

Testing updates



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In my August column for *The Postal Record*, I discussed several new Postal Service tests involving city carriers. I want to use this month's article to provide some additional information and updates related to these test initiatives.

In May, the Postal Service notified me of a test involving the Mobile Delivery Device (MDD/MDD-TR) in which carriers would use the MDD to make time-clock entries. These entries would then be communicated to the Time and Attendance Collection System (TACS) application. This test process was initiated Aug. 30 in two

delivery units in Memphis, TN.

My staff and I visited the two sites, the North and White stations, to observe the test process. At the beginning of the test, the city carriers involved were provided a brief stand-up talk and copies of the menu workflow charts describing the process for making various clock ring entries. After some initial challenges with scanning of employee badges and the available menu options, carriers were able to navigate the menus and respond to the prompts without much difficulty.

USPS anticipates that the test process will conclude before the end of November. If the test is successful, USPS hopes to use the MDD/MDD-TR as a replacement for the electronic badge reader (EBR).

In my August article, I also advised the membership of a test process involving the loading of Sunday Amazon parcels. During the Sunday Amazon loading test, one carrier will load parcels into vehicles in order of delivery for multiple routes. Another carrier who arrives later will clock in on office time and perform minimal office duties, including retrieving and setting up the MDD, obtaining vehicle keys and management instructions. These delivery-only carriers will then move to street operation and proceed directly to the route for delivery.

A member of my staff traveled to one of the test sites to observe the loading process. In this particular location, two loading carriers were scheduled to arrive at 6:30 a.m. and four delivery-only carriers were scheduled to arrive at 7:30 a.m. The Sunday parcels were sorted using Dynamic Routing, with the parcels num-

bered by the clerk in order of delivery and copilot turn-by-turn directions were printed.

Loading carriers began loading the first two routes for the delivery carriers. Parcels were loaded into Long Life Vehicles (LLVs) and Promasters using the Load Truck feature and Dynamic Routing sequence numbers applied to each parcel by the distribution clerk. The test site carriers involved said it was common practice to use both methods.

In the LLVs, the loading carrier was instructed to route parcels 1-29 in the front of the vehicle and the remainder in the rear of the vehicle using the six-section loading process. The parcels loaded into Promasters were placed on the shelves in delivery order using the Dynamic Routing sequence numbers.

Once loading of the first two routes was complete, the two early-arriving loading carriers began loading the next two routes for delivery. The delivery-only carriers arrived and clocked to office operation 7240 to obtain their vehicle keys, set up their scanners and receive instruction from management. After clocking to operation 7230, the delivery carriers proceeded to their already loaded vehicles and departed for their routes. The loading carriers then loaded their own assigned routes and departed the unit for parcel delivery in the usual manner.

The Sunday Amazon loading test began in April in 81 locations in the West Pac Area. Since testing began, the Postal Service has sent me two more notifications of additional locations that were being incorporated into the test.

I received a letter in July in which USPS informed me of 221 additional locations spread across all four postal areas.

In the letter I received in September, USPS indicated that, based on feedback from the districts, there was a desire for more locations to be involved in this test. Subsequently, USPS expanded the test to another 276 sites nationwide.

Currently, both tests are still ongoing, and USPS has made no determination on whether these processes will be implemented nationwide. I will be sure to update the membership on the potential effect these new initiatives may have if implemented and provide more information as it becomes available.

Be sure to read my article each month and visit nalc.org for all of the latest updates.