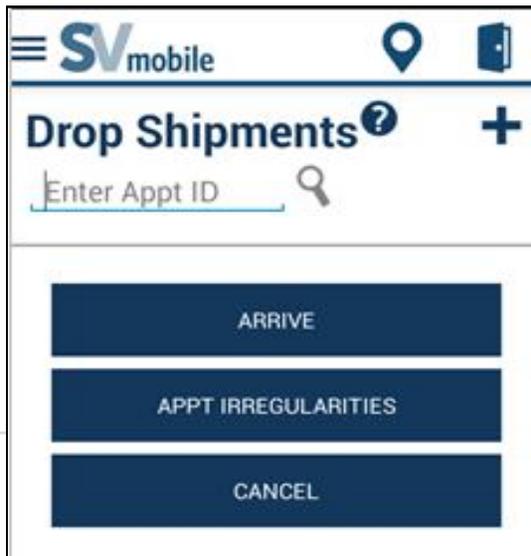
Drop Shipment Driver Arrival

1. Drop Shipment Driver checks in at Drop Shipment/Expediter desk
2. Driver must provide USPS with proper Appointment Number



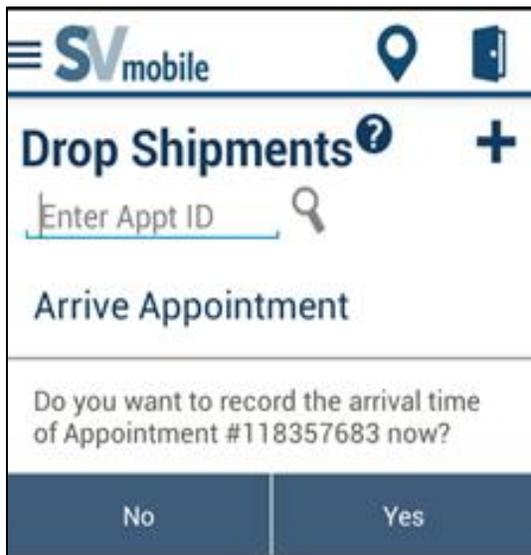
Select Appointment

1. USPS records information on Drop Shipment Appointment Log
2. Look for Appointment in SV Mobile and Select



Arrive Appointment

1. In SV Mobile, Tap “Arrive” to arrive Appointment



Record Yard Arrival Time

1. In SV Mobile, select YES to question “Do you want to record arrival time of appointment XXXXX?”
2. USPS advises driver of status of position in queue or provides a door assignment

Top 10 and Bottom 10 Sites

Data is for 12/26 to 1/1

This tab displays the Top 10 and Bottom 10 sites based on the average time between Yard Arrive and Dock Arrive and Yard Arrive and Unload Start.

Top 10 Sites - Yard Arrive to Dock Arrive				Top 10 Sites - Yard Arrive to Unload Start			
	Site	YMS Site?	Average Time between Yard Arrive and Dock Arrive (in minutes)		Site	YMS Site?	Average Time between Yard Arrive and Unload Start (in minutes)
1	Plant A- NDC	YMS	< 1	1	Plant K P&DC	NON-YMS	1
2	Plant B - NDC	YMS	< 1	2	Plant L P&DC	NON-YMS	1
3	Plant C - NDC	YMS	< 1	3	Plant M - MPA	NON-YMS	2
4	Plant D - NDC	YMS	< 1	4	Plant O P&DC	NON-YMS	2
5	Plant E - NDC	YMS	< 1	5	Plant N P&DC	NON-YMS	2
6	Plant F - NDC	YMS	< 1	6	Plant P P&DC	NON-YMS	2
7	Plant G - P&DC	NON-YMS	< 1	7	Plant R P&DC	NON-YMS	2
8	Plant H P&DC	NON-YMS	< 1	8	Plant S P&DC	NON-YMS	3
9	Plant I P&DC	NON-YMS	< 1	9	Plant T MPA	NON-YMS	3
10	Plant J P&DC	NON-YMS	< 1	10	Plant U P&DC	NON-YMS	3

Top 10 and Bottom 10 Sites

Data is for 12/26 to 1/1

This tab displays the Top 10 and Bottom 10 sites based on the average time between Yard Arrive and Dock Arrive and Yard Arrive and Unload Start.

Bottom 10 Sites - Yard Arrive to Dock Arrive				Bottom 10 Sites - Yard Arrive to Unload Start			
	Site	YMS Site?	Average Time between Yard Arrive and Dock Arrive (in minutes)		Site	YMS Site?	Average Time between Yard Arrive and Unload Start (in minutes)
1	Plant AA NDC	YMS	264	1	Plant KK NDC	YMS	285
2	Plant BB NDC	YMS	220	2	Plant LL NDC	YMS	277
3	Plant CC P&DC	NON-YMS	153	3	Plant MM P&DC	NON-YMS	176
4	Plant DD P&DC	NON-YMS	125	4	Plant NN P&DC	NON-YMS	135
5	Plant EE NDC	YMS	116	5	Plant OO P&DC	NON-YMS	132
6	Plant FF P&DC	NON-YMS	102	6	Plant PP NDC	YMS	132
7	Plant GG NDC	YMS	97	7	Plant QQ P&DC	NON-YMS	128
8	Plant HH P&DC	NON-YMS	89	8	Plant RR NDC	YMS	121
9	Plant II	NON-YMS	53	9	Plant SS P&DC	NON-YMS	104
10	Plant JJP&DC	NON-YMS	37	10	Plant TT P&DC	NON-YMS	104

Drop Shipment Processing Times

Data is for 12/26

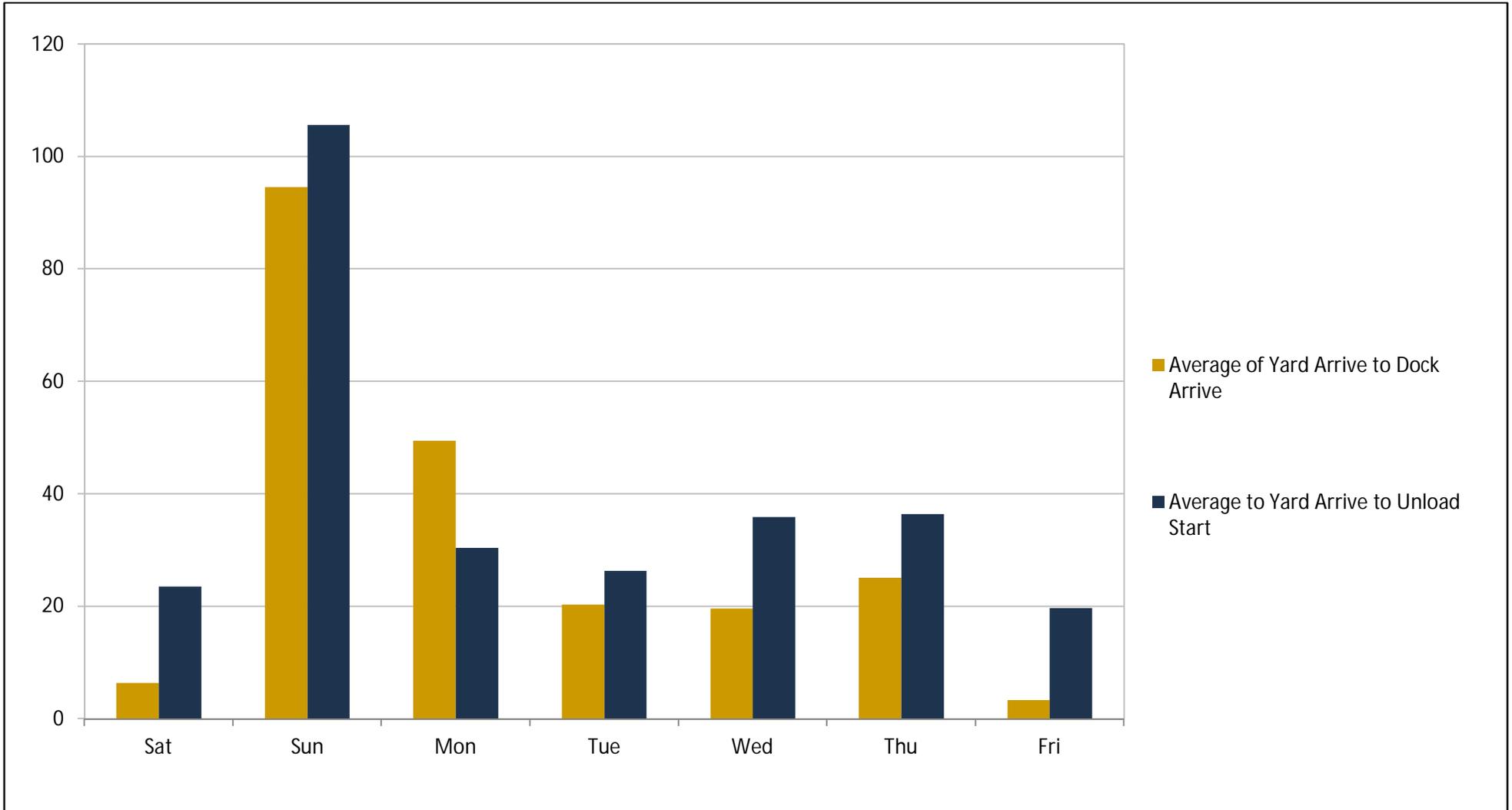
This table displays each site's average Drop Shipment processing times, defined as the difference between two steps within the Drop Shipment process.

- Notes:
- All cycle times are displayed in minutes
 - A negative amount under "Average Time between Scheduled Time and Yard Arrive" indicates that on average, the site Yard Arrives appointments before their Scheduled

Filter by Shipper

ALL SHIPPERS

Area	Site	Average Time between Scheduled Time and Yard Arrive	Average Time between Yard Arrive and Dock Arrive	Average Time between Yard Arrive and Unload Start	Average Time between Dock Arrive and Unload Start	Average Time between Unload Start and Unload End	Average Time between Unload End and Close	Average Time between and Yard Arrive to Close
Area A	Plant A NDC	107	0	62	62	28	8	98
	Plant A P&DC	187	4	14	10	9	5	28
	Plant B P&DC	174	1	8	6	15	2	25
	Plant C P&DC	61	1	46	45	6	2	54
	Plant D P&DC	16	2	21	19	22	5	48



Appointment Status

Data is for

This table displays each site's number of Drop Shipments and the breakdown of the current status of appointment. The information can be filtered by arrival statuses which is based on the difference between Scheduled Arrival Time and Yard Arrival time:

- **Early:** Arrived more than 30 minutes earlier than the Scheduled Arrival Time.
- **On Time:** Arrived 30 minutes before or after the Scheduled Arrival Time.
- **Late:** Arrived more than 30 minutes later than the Scheduled Arrival Time.

