

City Delivery updates



**Christopher
Jackson**

In this month's column, I will be discussing USPS Smart Lockers as well as a few new pilot tests that include small parcel and rolls (SPRs), same-day delivery with Amazon parcels, deferring marketing mail and a new label introduced into the mail stream.

USPS Smart Lockers

In August, USPS provided notification of a web-based training program for USPS Smart Lockers. The training program is centered around retail employees in postal facilities to familiarize them with the equipment. A letter went out to ask USPS to provide a list of all locations where this equipment would be located. USPS responded that all Smart Lockers are installed within Postal Service facilities and provided a list of all locations. If any USPS Smart Lockers are installed outside of Postal Service facilities, request to speak with your shop steward or branch officer and, if appropriate, request that a grievance be filed.

Small parcel and rolls pilot test

In September, USPS provided notification of its plan to test an alternative method for city letter carriers to handle SPRs. According to the notification, the purpose of the test is to minimize the handling and transporting of packages between two floors in the San Juan, PR, Sorting and Delivery Center (S&DC). However, USPS is still in the process of moving city delivery operations into the San Juan S&DC and decided to test this alternative method in a similar two-floor office at the Bridgeport, CT, S&DC.

Testing of this method commenced in late September at the Bridgeport S&DC. A total of 10 city letter carriers were observed during the initial testing; they were provided with one sheet that illustrated four separate squares. Each square designated delivery points of their respective route, specifically, each square contained three columns, one for a range of addresses, one for whether the address was odd or even, and one for the street name. City letter carriers used this sheet to match four tubs and separate their SPRs by matching them with the corresponding tub.

This test does not change postal handbooks and manuals. During observation, multiple concerns were raised that are in conflict with postal handbooks and manuals, specifically, *Handbook M-41, City Delivery Carriers Duties and Responsibilities*.

Amazon PM Delivery pilot test

Also in September, USPS provided notification of a new pilot test called Amazon PM Delivery. During this pilot test, Amazon would be dropping parcels between 12 p.m. and 1 p.m. (local time) and clerks would sort parcels manually to be ready for same day delivery by city letter carriers between 2 p.m. and 8 p.m.

This pilot was scheduled to start on Sept. 29 and Oct. 20 at the Morgantown, WV, S&DC; the Lake Havasu, AZ, S&DC; and the Columbia, SC, S&DC. A total of 16 routes are scheduled to be used for this pilot test with a cap of 200 parcels per route in the West Virginia and Arizona S&DCs and 100 parcels per route in the South Carolina S&DC. I have provided questions and requested a meeting with USPS to go over this pilot test.

Marketing Mail Optimized Delivery pilot test

Also in September, USPS provided notification that it would be piloting a proof of concept called Marketing Mail Optimized Delivery (MMOD). Based on the notification, the test will focus on specific conditions where a delivery point does not receive First-Class Mail for a given day. This delivery point's Marketing Mail will then be handled and processed by deferring a delivery for a maximum of one day.

The MMOD pilot test was scheduled in the Austin, TX, Processing and Distribution Center (P&DC) and in the Boston, MA, P&DC from September to October. I have requested a meeting with USPS to discuss this pilot test.

New Intelligent Mail matrix barcode label pilot test

USPS provided notification that it will be piloting a new type of label, the Intelligent Mail Matrix Barcode (IMmb) label. With this pilot test, city letter carriers are to expect four Intelligent Mail Matrix Barcode labels in place of the traditional linear barcode in the USPS tracking section. Currently, this pilot is being conducted with a single shipper that ships Priority Mail

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Safety committees (continued)

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date of his injury was his last scheduled day of work before his retirement. He was taken for medical care on the evening of his injury with a follow-up appointment four days later, at which time he was given some medicine because pressure was building behind his eye. He went into cardiac arrest almost immediately after taking the medicine while in the doctor's office.

This carrier died on what would have been his first day to enjoy a well-earned retirement. How would you feel if you worked at this facility, were a member of the local safety committee and discovered that a similar accident had taken place earlier, but the safety committee did not look into it?

If your installation does not have an NALC representative on the safety committee, step forward, contact your branch president and get involved.

Executive Vice President

Employment verification compliance (continued)

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ously completed I-9. Some branches and state associations find it easier to complete a new Form I-9 for all rehires.

Auditing and correcting Form I-9

It is good practice to periodically audit and make any necessary corrections to the I-9s. Remember to make all corrections in a different color of ink (red is suggested) to avoid the appearance of tampering with the timing or other compliance requirements. Some Form I-9 errors are technical and can be corrected, but others are substantive and could require new I-9s in addition to the original forms. Important: Never backdate a form! Periodic self-audits and corrections may assist employers in demonstrating a good-faith effort to comply with the law in the event of a government audit.

Given that both audits and raids are becoming more commonplace—and the criminal penalties and fines are severe—it is critical that branches and state associations have a robust I-9 compliance practice in place.

Director of City Delivery

City Delivery updates (continued)

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supplies to all post offices and customers. Based on the notification, the purpose of this pilot is to improve readability of packages in the postal network.

Current Label

P	U.S. POSTAGE PAID
USPS PRIORITY MAIL ®	
JANE SENDER 8403 LEE HIGHWAY MERRIFIELD VA 22082	
WAYER OF SIGNATURE REQUESTED NO DELIVERY WEEKEND OR HOLIDAY	
RICK RECIPIENT 8403 LEE HIGHWAY MERRIFIELD VA 22082	
USPS TRACKING #	
	
9512 3112 3456 1234 0000 06	

Pilot Label

P	U.S. POSTAGE PAID
USPS PRIORITY MAIL ®	
JANE SENDER 8403 LEE HIGHWAY MERRIFIELD VA 22082	
WAYER OF SIGNATURE REQUESTED NO DELIVERY WEEKEND OR HOLIDAY	
RICK RECIPIENT 8403 LEE HIGHWAY MERRIFIELD VA 22082	
USPS TRACKING #	
	
9512 3112 3456 1234 0000 06	

I will continue to share updates on the pilot tests and initiatives from USPS with the membership. Be sure to read my article each month and visit nalc.org for more information.