

## LAKELAND DISTRICT REPRESENTATIVE-JULIA DOGGETT

GREETINGS FROM LAKELAND DISTRICT!!

The following is a news article submission by Gateway DR Kirby Ricketts. In the interest of sharing relevant information, as Lakeland will be moving in to this process quickly, I've asked to share his article.

Lakeland District will be advancing in to the realm of populating routes for RRECS mapping; Kirby was involved in the pilot program and submitted this article for the IL newspaper.

This information is timely and relevant, please pay close attention to the preparation information throughout; it will help the process move along smoothly.

If you have any questions, please give a call.

Julia Doggett DR for Lakeland

---

RRECS Mapping- article by Kirby Ricketts, DR for Gateway District

When we start creeping closer to spring, it reminds us of the changes to come. More daylight, warmer days, roads on many of your routes changing from ice/snow to dust/mud, switching from hunting to fishing and going from watching football to baseball. As a Rural Carrier, there is one other change heading your way, RRECS Mapping. The pilot program has been rolled out in 8 districts across the nation, Northern Virginia, Ohio Valley, Northern New England, Sacramento, Pio Grande, Suncoast, Arizona and Gateway. By the time you read this article, all these districts should have their pilot offices completed, and be in the process of sending facilitators out to other offices in their districts. Here in Gateway, we believe we will have our pilot office done by February 21<sup>st</sup>. Even if you are not in one of the above-mentioned districts, the RRECS will be headed your way shortly. I won't go into great details about the program, but will give you the basics on what to expect.

The first thing you have to know is **that participation is not optional**, if you are the regular carrier on a rural route, you will

take part in mapping your route at some point and time. If the route is vacant, or held down by an RCA/PTF, they will do the mapping.

Since I know this will be one of the first and biggest questions asked, I'll go ahead and answer it now, **Q: Do I get additional pay for sitting down and mapping my route?** A: No, auxiliary assistance will be provided to you the day you map your route.

**How long will it take you to map your route?** This is the million-dollar question! If you've scanned packages at the door like you were supposed to, ran your route like you were supposed to, have kept your edit book up to date, and were fortunate enough to have a management member that kept up your 4003....then the mapping should go very smoothly. Mapping is basically marking 4 things for each deliver you have on your route, box location, the stop (usually the same as the box location), package/accountable delivery point (usually the front door of the customer), and parking location (where you park when delivering a package/accountable to a customer). If you've been scanning correctly, many of these 4 points will already show in the proper location, you'll only have to verify they are correct. For example, if you've been scanning you parcels at your vehicle, then taking them to the door, or scanning at the box, and heaven forbid hanging the parcel, then the customers front door location might show a location of the middle of the street or at the box. Since parcels are to be scanned at the delivery point, this system downloads the information that you fed it when scanning. For those of you that did all of your scanning correctly, you may see that many of your deliver points have 3 of the 4 icons

*(Continued on page 30)*

*(Continued from page 29)*

already populated. The only other thing that will really be mapped is your fueling location if you have an assigned vehicle on your route.

Now to relieve some of your anxiety! Admit it, I know there are those of you out there that are already nervous because you don't know the first thing about computers, and the thought of this is already making you breakout in a sweat?! Not to worry, each district either is, or will be, putting together a team to head out to the offices around the district to assist carriers with their mapping. If you can point, you can map! It's really that simple for you the carrier, of course you do have to have knowledge of your route, which I'm assuming the majority of you will naturally have. The facilitators are chosen by the NSS District Representative and the district Delivery Operations designee, a mix of management members and carriers. In Gateway the facilitators are about an 80/20 split, with the 80% being carriers. **Here is the one thing you must remember, the carrier, not management, has the final say on the four points that are to be mapped!** Now does that mean that you can move the mailbox location another mile down the road? No, it means that you know your route, you know where you park and you know what door you deliver the packages to, management doesn't. Just map the location honestly and to the best of your ability. The facilitator you are paired with will do all of hands on work with the computer, you will simply be pointing at the 4 points with a pencil or chopstick.

### **What do you need to do to prepare for this?**

First you need to make sure that that you have your edit book up to date and accurate. You need to get with management and verify that your 4003 is accurate and up to date. Ok I heard the laughing, if management refuses, or doesn't seem to know how, to update either the edit book entries

or 4003, get ahold of your designated steward immediately! If you are one of the ones that hasn't been scanning at the deliver location, start doing so now.

With RRECS, the NSS Stewards will not be acting as facilitators. Each District Representative will be hands-on with the first pilot office, but after that, the role will change to just helping to oversee the process. The NSS Assistant District Representatives will be brought into a facilitator training to learn the program so that they can assist in answering questions in the field.