Filter for
Arrival

All Appointments

Filter by Shipper

All SHIPPERS

Current Status of Appointment

Area	Site	Total # of Appointments	# of All Appointments	% of All Appointments	Scheduled	Yard Arrived	Dock Arrived	Closed	Canceled	No-Show	Rejected
Area A	Plant A NDC	43	43	100.0%	0	0	0	25	0	18	0
	Plant A P&DC	31	31	100.0%	0	0	0	16	2	13	0
	Plant B P&DC	33	33	100.0%	0	0	0	17	2	14	0
	Plant C P&DC	18	18	100.0%	0	0	0	13	1	4	0
	Plant D P&DC	26	26	100.0%	0	0	1	14	1	10	0
	Plant E P&DC	34	34	100.0%	0	0	0	21	2	11	0
	Plant F P&DC	32	32	100.0%	0	0	0	21	0	11	0

Open Discussion



UNITED STATES
POSTAL SERVICE

MTAC

Mail Prep & Entry Focus Group

First-Class Track

January 13, 2016

- **First-Class Track**
 - Post Peak Update
 - Plant & NDC Mail Conditions
 - CSA Update
 - Scheme for 5 Digit Flats
 - L104 Label List
 - PARs Discussion
 - Open Discussion

Post Peak Update

- **Peak Season Highlights**
 - **Expanded Peak Season**
 - Ramp up earlier
 - Close out strong
 - November 21st – January 8th
 - Network remained fluid through peak
 - Decrease in cancellation volume
 - 15 percent growth in packages over last year

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 - **Indianapolis**
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 - **Philadelphia**
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 - **Seattle**
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 - **Columbus**

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 - 4 hour reports for critical locations
 - Reduce and eliminate processing delays
 - Efficiently Advancing Standard and FCM
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 - Mitigate system or process anomalies

Plant & NDC Mail Conditions

National Plants



National NDCs



CSA Discussion

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
- eDoc Impacts for checks and balances under proposal

- Piloting Business Rules with real time data from various mailer types
- Process Steps Occurring:
 1. Mailer providing real time data
 2. USPS laying it out against proposed business rules
 3. Generating proposed palletization plan
 4. Discussing proposal with mailer and come up with finalized proposal
 5. Share results with WG #175

Change the DMM separations to mirror real-world First-Class pallets (CSAs)

Current DMM

Minimal Usage Today

Required

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

Optional

- 5-digit

Proposed Palletization Rules

Tier 0: (If total volume below a threshold)

1. Origin SCF + single piece + Non-Auto + Machinable
2. Mixed Air + Machinable

Tier I (All): 3 Required Separations with no min.

1. Origin SCF + single piece + Non-Auto
2. Mixed Surface + Machinable
3. Mixed Air + Machinable

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

- Direct Surface (SCF/STC) [finer depth of sort for Mixed Surface (#3)] + Machinable for destination
- 5-digit [finer depth of sort for Origin SCF (#2)]

Tier III: Mailers with TMS/SWYB

- Air and Mixed Surface pallets based on TMS assignments not labeling list [finer depth of sort for Mixed Air (#4)]

- Phase I Pilot:
 - Two large mailers (East Coast & West Coast)
Continuous mailers
 - *Implementation ongoing*
- Phase II Pilot:
 - Company 1 (Large Banking mailer)
 - *Vetted one date worth of data. Generating larger data set to present to USPS.*
 - Company 2 (Large Phone Company)
 - *USPS requested update to data set provided*
 - Company 3 (Large Insurance company)
 - *Data presented to USPS to analyze – in process*
 - Company 4 (Large Banking mailer)
 - *Data presented to USPS to analyze – in process*

- Current process of validation between postage statement/eDoc/mail.dat/mail.xml
- **Question**: Will new validation process impact eDoc process for mailers or be invisible to mailers?
- **Status**:
 - ✓ Internal USPS group created and working through this proposal and potential impacts to validation process
 - ✓ Updates will be provided a future WG #175 meetings

5 Digit Scheme for FC Flats

Problem Statement - Describe the issues, the impact to the USPS/Mailer, or other reasons for change.

FCM Flats do not enable 5 Digit Scheme sortation. It isn't clear why - since other mail classes offer the opportunity to optimize presentment of flats utilizing schemes. The USPS initially reviewed this but indicated they weren't planning to offer further discounts. This seems contrary to this teams efforts -since having FCM presented with schemes seems it would also benefit the USPS. Can we please investigate this further to align on what value there is with this approach?

Potential Solution - Detail the ideas/suggestions for improvement or resolution to the problem.

Modify the DMM to allow FCM Flats to enable 5 Digit Scheme sortation for qualifying discounts.

Mailer Effort Analysis – Select the appropriate involvement and level of effort to make changes.

Time for Mailer to Implement Change < **3 months** / 3-6 months / 6-12 months / >1 year

Costs for Mailer to Implement < **100K** / 100-500K / 500k-1M / >1M

Involves Mailer IT/System Changes None / **1 System** / Multiple Systems / New System & Process Change

Additional Comments for Analysis:

Requires modification to vendor sortation processes to enable this as an option.

FY 2013 First Class Mail - FLATS (thousands)

Total ALL Flats	34,807,710	
Total FC Flats	1,898,586	5.45%
Single Piece	1,273,026	67.05%
NonAuto Presort	31,824	1.68%
MXD ADC Auto Presort	60,336	3.18%
ADC Auto Presort	101,192	5.33%
3-Digit Auto Presort	282,215	14.86%
5-Digit Auto Presort	149,993	7.90%

FY 2013	Automation	Revenue per Piece* (1 oz.)	Cost per Piece**	Total Revenue	Total Cost
ADC	101,192,000	0.64	0.50411	\$64,762,880.00	\$51,011,967.58
3-Digit	282,215,000	0.594	0.46774	\$167,635,710.00	\$132,003,959.28
5-Digit	149,993,000	0.406	0.32651	\$60,897,158.00	\$48,974,871.93
	533,400,000		Total	\$293,295,748.00	\$231,990,798.79

*Notice 123 (January 27, 2013)

**Information from PRC webpage for Mail Processing unit cost: FY2013 FCM_Prsrt_Flats_PRC

Assumption	Automation	Revenue per Piece (1 oz.)	Cost per Piece**	Total Revenue	Total Cost
ADC***	96,132,400	0.64	0.50411	\$61,524,736.00	\$48,461,369.20
3-Digit****	253,993,500	0.594	0.46774	\$150,872,139.00	\$118,803,563.35
5-Digit Sch	183,274,100	0.406	0.32651	\$74,409,284.60	\$59,841,629.78
	533,400,000		Total	\$286,806,159.60	\$227,106,562.33

***Shift 5% of ADC from ADC to 5-Digit

****Shift 10% of 3-Digit from 3-Digit to 5-Digit

Change	-\$6,489,588.40	-\$4,884,236.46
Net Savings per FY	-\$1,605,351.94	

FY 2014 First Class Mail - FLATS (thousands)

Total ALL Flats	33,620,678	
Total FC Flats	1,782,673	5.30%
Single Piece	1,184,001	66.42%
NonAuto Presort	28,796	1.62%
MXD ADC Auto Presort	59,009	3.31%
ADC Auto Presort	102,791	5.77%
3-Digit Auto Presort	270,898	15.20%
5-Digit Auto Presort	137,179	7.70%

FY 2014	Automation	Revenue per Piece* (1 oz.)	Cost per Piece**	Total Revenue	Total Cost
ADC	102,790,619	0.691	0.56456	\$71,028,317.73	\$58,031,471.86
3-Digit	270,898,383	0.634	0.52439	\$171,749,574.82	\$142,056,403.06
5-Digit	137,178,743	0.451	0.37242	\$61,867,613.09	\$51,088,107.47
	510,867,745		Total	\$304,645,505.64	\$251,175,982.39

*Notice 123 (January 26, 2014)

**Information from PRC webpage for Mail Processing unit cost: FY2014 FCM_Prsrc_Flats_PRC

Assumption	Automation	Revenue per Piece (1 oz.)	Cost per Piece**	Total Revenue	Total Cost
ADC***	97,651,088	0.691	0.56456	\$67,476,901.84	\$55,129,898.27
3-Digit****	243,808,545	0.634	0.52439	\$154,574,617.34	\$127,850,762.76
5-Digit Sch	169,408,112	0.451	0.37242	\$76,403,058.62	\$63,090,969.16
	510,867,745		Total	\$298,454,577.81	\$246,071,630.19

***Shift 5% of ADC from ADC to 5-Digit

****Shift 10% of 3-Digit from 3-Digit to 5-Digit

Change	-	-\$6,190,927.84	-\$5,104,352.20
Net Savings per FY		-\$1,086,575.63	

FY 2015 First Class Mail - FLATS (thousands)

Total ALL Flats	33,055,903	
Total FC Flats	1,668,897	5.05%
Single Piece	1,057,409	63.36%
NonAuto Presort	27,031	1.62%
MXD ADC Auto Presort	61,784	3.70%
ADC Auto Presort	92,534	5.54%
3-Digit Auto Presort	291,575	17.47%
5-Digit Auto Presort	138,563	8.30%

FY 2013	Automation	Revenue per Piece* (1 oz.)	Cost per Piece**	Total Revenue	Total Cost
ADC	92,534,249	0.691	0.62130	\$63,941,166.06	\$57,491,528.90
3-Digit	291,575,089	0.634	0.57103	\$184,858,606.43	\$166,498,123.07
5-Digit	138,563,343	0.451	0.41190	\$62,492,067.69	\$57,074,240.98
	522,672,681		Total	\$311,291,840.18	\$281,063,892.96

*Notice 123 (September 7, 2014) Price change did not occur until May 2015

**Information from PRC webpage for Mail Processing unit cost: USPS-FY15-11 FCM flats

Assumption	Automation	Revenue per Piece (1 oz.)	Cost per Piece**	Total Revenue	Total Cost
ADC***	87,907,537	0.691	0.62130	\$60,744,107.76	\$54,616,952.46
3-Digit****	262,417,580	0.634	0.57103	\$166,372,745.78	\$149,848,310.76
5-Digit Sch	172,347,564	0.451	0.41190	\$77,728,751.52	\$70,989,961.76
	522,672,681		Total	\$304,845,605.06	\$275,455,224.98

***Shift 5% of ADC from ADC to 5-Digit

****Shift 10% of 3-Digit from 3-Digit to 5-Digit

Change	-\$6,446,235.12	-\$5,608,667.98
Net Savings per FY	-\$837,567.14	

- The gap between revenue loss and cost saving has been reduced almost 50% since FY 13

Net Savings FY13 **-\$1,605,351.94**

Net Savings FY15 **-\$837,567.14**

- Cost per piece only reflects for mail processing
 - It composes both bundle and tray handling by presort level
 - More in-depth analysis on the cost for FC flats could be found on the PRC's website
- Volume shift from ADC/3-Digit to 5-Digit Sch is based on estimation
 - Seeking assistance from Industry to perform a mock job using L007 to see the actual shift.

