

Questions for CMB Conversion

1. What is the address of each proposed CMB site?
2. What is the number of POC serviced at each site?
3. Will the letter carrier be able to park immediately in front of the site?
4. Has CPC used the Traffic Safety Assessment tool for the CMBs when planning the location of these CMBs
 - a. If yes, what time of the day are you using for this assessment?
5. Will any lighting be provided for these sites?
6. Has Canada Post entered into a contract with a 3rd party to “host” CMB sites?
7. What are the criteria used to determine if a business gets door-to-door delivery, or gets CMB delivery?
8. What is the schedule for conversion and implementation to CMB
 - a. When is the “Wave 1” 2015 implementation date?
 - b. How many other “Waves” with there be in 2015?
9. What are the restrictions for siting the CMBs?
10. Where and when will Canada Post hold public consultation on the conversion to CMB?
11. Where and when has Canada Post had consultation on the conversion to CMB?
12. What notice is being provided to the public about this consultation?
13. What is the nature of this public consultation?
14. If there is theft from the CMBs, how will customers be compensated?
15. What kind of key will be used for the new CMBs – Abloy?
16. What arrangements are made for:
 - a. Maintenance of the boxes
 - b. Changing the CMB keys for move-ins/move-outs?
 - c. Clearance of the snow/ice
 - d. Cleaning the litter/garbage around the boxes?
17. What is the cost of these arrangements (item by item) per site?
18. Given the substantial increase in centralized delivery, has CPC developed any protocol or plan to deal with threats to letter carriers by customers milling about waiting for their mail?
19. Canada Post has indicated a variety of pads for CMBs – gravel or concrete. What are the criteria for using each type of pad?
20. When the CMBs are sited between the pedestrian pathway (sidewalk) and the vehicle pathway (street) will the doors face the pedestrian or vehicle pathway?
21. Did Canada Post consider any alternatives to moving to CMB delivery – alternatives such as alternate day delivery or lot line delivery?
22. For the E101 and E102 currently in use, who is the manufacturer/provider?
23. For the planned modified E101/E102 who will be the manufacturer/provider?
24. Has Canada Post received any studies from the USPS on the security of the mail and/or health and safety of the delivery employees related to the USPS versions of the E101/E102s?