

Exhibit 46

	B	C	D	E	F
1	Keys to Success for Elimination of Extras and Lates				
2	- TSA Printer must be activated this week				
3	- Use of SV is imperative				
4	- Double Stacking is a requirement when bulking out				
5	- Repurpose underutilized afternoon DU runs to pickup mailer volume				
6					
7	Extra Trip Reasons:	Decision Point	If Yes	If No	Note
8	Late FedEx Flight	Can it be processed in time to meet service	Acceptable	Not Acceptable	
9	Extra Flight due to Mitigation	Was extra flight authorized by HQ	Acceptable	Not Acceptable	
10	THS Pickup	Normal Flight - Scheduled	Acceptable	Not Acceptable	THS runs should be scheduled and aligned properly to arrival - should not be extra service
11	Current Customer Pickup	Is it a scheduled trip	Acceptable	Not Acceptable	Must be fully utilized
12	New Customer	Must be approved through HQ	Acceptable	Not Acceptable	Must be utilized , deviation first
13	THS Drop	Should be scheduled - not an extra	Acceptable	Not Acceptable	SV will be utilized to determine if the extra is allowable, Operating plan must be met
14	Late Break at THS	HQ Notification- Can we make service	Acceptable	Not Acceptable	Normal Trip should be held and run late. Late trip for this reason is authorized.
15	Regularly Scheduled Network Extra	Requires HQ approval	See notes	See notes	Consult with HQ Surface Operations to set up regular trip and find offsetting cuts
16	DRO	Are you RPGs and volume aligned properly	See notes	See notes	Ensure RPGs reflect actual processing times and volumes. Adjust last trip to current processing capabilities
17	Unplanned Excess Volume	Will you make service and is the last service responsive trip Double stacked	Acceptable	Not Acceptable	SV will be utilized to determine if the extra is allowable, Operating plan must be met
18	Contractor Omitted Service	Did the contractor fail to run the trip	Acceptable	Not Acceptable	will it be service responsive , if not can it be combined the following day
19	Contractor Late trip	Can service be achieved	See notes	See notes	Extra only if service can be made and if the late will not be service responsive
20	Driver health Emergency	Will this cause regular trip to not run	Acceptable	Not Acceptable	Notify HQ NOCC
21	Contingency Planned Offloads	Are these trips approved by Area	Acceptable	Not Acceptable	Should be part of mitigation
22	ISC Offloads	Are current trips being fully utilized	Acceptable	Not Acceptable	Notify HQ operations
23	Emergency (civil unrest, Covid related, weather)	Notify/Approval from NOCC	Acceptable	Not Acceptable	Notify HQ NOCC/STO
24	Sunday Transportation	Bulk out expected on Monday, Trips on both days will be fully utilized	Acceptable	Not Acceptable	SV will be utilized, if you run Sunday , must eliminate Monday unless SV supports bulk out
25	Directs via the STC	Extra or regular service to move directs to the STC - Requires HQ approval - STO	Acceptable	Not Acceptable	Directs must not be moved to the STC , trip should be double stacked and dispatched from origin
26	MTE	Have 48 positions been loaded on the trailer	Acceptable	Not Acceptable	Requires HQ Approval, trips to the MTE SC must follow SOP - 48 scans
27	Parcel returns	Requires HQ approval	Acceptable	Not Acceptable	Request approval, we should not be running transportation for returns unless we have it in an NSA

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28	STC	Same as the Plants	See notes	See notes	Same rules as above apply
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