L104 Label List Discussion

- L104 still in use as pilot list for First Class Packages
- Steps taken to add L104 as an optional published label list
 - Business Needs Statement created to add new list into data set
 - Impacted downstream systems: eInduction, PostalOne!, eVS, PTR
 - Additional section required under 235 in DMM

PARs Discussion

Mail Statistics Report

FY: 2016 MODS Date: 12/01/2015 - 12/31/2015

NATIONAL

<u>MAIL_CLASS</u>	<u>PROCESSED</u>	<u>LOCAL</u>	<u>NON_LOCAL</u>	<u>RETURNED</u>	<u>WASTE</u>	<u>OTHER</u>	<u>ACS</u>	<u>3547/3547D</u>	<u>POSTAGE_DUE</u>
First Class	343,863,795	19,691,307	64,175,772	121,143,746	8,276,776	130,576,194	153,353,682	875,124	0
Total:	343,863,795	19,691,307	64,175,772	121,143,746	8,276,776	130,576,194	153,353,682	875,124	0

Processed = Pieces accepted for processing

Local = Addressed to SCFs defined as local in the zone table

Non-Local = The inverse of Local, i.e. all the rest of the SCFs

Returned = Returned to the sender

Waste = Disposed of by mailer request or due to the mail class of the piece

Other = All volume returned to the Carrier (No-Record, Temp expired, Current resident, Temp not effective)

ACS = An Address Correction notification was processed based on the endorsement or Service Type Identifier included in the IMB

3547/3547D = A hardcopy notification was generated

Postage Due = A label indicating Postage Due was applied to the piece

Open Discussion



UNITED STATES
POSTAL SERVICE

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Mail Prep & Entry Focus Group

Periodicals Track

January 13, 2016

MTAC

Mail Prep & Entry Focus Group

Periodicals Track

- Periodicals Track
 - Post Peak Update
 - Plant & NDC Mail Conditions
 - Network Analytics
 - Tracking Truck Arrivals at USPS Facilities
 - High Speed Flat Feeder & SAMP Update
 - Broken Bundle Report
 - FSS Percentages
 - Newspaper Update
 - Open discussion

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Plant & NDC Mail Conditions

National Plants



National NDCs

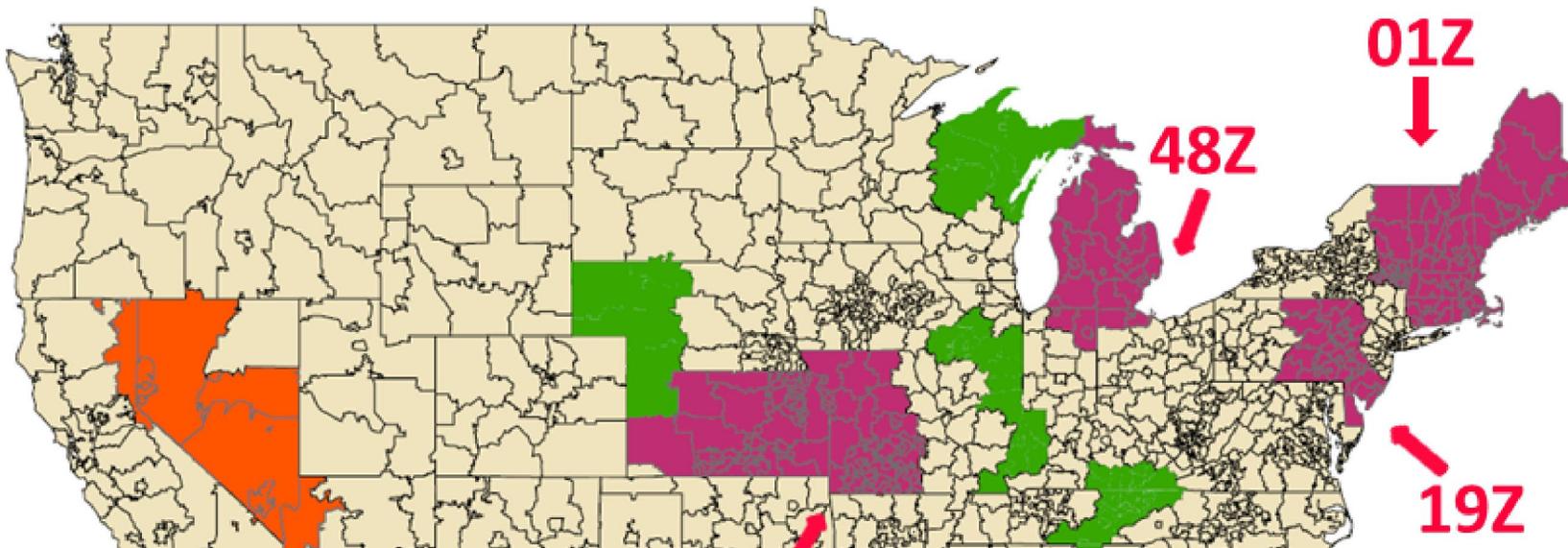


Network Analytics

- L009/L011 alignment with L601
 - Completed, effective 1/1/16
 - Exception: L009 missing ZIPs will be changed for the 4/1/16 effective list
 - 864, 889-891, 893-895, 897, 961, 967-969
 - Added 4 new processing sites (New Labels)
 - Hartford/Springfield – MXD HARTFORD CT 010
 - Philadelphia – MXD PHILADELPHIA PA 190
 - Detroit – MXD DETROIT MI 481
 - Kansas City – MXD KANSAS CITY MO 640
- Aligned all ZIPs with NDC processing network

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



OG MXD STD Processing Site	New ADV		Variance	
	Letters	Flats	Letters	Flats
Atlanta GA P&DC	240,283	26,746	28,404	3,568
Carol Stream IL P&DC	263,512	0	(37,497)	0
Cincinnati OH P&DC	397,742	30,573	(19,304)	(1,129)
Dallas TX P&DC	472,028	0	765	0
Denver CO P&DC	233,480	21,116	3,604	334
Des Moines IA P&DC	197,474	39,446	(194,285)	(50,755)
DVD NJ P&DC	386,060	63,934	(534,043)	(96,615)
Fox Valley IL P&DC	511,838	72,721	(72,833)	(6,143)
Las Vegas NV P&DC	0	0	(57,126)	(1,401)
Los Angeles CA P&DC	520,890	319	35,828	319
Memphis TN P&DC	124,596	12,784	(28,404)	(3,568)
Minneapolis MN P&DC	351,175	54,220	52,333	1,767
Pittsburgh PA NDC	0	36,000	0	21,322
Pittsburgh PA P&DC	290,708	0	290,708	(60,226)
Saint Louis MO P&DC	190,017	6,588	(310,876)	6,588
Detroit (Metroplex)	210,184	24,226	210,184	24,226
Hartford P&DC	304,128	57,608	304,128	57,608
Kansas City P&DC	190,680	50,421	190,680	50,421
Philadelphia P&DC	229,915	39,007	229,915	39,007

Tracking Truck Arrivals at USPS Facilities

Improvements

Current Screens

Drop Shipment Search

Search By: Appt ID Ctr ID

Appointment ID: 400--19869

Shipper:

Scheduled Arrival: 04/24 12:58

Arrival:

Dock Assign:

Unload Start:

Unload End:

Status:

13:08

Appt Container Status

Appointment: 400--19869

All Ctrs Unresolved Ctrs

Sts	A/R	Smpl	Irreg	Updt	Plac
✓	A	N	N		99M10685500
●		N	Y		99M1000000
●	A	N	Y		99M43440000

Select All Containers

13:18

New Screens

SV mobile

Drop Shipments

🔍

15Z--45307 04/23 11:45

11:44

SV mobile

Container Scanning

Appointment 15Z--45307

Status Unloading

Scan or Enter 99M 3

A/R	Sts	99M Barcode
A	✓	99M901602041022175422
	✗	99M000000AAASH3012016
A	✗	99M434400000000434924

11:48

Capturing Yard Arrival

Current Screens

Drop Shipment Search

Search By: Appt ID Ctr ID

Appointment ID: 400--19869

Shipper:

Scheduled Arrival: 04/24 12:58

Arrival:

Dock Assign:

Unload Start:

Unload End:

Status:

13:08

Drop Shipment Search

Search By: Appt ID Ctr ID

Appointment Arrived

Do you want to record the arrival time of Appointment #400--19869 now?

13:08

New Screens

SV mobile

Drop Shipments

Arrive Appointment

15Z--45309 04/24 12:41

SV mobile

Drop Shipments

Enter Appt ID

Arrive Appointment

Do you want to record the arrival time of Appointment #15Z--45309 now?

