

The following are the LEAGUE's agenda items for the USPS Consultative meeting scheduled for Friday, July 20, 2007, at the Riviera Hotel and Casino, location of the 104th National Convention. The entire LEAGUE National Executive Board will be in attendance.

NEW ITEMS

1. Postmasters believe there is a difference in how training hours are accounted for and budgeted between the Districts. For example some Districts allow training hours to be transferred to the District while others demand that individual Post Offices eat the training hours, becoming an NPA issue. During the course of a fiscal year, mandatory training for employees is pushed down from Postal Headquarters, the Area, and Districts. Often, the hours necessary for this "new" training were never budgeted. In order to make NPA/PFP more equitable across the country, Postmasters believe that Headquarters should direct Districts to have their Post Offices transfer training to the District.
2. Postmasters believe that verification of a PS150 means that if data supplied by the Postmaster or OIC is inconsistent with that of the District, that it is incumbent upon the District or MPOO to discuss the findings with the Postmaster and to come to an agreed upon number based on a physical verification of supplied data. Postmasters believe this is what City and Rural Carriers expect when their routes are inspected and counted. The Postmaster should be part of the physical verification process and the data gathered must be agreed upon before being moved from the MPOO responsibility to that of HR and the calculating process to begin.
3. Postmasters believe there is an oversight in the original instructions of the PS 150 of Work Service Credits involving the physical movement of the distribution process from an intermediate office to another office. This oversight results in the loss of .7 credits of work load not being accounted for on the PS 150. When the clerk distribution process is moved from an intermediate office to that of another post office the WSC in line 7 is removed entirely from the intermediate office. The current instructions do not define where this work load is to be credited. Additionally this carries through for HCR delivery as well as in the corresponding lines and instructions on the PS150. Postmasters believe this falls into an Exception Credit much like the Exception Credit used for Split City Delivery. Postmasters agree that there will always be some work load associated with deliveries within a Zip Code regardless of where the distribution or carrier sequence takes place. Postmasters believe that WSC's need to be factored into the current PS159 that covers the above inequity.
4. Postmasters believe that clarification is necessary in defining the types of delivery provided by all Post Offices and as such believe further discussion and finalization on PS150 updating should resume
5. Postmasters believe the F-1 manual should be revised to include the exclusions contained in the PO 209 handbook to accommodate the operational needs of non-SIA Post Offices. The August 2005 issue of PO-209 "retail Operations Handbook," section 11-4.3, "Unit Reserve" includes exclusions which allow non-SIA units the flexibility to carry sufficient additional stamp stock to allow a Post Office to meet all but the most unusual customer demand.
6. Postmasters still believe (LEAGUE January 2007 consultative issue # 3) Postmasters are not being allotted the necessary hours to train PMR's by the Districts and as such, suggest Postal Headquarters do a simple time study to determine the actual hours (classroom and OJT) necessary to fully train a PMR. Once completed a directive can be sent out to all Districts and Areas instructing them that a Postmaster from any sized office is allowed that number of hours to train a PMR, and that the Postmaster is the sole determining official regarding the preparedness of the PMR for the position in the US Postal Service.
7. Postmasters believe the US Postal Service could increase productivity, create a more positive public image , and increase efficiency by contracting with a top auto maker to produce private rural vehicles for rural carriers to purchase. The vehicle would be designed to be fuel efficient, right hand drive, and set up to adapt to handle trays and parcels. The vehicle will be USPS colors and be set up for uniform markings. The Postal Service could coordinate low interest financing with payroll deduction for employees with more than one year of service.

8. Postmasters believe the US Postal Service should provide a master list of the most popular/most economical supplies most ordered on ebuy. Doing this will save plenty of time throughout the country as Postmasters/supervisors/supply clerks would not have to go through a number of on-line catalogues looking for their items.
9. Postmasters believe that Postal Headquarters should consider creating a new part-time supervisor where operations warrant the need. Level 20 Postmasters in fast growing communities are absolutely overwhelmed with all of their administrative duties. The Postmasters in question fall just short of qualifying for a supervisor on the SWSC worksheet. In the meantime these Postmasters have limited opportunities to direct and lead employees while performing such tasks as boxing mail, working the window, answering the phone and other common tasks that should not be part of a level 20 Postmasters duties.
10. Postmasters believe that 30 points for failure to serve the customer within 5 minutes is extreme if the office has taken all measures to satisfy the requirements of the Mystery Shop program. For example, if all the noted safeguards are in place - Postmasters believe that there should be an exception to the impact of 30 points for one customer visit that exceeds the 5 minutes in line (all stations are manned, alternate access is available within the delivery area, a designated stamp window is visibly marked and attended, lobby sweeps are performed and a lobby director is routinely handling the lines to eliminate wait time, dutch door or something similar is available for customers to retrieve hold mail and packages, the office has advertised the opportunity to purchase through other venues). If all the above are in place, an exception should be given to those offices who frequently are subjected to high traffic and wait time in line. Postmasters believe it is equitable that less points should be deducted if this scenario is evident when all things within managements control are confirmed.