The picture I've included with the article, shows an example of one of the views that you can look at when mapping your route. The 4 icons at the top of the page are what you will be marking. The icon picture meanings are; The Blue Truck Icon = Mail Stop (location where you stop at the box, it is often times possible to serve 2 boxes with one stop), The Green Mail Box Icon = The location of the customers mail box (often times, just like in the example picture, the box has already been populated, however the Mail Stop icon is covering it), The Purple P Icon = The location you would park to deliver a package or accountable to the customer, The Yellow Door Icon = The location of customers door that you use when delivering a package or accountable.

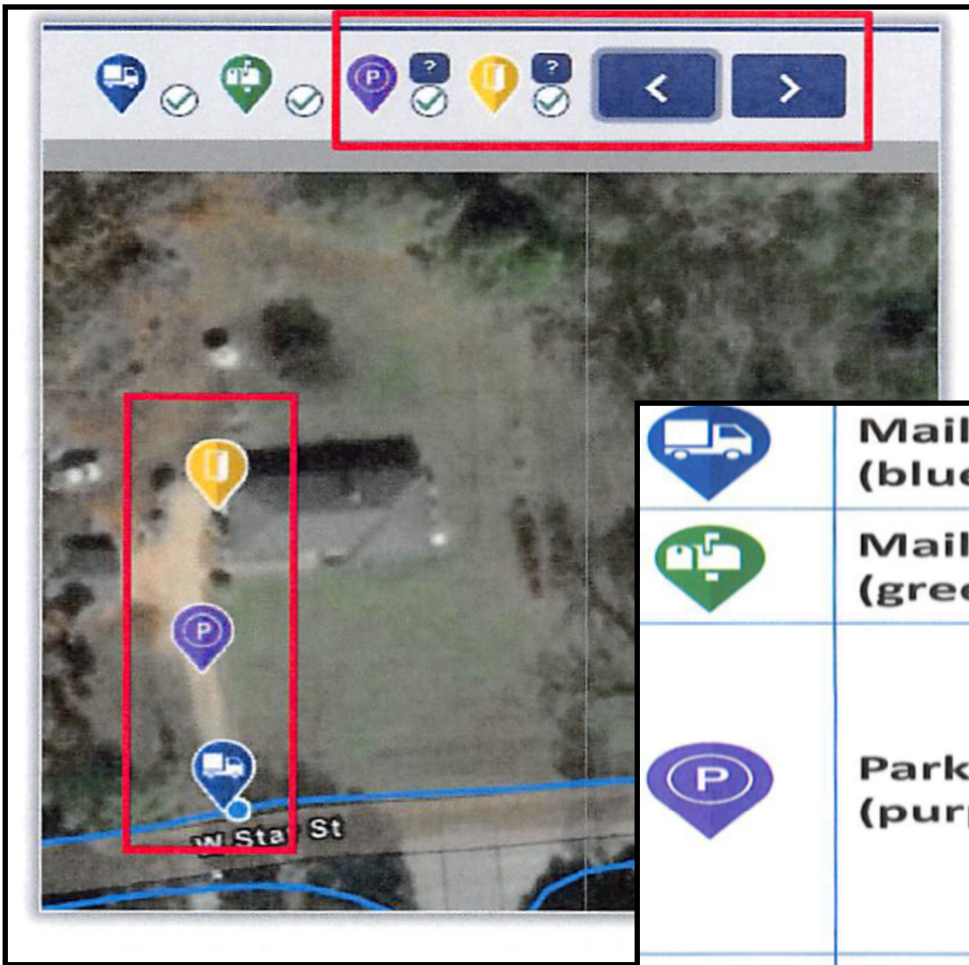
I hope this article will help to prevent or eliminate some of the fears of this program. The rural craft as a whole, including me, sometimes does not do well with change, but this change I believe will be for the better.





Until next time remember,

**IT'S YOUR UNION, BE SMART....TAKE PART!**

---

*(Continued on page 31)*



	<b>Mail Stop Icon (blue)</b>
	<b>Mail Box Icon (green)</b>
	<b>Park Point Icon (purple)</b>
	<b>Front Door Icon (yellow)</b>

**ATTENTION!- 'when the red line shoots out of your scanner and meets the barcode on the item you are delivering, THAT is where the program places the delivery point.'**

***So if you start the scan in your car and finish it at the door, you WILL NOT be compensated to walk that item to the door, even if you have placed it as the delivery point on the program map.***

***MAKE THE SCAN AT THE PROPER LOCATION-YOUR PAY AND EVERYONE ELSE THAT RUNS THE ROUTE DEPENDS ON IT.***