Unloading Door 2

15Z--45309 04/24 12:41

Surface Visibility Information

- 172 - Locations currently SV
- 85 - Locations planned to be SV capable by June 2016
- Three current HUBs are SV capable
 - NORTHEAST - CONNECTICUT VALLEY - 064HF- SOUTHERN CT 064
 - EASTERN - NORTHERN OHIO - 434HF- TOLEDO OH 434
 - GREAT LAKES – LAKELAND - 610HF -ROCKFORD IL 610

Area Name	Site Name	Site ID
CAPITAL METRO	ATLANTA (GA) NDC	30Z
CAPITAL METRO	ATLANTA (GA) P&DC	303
CAPITAL METRO	ATLANTA (GA) STC	30H
CAPITAL METRO	BALTIMORE (MD) P&DC	212
CAPITAL METRO	CAPITAL METRO (MD) STC	20H
CAPITAL METRO	CHARLOTTE (NC) P&DC	280
CAPITAL METRO	COLUMBIA (SC) P&DC	290
CAPITAL METRO	CURSEEN/MORRIS P&DC	200
CAPITAL METRO	DULLES (VA) P&DC	201
CAPITAL METRO	GREENSBORO (NC) NDC	27Z
CAPITAL METRO	GREENSBORO (NC) P&DC	270
CAPITAL METRO	GREENVILLE (SC) P&DC	296
CAPITAL METRO	LINTHICUM MD IMF	211
CAPITAL METRO	MID-CAROLINA (NC) P&DC	28H
CAPITAL METRO	NORFOLK (VA) P&DC	233
CAPITAL METRO	NORTH METRO (GA) P&DC	300
CAPITAL METRO	NORTHERN VA (VA) P&DC	220
CAPITAL METRO	PEACHTREE (GA) P&DC	ATL
CAPITAL METRO	RALEIGH (NC) P&DC	275
CAPITAL METRO	RICHMOND (VA) P&DC	230
CAPITAL METRO	SOUTHERN MD (MD) P&DC	207
CAPITAL METRO	SUBURBAN MD (MD) P&DC	208
CAPITAL METRO	WASHINGTON NDC	20Z
EASTERN	AKRON P&DC	442
EASTERN	BUFFALO P&DC	140
EASTERN	CINCINNATI (OH) NDC	45Z
EASTERN	CINCINNATI (OH) P&DC	450
EASTERN	CLEVELAND (OH) P&DC	440
EASTERN	COLUMBUS (OH) P&DC	430

**November
Action
Item**

Area Name	Site Name	Site ID
EASTERN	CLEVELAND (OH) P&DC	440
EASTERN	COLUMBUS (OH) P&DC	430
EASTERN	DELAWARE (DE) P&DC	197
EASTERN	HARRISBURG (PA) P&DC	170
EASTERN	KNOXVILLE TN P&DC	377
EASTERN	LEHIGH VALLEY (PA) P&DC	180
EASTERN	LEXINGTON (KY) P&DC	403
EASTERN	LOUISVILLE (KY) P&DC	400
EASTERN	MEMPHIS (TN) NDC	38Z
EASTERN	MEMPHIS (TN) P&DC	380
EASTERN	MEMPHIS STC	38H
EASTERN	NASHVILLE (TN) P&DC	370
EASTERN	NASHVILLE ANNEX	370AX
EASTERN	NORTHWEST ROCHESTER (NY)	144PM
EASTERN	PENNSWOOD PLACE (PA) P&DC	150PM
EASTERN	PHILADELPHIA (PA) NDC	19Z
EASTERN	PHILADELPHIA P&DC	190
EASTERN	PITTSBURGH (PA) NDC	15Z
EASTERN	PITTSBURGH (PA) P&DC	150
EASTERN	ROANOKE (VA) P&DC	240
EASTERN	ROCHESTER (NY) P&DC	144
EASTERN	SOUTH JERSEY (NJ) P&DC	080
EASTERN	TOLEDO (OH) P&DC	434
EASTERN	TRENTON (NJ) P&DC	085
GREAT LAKES	BUSSE (IL) STC	60H
GREAT LAKES	CAROL STREAM (IL) P&DC	601
GREAT LAKES	CHAMPAIGN (IL) P&DF	618
GREAT LAKES	CHICAGO (IL) NDC	60Z
GREAT LAKES	CHICAGO (IL) P&DC	606
GREAT LAKES	CHICAGO ISC NORTH P&DC	607
GREAT LAKES	DETROIT (MI) NDC	48Z

**November
Action
Item**

Area Name	Site Name	Site ID
GREAT LAKES	DETROIT (MI) P&DC	481
GREAT LAKES	FOX VALLEY (IL) P&DC	605
GREAT LAKES	GRAND RAPIDS (MI) P&DC	493
GREAT LAKES	GRAND RAPIDS PROCESSING AN	495AX
GREAT LAKES	GREEN BAY (WI) P&DC	541
GREAT LAKES	INDIANAPOLIS (IN) P&DC	460
GREAT LAKES	INDIANAPOLIS MPA	462KA
GREAT LAKES	INDIANAPOLIS STC	46H
GREAT LAKES	LANSING (MI) P&DC	488
GREAT LAKES	MADISON (WI) P&DC	535
GREAT LAKES	MICHIGAN METROPLEX (MI) P&DC	480
GREAT LAKES	MILWAUKEE (WI) P&DC	530
GREAT LAKES	MILWAUKEE MPA	530PC
GREAT LAKES	PALATINE (IL) P&DC	600
GREAT LAKES	PEORIA (IL) P&DC	615
GREAT LAKES	ROCKFORD (IL) P&DC	610
GREAT LAKES	SAINT LOUIS (MO) NDC	63Z
GREAT LAKES	SAINT LOUIS (MO) P&DC	630
GREAT LAKES	SOUTH SUBURBAN (IL) P&DC	604
GREAT LAKES	ST LOUIS P1 METRO ANNEX	630AN
NORTHEAST	ALBANY (NY) P&DC	120
NORTHEAST	BETHPAGE (NY) P&DC	117PM
NORTHEAST	BOSTON (MA) P&DC	021
NORTHEAST	BROCKTON (MA) P&DC	023
NORTHEAST	BROOKLYN (NY) P&DC	112
NORTHEAST	CENTRAL MASS (MA) P&DC	015
NORTHEAST	DOMINICK V DANIELS (NJ) P&DC	07099
NORTHEAST	GREATER NEWARK (NJ) P&DC	070PM
NORTHEAST	HARTFORD (CT) P&DC	060

**November
Action
Item**

Area Name	Site Name	Site ID
NORTHEAST	KENNEDY (NY) AMC	JFK
NORTHEAST	MANCHESTER (NH) P&DC	030
NORTHEAST	MID-HUDSON (NY) P&DC	125
NORTHEAST	MID-ISLAND (NY) P&DC	117
NORTHEAST	MIDDLESEX-ESSEX (MA) P&DC	018
NORTHEAST	MORGAN STATION (NY) P&DC	100
NORTHEAST	NASHUA L&DC	030PM
NORTHEAST	NJI (NJ) NDC	07Z
NORTHEAST	NORTHERN NJ (NJ) STC	07H
NORTHEAST	NORTHERN NJ METRO P&DC	076
NORTHEAST	PROVIDENCE (RI) P&DC	028
NORTHEAST	QUEENS (NY) P&DC	110
NORTHEAST	SOUTHERN CT (CT) P&DC	064
NORTHEAST	SOUTHERN MAINE P&DC	040
NORTHEAST	SPRINGFIELD (MA) L&DC	010PM
NORTHEAST	SPRINGFIELD (MA) NDC	01Z
NORTHEAST	SYRACUSE (NY) P&DC	130
NORTHEAST	WESTCHESTER (NY) P&DC	105
NORTHEAST	WESTERN NASSAU (NY) P&DC	115
PACIFIC	HONOLULU P&DC	967
PACIFIC	INDUSTRY (CA) P&DC	917
PACIFIC	LOS ANGELES (CA) NDC	90Z
PACIFIC	LOS ANGELES (CA) P&DC	900
PACIFIC	M.L. SELLERS (CA) P&DC	920
PACIFIC	NORTHERN CA (CA) STC	95H
PACIFIC	OAKLAND (CA) P&DC	945
PACIFIC	SACRAMENTO (CA) P&DC	956
PACIFIC	SAN BERNARDINO (CA) P&DC	923
PACIFIC	SAN FRANCISCO (CA) NDC	94Z

**November
Action
Item**

Area Name	Site Name	Site ID
PACIFIC	SAN FRANCISCO (CA) P&DC	940
PACIFIC	SAN JOSE (CA) P&DC	950
PACIFIC	SANTA ANA (CA) P&DC	926
PACIFIC	SANTA CLARITA (CA) P&DC	913
PACIFIC	SOUTHERN CA (CA) STC	91H
SOUTHERN	AUSTIN (TX) P&DC	786
SOUTHERN	BATON ROUGE (LA) P&DC	707
SOUTHERN	BIRMINGHAM (AL) P&DC	350
SOUTHERN	DALLAS (TX) NDC	75Z
SOUTHERN	DALLAS (TX) P&DC	752
SOUTHERN	FORT WORTH (TX) P&DC	760
SOUTHERN	JACKSON (MS) P&DC	390
SOUTHERN	JACKSONVILLE (FL) NDC	32Z
SOUTHERN	JACKSONVILLE (FL) P&DC	320
SOUTHERN	LITTLE ROCK (AR) P&DC	720
SOUTHERN	MACON (GA) P&DC	310
SOUTHERN	MIAMI (FL) P&DC	331
SOUTHERN	NEW ORLEANS (LA) P&DC	700
SOUTHERN	NORTH HOUSTON (TX) P&DC	773
SOUTHERN	NORTH TEXAS (TX) P&DC	750
SOUTHERN	OKLAHOMA CITY (OK) P&DC	730
SOUTHERN	ORLANDO (FL) P&DC	328
SOUTHERN	ROYAL PALM (FL) P&DC	330PM
SOUTHERN	SAN ANTONIO (TX) P&DC	780
SOUTHERN	SEMINOLE (FL) P&DC	32H
SOUTHERN	SOUTHERN AREA (TX) STC	75H
SOUTHERN	TAMPA (FL) P&DC	335
SOUTHERN	TULSA (OK) P&DC	740
SOUTHERN	WEST PALM BEACH FL P&DC	334
SOUTHERN	YBOR CITY (FL) P&DC	335DC

**November
Action
Item**

Area Name	Site Name	Site ID
WESTERN	CEDAR RAPIDS (IA) P&DC	522
WESTERN	DENVER (CO) NDC	80Z
WESTERN	DENVER (CO) P&DC	800
WESTERN	DENVER PRIORITY FACILITY	800PF
WESTERN	DES MOINES (IA) NDC	50Z
WESTERN	DES MOINES (IA) P&DC	500
WESTERN	KANSAS CITY (KS) NDC	66Z
WESTERN	KANSAS CITY (MO) P&DC	640
WESTERN	LAS VEGAS ANNEX	LAS
WESTERN	LAS VEGAS P&DC	890
WESTERN	MINNEAPOLIS (MN) P&DC	553
WESTERN	OMAHA (NE) MCC	680MC
WESTERN	OMAHA (NE) P&DC	680
WESTERN	PHOENIX (AZ) P&DC	852
WESTERN	PORTLAND (OR) P&DC	970
WESTERN	QUAD CITIES (IL) P&DC	612
WESTERN	SAINT PAUL (MN) P&DC	550
WESTERN	SALT LAKE CITY (UT) ASF	840AN
WESTERN	SALT LAKE CITY (UT) P&DC	840
WESTERN	SALT LAKE STC	84H
WESTERN	SEATTLE (WA) NDC	98Z
WESTERN	SEATTLE (WA) P&DC	980
WESTERN	SIOUX FALLS (SD) P&DC	570
WESTERN	ST PAUL (MN) NDC	55Z
WESTERN	STAMP FULFILLMENT SERVICE	641SF
WESTERN	WEST VALLEY (AZ) P&DC	85H

**November
Action
Item**

New FAST Appointment Procedures

Drop Shipment Appointment Arrival Standard Work



The purpose of this standard work is to provide visibility on adherence to appointment schedules and drop shipment unload wait time.

