

BEFORE THE
POSTAL RATE COMMISSION
WASHINGTON, D.C. 20268-0001

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POSTAL RATE COMMISSION
OFFICE OF THE SECRETARY

POSTAL RATE AND FEE CHANGES, 2000

Docket No. R2000-1

NOTICE OF UNITED STATES POSTAL SERVICE OF FILING ERRATA TO TWO
INTERROGATORY RESPONSES OF WITNESS XIE, UPS/USPS-T1-35, 43 (ERRATA)
(April 7, 2000)

The United States Postal Service hereby gives notice that it is filing two replacement interrogatory responses of witness Xie. The page reflecting interrogatory UPS/USPS-T1-35 did not contain the prepared response, while the page reflecting interrogatory UPS/USPS-T1-43 contained an inappropriate (but true) comment regarding the incomplete status of the responses to parts (a) and (b), which were redirected to the Postal Service.

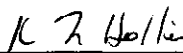
Corrected pages are attached.

Respectfully submitted,

UNITED STATES POSTAL SERVICE

By its attorneys:

Daniel J. Foucheaux, Jr.
Chief Counsel, Ratemaking



Kenneth N. Hollies

**RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS XIE
TO INTERROGATORIES OF UNITED PARCEL SERVICE**

UPS/USPS-T1-35. The following questions relate to the TRACS Highway Subsystem, library reference USPS-LR-I-52.

- (a) If mail is destined for co-located facilities, is it delivered to one dock location, or does each facility receive its mail at a separate dock?
- (b) In cases where mail is delivered to separate docks at co-located facilities, does the TRACS sample selection process differentiate between the facilities, and does the inspection schedule indicate the dock where the inspection is to take place?
- (c) In cases where mail is delivered to separate docks at co-located facilities and the TRACS data collection schedule does not indicate the dock at which mail is to be inspected, is mail inspected at a randomly chosen dock? If not, what determines which dock will be sampled?
- (d) In cases where mail is delivered to separate docks at co-located facilities, what information is recorded about the trip segment that corresponds to the movement between docks? What mileage is recorded as the distance?
- (e) In cases where mail is delivered to one dock for co-located facilities, does the TRACS sample selection process differentiate between the facilities?
- (f) In cases where mail is delivered to one dock for co-located facilities, is all the unloaded mail treated as one set by the TRACS data collector, or is the mail considered separately according to which co-located facility is the destination?
- (g) What fraction of facilities are co-located, by facility type?

RESPONSE.

- (a) It depends on the circumstances. My understanding is that, for co-located facilities in which both are served by highway contract routes (separate facility codes), each facility receives its mail at its own docks on separate platforms. For co-located facilities in which only one facility is served by highway contract routes, mail will be delivered to the dock of that facility.
- (b) For co-located facilities, both of which are served by highway contract routes, the TRACS sample selection indicates the facility at which the vehicle is scheduled to arrive. The inspection schedule does not indicate the specific dock at which the vehicle will be unloaded – it specifies the facility. The data collector is instructed to consult with the dock

**RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS XIE
TO INTERROGATORIES OF UNITED PARCEL SERVICE**

supervisor, transportation analyst, dock expediter or vehicle control officer
to determine the actual dock number at which the vehicle will arrive.

- (c) Mail is not sampled at a randomly chosen dock. It is sampled at one of the docks of the facility at which it arrives. The data collector consults with the dock supervisor, transportation analyst, dock expediter or vehicle control officer to determine the actual dock number.
- (d) TRACS data collectors do not record mileage. It is my understanding that vehicles typically deliver mail to only one of the facilities on a trip. However, if mail is scheduled to be delivered to both facilities on one trip, this would be reflected on the trip schedule as two different stops at two different facilities, and the mail sampled would only include that unloaded at the sampled facility. Mileage is computed from the facility at which mail was loaded onto the vehicle to the facility at which the mail was unloaded from the vehicle. Hypothetically, if facilities A and B are co-located, and mail is loaded onto the vehicle at facility A and unloaded at facility B, the mileage calculated for that mail would be zero, though the possibility of this hypothetical situation seems remote.
- (e) It is my understanding that if mail for co-located facilities is delivered to only one dock, then only one of these facilities is served by highway contract routes, and that is the one that will be included in the TRACS sample selection process.
- (f) All the unloaded mail is treated as one set by the TRACS data collector.

**RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS XIE
TO INTERROGATORIES OF UNITED PARCEL SERVICE**

- (g) Based on extensive queries with operations personnel and field data collection staff, the best indication I have is that 3.4% of plants, BMCs, HASPs and ISCs are co-located.

**RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS XIE
TO INTERROGATORIES OF UNITED PARCEL SERVICE**

UPS/USPS-TI-43. The following questions relate to the TRACS Highway Subsystem (USPS-LR-I-52).

(a) Describe the updating process for the NASS data that serves as an input to the sample selection part of the procedure. How current is the information in the system at the time the TRACS sample selection process begins? How often is the data updated?

(b) Describe the updating process for the Highway Pay Master File data that serves as an input to the sample selection part of the procedure. How current is the information in the system at the time the TRACS sample selection process begins? How often is the data updated?

(c) Describe the updating process for the Highway Contract Support System data that serves as an input to the sample selection part of the procedure. How current is the information in the system at the time the TRACS sample selection process begins? How often is the data updated?

(d) Describe how far in advance of the beginning of a quarter the TRACS sample is selected. What is the age of the data files used at that time -- are they current as of that day, or were they set aside at an earlier time?

RESPONSE.

(a) Redirected to the Postal Service.

(b) Redirected to the Postal Service.

(c) TRACS used two HCSS data sets extracted from the Highway Contract Support System (HCSS). They were updated intermittently. One was created prior to PQ1, FY97 (August 1996). Although there is some evidence indicating that the other one was created in August 1995, that evidence is not conclusive. It is possible that it was updated at the same time that the first data set was created, in the process of updating inputs for the PQ1, FY97 sample selection. They were subsequently updated and consolidated into one HCSS input file for the PQ1, FY99 sample selection process. As I stated in my response to UPS/USPS-T1-38 (a) and (b), the sole use of the HCSS file in the sample

**RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS XIE
TO INTERROGATORIES OF UNITED PARCEL SERVICE**

selection process is to provide a list of box routes for elimination from the Highway Pay Master File.

(d) The TRACS sample selection process is usually initiated five weeks prior to the beginning of a postal quarter. See responses to (a), (b), and (c) of this question for the age of the input files.

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon all participants of record in this proceeding in accordance with section 12 of the Rules of Practice.

K N Hollis

Kenneth N. Hollies

475 L'Enfant Plaza West, S.W.
Washington, D.C. 20260-1137
(202) 268-3083 Fax -5402
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