

National Joint City Delivery  
Committee Meeting  
Thursday, November 17, 1983

The meeting was held at NALC Headquarters and began at 9:30 a.m. The participants for both the union and management were in attendance from the prior days meeting at USPS Headquarters with the addition of Anna Marie Campbell to discuss CFS quality control issues.

The union indicated that, in the Southern Region, routers were not allowed to use Form 3982. It is management's position that Form 3982 is permissible for use by routers the same as for any city carrier occupying a regular assignment. The Southern Region has been advised accordingly.

The union questioned the origin of a policy attributed to the Northeast Region relative to policy of allowing .15 minutes for office time and .15 minutes for street time with the addition of each new delivery. Regional officials, when contacted later about this matter, said they had no knowledge of such a policy.

There was much discussion concerning the temperature in the interior of vehicles in summer, particularly now that the policy is to keep vehicle doors closed at all times when the vehicle is in motion. The principal topics involved roof vents and floor matting. Since the meeting, the union has been furnished a letter resolving the issue of floor matting and has been verbally informed that all new jeep vehicles purchased since 1975 have both roof and side vents.

The union said that there is not one set of complete instructions on the Computerized Forwarding System (CFS) and that is causing problems. Management said that it would be premature to issue a comprehensive set of instructions right now since a number of changes still are being considered for CFS units. For instance, labeling of the throwback case and the carrier case should be streamlined.

The March 3, 1983, Postal Bulletin #21393, contained a Delivery Unit Basic Reference Chart for handling undeliverable mail. The chart, or a reproduction of it, should have been included in each carriers routebook. Most of the NALC representatives indicated that all carrier's did not have the chart in their routebooks.

The union said that carriers don't receive Postal Bulletins and have no knowledge of the various changes published therein. Management pointed out that, in addition to the bulletins, the supervisor should be instructing the carriers on any changes through the use of periodic "standup talks." Currently, the Western Region has developed a slide presentation on CFS units which is being considered by Headquarters as having potential national application with some modifications.

The union commented that CFS is not working and that the function of forwarding mail should be returned to the carriers. In addition, the union said that the volume of mail for forwarding has jumped significantly and, although the price of a stamp includes forwarding of mail, there are no service standards for this function.

Management responded that CFS guidelines should be forthcoming within a few months and that a National Training Program is being developed based on the Western Region's presentation. An initial briefing of the union with regard to the program has been conducted since the meeting of this committee.

There was much discussion on whether the M-39 adequately covers route adjustments for the router. Management's position to date has been that the same rules which apply to carriers also apply to routers.

It is recognized that the administration of overtime and the evaluation of work assignments may have to be handled for routers in a manner different than for carriers. These aspects of the router operation are currently under management review.

While the parties expressed different opinions on the need for publishing national guidelines on router operations, and no such guidelines are contemplated, they appeared to be in agreement on improving the stability of router assignments.

There was much discussion of van pool operations, particularly with regard to the method used for equitably distributing the workload in most of the van pools established to date. The method involves what the union calls "hand offs" and what management calls "workload leveling". This issue is currently being addressed at Step 4 of the grievance-arbitration procedure.

Additional areas of van pooling that were discussed included the possible need for adjustments in scheduling to reduce overtime, and the attention that is given locally to ensure safety in the loading and operation of the vans.

There was some discussion of carrier responsibilities when picking up express mail. Management stated that the performance of so-called "acceptance functions" is not a responsibility of pick-up employees except where the collection involves the scheduled pick-up of Custom Designed Next Day Express Mail. Carriers picking up express mail at random in the normal course of performing their delivery and collection duties need only ensure that postage is affixed just as they are required to do with all collection mail.

In a brief discussion of pivoting, the union expressed concern about the absence of national guidelines on its use. Management's position is that Section 617 of the Postal Operations Manual (POM) adequately addresses pivoting, and additional guidelines are unnecessary.