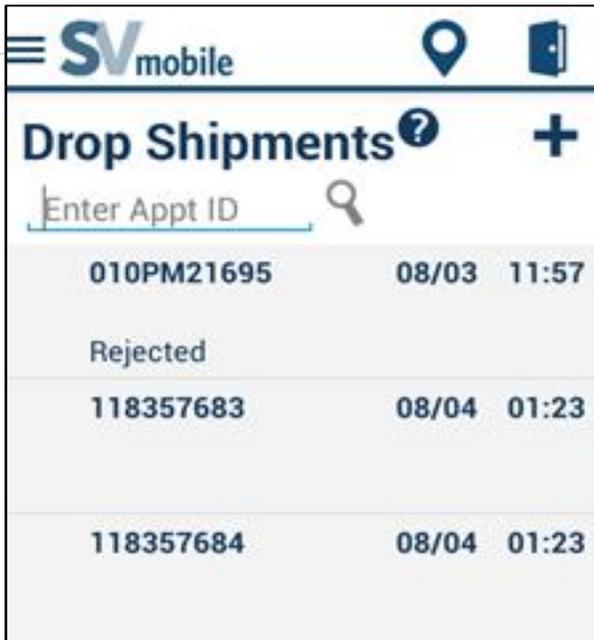
The SV Mobile Appointment Arrive is intended to record actual drop shipment yard arrival time separately from the trailer unload scan and acceptance process.

New SV Mobile easily allows switching between appointments, making it convenient to pause the unload/acceptance process to arrive appointments.



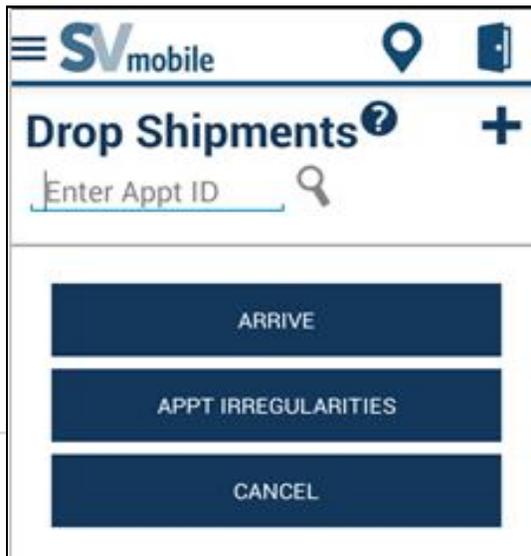
Drop Shipment Driver Arrival

1. Drop Shipment Driver checks in at Drop Shipment/Expediter desk
2. Driver must provide USPS with proper Appointment Number



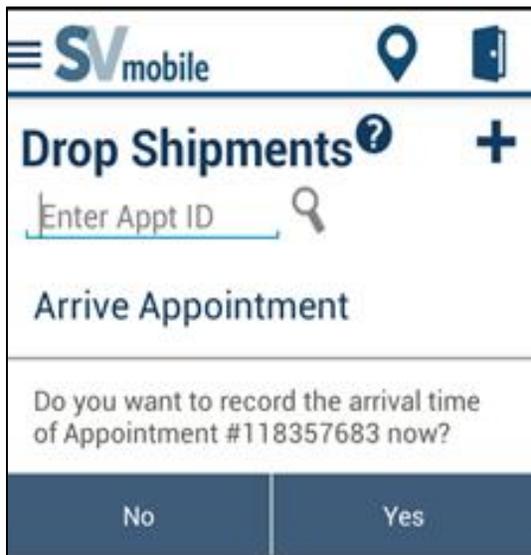
Select Appointment

1. USPS records information on Drop Shipment Appointment Log
2. Look for Appointment in SV Mobile and Select



Arrive Appointment

1. In SV Mobile, Tap “Arrive” to arrive Appointment



Record Yard Arrival Time

1. In SV Mobile, select YES to question “Do you want to record arrival time of appointment XXXXX?”
2. USPS advises driver of status of position in queue or provides a door assignment

Top 10 and Bottom 10 Sites

Data is for 12/26 to 1/1

This tab displays the Top 10 and Bottom 10 sites based on the average time between Yard Arrive and Dock Arrive and Yard Arrive and Unload Start.

Top 10 Sites - Yard Arrive to Dock Arrive				Top 10 Sites - Yard Arrive to Unload Start			
	Site	YMS Site?	Average Time between Yard Arrive and Dock Arrive (in minutes)		Site	YMS Site?	Average Time between Yard Arrive and Unload Start (in minutes)
1	Plant A- NDC	YMS	< 1	1	Plant K P&DC	NON-YMS	1
2	Plant B - NDC	YMS	< 1	2	Plant L P&DC	NON-YMS	1
3	Plant C - NDC	YMS	< 1	3	Plant M - MPA	NON-YMS	2
4	Plant D - NDC	YMS	< 1	4	Plant O P&DC	NON-YMS	2
5	Plant E - NDC	YMS	< 1	5	Plant N P&DC	NON-YMS	2
6	Plant F - NDC	YMS	< 1	6	Plant P P&DC	NON-YMS	2
7	Plant G - P&DC	NON-YMS	< 1	7	Plant R P&DC	NON-YMS	2
8	Plant H P&DC	NON-YMS	< 1	8	Plant S P&DC	NON-YMS	3
9	Plant I P&DC	NON-YMS	< 1	9	Plant T MPA	NON-YMS	3
10	Plant J P&DC	NON-YMS	< 1	10	Plant U P&DC	NON-YMS	3

Top 10 and Bottom 10 Sites

Data is for 12/26 to 1/1

This tab displays the Top 10 and Bottom 10 sites based on the average time between Yard Arrive and Dock Arrive and Yard Arrive and Unload Start.

Bottom 10 Sites - Yard Arrive to Dock Arrive				Bottom 10 Sites - Yard Arrive to Unload Start			
	Site	YMS Site?	Average Time between Yard Arrive and Dock Arrive (in minutes)		Site	YMS Site?	Average Time between Yard Arrive and Unload Start (in minutes)
1	Plant AA NDC	YMS	264	1	Plant KK NDC	YMS	285
2	Plant BB NDC	YMS	220	2	Plant LL NDC	YMS	277
3	Plant CC P&DC	NON-YMS	153	3	Plant MM P&DC	NON-YMS	176
4	Plant DD P&DC	NON-YMS	125	4	Plant NN P&DC	NON-YMS	135
5	Plant EE NDC	YMS	116	5	Plant OO P&DC	NON-YMS	132
6	Plant FF P&DC	NON-YMS	102	6	Plant PP NDC	YMS	132
7	Plant GG NDC	YMS	97	7	Plant QQ P&DC	NON-YMS	128
8	Plant HH P&DC	NON-YMS	89	8	Plant RR NDC	YMS	121
9	Plant II	NON-YMS	53	9	Plant SS P&DC	NON-YMS	104
10	Plant JJP&DC	NON-YMS	37	10	Plant TT P&DC	NON-YMS	104

Drop Shipment Processing Times

Data is for 12/26

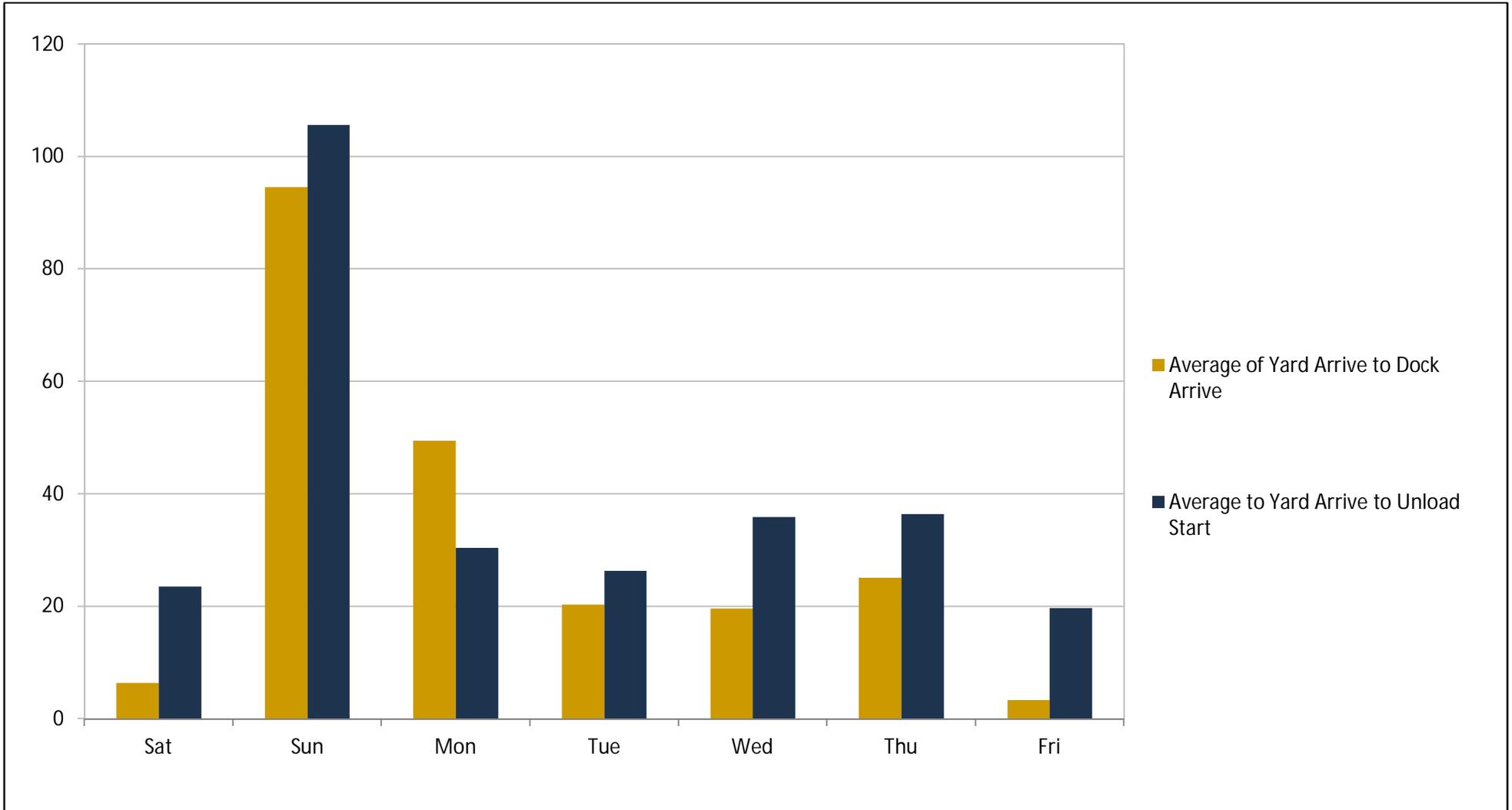
This table displays each site's average Drop Shipment processing times, defined as the difference between two steps within the Drop Shipment process.

