

Existing Route Summary Report

This report can be generated when management adjusts routes using the COR program. It is important for stewards to request this because it shows the values of the routes in a zone or unit as they exist before any adjustment including office time, street time, allied time and possible deliveries. This information can be used in conjunction with the Adjusted Route Summary Report, which is a similar report that shows the zone after the adjustment is done.

NALC representatives should compare the totals on the Existing Route Summary Report with those on the Adjusted Route Summary Report. If any of the totals on the Adjusted Route Summary Report are lower than those on the Existing Route Summary Report, the time changes must be documented, explained and validated. An example of this report is below.

U.S. POSTAL SERVICE Delivery Routing System Existing Route Summary 02/08/11 09:25:34							
Zone: 33026 -----							
ROUTE ID	POS DEL	STREET TIME		OFFICE TIME			ROUTE TIME
		ALLIED	DELIVERY	NET	STD	FACTOR	
C001	629	02:27	07:04	01:14	01:14	0.118	08:18
C003	567	02:07	07:02	01:30	01:30	0.159	08:32
C005	1347	01:54	07:22	01:23	01:23	0.062	08:45
C006	713	01:30	06:51	01:20	01:20	0.108	08:11
C007	1220	01:38	07:41	01:16	01:16	0.062	08:57
C008	861	02:29	07:09	01:19	01:19	0.092	08:28
C011	705	01:46	06:24	01:32	01:32	0.130	07:56
C012	868	02:29	07:15	01:17	01:17	0.089	08:32
C014	960	02:21	06:59	01:14	01:14	0.077	08:13
C015	769	01:36	06:43	01:14	01:14	0.096	07:57
C017	763	02:00	06:51	01:30	01:30	0.118	08:21
C018	656	01:41	06:47	01:36	01:36	0.146	08:23
C021	888	01:49	07:08	01:08	01:08	0.077	08:16
C022	726	01:38	06:28	01:11	01:11	0.098	07:39
C023	577	01:49	06:21	01:19	01:19	0.137	07:40
C024	451	01:25	05:18	01:10	01:10	0.155	06:28
=====							
Total	12730	30:39	109:23	21:13	21:13	-----	130:36

Adjusted Route Summary Report

This report can be generated when management adjusts routes using the COR program. It is important for stewards to request this because it shows the values of the routes in a zone or unit as they exist after the adjustment, including office time, street time, allied time and possible deliveries. This information can be used in conjunction with another report called the Existing Route Summary Report, which is a similar report that shows the zone before the adjustment is done.

Once again NALC representatives should compare the totals on the Adjusted Route Summary Report with those on the Existing Route Summary Report. If any of the totals on the Adjusted Route Summary report are lower than those on the Existing Route Summary report, the time changes must be validated and then documented on the Form 1840 Reverse and explained during the consultaion. It is also important to note that because this report may be generated and changed numerous times during the adjustment. Stewards should make sure they have the final report. An example of this report is found below.

U.S. POSTAL SERVICE Delivery Routing System Adjusted Route Summary 02/11/11 09:48:58						
Zone: 13026 -----						
ROUTE ID	POS DEL	STREET TIME		OFFICE TIME		ROUTE TIME
		ALLIED	DELIVERY	SELECTED	FACTOR	
=====						
C001	697	02:32	07:01	01:12	0.118	08:13
C003	516	02:04	06:24	01:26	0.159	07:50
C005	1103	02:18	06:59	01:11	0.062	08:10
C006	825	01:20	06:42	01:18	0.108	08:00
C007	1086	01:36	06:52	01:12	0.062	08:04
C008	771	02:21	06:49	01:17	0.092	08:06
C011	705	01:46	06:24	01:32	0.130	07:56
C012	600	02:17	06:36	01:17	0.089	07:53
C014	1038	02:03	06:33	01:20	0.077	07:53
C015	769	01:36	06:43	01:14	0.096	07:57
C017	636	01:59	06:22	01:31	0.118	07:53
C019	606	01:44	06:29	01:34	0.146	08:03
C021	750	01:57	06:56	01:05	0.077	08:01
C022	739	01:39	06:46	01:14	0.098	08:00
C023	616	01:48	06:43	01:24	0.137	08:07
C024	790	01:11	05:29	01:14	0.155	06:43
C025	481	01:20	04:37	00:20	0.000	04:57
=====						
Total	12730	31:31	110:25	21:21	-----	131:46

Mr. William H. Young
President
National Association of Letter
Carriers, AFL-CIO
100 Indiana Avenue, N.W.
Washington, DC 20001-2144

M-01661

Re: Q01N-4Q-C 05022605
Class Action
Washington DC 20260-4100

Dear Mr. Young:

Recently our representatives met in pre-arbitration discussion of the above-referenced grievance.

After reviewing this matter, the parties agree to the following:

The Carrier Optimal Routing (COR) process is a management tool to assist with the adjustment of letter carrier routes pursuant to Chapter 2 of Handbook M-39. No components of the COR program or application of the COR process will be inconsistent with the route inspection, evaluation, or adjustment process found in Chapter 2 of the M-39 Handbook.

Should the Postal Service develop COR for use in the minor route adjustment process, related components of the COR program or application of the COR process will be consistent with the specific minor route adjustment formula in Section 141.19 of Handbook M-39. Local parties that have established, by mutual agreement, an alternate route adjustment method may also use applications of COR consistent with their alternate route adjustment process.

To facilitate the practical application of this understanding, when transferring territory the back of the PS Form 1840 will indicate, by sector segment, any change in street credit from the actual street time used in sector-segment on PS Form 3999; including all relay, travel, allied time, etc. Any such adjustment to the carrier's actual street time must be documented and explained by appropriate comments on the reverse of PS Form 1840. Additionally, any time adjustment to the base street time, which must be selected pursuant to M-39 Section 242.321, will be documented and explained under the comments section on the reverse of PS Form 1840. Travel To, Travel From, and Travel Within times must be validated, documented, and discussed during carrier consultation. The actual time should be taken from the Inspection PS Form 3999, unless a new pattern is created during the route adjustment process. If a new travel pattern has been created, the new times must be validated.

Notwithstanding any disputes regarding documentation of and/or justification for time adjustments made, the intent of the previous paragraph is for the letter carrier to be made aware of any proposed time adjustment to the carrier's base street time and/or to the street time of the territory being transferred. Time adjustments for territory being transferred will be by sector-segment, including all relay, allied, parcels, accountables, etc. Any time adjustment to a carrier's base street time must comply with the M-39 Section 242.345 through 242.347.

Any grievance held pending a decision on this case will be resolved consistent with the principles of this agreement.

Please sign and return the enclosed copy of this decision as acknowledgment of your agreement to settle this grievance and remove it from the national arbitration docket.

Sincerely,

Doug Tulino
Vice-President
Labor Relations
U.S. Postal Service

William H. Young
President
National Association of
Letter Carriers, AFL-CIO

Date: 7-30-07

The terms of this settlement became effective September 11, 2007 with ratification of the 2006-2011 National Agreement.