



City Delivery update

All three chapters of the *NALC Route Protection Program* have been mailed to each branch president and are now also available on the City Delivery page of the NALC website at www.nalc.org. *The NALC Route Protection Program Pocket Handbook*, which has been mailed to every letter carrier who is an NALC member, is not available online as it is intended for members only. Branch inquiries regarding a need for additional copies of the *Pocket Handbook* should be directed to your National Business Agent.

The two city/rural committees, each comprised of a representative from the NALC, the NRLCA, and the USPS, were able to resolve almost 1,200 of the approximately 1,400 cases they were given to review. We will soon be meeting with the NRLCA and the Postal Service regarding disposition of the remaining cases.

NALC National Business Agents have been working with USPS District Managers to select classroom instructors for each carrier training academy, and on-the-job instructors (OJIs) for each station, pursuant to the new training program for newly hired letter carriers that was jointly developed by the NALC and the USPS. As part of the implementation process, NALC National Business Agents and USPS area vice presidents are also working together to ensure that the agreed-upon classroom instructors and station OJIs are trained on the new program.

We have been advised by the Postal Service that a functioning prototype of the new scanners will be available for analysis in July. They anticipate initial deployment shortly thereafter, to be completed in each district by June 2006. The 300,000-plus new scanners, known as Intelligent Mail Devices (IMDs), are scheduled to be deployed in four stages. The first stage would begin deployment in August 2005 in the Cap Metro and Eastern Areas, to be completed by October 2005. The second stage includes the Southeast, Great Lakes, and Northeast Areas being deployed between September 2005 and April 2006. The third stage would begin in the Southwest, Pacific, and Western Areas in November 2005, to be completed by June 2006. The final stage scheduled would be deployment in the New York Metro Area between March and June 2006.

The Postal Service has contracted with the Northrop Grumman Corp. to develop a prototype Flats Sequencing System for testing. The purpose of the system would be to sort flat mail into delivery point sequence (DPS). The sys-

tem is currently in the research and development stage. While the Postal Service had hoped a system would be ready for testing this fall, we have now been notified that testing will not occur before next spring. The contractor anticipates that the system tested will be rather large, requiring a plant that not only has heavy flat volume, but also plenty of floor space. A processing center in Indianapolis has been mentioned as a possible test site.

We have been meeting with representatives from the Postal Service to update the *Joint Contract Administration Manual (JCAM)* for calendar year 2005. We anticipate that the 2005 update will be available this fall.

We are in the process of exchanging information and meeting with the Postal Service regarding the national level disputes on management's Delivery Operations Information System (DOIS) and their Carrier Optimal Routing (COR) program.

Meanwhile, using their malfunctioned, unreliable, and inaccurate DOIS data, management continues to misrepresent the evaluation of letter carrier routes to themselves on a daily basis. This confuses supervisors. A letter carrier's reporting requirements in the *M-41 Handbook* make no mention of DOIS. Rather, letter carriers estimate their workloads based on their experience and understanding of the relevant factors affecting their office and street functions that day. DOIS estimates their workloads using inaccurate calculations, base data, and volume entries. This confuses the supervisor because the letter carrier's estimate is likely different from the DOIS estimate, and the supervisor has been programmed to challenge the carrier's estimate regardless of how inaccurate the DOIS data may be. Carriers should continue to evaluate their daily workload based on their experience and understanding of the relevant factors each day. *Don't be intimidated by a confused supervisor's reliance on misrepresented data.*

Management's use of COR to adjust routes has been inaccurate and ineffective. It has been necessary to manually correct the adjustments made by the COR program. One of the many problems has been the "loss" of street time when transferring territory. To ensure that corrections have been made regarding the loss of allied, relay, and travel time on the street, it is important to review Form 3999 and the reverse of Form 1840 to make sure that all the street time associated with the territory transferred has been properly credited. ☒