- Notes:
- All cycle times are displayed in minutes
 - A negative amount under "Average Time between Scheduled Time and Yard Arrive" indicates that on average, the site Yard Arrives appointments before their Scheduled

Filter by Shipper

ALL SHIPPERS

Area	Site	Average Time between Scheduled Time and Yard Arrive	Average Time between Yard Arrive and Dock Arrive	Average Time between Yard Arrive and Unload Start	Average Time between Dock Arrive and Unload Start	Average Time between Unload Start and Unload End	Average Time between Unload End and Close	Average Time between and Yard Arrive to Close
Area A	Plant A NDC	107	0	62	62	28	8	98
	Plant A P&DC	187	4	14	10	9	5	28
	Plant B P&DC	174	1	8	6	15	2	25
	Plant C P&DC	61	1	46	45	6	2	54
	Plant D P&DC	16	2	21	19	22	5	48



Appointment Status

Data is for

This table displays each site's number of Drop Shipments and the breakdown of the current status of appointment. The information can be filtered by arrival statuses which is based on the difference between Scheduled Arrival Time and Yard Arrival time:

- **Early:** Arrived more than 30 minutes earlier than the Scheduled Arrival Time.
- **On Time:** Arrived 30 minutes before or after the Scheduled Arrival Time.
- **Late:** Arrived more than 30 minutes later than the Scheduled Arrival Time.

Filter for
Arrival

All Appointments

Filter by Shipper

All SHIPPERS

Current Status of Appointment

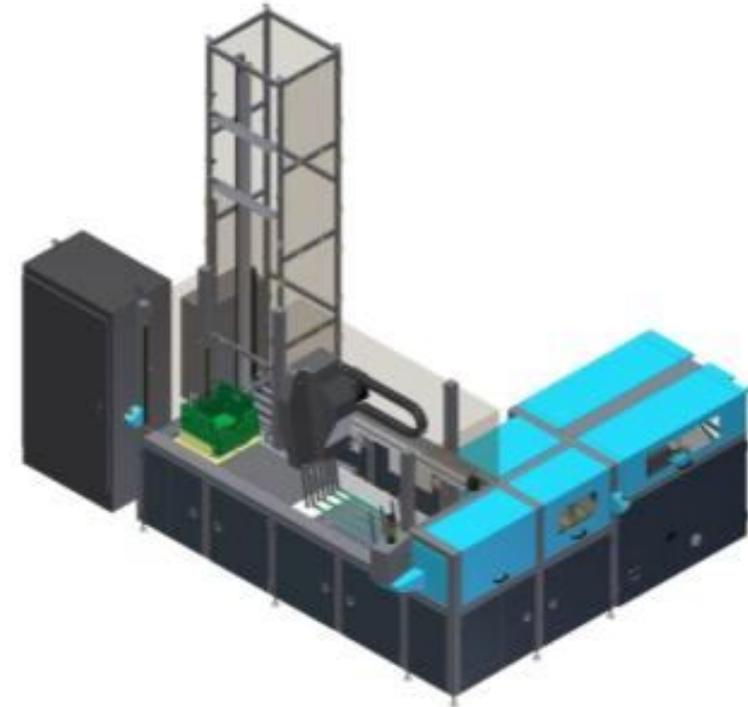
Area	Site	Total # of Appointments	# of All Appointments	% of All Appointments	Scheduled	Yard Arrived	Dock Arrived	Closed	Canceled	No-Show	Rejected
Area A	Plant A NDC	43	43	100.0%	0	0	0	25	0	18	0
	Plant A P&DC	31	31	100.0%	0	0	0	16	2	13	0
	Plant B P&DC	33	33	100.0%	0	0	0	17	2	14	0
	Plant C P&DC	18	18	100.0%	0	0	0	13	1	4	0
	Plant D P&DC	26	26	100.0%	0	0	1	14	1	10	0
	Plant E P&DC	34	34	100.0%	0	0	0	21	2	11	0
	Plant F P&DC	32	32	100.0%	0	0	0	21	0	11	0

High Speed Flat Feeder & SAMP Update

- ***Engineering Topics***
 - High Speed Flats Feeder (HSFF)
 - SAMP Sorter R&D

HSFF FY16 Plan Forward

- Continue processing “live” mail
 - Dulles, Philadelphia P&DC’s (1 FSS at each site)
 - Royal Palm P&DC (all FSS systems)
 - Provided HSFF maintenance training
- Production Support
 - HSFF TDP
 - HSFF Installation and Assembly Manual’s
 - Support “build to print” contract
- **Production Forward Plan (Decision Timeline)**
 - TBD



Features/Performance Highlights

HSFF Feature	Impact	Dulles Results (Sept25-Jan21)
6 Pieces per Second (2x FSS Rate)	<ul style="list-style-type: none"> • Increase 2-Pass Tput for VM2 • Process More Delivery Points 	<ul style="list-style-type: none"> • 21% More Volume in Same Op Time • 73% Increase in Pass 2 tput (VM2) • 60% More Delivery Points per day
Reduced Multiple Feeds	Increased Accept Rate	<ul style="list-style-type: none"> • 63% Reduction in Multiple Feeds • 3.8% Increase in Accept Rate
Remove Two Feeders	Single Operator	Proven Single Operator Mode

Features/Performance Highlights



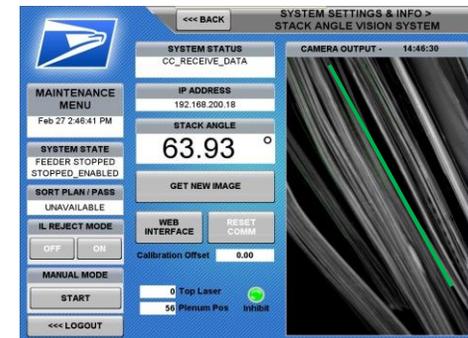
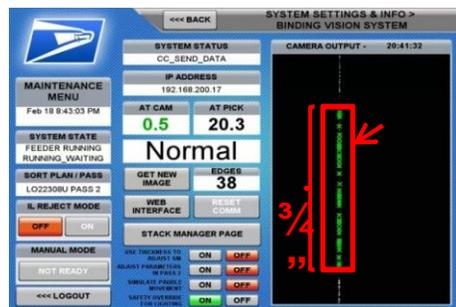
Double Paddle for Enhanced Stack Control



Advanced Singulation via Multi-Stage Anti-doubling

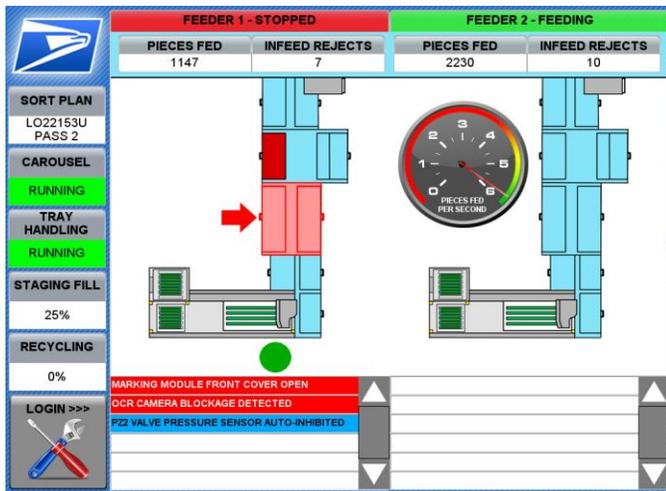


Mail type Detection with Variable Feed Modes



Vision Guidance to Simulate Feeder Operator

Features/Performance Highlights

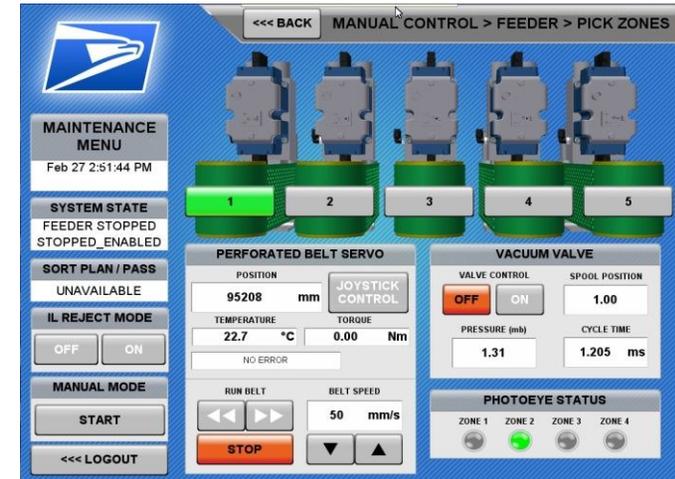


Modern User Interface

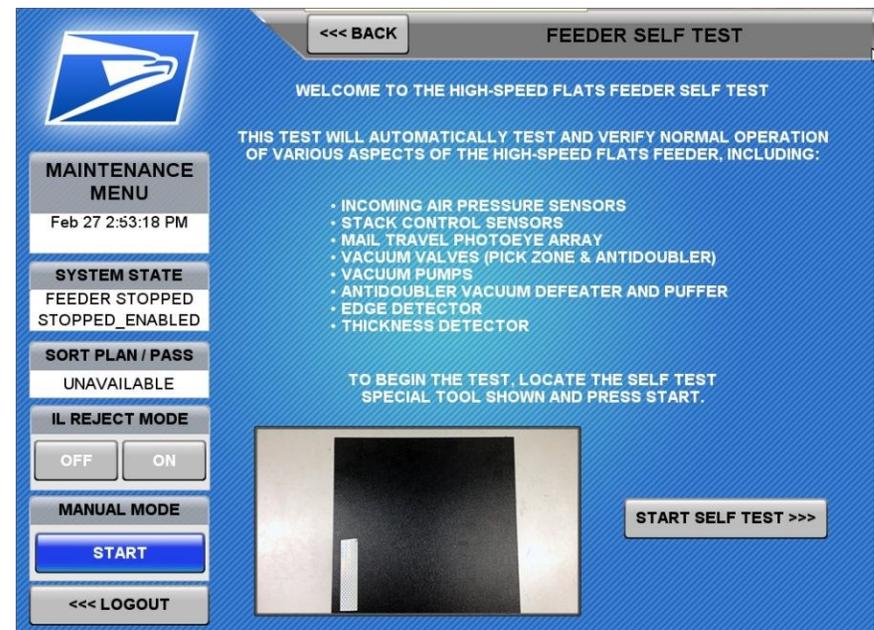


Jam Location LEDs with Jam Clearance Confirmation

Automatic OCR Camera
Blockage Detection



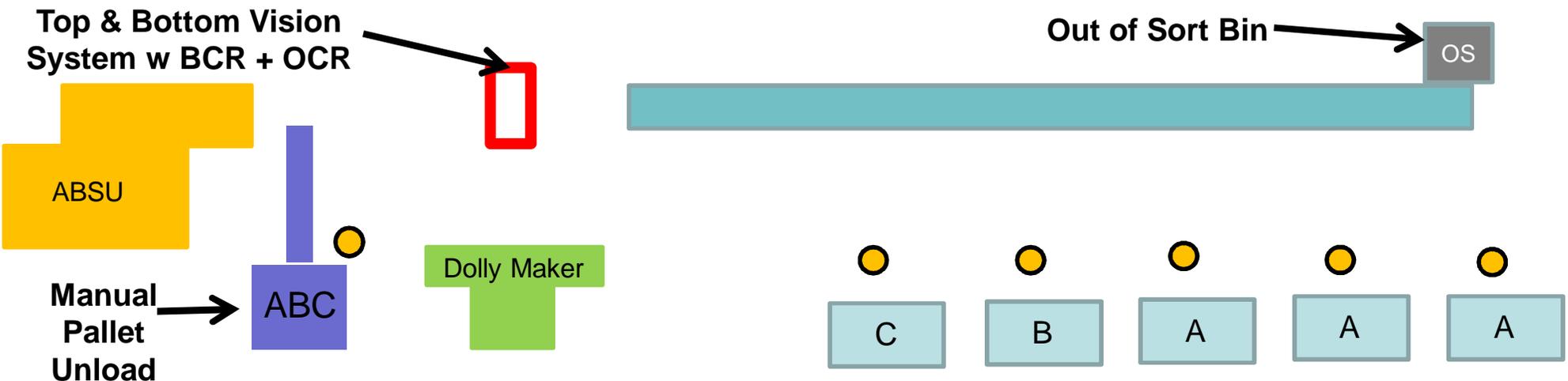
Complete Maintenance Visibility and Control



Automatic Self Diagnostic and Calibration

R&D Effort Status

- Phase 1: “Sort to Prep” SAMP Sorter (*complete*)
 - “Out of Sort” bundles only
 - Add top & bottom vision system w BCR & OCR and add Out of Sort “bin”
 - Provided a demo of prototype system in Linthicum; system is currently in Philadelphia PA P&DC
- Phase 2: “Sort to Prep” SAMP Sorter (*100% complete*)
 - Add “bundle sort” capability & sort bundles to prep stations
 - Manual Pallet Unload solution (avoid bundle overlap and on edge)
 - Not desirable – need Pallet Unloader solution at ABSU
 - Allow for multi-scheme pallets (3 schemes on same pallet)
 - Demonstrated early June with MTAC – complete



R&D Effort Schedule

- **Multi-scheme pallet volume migration modelling close to completion by Mailing Industry**
 - Preliminary analysis indicate up to three schemes on a pallet is acceptable
 - Weight minimum still needs to be determined
 - System simulation on handling three-scheme pallet is underway - ongoing
 - Preliminary system design is complete but awaits system simulation to complete the system design for any additional hardware/software requirements - ongoing
- **Challenges**
 - Bundle overlap and bundle on edge from dumping (decreases read rate)
 - Current solution: Manual Pallet Unload
 - Not desirable – need Pallet Unloader solution at ABSU or add culler operator (requires major mod to SAMP to conform to safety and ergonomics requirements)
 - Bundle packaging greatly affects read rate
 - Efforts are being made to the camera and OCR to improve read rate – testing new camera and improved OCR (Feb / Mar)

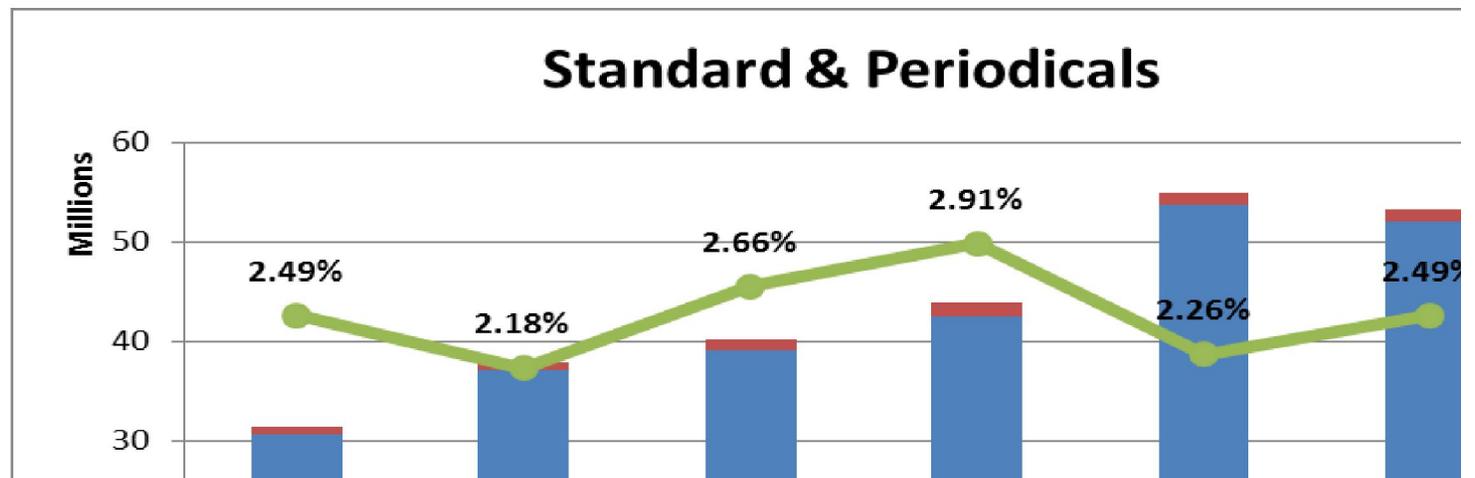
Broken Bundle Report

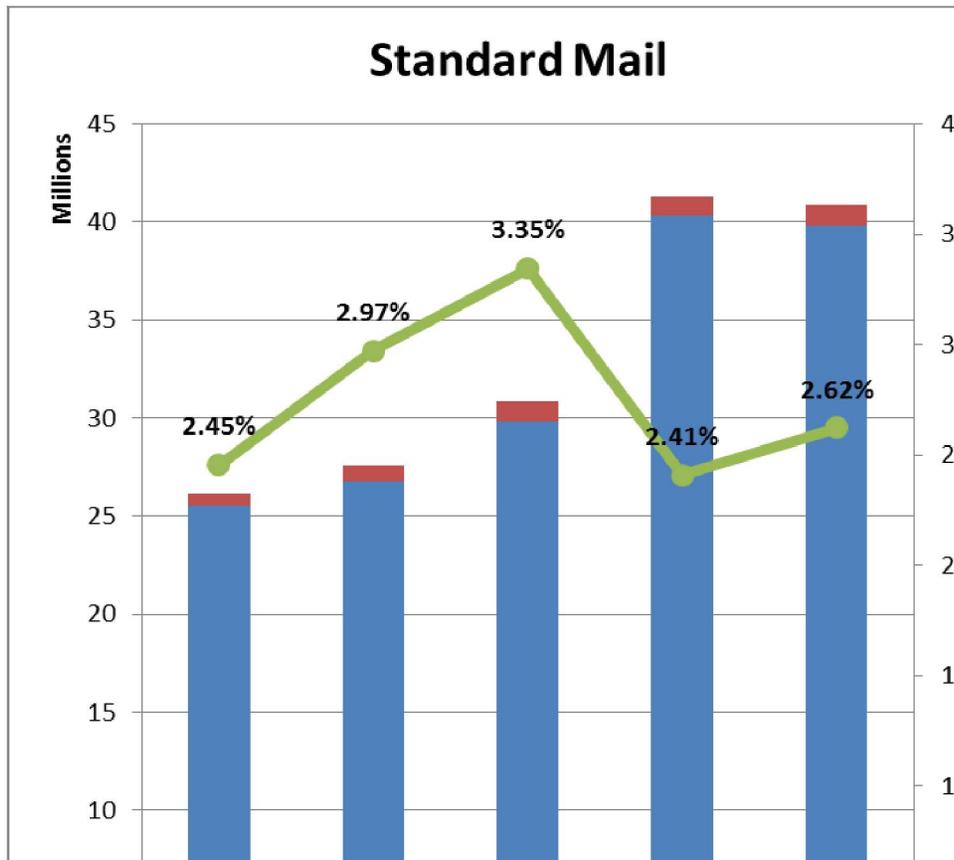
Broken Bundle Data is based on:

- 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 **November**, total amount of Broken Bundles (Standard and Periodicals) were 1,327,957
- **The impact returning to carrier route level, a cost to the US Postal Service of nearly \$8.3 million (\$8,366,129)**

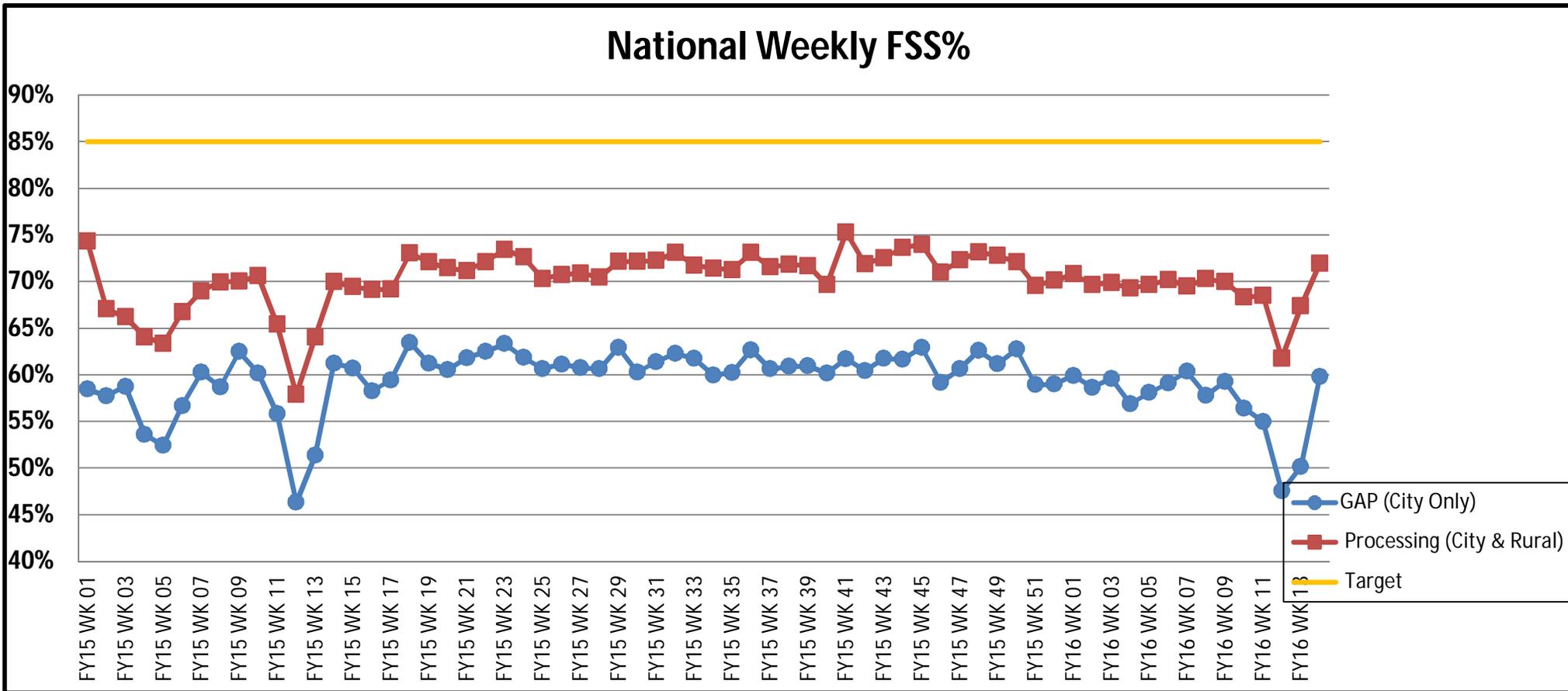


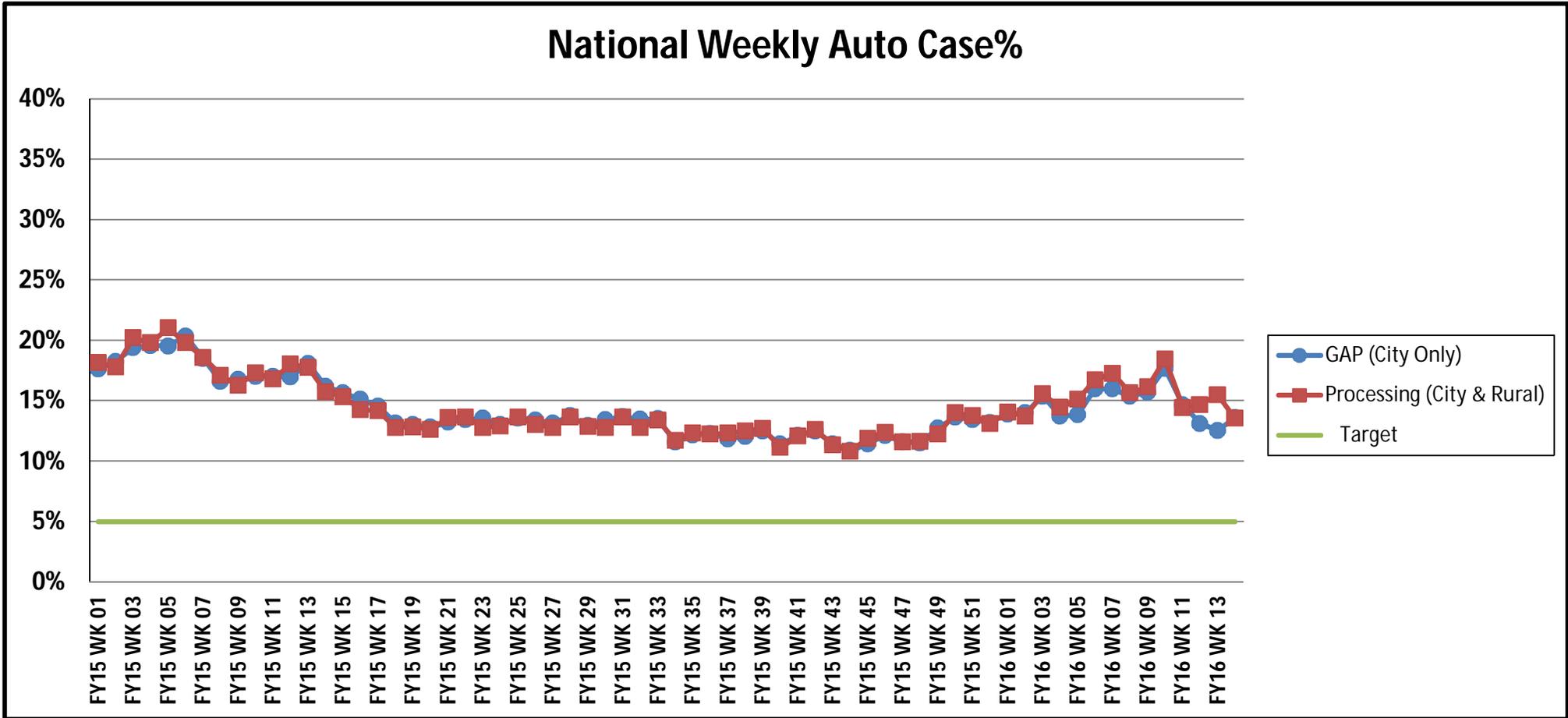


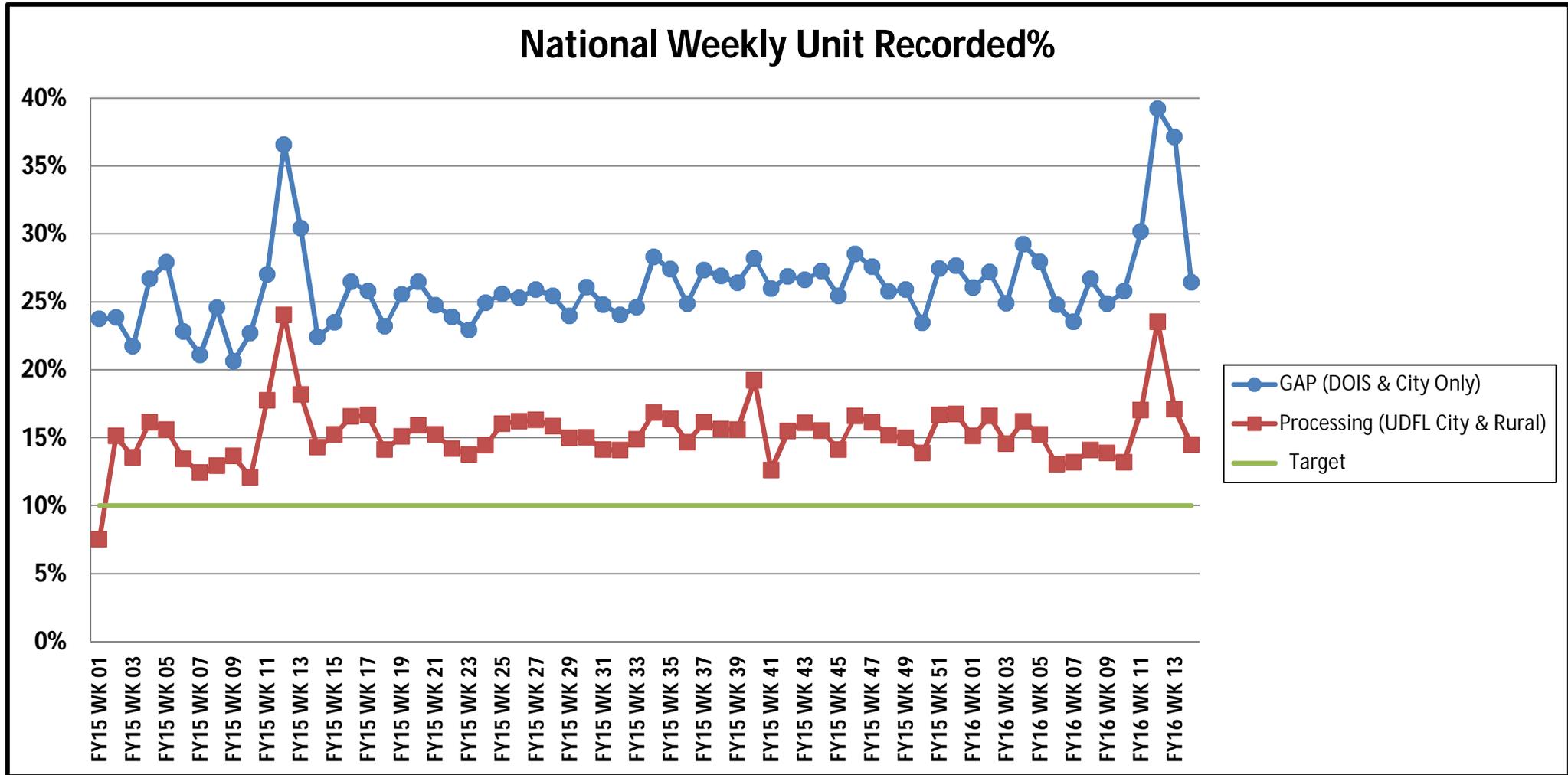
Moving forward

- Top 10 MSP's will receive bundle breakage data via email monthly
- Requesting each MSP provide contact names for monthly email
 - Please send names to fontell.peart@usps.gov
 - Use Subject: "Contacts Bundle Breakage"
- Expected improvement discussions to be addressed at future MTAC meetings.

FSS Percentages & Trends







Newspaper Update

Open Discussion